A. N. O's

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ANO's 1-21/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6 January 1969.

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.

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26688/68

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

1 Australian Navy Orders.
2 McNicoll Trophy.

SECTION 2—PERSONNEL

3 Child Education Allowance—Members Serving Overseas.
4 Education Allowance—Members Serving in Australia.
5 Introduction of Patrol Boat Coxswains Bridge Watchkeeping Certificate.
6 Prizes—1968 Entry Supplementary List Seamen Midshipmen.
7 Uniform—Kits of Personnel Posted to the New Guinea Area and Darwin.

SECTION 4—EQUIPMENT, STORES AND SERVICING

8 Alteration and Addition Item—HMAS DUCHESS.
9 Alteration and Addition Item—Type 12 Destroyer Escorts.
10 Ammunition—Annual Practice Allowance.
11 Binoculars Type AC 2032/1—Introduction.
12 Boilers—FFO Burner Hoses—DEs Type 12.
13 Fires and Firefighting—Smoke Clearance.
14 Lists of Equipment Etc—Accounting for Accessories.
15 Naval Stores—Economy in Use.
16 Naval Stores—Electrical Contact Cleaner—Introduction.
17 Naval Stores—Introductions—Group Class 0243 Catalogue Nos 881–4724 and 881–7335 BCF Fire Extinguisher and Bracket.
18 Numbering of Storerooms in HMA Ships.
19 Stores—General—Cataloguing—Introduction of Temporary Stock Numbers (TSNs).

SECTION 6—ESTABLISHMENTS

20 Cockatoo Island Dockyard—Control and Management.
21 Use of Flammable Liquids in Store Buildings.

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1—Australian Navy Orders

1. Navy Orders are printed orders and instructions having general application throughout the Navy. They are printed in three series, Australian Navy Orders (ANOs), In-Confidence Australian Navy Orders (ICANOs) and Confidential Australian Navy Orders (CANOs). The first two series take in matter up to RESTRICTED while the last are all CONFIDENTIAL.

2. Many of these orders are based on Defence Council Instructions in which case the relevant DCI number is shown in italics beneath the title of the Navy Order.

3. The orders are divided into sections by subject as follows:

Section *Title*

1—ADMINISTRATIVE AND GENERAL.
2—PERSONNEL.
3—OPERATIONAL AND TRAINING.
4—EQUIPMENT, STORES AND SERVICING.
5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY.
6—ESTABLISHMENTS.
7—CANCELLED LIST.

4. Navy Orders are not intended as a permanent book or reference and remain extant for three years before automatic cancellation unless they are otherwise cancelled. A disposal instruction is included in Navy Orders each month listing the orders no longer in force which may be disposed of.

5. So that packs of orders may be amended readily, any order referred to in the text of an order has its number printed at the end of that order.

6. Separate indexes are issued annually for Ordinary and Confidential series (ICANOs) being included in the Ordinary Index covering orders promulgated over the previous three years. Supplementary indexes for each series are compiled in June of each year listing orders promulgated in the previous six months.

7. The last Navy Order issued for 1968 was No 894.

8. Navy Order 1 of 1968 is hereby cancelled.

(CEO (GS) 47/8/7)

(*Navy Order 1 of 1968*)

UNCLASSIFIED

2—McNicoll Trophy

1. The Grumman Aircraft Corporation has presented a trophy to the RAN for award to the Fleet Air Arm Squadron with the best flying safety record. This award will be known as the McNicoll Trophy.

2. The trophy will be awarded annually and will be held by HMAS ALBATROSS. A miniature of the trophy has also been presented and will be held personally by the winning squadron for the twelve month period.

3. The Naval Board will decide the winner of the trophy on the advice of the Director of Naval Aviation Policy who will collate and analyse all accidents and incidents reported.

4. To allow a fair assessment between squadrons with differing aircraft establishments and hours flown, each accident and incident will carry a points loss. The points lost by a squadron for a particular accident or incident will be assessed from the following table using the major headings from the Flight Safety Manual (AP 3207) as a guide.

	Point Loss			
	Root Cause		*Contributory Cause*	
Heading	*Accident*	*Incident*	*Accident*	*Incident*
Aircrew error	20	10	10	5
Inspection and Servicing error ..	20	10	10	5
Support Service Fault (Squadron) ..	20	10	10	5
Organisation fault (Squadron) ..	20	10	10	5

5. As an example, using the above table, an accident with Aircrew Error clearly defined as the Root Cause and Inspection and Servicing Error as a Contributory Cause will lose 30 points. Where the Root or Contributory Cause is not clearly defined, or some doubt exists, the assessing authority will extrapolate within the table to arrive at a suitable points loss.

6. At the discretion of the assessing authority an incident, which may have resulted in a serious accident, may be assessed as such in the calculation of points lost.

7. At the end of each year squadron point losses will be totalled and then assessed, together with the total number of hours flown, as a factor of 3000 hours.

eg, HOURS FLOWN 1,500
TOTAL POINT LOSS .. 50
ASSESSMENT OVER 3000
HOURS .. .. .. $\frac{3,000}{1,500} \times 50 = 100$

The squadron with the least number of total points will be the winner of the McNicoll Trophy.

8. Any squadron that has an accident directly attributable to deliberate contravention of flying regulations or discipline will become ineligible for award of the trophy for the year in question.

9. The award will be announced by the Naval Board on 1 February of each year.

(DNAP 138/1/93)

Section 2
PERSONNEL

UNCLASSIFIED

3—Child Education Allowance—Members Serving Overseas

1. With effect from 1 January 1968 the Category 'A' rate of Child Education Allowance has been increased to an amount of $A1,115 per academic year.

2. The Category 'B' rate of Child Education Allowance has not been varied and remains at $A505.

3. NPI 105/303 (4) (a) should be noted pending amendment.

(HPB 252/10/9)

UNCLASSIFIED

4—Education Allowance—Members Serving in Australia

1. The maximum rate of the Category 'A' rate of Education Allowance payable per academic year in accordance with NPI 122 and 122/2 has been increased to an amount of $1,115 with effect from 1 January 1968.

2. The Category 'B' rate of $505 per academic year has not been varied.

3. The increased rate of Education Allowance cannot be paid until Statutory Cover is obtained. Advice will be promulgated as soon as this authority has been obtained.

(HPB 252/10/2)

UNCLASSIFIED

5—Introduction of Patrol Boat Coxswains Bridge Watchkeeping Certificate

1. Of necessity two officers only will be borne in most RAN Patrol Boats in the foreseeable future. In order to assist these officers and with a view to enhancing the status of senior sailors by providing the opportunity to assume greater responsibilities it has been decided to introduce a Patrol Boat Coxswain Bridge Watchkeeping Certificate for which all Seamen Chief Petty Officers and Petty Officers posted to patrol boats for coxswain duties will be expected to qualify. In future these sailors will undergo additional pre-commissioning training, the successful completion of which will be a pre-requisite to the initial award of the certificate.

Pre-commissioning Training

2. Selected sailors will be posted to HMAS WATERHEN to undergo PCT as follows:

Course 902460—Patrol Boat Coxswain Course

a. *At HMAS WATERHEN—two weeks:*
   (1) Organisation, including First Aid—Victualling.
   (2) Discipline.

Course 902490—Patrol Boat Coxswain Course (OOW DUTIES)

b. *At HMAS WATSON—four weeks:*
   (1) General Navigation, Ship Handling and Rule of the Road, elementary Fleet Work, Voice Procedure.
   (2) Practical Ship Handling (in conjunction with HMAS WATERHEN).

Conditions of Award

3. The following conditions are applicable to the award of a Patrol Boat Coxswains Bridge Watchkeeping Certificate—Qualification No 02490.

a. A minimum of 4 months sea experience performing the duties of a Coxswain of a patrol boat before award of the certificate for watchkeeping by day only (sunrise to sunset).

b. A further 2 months sea experience before awarding a full certificate to include night watchkeeping.

c. The certificate is only to be awarded by the Captain of a patrol boat.

4. Sometimes it will be necessary for the Coxswains to be employed on watchkeeping duties in areas where local knowledge is of great importance. Captains may therefore wish to allow these sailors a period for familiarization as assistant Officer-of-the-Watch. The duration of such periods is at the discretion of the Captain.

26688/68—2

5. The form of the certificate is to state that the Chief Petty Officer/Petty Officer concerned 'Has a sound knowledge of the duties laid down in the Annex to Navy Order 5 of 1969 and is competent to take charge of a watch at sea in a Patrol Boat.' Two copies each are to be completed, one being presented to the sailor concerned and one retained in the ship. Form PA6 is to be raised in order that the appropriate qualification number can be recorded on the sailors service record card.

6. The Naval Board wish to make it quite clear that the award of this certificate will not restrict future sea service of sailors concerned to patrol craft or similar vessels of the RAN.

7. Application has been made for the payment of an allowance for sailors holding this qualification and posted as coxswains of patrol boats.

ANNEX

GENERAL RESPONSIBILITIES AND DUTIES OF THE PATROL BOAT COXSWAIN OF THE WATCH

The following are the general responsibilities and duties of the sailor holding a Patrol Boat Coxswains Bridge Watchkeeping Certificate when acting as Patrol Boat Coxswain of the watch at sea.

GENERAL RESPONSIBILITIES

Safety of the Ship

1. The Patrol Boat Coxswain of the watch is responsible for the safety of the ship in all its aspects particularly her safety from collision and grounding subject to any order that he receives from the Captain.

Conduct and Appearance

2. He is responsible for;
   a. the outward appearance of the ship,
   b. the safety and orderly conduct of all on board;
   c. appropriate marks of respect being paid to passing vessels;
   d. routine duties on deck being properly carried out.

Before Taking Charge of a Watch

3. The coxswain of the watch:
   a. on every occasion before taking charge of a watch is to ensure that the ship is in her correct station or position;
   b. if the ship is out of station or position, is not to take over until the Captain has been informed and his order received to take charge. Under these circumstances the Captain is to direct what action is to be taken.

After Taking Charge of the Watch

4. The coxswain of the watch:
   a. is not until properly relieved to leave the primary conning position unless otherwise directed by the Captain;
   b. is to be careful that all signals are recorded as the Captain directs;
   c. is to inform the Captain of all occurrences worthy of notice;
   d. at the end of the watch is to ensure that the ships log and magazine log have been properly written up and initial them.

Rounds

5. The coxswain of the watch is to ensure that a sailor goes round visiting every part of the ship on frequent occasions at night.

Radio, Radar and Exhaust Precautions

6. Before granting permission for any sailor to proceed aloft or into the vicinity of any radio or radar aerials or exhaust pipes the coxswain of the watch is to ensure that it is safe for them to do so.

On Being Relieved

7. On giving up charge of the watch the coxswain of the watch is to inform his relief:
   a. of all orders whether conveyed by signal or otherwise that remain unexecuted;
   b. when in company with other ships of the position of:
      (1) the officer in tactical command;
      (2) the guide;
      (3) other ships.
   c. of all information which is likely to enable him to keep the ship out of danger and in an efficient state.

GENERAL DUTIES

8. The coxswain of the watch is to carry out the following duties in addition to those prescribed above.

Relieved of Duties by the Captain

9. All the duties and responsibilities of the coxswain of the watch at sea remain with him wherever the Captain may be unless he is relieved of all or any of them by specific order of the Captain. If the Captain gives a direct wheel or engine order he will be deemed to have relieved the coxswain of the watch of his responsibility for handling the ship.

Resumption of Relieved Duties

10. When the Captain has relieved the coxswain of the watch of some or all of his duties and responsibilities the coxswain of the watch is not to resume the duties and responsibilities of which he has been relieved unless and until the Captain specifically orders him so to do. Before giving such an order the Captain is to satisfy himself that the coxswain of the watch is ready and able to resume these duties and responsibilities.

Insufficient Information

11. If at any time the coxswain of the watch feels that he has or is likely to receive insufficient information on which to discharge these duties fully he is to inform the Captain without delay.

Position of the Ship

12. At all times so far as practicable the coxswain of the watch is to keep himself informed of the position of the ship.

Course, Distance, Notations in the Ships Log

13. He is to be careful that:
   a. the ship is properly steered;
   b. a correct account of her way is kept by using the log and engine revolutions;
   c. the notations necessary to reconstruct the track of the ship are made in the ships log.

Station Keeping

14. When in company with other ships he:

a. is to keep station with other ships;

b. if unable to keep station is immediately to report to the Captain.

Altering Course and Speed

15. The coxswain of the watch is to alter course and speed as requisite:

a. to maintain station;

b. to avoid immediate danger.

On all other occasions he is not to alter the course or the speed without directions from the Captain.

Lookout

16. He is to ensure that a proper lookout is kept.

Important Occurrences

17. The coxswain of the watch is to inform the Captain or cause him to be informed of:

a. strange vessels sighted;

b. signals of which in his opinion or in accordance with the Captains orders the Captain should be made immediately aware;

c. changes of formation course or speed.

Approaching Land or in Pilotage Waters

18. When approaching land or in pilotage waters the coxswain of the watch is to ascertain:

a. whether land or lights are in sight and if not;

b. whether any are likely to be seen;

c. all other particulars which may be of use in keeping the ship out of danger;

d. the Captains instruction regarding the use of radar and other navigational aids as well as the taking of soundings and the clearing away of anchors and cables.

Safety of Men on the Upper Deck

19. He is to give the necessary orders to prevent any person going on the upper deck when weather conditions or alterations of course are likely to make it dangerous.

Navigation Lights

20. He is responsible that the authorised navigation lights are displayed between the hours of sunset and sunrise and that no lights are displayed from outboard which might cause authorised lights of the ship to be obscured or mistaken. Unless specifically ordered by the senior officer present masthead obstruction lights are only to be burned when it is clear that the ships mast constitutes a hazard to aircraft operation in the vicinity.

Visual and Sound Signals

21. He is to take care that a good lookout is kept for all visual signals and that a careful listening watch is kept for sound signals when appropriate; and that no unauthorised visual or sound signals are made; and that all apparatus necessary for making signals is in good order and ready for instant use.

Watertight Integrity

22. The coxswain of the watch:

a. is to make himself aware of the watertight state of the ship;

b. is to have control of the opening and closing of compartments as the Captain may direct;

c. when the possibility of collision or grounding exists is not to allow the opening of compartments which may endanger the ships watertight integrity;

d. is to keep a record of the opening and closing of watertight compartments as the Captain directs.

Routine Duties

23. He is to ensure that the necessary orders are given for carrying out the routine duties of the ship.

Readiness of Life-Saving Equipment

24. He is responsible that life-saving equipment is ready for immediate use.

Fishing Gear

25. He is to take every precaution to avoid damaging fishing gear.

(D of T 303/21/154)

UNCLASSIFIED

6—Prizes—1968 Entry Supplementary List Seamen Midshipmen

The Naval Board is pleased to announce that the 'United Services Institution of Victoria Prize' has been awarded to:

Midshipman (SLEX) C. J. CLEVELAND RAN.

(DOA 38/6/31)

UNCLASSIFIED

7—Uniform—Kits of Personnel Posted to the New Guinea Area and Darwin

1. Attention is drawn to ABR 93, Manual of Victualling Stores, Part II, Section 2, Scales 3 (g), 6 (d). Divisional officers are to ensure that personnel drafted to the New Guinea Area and Darwin are aware that their compulsory kit shall comprise the articles detailed in the Annexes A, B and C to this order.

2. To avoid loss, damage or deterioration of items not required by personnel whilst in transit to or from, or while serving in these areas, the balance of kit is to be deposited in a baggage store.

3. Sailors proceeding through Sydney on posting are to deposit excess articles of kit in HMAS PENGUIN. If necessary an additional kit bag will be issued on loan to each sailor for temporary stowage of excess articles.

4. All WRANS posted to Darwin are to deposit excess articles of kit in the baggage store at HMAS LONSDALE. WRANS may be issued with a kit bag, keeper and padlock on loan for stowage of excess kit.

5. Attention is drawn to the provisions of ABR 5016. Regulations and Instructions for the Royal Australian Navy, Volume 2, Appendix 17B, regarding baggage store procedure.

6. Artisans, Air Maintenance Sailors, Engine Room Sailors, Electrical Branch Sailors, Ordnance Artificers, Naval Shipwrights, Cooks, Sick Berth Attendants, Dental Mechanics and Dental Assistants are to maintain three sets of action working dress during service in the New Guinea Area to meet anti-malarial requirements. The third set may be issued gratuitously upon condition that no such gratuitous issue has previously been made.

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

ANNEX A

Articles Required Both in The New Guinea Area and at Darwin

Catalogue No	*Item*	*Den*	*Qty*
	Class I—Sailors		
20010–2	Aural protector, sound, plug	Set	1
62005	Badge, cap, CPO, N5	No	1
67008	Badge, collar, CPO	Pr	1
20018	Bag, kit	No	1
20194–222	Boot, mans, black, heavy	Pr	
	or		
20239–70	Boot, mans, light	Pr	1
	or		
22856–909	Shoe, dress, leather, black	Pr	
20432–41	Cap, service, peaked, white, detachable plastic top	No	1
34076–88	Coat, mans, cloth, wool, serge No 2, double breasted, with gilt buttons, CPO	No	1
34261–78	Coat, mans, drill, white, with gilt buttons CPO	No	1
20666–98	Collar, shirt, semi-stiff, fused	No	
	or		3
20714–66	Collar, shirt, stiff	No	
20859	Cord, tag, identification	Yd	1
20900–12	Coverall, safety, industrial, blue	No	2*
21745	Necktie, black, rayon, daywear	No	1
34850	Pillowcase, cotton, 30 in x 20 in	No	2
35402	Sheet, bed, cotton, 99 in x 54 in	No	3
35410–19	Shirt, mans, action working	No	3
22501–10	Shirt, mans, poplin, white, double cuff	No	3
35470–80	Shirt, mans, white, tropical	No	2
22739–58 or 22775–815	Shoe, dress, canvas, white	Pr	1
35491–511	Shorts, mens, blue	Pr	2
35595–615	Shorts, mens, white, tropical	Pr	3
	Shoulder flashes 'Australia'	As appropriate	
23171–6	Socks, mens, woollen, lightweight, black	Pr	2
23263–4	Stockings, mens, stretch, blue	Pr	2
23301–6	Stockings, mens, woollen, white	Pr	2
23495	Tag, identification, personnel	No	1
31401	Towel, bath, cotton terry, blue 48 in x 24 in	No	2

ANNEX A—*continued*

Catalogue No	*Item*	*Den*	*Qty*
	Class I—Sailors		
35668–87	Trousers, mens, action working	Pr	3
35851–63	Trousers, mens, cloth, wool, serge No 2 Class I and III	Pr	1
35906–20	Trousers, mens, drill, white, Class I and III	Pr	1
	Underclothing, sewing kit, brushware and razor as desired.		
	Manuals as appropriate to Branch.		
	Class II—Sailors		
20010–2	Aural protector, sound, plug	Set	1
20018	Bag, kit	No	1
20194–222	Boot, mans, black, heavy	Pr	
	or		
20239–70	Boot, mans, black, light	Pr	1
	or		
22856–909	Shoe, dress, leather, black	Pr	
20343	Brush, clothes	No	1
20347	Brush, shoe, blacking	No	1
20349	Brush, shoe, polishing	No	1
20474–85	Cap, service, white, Class II	No	1
34331–4	Collar, seamans, blue	No	1
20851	Comb, hair	No	1
20859	Cord, tag, identification	Yd	1
20900–12	Coverall, safety, industrial, blue		*
34409–13	Flannel, mans, cotton (2 No may be dickey fronts)	No	5
21501	Hairbrush	No	1
34596–622	Jumper, mans, cloth, wool, serge No 1	No	1
34691–715	Jumper, mans, drill, white	No	1
21661	Knife, clasp (Seaman Branch sailors only)	No	1
21671	Lanyard, knife (Seaman Branch sailors only)	No	1
34850	Pillow case, cotton, 30 in x 20 in	No	2
34901 35313	Ribbon, service cap, metal thread	Yd	1
22347	Scarf, neckwear, black	No	1
35402	Sheet, bed, cotton, 99 in x 54 in	No	3
35410–19	Shirt, mans, action working	No	3
35491–511	Shorts, mens, blue	Pr	2
35595–615	Shorts, mens, white, tropical	Pr	3
	Shoulder flashes 'Australia'	As appropriate	
23171–6	Socks, mens, woollen, lightweight, black	Pr	2
23263–4	Stockings, mens, stretch, blue	Pr	2
23495	Tag, identification, personnel	No	1
23501	Toothbrush	No	1
23515	Towel, bath, cotton terry, blue 48 in x 24 in	No	2

ANNEX A—*continued*

Catalogue No	*Item*	*Den*	*Qty*
	Class II—Sailors		
35668–87	Trousers, mens, action working	Pr	3
35727–53	Trousers, mens, cloth, wool, serge No 1 Class II	Pr	1
35957–83	Trousers, mens, drill, white, Class II	Pr	1
23541	Type, metal, name	No	1
	Underclothing, sewing kit and razor as desired. Manuals as appropriate to Branch.		
	Class III—Sailors		
20010–2	Aural protector, sound, plug	Set	1
*	Badge, cap, N6 or N7	No	1
20018	Bag, kit	No	1
20194–222	Boot, mans, black, heavy	Pr	
	or		
20239–70	Boot, mans, black, light	Pr	1
	or		
22856–909	Shoe, dress, leather, black	Pr	
20343	Brush, clothes	No	1
20347	Brush, shoe, blacking	No	1
20349	Brush, shoe, polishing	No	1
20432–41	Cap, service, peaked, white, detachable plastic top	No	1
34076–88	Coat, mans, cloth, wool, serge No 2 double breasted	No	1
34261–78	Coat, mans, drill, white	No	1
20666–98	Collar, shirt, semi-stiff, fused	No	
	or		3
20714–66	Collar, shirt, stiff	No	
20851	Comb, hair	No	1
20859	Cord, tag, identification	Yd	1
20901–10	Coveralls, safety, industrial, blue	No	2*
21501	Hairbrush	No	1
21745	Necktie, black, rayon, daywear	No	1
34850	Pillowcase, cotton, 30 in x 20 in	No	2
35402	Sheet, bed, cotton, 99 in x 54 in	No	3
35410–19	Shirt, mans, action working	No	3
22501	Shirt, mans, poplin, white, double cuff	No	3
35470–80	Shirt, mans, white, tropical	No	2
22739–58 or 22775–815	Shoe, dress, canvas, white (confirmed PO only)	Pr	1
35491–511	Shorts, mens, blue	Pr	2
35595–615	Shorts, mens, white, tropical	Pr	3
	Shoulder flashes 'Australia'	As appropriate	
23171–6	Socks, mens, woollen, lightweight, black	Pr	2
23263–4	Stockings, mens, stretch, blue	Pr	2

ANNEX A—*continued*

Catalogue No	*Item*	*Den*	*Qty*
	Class III—Sailors		
23301–6	Stockings, mens, woollen, white (confirmed PO only)	Pr	2
23495	Tag, identification, personnel	No	1
23501	Toothbrush	No	1
23515	Towel, bath, cotton terry, blue, 48 in x 24 in	No	2
35671–87	Trousers, mens, action working	Pr	3
35851–63	Trousers, mens, cloth, wool, serge No 2 Class I and III	Pr	1
35906–20	Trousers, mens, drill, white, Class I and III	Pr	1
23541	Type, metal, name	No	1
	Underclothing, sewing kit and razor as desired. Manuals as appropriate to Branch.		

Cook Sailors and Sick Berth Attendants

In addition cook sailors and sick berth attendants will require the following items:

Cooks:

Catalogue No	*Item*	*Class I*	*Class II*	*Class III*
40012	Apron, food handlers, cook	2	2	2
40218–25	Boot, cook, non-slip, w/protective toecap	1	1	1
40404–11	Cap, food handlers, cook	3	3	3
22611–24	Shirt, cricket	3	—	3
35906–20	Trousers, mens, drill, white, Class I and III	3	4	3
23564–571	Undershirt, mans, cotton, style I	—	4	—
	Sick Berth Attendants:			
22611–24	Shirt, cricket	3	3	3
35906–20	Trousers, mens, drill, white, Class I and III	3	3	3

Note: * For Artisans, Air Maintenance Sailors, Electrical Branch Sailors, Ordnance Artificers, Naval Shipwrights, Dental Mechanics, but one only for Engine Room Sailors.

ANNEX B

Articles Required at Darwin in Addition to the Foregoing

Vocab No	*Item*	*Den*	*Qty*
	Class I and III—Sailors		
20194–222	Boot, mans, black, heavy	Pr	1
34261–78	Coat, mans, drill, white	No	1
35906–20	Trousers, mens, drill, white, Class I and III	Pr	1
	Class II—Sailors		
34331–4	Collar, seamans, blue	No	1
34691–715	Jumper, mans, drill, white	No	1
21671	Lanyard, knife	No	1
35957–83	Trousers, mens, drill, white, Class II	Pr	1
	Steward Sailors		
34198–216	Coat, mans, drill, white, with blue facings with buttons	No	1
	Coat, mans, drill, white, with blue facings, without buttons	No	2
21401–6	Gloves knitted, cotton, white	Pr	3

ANNEX C

Articles Required at Darwin—WRANS

Catalogue No	*Item*	*Den*	*CPOs and POs Quantity*	*Other Wrans Quantity*
61081–5	Anklets, womens, blue	Pr	1	1
61091–5	Anklets, womens, white	Pr	3	3
*	Badge, hat	No	2	—
6119–28	Cap, service, womans, white	No	—	2
61139–43	Cardigan, womans, blue	No	1	1
61187–206	Coat, womans, cloth, wool, twill No 1	No	1	1
20666–98	Collar, shirt, semi-stiff, fused	No	3	3
	or			
20714–66	Collar, shirt, stiff	No		
20859	Cord, tag, identification	Yd	1	1
61216–7	Cover, service, cap, plastic	No	—	1
61226–32	Cover, service hat, womans plastic	No	3	—
61291–6	Dress, womans, white	No	3	3
61309–15	Flannel, cotton, womans	No	5	5
61327–31	Gloves, knitted, cotton, white, womens	Pr	2	2
61347–55	Gloves, leather, brown, womens	Pr	1	1
61374	Handbag, womans	No	1	1
61391–7	Hat, service, womans, tricorn, plastic topped	No	3	—
21745	Necktie, black, rayon, daywear	No	1	1
61434–9	Raincoat, womans	No	1	1
34901 35313	Ribbon, service, cap, metal thread	Yd	—	1
61451–7	Shirt, womans, blue	No	2	2
61473–8	Shirt, womans, poplin, white, double cuff	No	1	1
61510–609	Shoe, dress, leather, black, womans	Pr	2	2
61627–725	Shoe, dress, leather sole, white, womans	Pr	1	1
61755–62	Shoe, gymnasium, canvas, womans	Pr	1	1
	Shoulder flashes 'Australia'	As appropriate		
61815–41	Skirt, womans, cloth, wool, twill No 1	No	1	1
61851–64	Skirt, womans, drill, navy blue	No	3	3
61921–6	Stockings, womens, nylon, beige, 30 denier	Pr	2	2
61939–45	Stockings, womens, nylon, black, 30 denier	Pr	1	—
23335	Suitcase, fibreboard, 26 in	No	1	1
61950	Suitcase, leather, 20 in	No	1	1
61956	Support, crown, service cap, womans with brass ferrules	No	—	1
23495	Tag, identification, personnel	No	1	1
	Brushware, housewife and underclothing (as desired).			

ANNEX C—*continued*

Catalogue No	*Item*	*Den*	*CPOs and POs Quantity*	*Other Wrans Quantity*
	Additional Personal Loan Items for:			
	Cooks			
40012	Apron, food handlers, cook	No	—	4
*	Cap, food handlers, cook	No	—	2
61741–7	Shoe, galley, leather, black, womans	Pr	—	1
	Sick Berth Attendants			
61101	Apron, white, SBA	No	—	4
61281–5	Dress, womans, SBA, blue	No	—	4
10428	Cloth, cotton, organdie 42 in	Yds	—	4
	Stewards			
61155–70	Coat, womans, drill, white, Mess steward	No	—	1
61741–7	Shoe, galley, leather, black, womans	Pr	—	1

* Catalogue No as appropriate

(D of V 930/53/17)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

8—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 145 (Ex TDL 'AT')

a. *Item:* 'Replacement of 2 in No atmospheric steam ovens situated in forward and after galleys with steam pressure ovens in accordance with Navy Order 236 of 1967'.

b. Weight change is to be reported on completion of the Item. Any equipment removed is to be landed on deposit for eventual replacement prior to the ships return to the UK at the end of the loan period.

c. *Reference:* HMAS DUCHESSs Form AS1182 (TM168) TDL 'AT' dated 30 October 1967, forwarded under cover of FOCAF Memorandum AF 1212/27/48 dated 20 February 1968.

(CNTS 1215/59/190)

(*Navy Order 236 of 1967*)

UNCLASSIFIED

9—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 and STUART.

Class List Item Number 368 (Ex TDL 'NFBS')

a. *Item:* 'To carry out BR 1917 Minor Modifications Numbers 41 and 43 to Radar Type 293 Q'.

b. Weight variation, if any, is to be reported on completion of the item.

c. *References:* (1) Navy Office Memorandum 400/2/94 dated 8 October 1963.
(2) GMWD Letter 232–13–29 of 11 August 1964.

(CNTS 1224/51/267)

RESTRICTED

10—Ammunition—Annual Practice Allowance

Navy Order 376 of 1967 as amended by Navy Order 643 of 1968 is to be amended as follows:

TABLE E3

a. Under Table Headings—*Weapon, Personnel, Allowance:*

Delete all reference to '.303 in rifle'.

b. Against 7.62mm rifle and 7.62 LMG:

Under heading *Personnel:*

Delete 'except ENCOUNTER and HUON' and *insert* new category 'Non Seaman Categories'.

Under heading *Allowance:*

Add '25 Ball' against new category.

c. Note (a):

Delete in entirety.

Note (b):

Delete the brackets (b) only.

TABLE E4

Under heading *Item*:

Delete '.303' and *insert* '7.62mm' in lieu.

(DAS 725/252/19)

(Navy Order 376 of 1967 and 643 of 1968)

RESTRICTED

11—Binoculars Type AC 2032/1—Introduction

1. Binoculars Patt AC 2032/1 will be introduced for use in MRS 3 Mod 1 directors as they become available about May 1969.

2. These binoculars will be issued one per ship and establishment concerned, without demand, to replace Patt AC 2021 and G 372 binoculars presently fitted in MRS 3 Mod 1 directors.

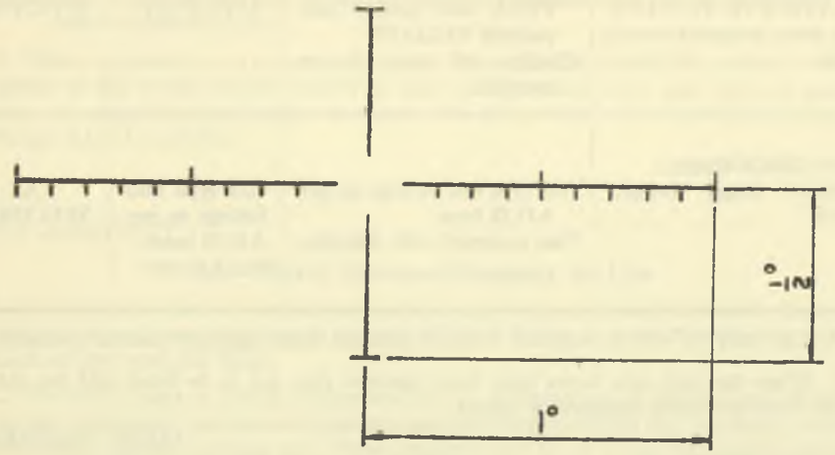
3. One Patt AC 2021 binocular is to be landed on receipt of the new type AC 2032/1 binocular, the G 372 type binocular being retained on board as a spare replacement for AC 2032/1. Spare AC 2032/1 binoculars will be held in Weapon Equipment Depot.

4. The Patt AC 2032/1 binocular is equivalent to the Patt AC 2021 binocular, except that it is fully sealed against ingress of water, and a graticule, as illustrated in the Annex to this order, has been incorporated. The graticule lies at the centre of the seven degree field of view of the right hand telescope and is collimated parallel to the centre bar fixing within six minutes. The graduations extend horizontally to one degree from centre and vertically to half a degree, the interruption being twelve minutes full angle, with horizontal sub-divisions of half a degree and six minutes (1 unit of deflection).

5. The spotting Instructions for use in Surface Fire as laid down in Annex 3A of the Firing Manual, Volume 1, CB 03189 (1966), reflects the use of these binoculars as an aid to line spotting. In addition, the graticule half degree marks will assist the setting up of Radar Type 903.

ANNEX

GRATICULE FOR BINOCULARS AC 2032/1



(DWE 737/256/111)

UNCLASSIFIED

12—Boilers—FFO Burner Hoses—DEs Type 12

(DCI (RN) 1492/1967)

1. Arrangements are now in hand to phase out the type A1128 FFO burner hoses (referred to in Paragraph 6 of Navy Order 323 of 1967) and issue hoses to new design.

2. The new hoses are manufactured by Messrs Oil Feed Engineering Co Ltd and will carry the type number AOF 67 and are identified as follows:

a. The specification number and manufacture issue date appears on the outer rubber cover embossed on a shiny indented torsion line—AOF 67–DATE–BTR–HI–FLEX.

b. Two metal tallies are fitted around the circumference of the hoses—one stamped with the works order number, the other stamped with the Adrefno 235–276862.

c. *End Fittings*.—Crimped finger swaged nuts.

3. Due to manufacturing difficulties hoses will be supplied in three phases and can be identified as indicated in the table below. The first two phases are NOT TO SPECIFICATION but are to be used as an interim measure.

SPECIFIED AOF 67 HOSE Adrefno 235–276862	PHASE 1	PHASE 2	PHASE 3
Tallies 2 FITTED 1 stamped Works Order No 1 stamped Adrefno	AS SPECIFIED	AS SPECIFIED	AS SPECIFIED
Hose Embossed with AOF 67–DATE–BTR–HI–FLEX on shiny indented torsion line	AOF 67–DATE–BTR–HI–FLEX and torsion line painted YELLOW Quality of hose is as specified	AS SPECIFIED	AS SPECIFIED
End Fittings Crimped finger swaged nuts	Old type end fittings as per A1128 hose One stamped with Adrefno	Old type end fittings as per A1128 hose. No Adrefno	AS SPECIFIED

4. The AOF 67 will be supplied without demand when supplies become available.

5. When the new type hoses have been received they are to be fitted and the old type A1128 hoses are to be disposed of locally.

(ACDC 1205/258/45)

(Navy Order 323 of 1967)

UNCLASSIFIED

13—Fires and Firefighting—Smoke Clearance

(DCI (RN) 570 of 1968)

1. Reports of fires in HM ships stress the hazard caused by dense smoke hampering efforts to extinguish the fires. This hazard is intensified in air conditioned ships in which smoke is rapidly carried to surrounding compartments and can cause damage to expensive equipment.

2. Ventilation should be crash stopped as soon as first-aid fire fighting permits, to prevent the spread of smoke. When it is clear that the seat of the fire has been located and the fire fighting effort can be definitely directed, the Officer-in-Charge should give consideration to the selective operation of ventilation in areas adjacent to the fire. The area of the fire should, where practicable, remain isolated.

3. When the fire is extinguished, smoke should be dispersed as quickly as possible by opening or closing appropriate doors and hatches and running the ships exhaust fans, particularly machinery space exhaust fans. Ships trials have demonstrated that these fans are powerful enough to pull smoke from remote compartments.

4. The use of air operated breathing apparatus is of great assistance in such circumstances. Thus, training in the use of this equipment and its efficient maintenance are of the utmost importance.

(DNSD 1446/1/26)

UNCLASSIFIED

14—Lists of Equipment, Etc—Accounting for Accessories

1. Accessories for equipments accounted for in Lists of Equipment, etc are to be listed on the relevant Forms SA227 (AD787J) and accounted for on ledger pages in the same manner as Spare Gear and Special Tools.

2. ABR 4, Article 3504 will be amended as follows:

against '(*e*) Equipment Schedule' Line 7, *delete* 'All tools are to be shown on Forms SA227 (AD787J)'

against '(*f*) Itemized List of Spare Gear and Special Tools' Line 2, before 'tools' *insert* 'accessories and'

3. Where accessories are currently listed on Forms SA226 (AD787H), action to transfer the items to the Forms SA227 (AD787J) need not be taken until such time as complete revision of a particular list becomes necessary. On all new lists, the accessories will be listed on Forms SA227 (AD787J).

(DSAP 400/62/1851)

UNCLASSIFIED

15—Naval Stores—Economy in Use

1. It is essential that all concerned in ships, commissioned establishments, dockyards, etc, exercise the strictest economy in the use of Naval Stores in order that the best use may be made of the available funds.

2. The main areas in which economies can be achieved are in stores used in normal day to day operations, particularly cleaning and painting materials and requisites, polishes, electric lamps, canvas, cordage, etc. These categories are by no means exhaustive, and close attention should be given to other items for which there is a high rate of usage.

3. Applications for permanent stores required in excess of current authorised allowances should be restricted to items of an essential nature.

4. HMA ships and establishments should review current stock holdings with a view to returning to SNSO, Sydney, any quantities held in excess of requirements. ABR 4, Articles 0304 (8) and (9), 0310 (5) and 0318 (3) are relevant.

5. Navy Order 632 of 1965 is hereby cancelled.

(DSAP 400/52/4)

(*Navy Order 632 of 1965*)

UNCLASSIFIED

16—Naval Stores—Electrical Contact Cleaner—Introduction

1. It has now been decided that the cleaning compound for contact cleaning during maintenance of telephone type relays, automatic uniselectors etc, introduced in accordance with Navy Order 403 of 1967 will be supplied in 16 oz dispensers in lieu of 6 oz containers.

2. The new container has been identified as follows:

Group Class	*Catalogue No*	*Description*
6850	66–030–6107	Cleaning Compound Solvent in 16 oz dispensers

3. The 6 oz containers will continue to be issued until stocks are exhausted.

4. Navy Order 403 of 1967 is to be amended accordingly.

(DNS 401/1/217)

(*Navy Order 403 of 1967*)

UNCLASSIFIED

17—Naval Stores—Introductions—Group Class 0243 Catalogue Nos 881-4724 and 881-7335 BCF Fire Extinguisher and Bracket

1. A 2 lb BCF (Bromochlorodifluoromethane) hand portable fire extinguisher and bracket as detailed hereunder is introduced for use on motor vehicles only:

NATO Supply Class	*Group Class*	*Cat No*	*Description*	*Acctg Class*
4210	0243	881–4724	Extinguisher BCF (Bromochlorodifluoromethane) 2 lb	P
4210	0243	881–7335	Bracket for above	C

2. As from receipt of this order demands should be lodged on SNSO Sydney to meet the requirements for fitting to new vehicles immediately on acquisition.

3. Existing vehicles are to remain fitted with CTC extinguishers 1 quart (Group Class 0243 Cat No 942–9586). When defective the extinguisher should be replaced by one of the same type.

(DSAP 1446/3/16)

UNCLASSIFIED

18—Numbering of Storerooms in HMA Ships

1. It has been decided to implement a uniform system of numbering of storerooms in ships and the following procedure is to be observed.

2. Each storeroom is to be designated in sequence from the bow to stern beginning with designation 'A' without regard to port/starboard or deck level locations. The letters 'I' and 'O' are not to be used. In large ships it will be necessary to commence an 'AA' series after the single letters of the alphabet have been used. This system is to apply to all storerooms, refrigeration compartments, rack stowages for stocks held outside storerooms (eg, boltstave racks), irrespective of who controls them.

3. The drawers/bins (stowage locations) are then numbered consecutively beginning with number 1 in each storeroom with a maximum of 4 digits in each storeroom up to –9999. The combination of the storeroom designator and the drawer/bin number provides the location number for the stowage location record, eg, D10 locates an item in drawer/bin number 10, within storeroom D.

4. Should it be necessary subsequently to insert a nest of drawers, into an existing open bin or rack, it will be necessary to identify the new drawers by means of an alpha suffix to the original stowage location eg, If BB533 is an open bin and a nest of drawers is inserted therein, the individual drawers are to be numbered BB533A, BB533B etc. The complete alpha-numeric stowage indicator should never exceed eight characters.

5. The stowage location designators should be painted or stencilled onto each location in the storerooms.

6. The procedure as detailed above is to be implemented in conjunction with the next SOAP, or if desired, at any time prior to SOAP.

7. ABR 4, Article 1701 and DDG Supplement to ABR 4 Article 1703 will be amended.

(DSAP 408/52/34)

UNCLASSIFIED

19—Stores—General—Cataloguing—Introduction of Temporary Stock Numbers (TSNs)

1. The policy in regard to the cataloguing of all types of stores in the RAN was detailed in Navy Order 630 of 1966.

2. All new items entering the RAN supply system from Sydney, whether procured from overseas or local sources, and for which stock numbers are not known, are now allocated a Temporary Stock Number (TSN). These TSNs are intended as an interim measure only for Store Depot accounting purposes to cover the period required for codification, or obtaining an overseas stock number. The ultimate control of TSNs is vested in the Central Cataloguing Officer (CCO) at Navy Office.

3. This system supersedes all other local stock numbering systems but local stock numbers in existence prior to 1 June 1968, will remain in use pending retrospective cataloguing.

4. The TSNs will, for items originating from NATO countries (including UK when items are not procured from MOD (N) sources) USA, Australia and friendly nations (those participating in the NATO Codification System), comprise 13 characters; the format being: 5905–14–TSN–0000, 5905–99–TSN–0000, 5905–00–TSN–0000, 5905–66–TSN–0000, etc. For items originating from non NATO countries the TSN will comprise 12 characters eg, 5905–M–TSN–0000.

5. The TSN system of stock numbering will be applicable to Naval Stores, Air Stores, Machinery and Spares, Armament Stores (including weapons equipment and spares), Victualling Stores (including Stationery, Office Requisites and Office Machines) and such Hydrographic Stores as are stocked by the Supply Division.

6. Although TSNs are intended as an interim measure and primarily for Store Depot accounting purposes, some may find their way into the accounts of HMA ships and establishments due to the time factor involved in codification or receipt of advice of stock numbers from overseas. Stowage and accounting arrangements for such items are to be in accordance with the provisions of ABR 4, Articles 1705 and 1805.

(DSAP 700/51/69)

(*Navy Order 630 of 1966*)

Section 6
ESTABLISHMENTS

UNCLASSIFIED

20—Cockatoo Island Dockyard—Control and Management

1. Cockatoo Island Dockyard is a ship-building and ship-repair facility, owned by the Commonwealth, administered under the control and authority of the Minister for the Navy, and operated by the Cockatoo Docks and Engineering Co. Pty. Ltd, a subsidiary company of the Vickers group.

History

2. a. Cockatoo Island Dockyard was acquired by the Commonwealth in 1913 from the New South Wales State Government for Naval Defence and was controlled and managed by the Naval Board until 1921, and then by the Ship Construction Branch of the Prime Minister's Department to 1923.

b. By the Commonwealth Shipping Act 1923, all right, title and interest in Cockatoo and Schnapper Islands was transferred to the Australian Commonwealth Shipping Board, and management of the works and establishments on the islands was vested in that board.

c. Under the Cockatoo Island Agreement Act No 73 of 1933, the dockyard was leased to the Cockatoo Docks and Engineering Co. Pty. Ltd., on terms which specifically provided for its preservation for Naval Defence. The Australian Commonwealth Shipping Board acted as landlord and administered the lease.

d. In 1950, under the Cockatoo and Schnapper Islands Act, No 30 of 1949, and the Shipping Act, No 89 of 1949, the Minister for the Navy became responsible for control and management of the islands, and the Cockatoo Island Lease Supervisory Board took over the functions of the Australian Commonwealth Shipping Board for administration of the works and establishments on them.

e. After the lease was renewed in 1954 the Cockatoo Island Lease Supervisory Board was re-constituted, and in 1957 the identity and responsibilities of the Supervisory Body were reviewed. From this date the Cockatoo Island Lease Supervisory Committee has discharged the functions of landlord and custodian of the Commonwealth assets in the dockyard with responsibilities as set out in Paragraph 7 below.

Note: The administrative funtions of the Lease Supervisory Committee in respect of Schnapper Island are to be the subject of separate instructions.

Lease Agreement

3. Cockatoo Island Dockyard was leased in 1933 for 21 years to the Cockatoo Docks and Engineering Co. Pty. Ltd., in order that the facility could be kept in service and used for trading purposes. In 1954 the lease was extended for a further period to 1974. Under the terms of the lease agreement the company pays to the Commonwealth an annual rental based on 5 per cent of total proceeds less 2½ per cent. of all costs other than wages.

4. The necessity to preserve the use of the dockyard for Naval Defence has been expressly safeguarded in the terms of the lease agreement by specifying that:

a. The lessee is not to do anything to impair the efficiency of the demised premises as a dockyard for naval purposes.

b. The lessee is to give preference to naval work, when so required.

c. The lessee is not to make to the demised premises any alterations which would be detrimental to the use of the premises for defence purposes.

d. In time of war, or threat of war, the Commonwealth, for the efficient defence and protection of the Commonwealth, may take possession and control of the demised premises.

Trading Agreement

5. Financial arrangements concerning the terms and conditions under which Commonwealth work is to be carried out, and the trading operations of the company generally, are set out in the trading agreement between the Commonwealth and the Cockatoo Docks and Engineering Co. Pty. Ltd., which was revised in 1963. Under the agreement the residue from trading operations is, after payment to the company of a management fee, shared between the Commonwealth and the company in the proportions that the costs of turnover on Commonwealth and commercial work bear to the total cost of turnover. Commonwealth work under the trading agreement is undertaken by the company on the basis of actual cost only.

Cockatoo Island Lease Supervisory Committee

6. Membership of the Cockatoo Island Lease Supervisory Committee comprises:

Chairman	General Overseer and Superintendent of Inspection East Australia Area.
Member	Representative of the Department of Works.
Member and Secretary	Representative of the Area Finance Officer, East Australia Area.

Responsibilities

7. This Committee is required:

a. To observe normal departmental procedures and processes in all financial matters (ie estimates, authorisations and receipts and expenditure accounting). All proposals for expenditure are to be referred to the Naval Board.

b. (1) To ensure that the lessee company:

(a) maintains the dockyard, its plant and equipment (including the floating crane TITAN) in good order and condition (ordinary wear and tear, depreciation by age or obsolescence, damage by fire, storm, etc, or by any act of God excepted).

(b) does not impair the demised premises as a dockyard for naval purposes.

(c) complies with the requirements of the Board of Health and other public authorities.

(2) To consider and report to the Naval Board on proposals of lessee company for:

(a) reclamation of land.

(b) improvements to and alterations in the dockyard and its equipment (including provision of new machinery and plant).

(c) disposal of Commonwealth property.

(3) To maintain a register of Commonwealth owned assets held by the lessee company, and prepare an annual report as required by the lease agreement.

(4) To act on behalf of the Department of the Navy, as directed by the Naval Board in any action necessary in accordance with, or to ensure compliance with, the terms of the lease agreement.

Correspondence

8. All correspondence in connection with the administrative functions of the committee is to be addressed:

The Chairman,
Cockatoo Island Lease Supervisory Committee,
c/o Office of the General Overseer and Superintendent of Inspection.
East Australia Area,
GARDEN ISLAND, NSW 2000
Telephones—35 0444 (Garden Island Exchange)
35 5944 (GO S IEAA Switchboard).

9. Navy Order 675 of 1965 is hereby cancelled.

(FAS (FM) 1403/2/43)

(*Navy Order 675 of 1965*)

UNCLASSIFIED

21—Use of Flammable Liquids in Store Buildings

1. In Commonwealth Fire Board Circular No 19, the Commonwealth Fire Board has recommended that flammable liquids should not be stored or used in stores buildings other than specially constructed flammable storehouses.

2. Although the measures contained in Commonwealth Fire Board Circulars are generally applicable in toto to RAN shore establishments the recommendation in this case may be departed from as indicated in Paragraph 3 hereunder.

3. It is permitted to use small quantities of flammable liquids such as paints, oils, cleaning solvents, sealing compounds, etc required for preservative treatment, identification marking, etc in RAN stores buildings provided that such quantities do not exceed 4 gallons in total quantity within the store, and at the close of business each day all flammable liquid is removed from the stores building and returned into a flammable liquid store.

4. ABR 1692 (Preliminary) and ABR 4 will be amended.

(DSAP 177/51/62)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Registrar.

RESTRICTED

ANO's 22-38/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 January 1969.

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

27075/68

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

22 Introduction of a Suggestion Scheme for Naval Personnel.

23 Security of Classified Training Material.

SECTION 2—PERSONNEL

24 Programme of Professional Tests for Promotion To SD List—January–December 1969.

25 Short Term Duty Travelling Allowance.

26 The Naval Health Benefits Society—Annual Report for Year Ended 30 June 1968.

SECTION 4—EQUIPMENT, STORES AND SERVICING

27 Acoustic Lining Materials—Radio Screened Compartments.

28 Alteration and Addition Item—HMAS DIAMANTINA.

29 Alteration and Addition Item—HMAS STALWART.

30 Alteration and Addition Item—HMAS SYDNEY.

31 Alteration and Addition Item—HMAS SYDNEY.

32 Alteration and Addition Item—HMAS VENDETTA.

33 Alteration and Addition Item—RAN DDGs.

34 Alteration and Addition Item—Type 12 DEs.

35 Ammunition—Propellant—Landing—Destruction—Reports.

36 Guided Weapons—Seacat—Damage to Missiles on Launcher.

37 Gun Mountings—4.5 in Mark 6* Mod 3 Mountings—Acceleration Compensation Units Mark 3AU.

38 Naval Stores—Allowances—Sea Air Rescue Beacon 5825-99-952-6482 (Short Title SARBE Mark 3).

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

22—Introduction of a Suggestion Scheme for Naval Personnel

1. Approval has been given to the introduction of a suggestion scheme along similar lines to the scheme at present in operation for civilian personnel. The scheme provides for cash awards for all adopted suggestions and in addition cash awards may also be paid for certain unadopted suggestions.

2. Naval personnel are invited to submit suggestions for improved methods and procedures which may lead to greater efficiency or monetary savings in the RAN. The following paragraphs give details regarding the manner in which suggestions are to be submitted and the basis for determining cash awards.

Submission of Suggestions

3. All suggestions made should be legibly written and addressed to the Captain of the Ship or Establishment in which the officer or sailor is serving. In the case of sailors, the suggestion should be submitted through the Divisional Officer.

4. The Captain will forward all suggestions received (with the exception of those which obviously should have not been made the subject of a suggestion, eg, complaints or obviously frivolous suggestions) to the Administrative Authority with a recommendation regarding adoption or non-adoption of the suggestion. Separate instructions to Administrative Authorities on the administration of the suggestion scheme have been issued.

Awards

5. Awards will be divided into three classes:

Class A: For adopted suggestions which result in savings measurable in monetary terms. The award payable will be calculated as a percentage (up to a maximum of 20 per cent) of one third of the total net savings expected to accrue over the period of three years immediately succeeding adoption of the suggestion.

Class B: For adopted suggestions which result in improvements (including safety and working conditions) the value of which cannot be adequately measured in monetary terms.

Class C: For non-adopted suggestions where it is considered an encouragement award is warranted to give adequate recognition of the suggestors interest in improving efficiency. Encouragement awards of up to $10 may be paid.

6. In determining the percentage of net savings to be used under Class 'A' awards, consideration will be given to the following factors:

a. the display of interest in realising the scope for improvement;

b. the extent to which the suggested approach is or is not already in use in the environment concerned;

c. the amount of independent work involved in preparing and submitting the suggestion; and

d. the rank of the suggestor. Provision is made for payment to a member of a lower rank a higher percentage then would be paid if the suggestor were higher in rank.

7. Normally, all adopted suggestions will receive an award of at least $10. However, payment of any award, and the amount of the award, will depend on the nature of the suggestion.

8. In determining eligibility of suggestions for awards the following points will be observed:

a. if the suggestion covers a subject which is already the matter of official action, it will be ineligible for an award unless the suggestor had no prior knowledge of this action;

b. a suggestion which is similar to one already received will be ineligible unless it displays original thought and effort:

c. if a suggestion is submitted by an officer or sailor who is expected to produce work of an original nature in the course of his daily duties, it will be ineligible for an award unless the suggestion is unrelated to his own duties.

9. Where it is recognised that a suggestion has patentable possibilities, it will not be debarred from the suggestion scheme but will be dealt with as a normal suggestion. In such cases the patentable rights aspects will be considered separately.

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

(D/O & M 148/1/2)

RESTRICTED

23—Security of Classified Training Material

Navy Order 196 of 1968 is to be amended as follows:

Paragraph 5:

Delete existing paragraph and *insert* the following in lieu:

'Commanding Officers are to ensure that classified training material received from other ships and establishments is entered in the register on receipt and whilst in the ship/establishment is handled in accordance with the highest security classification of the information contained therein.'

(DNI 1617/206/187)

(*Navy Order 196 of 1968*)

Section 2

PERSONNEL

24—Programme of Professional Tests for Promotion To SD List—January-December 1969

Navy Order 667 of 1968 is to be amended as follows:

Paragraph 3:

Test	*Date of Test*
SBLT AE	Tuesday 4 and Wednesday 5 March.

(HPB 312/6/5)

(*Navy Order 667 of 1968*)

UNCLASSIFIED

25—Short Term Duty Travelling Allowance

1. The rates of Short Term Duty Travelling Allowance as shown in NPI 209/1 have been varied. Accordingly Tables A, B, and C as shown in Paragraph 2 of Navy Order 420 of 1968 as varied by Navy Order 623 of 1968 are *omitted* and the following Tables *inserted* in lieu:

TABLE A

Country	*Currency of Payment*	*Rates of Payment Per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE and Above*
Argentina ..	$A ..	17	20	23
Austria	Schillings ..	500	600	700
Bahrain ..	Dinars ..	18.500	20.000	21.500
Belgium ..	Francs ..	1,000	1,150	1,300
Brazil	$A ..	21.50	24.00	26.00
Burma	Kyats ..	95	105	115
Canada	$Can ..	24	27	30
Chile	$A ..	18	21	24
Ceylon	Rupees ..	115	118	121
Carribean Area (except Tobago and Trinidad):				
15 Dec to 15 Apr	$A ..	22.00	24.50	27.50
16 Apr to 14 Dec	$A ..	17.50	20.00	22.50
Denmark ..	Kroner ..	130	145	160
Eire	£Irish ..	5.15.0	7.5.0	9.0.0
Fiji	£F ..	7.0.0	7.5.0	7.10.0
France	Francs ..	115	130	150
Germany ..	Marks ..	69	75	81
Ghana	New Cedis ..	26.50	27.50	28.50
Greece	Drachmae ..	500	620	750
Hong Kong ..	$HK ..	107	112	116
India:				
Bombay, Calcutta and New Delhi (elsewhere—*see* Table 'B') ..	Rupees ..	130	140	150
Israel	£Is ..	65	77	92
Italy	Lire ..	11,500	13,000	15,000
Kenya	EA shgs ..	152	161	169
Laos	Kips ..	9,100	9,400	9,700
Lebanon ..	£Leb ..	66	78	93
Malta	£Stg ..	7.3.0	7.13.0	8.5.0
Mexico	Pesos ..	270	300	330

TABLE A—*continued*

Country	*Currency of Payment*	*Rates of Payment Per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE and Above*
Netherlands ..	Florins ..	65	72	79
New Zealand ..	$NZ ..	13.50	15.50	17.50
Nigeria	£N ..	6.10.0	7.15.0	8.15.0
Pakistan ..	Rupees ..	110	120	130
Peru	$A ..	23.50	27.00	30.00
Philippines ..	Pesos ..	64	67	70
South Africa:				
Johannesburg ..	Rand ..	16.30	17.50	18.80
Elsewhere ..	Rand ..	11.80	12.50	13.20
South Vietnam ..	Piastres ..	3,500	4,000	4,300
Spain	Pesetas ..	930	1,090	1,250
Sweden ..	Kroner ..	95	105	115
Switzerland ..	Francs ..	95	100	110
Taiwan	$NT ..	620	700	780
Tanzania ..	EA Shgs ..	150	158	165
Thailand ..	Baht ..	400	460	520
Trinidad and Tobago ..	$TT ..	39	44	50
UAR Egypt ..	£Eg ..	8.550	10.440	12.250
United Kingdom..	£Stg ..	5.15.0	7.5.0	9.0.0
USA	$US ..	24	27	30
Yugoslavia ..	New Dinars ..	245	295	335
TABLE B				
Cambodia ..	Riels ..	700	750	800
India: (other than Bombay, Calcutta and New Delhi) ..	Rupees ..	40	45	50
Japan	Yen ..	4,950	5,350	5,700
Malaysia ..	$M ..	32	36	40
New Caledonia ..	CFP Francs ..	850	900	950
Singapore ..	$S	32	36	40
South Korea ..	Won ..	2,150	2,250	2,350
Union of Soviet Socialist Republic	Roubles ..	12	13	14
TABLE C				
Nauru	$A ..	1.50	1.75	2.00
Other Countries (not included in Tables A or B)..	$A ..	3.00	3.75	4.50

2. The effective dates for changes in rates or inclusion of new rates in the above tables are as follows:

a. UAR—Egypt from 8 February 1968.
b. Argentine, Brazil, Chile, Fiji, Peru, Trinidad and Tobago from 16 August 1968.
c. Belgium and Spain from 2 September 1968.

3. Navy Order 623 of 1968 is hereby cancelled. NPI 209/1 should be noted pending amendment.

(HPB 252/7/26)

(*Navy Orders 420 and 623 of 1968*)

UNCLASSIFIED

26—The Naval Health Benefits Society—Annual Report for Year Ended 30 June 1968

1. The following report, supported by audited financial statements of the operation of the Naval Health Benefits Society for the year ended 30 June 1968, is published for the information of members and prospective members of the Society.

2. To satisfy Department of Health requirements two separate benefits funds, Hospital and Medical, have been commenced by equally dividing the Members Funds at 1 July 1967, and the surplus at the closing of Schedule MH 1/1 (B).

3. The balance sheet reveals that the Society has gained in strength during the year and remains financially sound. The net accumulated gain over all schedules, since their inception has increased from $25,807 in 1967, to $31,410 in 1968. In addition an accumulated surplus of $8,038 from Schedule MH 1/1 (B), which was closed in May, 1967, has been transferred to Members Funds.

4. The excess of administration expenses over interest from investments amounted to $10,116. This was apportioned two thirds to the Medical Fund and one third to the Hospital Fund. It was then distributed over the various schedules in proportion to the number of claims paid.

5. To accord with Department of Health requirements the amount of $44,870 has been shown as a Contingent Liability on the Balance Sheet. In 1967 the Contingent Liability was $26,483. The substantial rise in this liability during the year has been due to the greater payments the Society is liable to make to members of the new schedules MH 3/4 and MH 3/5.

6. Schedules MH 3/4 and MH 3/5 which were introduced in May, 1967, have proved to be popular and now have a membership of 3,622 out of a total Society membership of 5,136. As the Society membership at 30 June 1967, was 4,792, the number of members increased by 334 during year ended 30 June 1968.

7. The number of claims assessed during the year was 17,864, an increase of 1,963 over the previous year, whilst benefits paid to members rose from $218,342 in 1967 to $335,442 in 1968, a rise of $117,100. These figures taken in conjunction with membership figures reveal the satisfactory growth of the Naval Health Benefits Society during the year.

8. The address of the Society is:

Navy Office,
Melbourne,
VICTORIA 3004.

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

A. B. Calder
Commander
Secretary and Public Officer

NAVAL HEALTH BENEFITS SOCIETY

Balance Sheet as at 30 June 1968

As at 30.6.67 Nearest $		Hospital $	Medical $	Total $		As at 30.6.67 Nearest $		Total $
	Members Funds 1 July 1967	26,219.92	26,219.93		*Current Assets*—			
..	*Add* Surplus on closing Schedule 'B' ..	4,019.11	4,019.10		Cash at Bank ..	18,771	36,636.43	
					Cash on Fixed Deposit	6,000	6,000.00	
52,440		30,239.03	30,239.03			24,771		42,636.43
43,722	*Add* Accumulated Profits All Schedules—Hospital	42,483.50			Refunds due from Department of Health:			
					Medical ..	9,380	6,173.80	
17,915	*Deduct* Accumulated losses All Schedules—Medical ..		11,072.84		Hospital ..	4,098	2,964.00	
25,807	*Total* Members Funds at 30 June 1968 ..	72,722.53	19,166.19					9,137.80
					Investments:			
2	Miscellaneous Members Contributions ..			91,888.72	Commonwealth Bonds (At Cost) ..	40,000		39,952.00
					Fixed Assets:		$	
25,809					Office Equipment (At Cost) ..	..	202.49	
					Less Provision for Depreciation ..	..	40.00	162.49
78,249				91,888.72		78,249		91,888.72

Contingent Liability: A contingent liability exists in respect of claims not yet presented to the Society. This liability is estimated to be $44,870.00 and is calculated on the attached Schedule.

GOODE and TONER
Chartered Accountants

Society Hospital and Medical Benefits Fund Accounts for Year Ended 30 June 1968

	Schedule 'Y' MH 2/2			*Schedule 'Z' MH 2/3*			*Schedule MH 3/4*			*Schedule MH 3/5*			*Total*		*All Schedules*
	Medical	*Hospital*	*Total*	*Medical*	*Hospital*	*Total*	*Medical*	*Hospital*	*Total*	*Medical*	*Hospital*	*Total*	*Medical*	*Hospital*	
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
Fund Balance at 1 July 1967	(13,948.98)	2,275.81	(11,673.17)	(4,745.01)	25,638.84	20,893.83	937.84	1,243.99	2,181.83	2,115.31	3,520.31	5,635.62	(15,640.84)	32,678.95	17,038.11
Add Contributions received during year	6,464.63	5,234.83	11,699.46	18,841.67	28,185.91	47,027.58	23,195.32	34,787.62	57,982.94	45,667.00	91,333.97	137,000.97	94,168.62	159,542.33	253,710.95
	(7,484.35)	7,510.64	26.29	14,096.66	53,824.75	67,921.41	24,133.16	36,031.61	60,164.77	47,782.31	94,854.28	142,636.59	78,527.78	192,221.28	270,749.06
Less Ancilliary Benefits ..	389.65	313.05	702.70	1,314.60	1,282.00	2,596.60	1,458.65	1,489.00	2,947.65	2,858.75	3,654.25	6,513.00	6,021.65	6,738.30	12,759.95
Less Fund Benefits paid during year	6,733.66	4,247.13	10,980.79	24,172.21	24,665.99	48,838.20	19,674.78	25,476.42	45,151.20	43,138.88	68,450.07	111,588.95	93,719.53	122,839.61	216,559.14
Fund Surplus	(14,607.66)	2,950.46	(11,657.20)	(11,390.15)	27,876.76	16,486.61	2,999.73	9,066.19	12,065.92	1,784.68	22,749.96	24,534.64	(21,213.40)	62,643.37	41,429.97
Less Administration Expenses 1967–68 ..	588.74	242.58	831.32	2,170.79	946.20	3,116.99	1,292.89	663.90	1,956.79	2,611.91	1,502.30	4,114.21	6,664.33	3,354.98	10,019.31
Net Surplus at* 30 June 1968	(15,196.40)	2,707.88	(12,488.52)	(13,560.94)	26,930.56	13,369.62	1,706.84	8,402.29	10,109.13	(827.23)	21,247.66	20,420.43	(27,877.73)	59,288.39	31,410.66
Revenue Adjustment Year 1967–68 †	1,075.72	(1,075.72)	..	2,076.66	(2,076.66)	..	4,519.45	(4,519.45)	..	9,133.06	(9,133.06)	..	16,804.89	(16,804.89)	..
Adjusted Surplus at 30 June 1968	(14,120.68)	1,632.16	(12,488.52)	(11,484.28)	24,853.90	13,369.62	6,226.29	3,882.84	10,109.13	8,305.83	12,114.60	20,420.43	(11,072.84)	42,483.50	31,410.66

Notes: Net accrued surplus all Schedules at 30 June 1968 .. .. $31,410.66
Net accrued surplus all Schedules at 30 June 1967 .. .. $25,807.32*
Net gain for year $5,603.34*
Figures in brackets represent fund deficiencies or debits.

(1) †Approval to adjust balances was given by Commonwealth Department of Health in order to correct a growing imbalance between Medical and Hospital Funds.

(2) *Accumulated surplus of $8,038.21 from Schedule MH 1/1 (B), which was closed in May, 1967, has been transferred to Members Funds. ($4,019.11 to Hospital and $4,019.10 to Medical Funds.)

Summary of Society and Commonwealth Benefits Paid for Year Ended 30 June 1968

	Hospital	*Medical*	*Total*
	$	$	$
Benefits paid from Society Funds	129,577.91	99,741.18	229,319.09
Benefits paid on behalf of Commonwealth ..	31,941.25	74,182.30	106,123.55
	161,519.16	173,923.48	335,442.64

Medical Benefits were paid in respect of the following:

	$
Consultations	33,948
Other Services	20,662
	54,610

NAVAL HEALTH BENEFITS SOCIETY

Administration Account for Year Ended 30 June 1968

Income		*Expenditure*	
	$		$
Interest on Investments ..	2,523.72	Wages	9,475.90
Excess of Expenditure and Income charged against Medical and Hospital Schedules	10,116.02	Stationery	1,058.32
		Audit Fees	795.00
		Office Expenses	13.22
		Subscriptions	15.00
		Advertising	79.50
		Postage	1,159.50
		Depreciation Office Equipment	40.00
		Department of Health—Loss on Claim Overpaid	3.30
	12,639.74		12,639.74

(DFSD 271/51/13)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

27—Acoustic Lining Materials—Radio Screened Compartments

1. The use of Fire Retardant Perforated Glass reinforced Plastic Sheeting, with Mineral Fibre Marine Board and Compressed Mineral Fibre Resin Bonded Slab, as an Acoustic Lining Material is approved for use in Radio Screened Compartments.

2. Material is to conform to the following specifications.

   a. Physical dimensions: 6.5 ± .25 ounce/sq ft .05 in — 06 in thickness with punched perforations ⅛ in diameter at 21/64 inch centres.

   b. Fire retardant quality.

   c. Electrical resistance between 25,000 and 1,000,000 ohms measured between electrodes 3 feet apart.

   d. Colour opaque green BS 2660 colour number 6–700 or opaque grey BS 2660 colour number 9–094.

(ACDC 400/2/867)

UNCLASSIFIED

28—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 643 (Ex TDL 'GH')

a. *Item:* 'Remove electric driven 4 inch gun hoist and associated electrical components'.

b. Work is to be carried out by Ships Staff with Fleet Maintenance Party assistance. Weight variations are to be reported on completion of the item.

c. *References:* HMAS DIAMANTINAs Form AS1182 (TM168) of 7 March 1968 forwarded under cover of NOIC WA Memorandum of 4 April 1968.

(CNTS 1224/56/198)

UNCLASSIFIED

29—Alteration and Addition Item—HMAS STALWART

The following Alteration and Addition Item is approved to be carried out in HMAS STALWART by Ships Staff.

Class List Item No 8 (Ex TDL 'D')

a. *Item:* 'To fit a main broadcast speaker AP 126081 in the sickbay waiting area. Speaker to be wired from AP 12483 6 ways 2 pole junction box fitted in lobby, 02 deck, frames 108–110. Approximately 12 feet of AP 180556 cable required.'

b. No weight compensation is required but details of weight variations are to be reported on completion of the work.

c. *Reference:* HMAS STALWARTs Form AS1182 (TM168) TDL 'D' dated 18 March 1968 forwarded under cover of FOCAF Memorandum dated 19 April 1968.

(CNTS 1228/53/36)

UNCLASSIFIED

30—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be undertaken in HMAS SYDNEY:

Class List Item No 367 (Ex TDL 'NYAQ')

a. *Item:* 'To fit a Vokes Duplex filter, Model No E259L/66906 between the oil pump, discharge and the oil cooler inlet of the 400 and 500 KW turbo-generators.'

b. Compensation is required for the total weight increase estimated at 1,000 lb and this is to be deducted from the amount of Army cargo carried.

c. *References:* (1) HMAS SYDNEYs Form AS2022 (TM179), Serial No E5/66 dated 15 September 1966.
(2) Navy Office Defect Acquaint, Serial No 101:05:05:66, dated 10 October 1966.
(3) GMGID Memorandum DN20/20/540 dated 12 December 1967.

(CNTS 1213/53/177)

UNCLASSIFIED

31—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 369 (Ex TDL 'AO')

a. *Item:* 'To fit 4 inch gravity drain lines to the sumps of 4K forward and 4K after sailors bathrooms, frames 123 to 138 port. Lines to marry in Number 14, 5K2 buoyant drum compartment and discharge overboard through a storm valve, gear operated from 4K2 CPOs bathroom.'

b. No weight compensation is required for the item but weight variations are to be reported on completion of the work.

c. *Reference:* HMAS SYDNEYs Form AS1182 (TM168) TDL 'AO' dated 8 January 1968, forwarded under cover of FOCAF Memorandum 1212/55/30 dated 26 March 1968.

(CNTS 1213/53/220)

UNCLASSIFIED

32—Alteration and Addition Item—HMAS VENDETTA

The following Alteration and Addition Item is approved to be carried out in HMAS VENDETTA:

Class List Item No 141 (Ex TDL 'R')

a. *Item:* 'To install a mortar trajectory bearing receiver pattern 0612/803867 in the Operations Room to be sited over the sonar 170 bridge repeater unit and supplied from sonar control unit trajectory bearing indicator circuits.'

b. Weight compensation of 50 lbs at 01 Deck level is required before the item is undertaken.

c. *References:* (1) HMAS VENDETTAs Form AS1182 (TM168), TDL 'R' dated 1 March 1967 forwarded under cover of FOCAF Memorandum, AF1212/60/3 dated 12 April 1967.
(2) ACNBs Message DTG 170555Z November 1967.

(CNTS 1215/57/383)

UNCLASSIFIED

33—Alteration and Addition Item—RAN DDGs

The following Alteration and Addition Item is approved to be carried out in HMA Ships PERTH, HOBART and BRISBANE.

Class List Item No 35 (Ex TDL 'DDG–26 AG')

a. *Item:* 'To fit screwed plugs of approximately 1½ in diameter into one or more manhole covers of each of the following FFO storage tanks:

Tank	*Proposed Manhole*
5.23.0.F	4.29.1 (vent opening)
5.31.0.F	4.31.2 (vent opening)
5.39.0.F	2.47.2 (vent opening)
5.51.1.F	3.60.1 (manhole)
5.51.2.F	3.60.2 (manhole)
5.143.01.F	2.144.1 and 2.144.2 (both manholes)
5.149.0.F	2.154.1 and 2.154.2 (both manholes)
5.155.0.F	2.161.1 and 2.161.2 (both manholes)
5.163.0.F	3.173.1 (manhole)
5.175.0.F	3.177.2 (manhole)

Plugs to be near flush with tank tops in order to present a minimum obstruction'

b. No weight compensation is required but details of weight added are to be forwarded on completion of the item.

c. *Reference:* HMAS HOBARTs Form AS1182 (TM168), TDL 'DDG–26 AG', dated 30 March 1968, forwarded under cover of FOCAF Memorandum dated 29 May 1968.

(CNTS 1215/61/61)

UNCLASSIFIED

34—Alteration and Addition Item—Type 12 DEs

The following Alteration and Addition Item is approved to be carried out in Type 12 DEs:

Class List Item No 369 (Ex TDL 'DWEJ')

a. *Item:* 'To remove plating in Ikara magazine and handling room which is made redundant by latest amendments to 'NMER'.

b. The item will result in a weight saving, details of which are to be reported on completion of the work.

c. *Reference:* HMAS DERWENTs Form AS1182 (TM168) TDL 'DWEJ' dated 23 February 1968 forwarded under cover of FOCAF Memorandum dated 19 April 1968.

(CNTS 1224/72/240)

UNCLASSIFIED

35—Ammunition—Propellant—Landing—Destruction—Reports

(DCI (RN) 1233/1968)

1. Propellant of the following lots is due for withdrawal having reached age limits:

Propellant Lots Affected	*Type*	*Nature of Ammunition Which May Be Affected*
RNC 5092	SC/Z008	.. Cartridges: QF 4 in (FA), QF 4.5 in (SL)
RNC 5113		
RNC 5154		
RNC 5157		
RNC 5077	SC 048	.. Cartridges: QF 4 in (FA), QF 3 pdr
RNC 5098		
RNC 5099		
RNC 5108		
RNC 5170		
RNC 5133	SC 061	.. Cartridges: QF 4 in (FA), QF 4.5 in (SL)
RNC 5147		
RNC 5064	SC 103	.. Cartridges: QF 4.5 in (SL), QF 4 in
RNC 5065		
RNC 5076		
RNC 5097		
RNC 5107		
RNC 5120		
RNC 5121		
RNC 5132		
RNC 5145		
RNC 5146		
RNC 5162		
RNC 5163		
RNC 5062	SC 140	.. Cartridges: Impulse Torpedo
RNC 2832	SC 150	.. Cartridges: Impulse Torpedo
RNC 5159		
RNC 5139	NF 029	.. Cartridges: QF 4.5 in (SL), QF 3 pdr
RNC 5104	NF 059	.. Cartridges: QF 4 in (FA), QF 4.5 in (SL)
RNC 5070	NF/S 164–048	.. Cartridges: QF 4.5 in (SL)
RNC 5086		
RNC 5102	NF/S 168–048	.. Cartridges: QF 4.5 in (SL)
RNC 5116		
RNC 5128		
RNC 5138		
RNC 5152		
RNC 5103	NF/S 198–054	.. Cartridges: QF 4.5 in (SL)
RNC 5127		
RNC 5151		
RNC 5168		

Propellant Lots Affected	*Type*	*Nature of Ammunition Which May be Affected*
RNC 5081	HSCK/T 124–058	Cartridges: A/S Mortar, SQUID
RNC 5149		
RNC 5165		
RNC 5135		
RNC 5066	HSCK/T 134–055	Cartridges: QF 3 pdr, SQUID, A/S Mortar
RNC 5067		
RNC 5068		
RNC 5069		
RNC 5078		
RNC 5079		
RNC 5080		
RNC 5100		
RNC 5110		
RNC 5122		
RNC 5134		
RNC 5148		
RNC 5164		
RNP 946	SC/Z008	Cartridges: QF 4 in (FA), QF 4.5 in (SL)
RNP 947		
RNP 964		
RNP 943	SC 048	Cartridges: QF 4 in (FA), QF 3 pdr
RNP 962	SC 061	Cartridges: QF 4 in (FA), 4.5 in (SL)
RNP 925	SC 103	Cartridges: QF 4.5 in (SL), QF 4 in
RNP 942		
RNP 961		
RNP 973		
RNP 958	SC 150	Cartridges: Impulse Torpedo
RNP 912	NF 029	Cartridges: QF 4 in (FA), QF 4.5 in (SL), QF 3 pdr
RNP 932		
RNP 937		
RNP 968		
RNP 950		
RNP 955		
RNP 1235R ..	NF 052	Cartridges: QF 4 in (FA)
RNP 949	NF 070	Cartridges: QF 4 in (FA)
RNP 931		
RNP 936		
RNP 967		
RNP 954		
RNP 911	NF/S 116–036	Cartridges: QF 4 in (FA)

Propellant Lots Affected	*Type*	*Nature of Ammunition Which May Be Affected*
RNP 929	NF/S 164–048	Cartridges: QF 4 in
RNP 930		
RNP 1234R ..		
RNP 875	NF/S 168–048	Cartridges: QF 4.5 in (SL)
RNP 910		
RNP 976	NF/S 198–054	Cartridges: QF 4.5 in (SL)
RNP 1233R ..		
RNP 948		
RNP 953		
RNP 914	HSCK/T 134–055	Cartridges: QF 3 pdr, SQUID, A/S Mortar
RNP 921		
RNP 939		
RNP 952		
RNP 970		
RNP 980		
VC 4488	N/S 198–054	Cartridges: QF 4.5 in (SL)
VC 4541		
VC 4547		

2. *Action to be taken by HMA Ships, Establishments and Proof Ranges*	Return to RAN Armament Depot as early as practicable. If unable to comply within three months from date of this order report specially to DAS, NM and ER, BR 862, Article 1126 refers.
3. *Action to be taken by RAN Armament Depots*	Declare for disposal. Propellant Acceptance List is to be amended.

(DAS 729/51/92)

UNCLASSIFIED

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

1. Several instances have occured 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.

4. Navy Order 38 of 1966 is hereby cancelled.

(DWE 740/52/142)

(*Navy Order 38 of 1966*)

RESTRICTED

37—Gun Mountings—4.5 in Mark 6* Mod 3 Mountings—Acceleration Compensation Units Mark 3AU

1. When Mark 3AUs undergo their acceptance tests in UK their input signal is obtained from a synchro dummy director. Therefore, by virtue of the differing magslip and synchro conventions, when the input to these units is obtained from a magslip control system their output polarity is reversed.

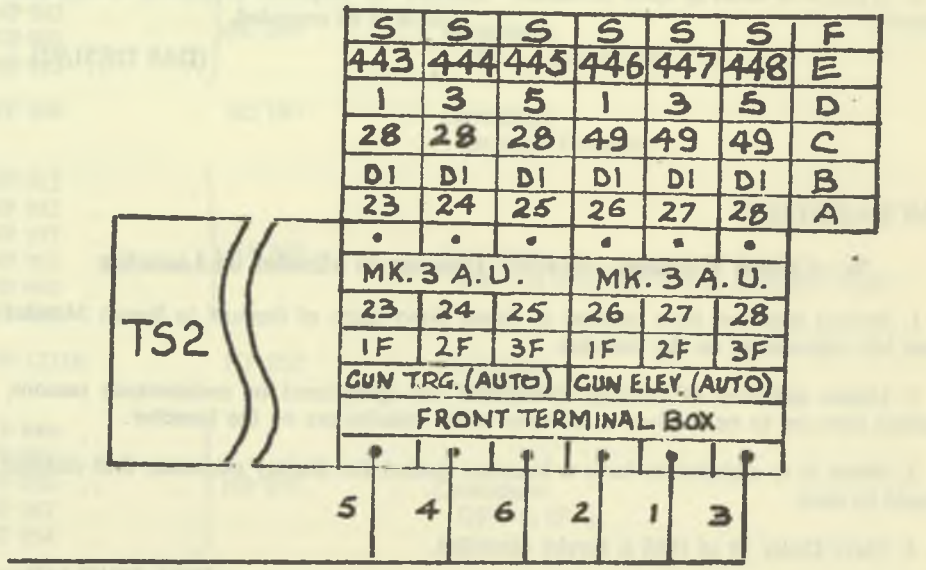
2. When Mark 3AUs are fitted in RAN Mark 145 AA Amplifier Assemblies the output requires reversal in order to achieve the required acceleration compensation. This is only to be done by reversing the incoming 1F and 2F signal lines, where the mounting wiring connects to the amplifier assembly terminal blocks. This ensures that all Mark 3AUs and Mark 145 AAs remain standard.

3. Details of the necessary wiring reversals to Cores 4 and 5 on 23 and 24 TS2 (training) and Cores 1 and 2 on 26 and 27 TS2 (elevation) are as shown in the Annex to this order.

4. Amplifier drawings will be amended, in due course, to incorporate these changes.

ANNEX

MK.145AA AMPLIFIER ASSEMBLY



(DWE 736/59/278)

UNCLASSIFIED

38—Naval Stores—Allowances—Sea Air Rescue Beacon 5825-99-952-6482 (Short Title SARBE Mark 3)

1. The allowances of SARBE Mark 3 Beacon which was introduced to augment holdings of SARBE Mark 1 Beacons have been extended for use in Twenty Man Inflatable Life Rafts (0472/5604) modified to Navy Office Drawings 229/191 and 192. Details of existing and new allowances, together with other relevant information, are contained in this order.

Details of SARBE Mark 3 Beacon

a. The equipment consists of a transmitter-receiver type BE 310, 5825–99–952–6482 and a battery kalium type G 1339, 6135–99–519–2369.

b. The beacon is to be dealt with as safety equipment in accordance with ABR 4, Chapter 26.

c. The battery has a life of twelve months from date of manufacture irrespective of whether the battery is stored in temperate or tropical conditions. Allowances of the battery for aircrew use are to be held by the Safety Equipment and Survival Officer for issue as required.

3. The following test equipment is being provided for the SARBE Mark 3 Transmitter/Receiver and Battery and will be distributed in accordance with Paragraph 4 c. without demand:

a. Test set, performance, type BE 336—(5825–97–952–6815).

b. Battery, for test set, type G 1339—(6135–99–519–2369).

c. Probe, dummy aerial (5825–99–953–5250).

d. Attenuator fixed (102/952–6544).

e. Wattmeter CT 443 (6625–99–999–3591).

Details of Allowances

4. a. *SARBE Mark 3 Beacon:*

(1) For use in communication aircraft	1 No per dinghy pack
(2) For aircrew in flying postings	1 No per person
(3) For use in twenty man inflatable life rafts (modified to drawings 229/191 and 192)	1 No for each modified raft carried
(4) HMAS MELBOURNE	10 No
Survey Ships	1 No each
HMAS ALBATROSS	20 No

Note: The allowances to HMA ships shown at (4) are additional to those at (3).

b. *Battery* .. .. 1 No spare for every four operational beacons carried

c. *Test Equipment:*

Ship/Establishment	*Test Set Performance (with battery)*	*Probe*	*Attenuator*	*Wattmeter*
HMAS MELBOURNE ..	2	1	1	1
HMAS ALBATROSS ..	2	1	1	1
Dockyard Radio Centre ..	1	—	1	1
Williamstown Dockyard ..	1	1	1	1

27075/68—2

5. SARBE Mark 3 beacons on personal issue are to be withdrawn, without exception, from air crew proceeding to non-flying duties and returned to the Superintending Naval Officer, Sydney.

6. Reports of monthly maintenance requirements of the 6135–99–519–2369 battery are to be rendered by users to SNSO, Sydney six months in advance. The necessity to supply these batteries to users with as much as possible of their life still left preclude the holding of large stocks. This and lengthy delivery time means that the ready availability of the batteries is dependent on these advance forecasts.

7. The following precautions must be observed with SARBE Mark 3 batteries:

a. They must not be dumped as 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 batteries, every care should be taken to avoid unnecessary wastage.

8. SARBE Mark 3 beacons requiring major repairs should be returned to SNSO Sydney who will arrange for the necessary repairs to be carried out in the Dockyard Radio Centre. If such repairs prove to be beyond the capabilities or work load of the Dockyard Radio Centre, arrangements will be made for repair by the authorised repair contractor.

9. Navy Orders 677 of 1966 and 250 of 1967 are hereby cancelled.

(DSAP 519/259/233)

(Navy Orders 677 of 1966 and 250 of 1967)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

Registrar.

RESTRICTED

ANO's 39-58/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 January 1969.

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

27255/68

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

39 Restriction on the Use of Telephones for Trunk Line Calling.
40 RI—List of Navy Orders Affecting.
41 The Citizen Naval Forces (CNF).

SECTION 2—PERSONNEL

42 Members on Long and Intermediate Term Duty Overseas.
43 Scholarships for Senior Entry to the Royal Australian Naval College.
44 Tag, Identification, Personnel.

SECTION 3—OPERATIONAL AND TRAINING

45 Sailors Course Programme—1969.

SECTION 4—EQUIPMENT, STORES AND SERVICING

46 Alteration and Addition Item—HMAS DUCHESS.
47 Alteration and Addition Item—HMAS MELBOURNE.
48 Alteration and Addition Item—HMAS MELBOURNE.
49 Alteration and Addition Item—HMAS MORESBY.
50 Alteration and Addition Item—HMAS MORESBY.
51 Alteration and Addition Item—HMAS SUPPLY.
52 Alteration and Addition Item—Ton Class Minesweepers/Minehunters.
53 Ammunition—Pyrotechnics—Aircraft—36523611—Floats Smoke and Flame 3½ lb N2 Mark 2—Introduction.
54 Bathythermographs—Dips—Re-introduction of Use of Deep Diving Pendant Catalogue Number 0633/805832.
55 Director Aim Cameras and Accessories—Group Class 0553.
56 Gases—Liquid Oxygen—Production Responsibilities Precautions and Sampling—HMAS MELBOURNE.
57 Naval Stores—General—Introduction and Allowances—Eutalloy Pak.

SECTION 7—CANCELLED LIST

58 Cancellation of Navy Orders.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

39—Restriction on the Use of Telephones for Trunk Line Calling

1. With the introduction of Subscriber Trunk Dialling there is a need for tighter control over the use of telephones for trunk line calling.

2. Apart from the normal method of restricting the authority to make or authorise trunk calls (STD or otherwise) to nominated personnel, there are various facilities available from the PMG which can assist in preventing unauthorised use of telephones. However any decision to install these facilities must be made in the context that the STD facility is an aid to better administration and if used correctly, can provide cheaper trunk line calling than by the method of booking calls through the PMG Trunk Exchange.

3. The facilities available from the PMG are:

a. Any telephone can be provided with a key lock at a cost of $2.50 per annum.

b. Any extension off a PABX can be barred to complete PMG access at a one time cost of up to $8.

c. All extensions off a PABX can be barred to STD leaving STD access to the switchboard only.
(*Note:* It is not normally possible to bar STD access to some extensions only).
The cost is $20 per annum for each exchange line barred.

4. Administrative Authorities and Commanding Officers are required to examine telephone arrangements having regard to the factors above.

5. In addition they are to ensure that the authority to make or authorise trunk telephone calls is vested only in nominated personnel. Where calls are made through a switchboard, switchboard instructions must include a list of the personnel who have been authorised to make or authorise trunk calls. Local orders must include instructions that telephones are only to be used for private calls in urgent circumstances; if a private trunk call is authorised it must be booked through the PMG exchange so that it can be costed for repayment by the caller; office supervisors are to be made responsible for ensuring that these instructions are complied with.

6. Set out below are suggested measures which should be taken to restrict trunk calling. These are to be taken as a guide for appropriate action; they may need to be varied according to local circumstances:

a. *Extensions Off a PABX*

(1) *Extensions in Offices and General Areas*

Consideration should be given to barring STD access to all extensions especially where there would be a large number of extensions in category (B) below and/or the limitation of the use of these extensions by key locks is impracticable; in this consideration due regard is to be given the factors set out in Paragraph 2; if it is decided that STD barring on all extensions is desirable STD calling should be performed by the PABX operator. If it is not desirable to bar STD access to all PABX extensions the following measures should be considered.

Firstly the possibility of having individual extensions barred to PMG access should be explored; if there is no official requirement for outside calls to be made from an extension, access should be barred. If it is not desired that a telephone be barred for PMG access then one of the following conditions should apply:

(*A*) *Extensions in Office Areas*

Where a telephone is located in such a position that personnel other than the office staff under supervision (and limited cleaning staff) have access to it, a key lock should be fitted.

(*B*) *Extensions in General Areas*

Where a telephone is located in an area where there is relatively open access to it, a key lock should be provided, if practicable.

(2) *Extensions in Official Residences*

Where there is a continuous service provided on the switchboard, telephones should be barred to outside access and all calls made through the switchboard; any private trunk calls should be booked through the PMG trunk exchange and the cost recorded for subsequent repayment by the officer making the call. Where a continuous service is not provided on the switchboard and it is necessary for a residence to have access to the PMG network after the closing of the switchboard, instructions must be adequate to ensure that all private trunk calls are made through the PMG trunk exchange and are properly recorded so that payment can be made.

b. *Direct Exchange Lines (not through a Switchboard) to an Establishment (or Ship)*

Where a telephone is located in such a position that personnel other than the office staff under supervision staff have access to it, a key lock should be fitted. In some cases it may be considered necessary to fit a key lock to a telephone located within an office. The possible improper use by cleaning staff after hours need not, on its own, be sufficient justification for installation of a key lock.

c. *Extensions off a PBX*

(1) Where an exchange line is night switched to a telephone located in an area where there is relatively open access to it a key lock should be provided if practicable.

(2) Where an exchange line is night switched to a telephone in an official residence instructions must be adequate to ensure that all private trunk calls are made through the PMG trunk exchange and are properly recorded so that repayment can be made.

(CEO (GS) 16/204/41)

UNCLASSIFIED

40—RI—List of Navy Orders Affecting

1. With reference to Page iv of RI, the following list shows those Navy Orders in force on 30 September 1968, which amend or amplify RI (as corrected up to Amendment No 16):

RI Article	*Navy Order*	*RI Article*	*Navy Order*
0235	142/1968	Chapter 18, Sections VI–VIII	542/1967
0306	142/1968	Chapter 19, Part II ..	
0323	142/1968	Chapter 20, Part III ..	
Chapter 5	658/1965, 710/1965, 711/1965, 742/1965, 117/1966, 16/1966, 95/1967	2039C	272/1968
		2093A	100/1968
		2908	142/1968
		Chapter 29, Part IV ..	508/1968
		3591	79/1968
		3592	
		3593	
		3594	
1023	571/1966	4487	487/1966
1071	378/1966, 257/1966	5209	676/1965
		Chapter 53	432/1968
1232	634/1967, 525/1967	5605	116/1968
		5801	97/1968
1239	525/1967	6261	281/1967
1522	450/1967, 158/1968	APP 1D	430/1968
		APP 4A	323/1966
1525	158/1968	APP 4B	535/1967, 497/1966
1571	308/1967		
1602	273/1968		
1661	171/1968	APP 5A	498/1966, 14/1967, 88/1968
1672	185/1968		
1702	337/1968		
1734	489/1968	APP 10A	378/1966
1842	445/1967	APP 26B	493/1967
1846	124/1968	APP 29A	468/1968
1850A	150/1968	APP 45A	136/1967, 535/1967
1850B			

2. Navy Order 454 of 1968 is hereby cancelled.

(CEO (GS) 465/3/4)

(*Navy Order 454 of 1968*)

27255/68—2

UNCLASSIFIED

41—The Citizen Naval Forces (CNF)

1. The Citizen Naval Forces of the Royal Australian Navy were formed in 1911 and presently comprise the following components of force:

a. Emergency List of RAN Officers (RANEM).
b. Royal Australian Fleet Reserve (RAFR).
c. Womens Royal Australian Naval Service Reserve (WRANSR).
d. Royal Australian Naval Reserve Seagoing (RANRS).
e. Royal Australian Naval Reserve (RANR).
f. Royal Australian Naval Volunteer Reserve (RANVR).

2. The Naval Board have reviewed the structure of the CNF and have decided to unify the RANRS, RANR and RANVR into one force to be known as the Royal Australian Naval Reserve, thereby achieving a common identity, administration and conditions of service. The structure of the RANEM, RAFR and WRANSR remains unchanged. Within this new RANR, personnel will be allocated to Training Lists which will determine the maximum and minimum amounts of obligatory and voluntary weekly part time training and annual continuous training which they may carry out.

Training Lists

3. Twelve Lists are initially intended. These are:

List	*Members*
1	Merchant Service Seaman Officers.
2	Merchant Service Engineer Officers and Marine Engineering Trainees.
3	Selected trained officers and sailors of the Seaman, Engineering, Electrical, Supply and Secretariat Branches and Special Duties List Officers required for instructional, administrative or maintenance duties.
4	Officers and sailors of the Seaman, Engineering, Electrical, Supply and Secretariat Branches and Special Duties List Officers not included in List 3.
5	RANR Officers and sailors carrying out continuous full time service for 12 months or more in a PNF vacancy.
6	All Band Branch Officers and sailors.
7	Selected Medical Branch Officers and all Medical and Dental Branch sailors.
8	All Medical Branch Officers not included in List 7 and all Dental Branch Officers.
9	Officers specialising in intelligence, NCS and MHQ duties.
10	Officers of the Legal Panel, Survey Branch, Chaplains and University Liaison Officers.
11	Officers and sailors of all branches approved to carry out training in one continuous period each year.
12	Officers and sailors not required or able to complete service on any other Training List.

The numbering of the various lists does not imply a priority or seniority within the system. However Lists 1 and 2 have been reserved for professional mariners.

Summary of Changes

4. Apart from the change in title, other revisions proposed are:

RANRS

a. Minor amendment to the present training periods.
b. Abolition of the Supply and Secretariat Branch.
c. Increased retiring age for all Officers.

RANR

a. Additional paid voluntary training hours to List 3 personnel.
b. Reduction in paid voluntary training for personnel on Lists 6, 8, 11.
c. Increased retiring age for all officers.

RANVR

Following a review of all personnel in this component, some officers will be transferred to the Retired List and some sailors discharged. Those remaining will be placed on an appropriate Training List.

5. All personnel will be informed of the Training List on which they will be placed. Any member unable to fulfil the obligations of that List may request a transfer to another appropriate List. Members wishing to transfer to another List for any reason are to make application through their administrative authority. (*See* Paragraph 7.)

Strength

6. The authorised strength of the CNF is 10,000. It is intended that the initial combined strength of the new RANR will be 4,000 officers and men. The future roles and tasks of the CNF are currently under review and when they are decided a manpower survey will be undertaken and numerical limits proposed for each Training List.

7. Members of Training Lists 1, 2, 8, 10, 11 and 12 will be administered by the Director of Naval Reserves. Personnel on all other Lists, except List 5, are members of the Reserve Training Establishments at HMAS WATSON, LONSDALE, LEEUWIN, MORETON, ENCOUNTER and HUON and administered by their respective Commanding Officers (Reserves), assisted by the Staff Officer Reserve Training—a PNF Officer selected by the Captain to co-ordinate Reserve training.

Legislation

8. All sections of the Regulations (other than financial) affecting the present RANRS, RANR and RANVR will be totally superseded by new Regulations which must be obtained before the foregoing changes can be implemented. The new Regulations will be incorporated in part IV of Naval Forces Regulations.

9. Naval Reserves Regulations and Instructions are being revised and will incorporate instructions for the Naval Emergency Reserve Forces and the Citizen Naval Forces. Amendment to ABR 5054—CNF Promotion Instructions, will also be required.

10. A further Navy Order will be issued when the regulations referred to in Paragraph 8 have been received.

(D of R 302/51/84)

Section 2

PERSONNEL

UNCLASSIFIED

42—Members on Long and Intermediate Term Duty Oversea

1. Certain rates of Travelling Allowance applicable in oversea countries have been varied and accordingly the tables in Paragraph F of the Annex of Navy Order 393 of 1968 are omitted and the following inserted in lieu:

F. Rates of Long Term Travelling Allowance Payable Within the Country of Posting

TABLE A

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE or Above*
Argentina ..	$A ..	13.50	15.00	16.50
Belgium ..	Francs ..	690	780	860
Brazil—				
Brasilia ..	$A ..	18.50	21.00	22.50
Elsewhere ..	$A ..	16.50	18.00	19.50
Canada ..	$Can ..	21	23.50	26
Chile	$A ..	15	17	19
UAR Egypt ..	£Eg ..	5.050	5.800	6.500
Eire	£Irish ..	4.5.0	5.5.0	6.5.0
Ghana	New Cedis ..	12.00	12.50	13.00
Greece	Drachmae ..	400	500	600
India—				
Bombay, Calcutta and New Delhi ..	Rupees ..	110	115	120
(Elsewhere *see* table 'B')				
Israel	£Israel ..	46	55	64
Kenya	EA Shgs ..	134	143	151
Lebanon ..	£Lebanon ..	31	34	37
Malta	£Stg ..	3.3.0	3.8.0	3.13.0
Netherlands ..	Florins ..	47	52	57
Pakistan ..	Rupees ..	95	100	110
Peru	$A ..	14.60	14.80	15.00
South Africa ..	Rand ..	10.40	11.10	11.80
Spain	Pesetas ..	730	830	930

TABLE A—*continued*

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE or Above*
Tanzania ..	EA Shgs ..	100	108	116
Trinidad and Tobago—				
within Trinidad and Tobago ..	$TT ..	33.50	38.00	43.50
elsewhere in Caribbean area				
15 Dec to 15 April	$A ..	19.50	22.00	24.50
16 April to 14 Dec	$A ..	15.00	17.50	20.00
United Kingdom ..	£Stg ..	4.5.0	5.10.0	7.0.0
USA	$US ..	21	23.50	26
Yugoslavia ..	New Dinars ..	160	185	215

TABLE B

Austria	Schillings ..	160	190	210
Burma	Kyats ..	43	46	51
Cambodia ..	Riels ..	610	660	710
Ceylon ..	Rupees ..	30	33	36
Denmark ..	Kroner ..	42	47	52
Fiji	£F ..	2.5.0	2.10.0	2.15.0
France	Francs ..	40	45	50
Germany ..	Marks ..	26	28	30
India—				
Other than Bombay, Calcutta and New Delhi ..	Rupees ..	24	28	32
Italy	Lire ..	4,000	4,500	5,000
Japan	Yen ..	3,550	3,950	4,300
Malaysia ..	$M ..	27	31	36
Mexico	Pesos ..	100	110	120
New Caledonia ..	CFP Francs ..	600	650	700
New Zealand ..	$NZ ..	5.50	6.00	7.00
Nigeria	£N ..	2.3.0	2.6.0	2.10.0
Philippines ..	Pesos ..	24	26	28
South Korea ..	Won ..	1,600	1,700	1,800
Sweden ..	Kroner ..	35	38	41
Switzerland ..	Francs ..	30	34	40
Thailand ..	Baht ..	125	135	145
Union of Soviet Socialist Republic	Roubles ..	7.50	8.00	8.50

TABLE C

Country	Currency of Payment	Rates of Payment per Day		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE or Above*
Indonesia ..	$A ..	1.00	1.25	1.50
Laos	Kips ..	500	550	600
Taiwan ..	$NT ..	60	70	80
Other Countries ..	$A ..	2.00	2.50	3.00

2. The effective dates for changes in rates or inclusion of new rates in the above tables are as follows:

a. Argentina, Brazil, Chile, Fiji, Peru, Trinidad and Tobago from 16 August 1968 and

b. Belgium and Spain from 2 September 1968.

3. NPI 105/315 should be noted pending amendment.

(HPB 252/4/46)

(*Navy Order 393 of 1968*)

UNCLASSIFIED

43—Scholarships for Senior Entry to the Royal Australian Naval College

1. The value of the Scholarships for Senior Entry to the Royal Australian Naval College has been increased from $200.00 to $400.00. Fifteen scholarships are issued annually to encourage boys to remain at school for their matriculation year and so become eligible educationally for Senior Entry.

2. The scholarships are open to all boys, irrespective of school attended or the financial status of their families, who satisfy the general requirements for the Senior Entry to the College.

3. Applicants are selected from boys in the next to matriculation year and the award of a scholarship will be conditional on the applicant successfully passing into the matriculation year and on the understanding that he will enter the Naval College on successful completion of his matriculation examination.

4. Application forms may be obtained from the Secretary, Department of the Navy or any Naval Careers Officers. Applications normally close on 1 September and candidates are medically examined and interviewed in October and November and the names of successful candidates are announced in January.

(HPB 310/1/3)

UNCLASSIFIED

44—Tag, Identification, Personnel

1. Further to Navy Orders 178 and 498 of 1967 approval has been given for the adoption of the following standardised abbreviations when stamping religion on identification tags:

Religious Affiliation	*Proposed Inter-Service Abbreviations*
Baptist	Bapt
Catholic / Roman Catholic	RC
Christian Scientist	CSc
Churches of Christ	CC
Church of England	CE
Congregational	Cong
Greek Orthodox	Orth
Jewish	J
Lutheran	Luth
Methodist	Meth
Presbyterian	Pres
Salvation Army	SA
Seventh Day Adventist	SDA
Other Christian Religions including Christian (Undefined), Protestant (Undefined), Brethren	OCR
Other Non Christian	ONC
No religion including Agnostics, Atheists	NR

2. These abbreviations are to be used on all identification tags stamped in future.

(HPB 323/1/26)

(*Navy Orders 178 and 498 of 1967*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

45—Sailors Course Programme—1969

Navy Order 744 of 1968 is to be amended as follows:

EDP Course No	*Course*	*Amendment Action*
915930	POAPHOT	*Amend* start date *to read* 21.7.69
915730	NAPHOT	*Amend* start date *to read* 10.2.69
915710	NAAH	*Delete* start dates 21.7.69 and 10.11.69
915720	NAMET	*Delete* start date 4.8.69
915740	NASE	*Delete* start date 8.9.69
916720	NAMAE	*Delete* start date 25.8.69
916710	NAMW	*Delete* start date 25.8.69
912950	POLIN	*Delete* all reference to course
902470	ET1	*Amend* start dates to 10.3.69 and 25.8.69

EDP Course No	*Course*	*Amendment Action*
913940	MTC	*Amend* course title *to read* MTC. *Add* additional start dates 12.5.69 and 10.11.69
907820	LWRRP	*Insert* start date 10.3.69
918350	Advanced Dental Mechanic	*Amend* re-engagement category *to read* E
910700	Adult Male Recruit Training Course	*Add* start date 29.6.69
919910	POWTR	*Amend* start date 25.8.69 to 4.8.69
919710	WTR	*Delete* all existing start dates and *insert* 24.2.69, 3.3.69, 2.6.69, 8.9.69, 3.11.69
919820	LCK	*Delete* start date 20.1.69
919720	CK	*Amend* start date 25.8.69 *to read* 18.8.69
919730	STD	*Amend* start date 5.5.69 *to read* 14.4.69
919750	SAV	*Amend* start date 3.11.69 *to read* 27.10.69
907770	WRWTR	*Delete* existing start dates and *insert* 13.1.69 19.5.69, 6.10.69
907750	WRWTRST ..	*Delete* existing start dates and *insert* 19.5.69, 6.10.69
907830	LWRREG	*Amend* start date 25.8.69 to 1.9.69.

(DMT 311/201/281)

(*Navy Order 744 of 1968*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

46—Alteration and Addition Item—HMAS DUCHESS

The following Alteration and Addition Item is approved to be carried out in HMAS DUCHESS by ships staff with dockyard assistance as necessary:

Class List Item No 137 (Ex TDL 'E').

a. *Item:* '(1) To resite Victualling Office (number 2 deck forward frame 48) to present NBCD HQI (number 2 deck frames 52–53¼ starboard). The ready use cool cupboard to be removed from present Victualling Office. A 5 cu ft domestic automatic refrigerator to be provided for the new Victualling Office.

(2) To resite NBCD HQI and Engineers Office (number 3 deck frames 66–68½ starboard) in space vacated by (1).

(3) Present Engineers Office to be converted to an Engineers ready use store.'

b. Details of weight variations are to be reported on completion of the item.

c. *References:* (1) HMAS DUCHESS' Form AS1182 (TM168), TDL 'E' dated 7 February 1967, forwarded under cover of FOCAF Memorandum AF1212/27/6 dated 24 February 1967.

(2) HMAS DUCHESS' Form AS1182 (TM168), TDL 'F' dated 7 February 1967, forwarded under cover of FOCAF Memorandum AF1212/27/8 dated 9 March 1967.

(3) Navy Office Memorandum 1215/59/133 dated 5 April 1967.

(4) ACNB Message DTG 140138Z June 1967.

(CNTS 1215/59/133)

UNCLASSIFIED

47—Alteration and Addition Item—HMAS MELBOURNE

The following Alteration and Addition Item is approved to be carried out in HMAS MELBOURNE subsequent to the Extended Refit.

Class List Item No 233 (Ex TDL 'FG').

a. *Item:* 'To fit trunking up through the after plenum space and clear of the ship on the port side as shown on Garden Island Plan 219/51/3 dated 30 August 1960, to exhaust M38 fan to atmosphere instead of the plenum space as at present.'

b. Details of compensating weight required for this item will not be known until the results of HMAS MELBOURNEs post extended refit Inclining Experiment have been evaluated. As the results are not expected to be available until mid 1969, separate advice will be forwarded in this regard.

c. *Reference:* HMAS MELBOURNEs Form AS1182 (TM168), TDL 'FG' dated 25 July 1968 forwarded under cover of FOCAF Memorandum AF1212/36/35 dated 19 August 1968.

(CNTS 1213/52/771)

UNCLASSIFIED

48—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 232 (Ex TDL 'EX').

a. *Item:* 'To provide custom built bulk stowages for Charge Books along after bulkhead of 5Q Charge Book Office to replace existing 8 combination safes, 4 key safes, and 5 lockable steel cupboards and existing 1 key safe and combination steel cupboard in 5R Intelligence Room.'

b. Weight compensation is not required for this item but weight variation is to be reported.

c. *References:* (1) HMAS MELBOURNEs Form AS1182 (TM168), TDL 'EX', dated 17 October 1966, forwarded under cover of FOCAF Memorandum AF1212/36/23, dated 1 November 1966.

(2) NOL 1213/52/698 dated 10 February 1967.

(3) GMGID Letter N20/14/203, dated 24 April 1967.

(4) GMGID Letter N20/14/203, dated 21 February 1968.

(5) NOL 1213/52/698 dated 19 March 1968.

(CNTS 1213/52/698)

UNCLASSIFIED

49—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 46 (Ex TDL 'ABL').

a. *Item:* 'To increase the stowage available for frozen provisions by increasing the capacity of the cold room.'

b. Weight compensation is not required but weight variations are to be reported on completion of the work.

c. *References:* (1) HMAS MORESBYs Form AS1182 (TM168), TDL 'ABL' dated 19 November 1967 forwarded under cover of FOCAF Memorandum AF1212/37/33 dated 2 January 1968.
(2) NOM 1228/52/220 dated 14 March 1968.
(3) HMAS MORESBYs Memorandum 162/39 dated 30 March 1968 forwarded under cover of FOCAF Memorandum AF1212/37/33 dated 2 May 1968.

(CNTS 1228/52/220)

RESTRICTED

50—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 45 (Ex TDL 'NHAJ').

a. *Item:* 'To fit a filter to the air start system of Paxman 12YHAXZ diesel engines in accordance with Navy Office drawings numbers MBB–2–610 and MBB–2–611.'

b. Weight compensation is required for the estimated weight increase of 225 lb at number 2 Deck level before the item is carried out.

c. *References:* (1) GMGIDs DN20–14–486 of 1 March 1968.
(2) Our 1228/252/6 of 11 April 1968.
(3) GMGIDs DN20–14–486 of 10 May 1968.
(4) Our 1228/252/6 of 1 July 1968.

(CNTS 1228/252/6)

UNCLASSIFIED

51—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 57 (Ex TDL 'AT').

1. *Items:* a. *Ship to be a two section ship for NBCD purpose:*
(1) No 1 Section to be termed 'Fire Fighting and Monitoring'. To cater for all damage above 2 Deck level.
(2) No 2 Section to be termed 'Pumping and Flooding'. To cater for all damage below 2 Deck level.

b. *No 1 Section to be arranged as follows:*
(1) Existing Victualling Office to be termed 'Fire Control and Monitoring Centre' and to be fitted out as HQ1.
(2) Section Base to be in the Wardroom Smoke Room.
(3) Forward fire and repair parties to be stationed (*a*) outside Section Base and (*b*) on one deck in the forecastle 'tween decks.
(4) Centre Castle to incorporate forward citadel as at present with existing decontamination and cleansing arrangements.

c. *No 2 Section to be arranged as follows:*
(1) Existing Engineers Office to be termed 'Damage Control Centre' and to be fitted out as HQ2.
(2) Section Base to be in the Ships Company Cafeteria.
(3) After fire and repair parties to be stationed (*a*) in the after cross passageway forward of the steering gear compartments and (*b*) adjacent to the Section Base.
(4) After castle living spaces to incorporate the after citadel with existing decontamination and cleansing arrangements.

d. *Communications to be provided as follows:*
(1) *Forward Section*
(*a*) One 8-way TCB in HQ1 connected to:
(i) HQ2;
(ii) Section Base;
(iii) Bridge;
(iv) Wheelhouse;
(v) Main Switchboard;
(vi) Engine Room;
(vii) All pump rooms via TCB on RAS Deck;
(viii) Machinery Control Room.
(*b*) Sound powered telephones direct from the Section Base to:
(i) Forecastle 'tween decks Fire and Repair Party Station;
(ii) Centre Castle 'tween decks.
(iii) Centre Castle passageway adjacent to Cleansing Station 02 Deck.
(2) *After Section*
(*a*) One 8-way TCB in HQ2 connected to:
(i) HQ1;
(ii) Section Base;
(iii) Main Switch Board;
(iv) Wheelhouse;
(v) Engine Room;
(vi) Steering Gear Compartment;
(vii) Pump Rooms via TCB on RAS Deck;
(viii) Boiler Room.
(*b*) Sound powered telephones direct from the Section Base to:
(i) Fire and Repair Party station in cross passageway forward of the steering gear compartment;
(ii) Outside ships company recreation space on 02 Deck;
(iii) Starboard side forward on 1 Deck.

2. No weight compensation is required for the item but details of changes in weight are to be reported on completion of the item.

3. *References:* A. HMAS SUPPLYs Form AS1182 (TM 168), TDL 'AT' dated 20 February 1964, forwarded under cover of FOCAF Memorandum dated 28 May 1964.
B. HMAS PENGUINs Memorandum BND 161/133 dated 6 October 1964.
C. HMAS SUPPLYs Memorandum 7/1/40 dated 7 May 1965.
D. FOCAF Memorandum AF1908/50 dated 25 June 1965.
E. Navy Office Memorandum 1246/51/76 dated 8 March 1966.

(CNTS 1246/51/76)

UNCLASSIFIED

52—Alteration and Addition Item—Ton Class Minesweepers/ Minehunters

The following Alteration and Addition Item is approved to be carried out in Ton Class Minesweepers/Minehunters:

Class List Item No 14 (Ex TDL 'E').

a. *Items:* '(1) To remove existing shelving and keep batten stowages from naval store—lower deck—Frs 82–89.
(2) To fit cabinets and stowages generally in accordance with Navy Office Drawing 210/AC/357.'

b. Weight compensation is not required.

c. *References:* (1) HMAS WATERHEN and HMAS IBIS Form AS1182 (TM168) TDL 'E' dated 16 April 1964, forwarded under cover of FOICEA Memorandum NC18–9–4 dated 6 May 1964.
(2) Navy Office Memorandum 1227/251/176 dated 5 January 1968.

(CNTS 1227/251/176)

UNCLASSIFIED

53—Ammunition—Pyrotechnics—Aircraft—36523611—Floats Smoke and Flame 3½ lb N2 Mark 2—Introduction

(DCI (RN) 954/1966)

1. *Item*	The following store is hereby introduced into Naval Service—36523611—Floats Smoke and Flame 3½ lb N2 Mark 2.
2. *Description*	This float is modified from 36523613 floats and 36523614 floats by incorporating a sea cell method of initiation in place of the striker. This gives an improved performance and makes it suitable for release from helicopters at heights up to 400 ft. The method of carriage and external release of this float from a light series carrier has not proved entirely successful and is still under development. Pending finalisation of this development these flares are suitable for hand release only.

3. *Action*	Reports have been received of reduced burning times of 36523612 floats N2 Mark 1 36523613 floats No 1 Mark 3 and 36523514 Floats No 1 Mark 2. HMA ships and establishments excepting HMAS ALBATROSS, holding stocks of these floats are to return them to the nearest RAN Armament Depot at first opportunity in exchange for 36523611 floats.
4. *RAN Armament Depots*	It has been decided that stocks of 36523612 floats, 36523613 floats and 36523614 floats are to be retained for practice purposes at HMAS ALBATROSS only, and the performance of these floats is to be reported at regular intervals.
5. *Life*	There is no limit to the life of this store.
6. *Package*	Six per box C190.
7. *Classification*	a. Ashore and afloat support .. Group II Category X b. HMA ships .. .. .. Group II (weatherdeck) stowage

(DAS 727/56/156)

RESTRICTED

54—Bathythermographs—Dips—Reintroduction of Use of Deep Diving Pendant Catalogue Number 0633/805832

1. Practical experience in HMA ships has proved that without the Deep Diving Pendant Catalogue Number 0633/805832 fitted, the bathythermograph takes longer to stream, cannot be relied upon to attain the required depth and frequently produces unsatisfactory slides.

2. Accordingly the deep diving pendant with swivel attachment is being re-introduced for use in the RAN.

3. Ships should demand requirements from SVSO Sydney quoting this order.

4. Navy Order 111 of 1968 is hereby cancelled.

(DNS 517/251/682)

(Navy Order 111 of 1968)

UNCLASSIFIED

55—Director Aim Cameras and Accessories—Group Class 0553

Navy Order 481 of 1967 is to be amended as follows:

APPENDIX

a. *Delete* all reference *to* HMA ships SWAN and TORRENS.

b. *Insert* in heading for HMA ships VAMPIRE, VENDETTA and DUCHESS '*see note C.*'

c. *After* note B at the end of the Appendix *insert* the following 'C. Allowances to HMA ships VAMPIRE and VENDETTA to be cancelled after their extended refits.'

(DSAP 737/251/5)

(Navy Order 481 of 1967)

RESTRICTED

56—Gases—Liquid Oxygen—Production Responsibilities Precautions and Sampling—HMAS MELBOURNE

1. Navy Order 448 of 1967 has been promulgated for the guidance of personnel handling liquid oxygen. The purpose of this order is to acquaint personnel with the type of system they will use and give additional details of the precautions to be observed. It is to be read in conjunction with Article 2321 and 2322 of BR3000 and RANAMO/GENERAL/G42.

General Description of Supply System

2. Liquid oxygen will be manufactured on board using a liquid oxygen generating plant. The plant is capable of making 7 (US) gallons per hour and supplies a 500 (US) gallon storage tank and a 40 (US) gallon ready use storage tank. The plant also has the capacity to produce liquid nitrogen and 40 (US) gallons will be stored. Converters will be purged with the waste gas from the plant (91% nitrogen, 9% oxygen) when in operation and with the vapourised contents of the 40 US gallons liquid nitrogen tank when the plant is not in operation. A shore charging facility is provided and consists of an access trunk from the flight deck 1 ft aft of Frame 105 and 27 ft port side from the centre line of the flight deck to the liquid oxygen storage tank compartment. Through this trunk the flexible hose is passed from the liquid oxygen transfer trailer to the shore charging valve on the 500 (US) gallon storage tank.

Aircraft System Replenishment

3. Transferring liquid oxygen from the storage tank to the aircraft system is accomplished by taking the converter from the aircraft and charging it at the Filling Bench and then replacing it in the aircraft. It is intended that a pool of spare (charged) aircraft converters will be stowed in the Charging Bay, ready for issue to aircraft in lieu of discharged items. Annexes A and B show the installation in schematic form.

Supply Systems Responsibility

4. The Engineer Officer will be responsible for the manufacture, supply and storage of liquid oxygen and nitrogen, including testing and contamination control, and for the maintenance and operation of the generating plant, associated equipment and machinery up to the filling valve of the 40 gallon ready use tanks (*see* Annexes A and B). The Air Engineer Officer will be responsible for the maintenance and operation of the filling bench, as necessary to meet operational requirements. Publications which detail the maintenance and operating instructions of the liquid oxygen/nitrogen generating plant, associated equipment and machinery and the filling bench, will be issued, with amendments to meet RAN conditions.

Liquid Oxygen and Liquid Nitrogen Properties

5. The properties of liquid and gaseous oxygen and liquid and gaseous nitrogen which are important to the safe handling of these materials are listed below:

a. Liquid oxygen can exist as a liquid only at extremely low temperatures. The temperature at which oxygen can be liquified depends on the pressure applied to the liquid, however, it is not possible for liquid to exist, regardless of the pressure, unless the temperature is below −181°F. Liquid oxygen 'boils' at a temperature of −297.3°F when exposed to ordinary atmospheric pressure. Liquid oxygen is extremely compact, as compared with gaseous oxygen. One gallon of liquid oxygen weighs 11.4 pounds (water weighs 10 pounds) and if one gallon of this liquid is converted to gas, the gas would occupy a volume approximately 850 times greater. At the temperature of liquid oxygen, many metals and other materials become extremely brittle. Oxygen gas, as encountered in connection with the operation of the fill benches will be in a highly concentrated form (99.5%) purity. Oxygen in concentrated form can cause some materials (notably oil and grease) to burn spontaneously. Oxygen in concentrated form will cause some substances to burn which would not normally be considered flammable (notably steel wool, thin gauge metals and certain types of cloth). Any substance which burns in ordinary air will burn much more rapidly in oxygen and the flame temperature will be much higher. Oxygen by itself can neither burn nor explode without the assistance of combustible material.

b. Liquid nitrogen has similar cryogenic properties to liquid oxygen but liquifies at an even lower temperature. Precautions stated in regard to low temperature are therefore equally applicable to liquid nitrogen. Nitrogen gas is a major constituent of ordinary air and is not poisonous. It is slightly lighter than ordinary air and tends to rise when released into a compartment containing air. When used in pure or near pure form (eg 91% nitrogen waste gas) nitrogen gas is potentially dangerous since it can displace the air from a compartment and cause persons to suffer or die from the shortage of oxygen. A reduction in the normal oxygen content of air from 21% to 16% will cause the onset of anoxic symptoms. Personnel feeling any signs of drowsiness should immediately vacate the compartment and proceed to open air.

Precautions to be Observed

6. Liquid oxygen and liquid nitrogen are not excessively dangerous providing the attention of all is drawn to the following:

a. When referring to oxygen or nitrogen use its correct name 'LIQUID OXYGEN', 'GASEOUS OXYGEN', 'LIQUID NITROGEN OR GASEOUS NITROGEN' as appropriate. DO NOT REFER TO IT AS 'LOX', 'LIN', 'GOX', or 'AIR' etc, thus avoiding confusion to others by using careless terminology.

b. Do not operate the equipment unless you have received instructions in its use.

c. Do not touch any metal parts through which liquid oxygen/liquid nitrogen is flowing unless wearing the proper gloves provided for use when handling the equipment.

d. Do not allow liquid oxygen to come into contact with any flammable materials.

e. When handling liquid oxygen/liquid nitrogen always wear the protective clothing provided. Protective clothing should be kept in a good state of repair and scrupulously clean at all times, and stowed in the clean room when not in use.

f. Do not carry cigarettes, matches, pipe etc; the bowl of a recently extinguished pipe can ignite in an oxygen enriched atmosphere.

g. Do not paint, or allow painting to be carried out in the vicinity of the Charging Bay whilst converters are being filled.

h. Make certain that there is a plentiful supply of clean, (dust-free) air passing through the compartment at all times when filling operations are under way, when there is liquid oxygen in storage in the compartment, or when the nitrogen system in the compartment is pressurised.

i. Avoid venting oxygen, nitrogen or waste gas into any ship compartment. Minor venting is considered acceptable provided that there is adequate ventilation to sweep out the quantity of gas vented.

j. Secure all oxygen handling operations whilst ship is loading or off-loading fuel.

k. Take precautions to keep moisture away from connections on equipment and aircraft. Always replace blanks immediately connections are broken.

l. Handle converters and transfer hoses with care to avoid damage to the insulating space.

m. In the event of liquid oxygen/liquid nitrogen spillage on clothing, the clothing should be removed immediately. In the case of bodily contact with liquid oxygen/liquid nitrogen, wash the exposed area immediately, using the facilities provided. Wrap the exposed area loosely with clean, dry dressing and seek medical attention without delay.

n. Clothing which has been in contact with liquid oxygen/liquid nitrogen must be thoroughly aired before being re-used.

o. A spillage of liquid oxygen/liquid nitrogen in a compartment must be allowed to evaporate, and the area well ventilated before relaxing fire precautions.

p. Do not remove cables contaminated by liquid oxygen/liquid nitrogen until they have warmed up, otherwise cracking will occur.

q. Do not attempt to make repairs to oxygen or nitrogen equipment whilst the equipment contains gas pressure or liquified gas. Purge oxygen equipment with clean dry nitrogen or waste gas before performing any repair.

r. When making repairs to oxygen equipment, use parts and tools which have been degreased with carbon tetrachloride, methylchloride or Freon 11 immediately before use.

s. Do not smoke within 10 minutes of handling liquid oxygen; your clothing may be impregnated with oxygen.

Note: Although liquid oxygen does not burn it will increase the intensity of a fire. The only permissible extinguishing agents to be used in the event of fire are:

(1) Water.
(2) Carbon Dioxide (CO_2).
(3) Chemical Dry Powder.

Liquid Oxygen—Testing and Sampling

7. The instructions regarding testing and sampling detailed herein are in addition to the testing carried out during production of liquid oxygen eg, ORSAT test, ACETYLENE test, etc, which are detailed in the operation and maintenance publications. They result from the need to continuously monitor contaminant levels. The low temperature of liquid oxygen enables contaminants from the surrounding atmosphere to be trapped by the process of condensation. Excessive concentrations of some contaminants are an operational hazard due to their toxic, asphyxiant or odour properties. Odour tests are to be carried out in accordance with Paragraph 8 of this order, on liquid oxygen containers, at the frequencies stated hereunder:

a. *Aircraft Converter:* Take a sample at a drain valve and test immediately after a report of in flight odours.

b. *Storage Tank:* Take a sample at the drain valve every seven days and test.

The Odour Test

8. a. Pour 200 mls of liquid oxygen from a sample into a clean beaker, or similar container, after covering the bottom of the beaker with a clean, dry filter, or other absorbent paper.

b. Partially cover the top of the beaker with a clean glass cover and allow the liquid oxygen to evaporate to dryness in an area free of air currents and odours.

c. After the liquid oxygen has evaporated, remove the cover and smell the contents at frequent intervals until the accumulated frost on the outside of the beaker has completely melted.

Note: Odours will be most prevalent when the beaker has warmed to room temperature.

d. A liquid oxygen container that is suspected of, or proves to be odourous by testing, is to be drained and purged with gaseous nitrogen or waste gas.

Sampling Liquid Oxygen

9. Using two cryogenic samplers, take samples of liquid oxygen from the sampling valve (Annex A) of the 500 (US) gallon storage tank and from any one of the four charging hoses on the charging bench on the following occasions:

a. Upon production of the first 50 gallons.

b. When the storage tanks have been replenished from a shore supply.

c. Every 30 days if not sampled as in a. and b. above.

Note: Both samples are to be dispatched by air or express freight as in Paragraph 10 n. and the Superintendent, Aircraft Maintenance and Repair is to be advised.

Procedure for Sampling Using the Cryogenic Sampler

10. Before taking a sample, check that the inlet, vent and extraction port caps are in place and the inlet and extraction valves are closed finger tight. Check that the sampling hose has clean closures at both ends. To obtain pure samples, first evacuate the sampler. If charged with oxygen at 25 psig, release pressure to approximately 0 psig before proceeding.

Note: Use of a contaminated bottle or hose can result in an explosion. IF DOUBTFUL, DO NOT USE THE SAMPLER.

Proceed as follows:

a. Remove caps from the inlet and outlet ports.

b. Connect the sampling line, stored in the case cover between sampler inlet port and tank sampling port.

c. Connect a properly cleaned line to the sampler outlet port and lead the line to a safe area for venting gaseous and liquid oxygen.

d. Open the outlet valve at the tank sampling port.

e. Wait for liquid oxygen to flow from the line connected to the outlet port.

f. After liquid oxygen has flowed from the outlet for five minutes, open the inlet valve (at the top of the sampler) for at least 10 seconds, and then immediately close the inlet valve finger tight.

g. Close the outlet valve at the tank sampling port and disconnect the line from the sampler.

Note: Ensure that all liquid oxygen has drained from the hose, otherwise dangerous pressures can build up if it is capped while fluid remains within.

h. Cap the sampling case and store it in the case cover.

j. Replace near side cap, tip the sampler to drain out any liquid remaining in the annulus, replace remaining cap. (This is necessary to prevent a dangerous pressure build up in the annulus.)

k. Replace and latch the cover on the sampler carrying case.

l. Invert the carrying case and leave it in the inverted position for at least five minutes.

m. Fill out the sampling tag with the date, time, location and other information. Place tag in the holder on the case.

n. The sampler may now be transported to the laboratory, but it must be checked thoroughly for leaks by observing the pressure readings over a suitable period of time, before packing for transport. Dispatch the sample by express freight to

the Officer-in-Charge, QCB Laboratory, (RAAF), Cnr Graham and Highett Roads, Highett, Victoria 3190, and advise Superintendent, Aircraft Maintenance and Repair.

Note: After the sample has been removed, the testing laboratory will purge the sampler and pressurise to 25 psig with clean, dry oxygen.

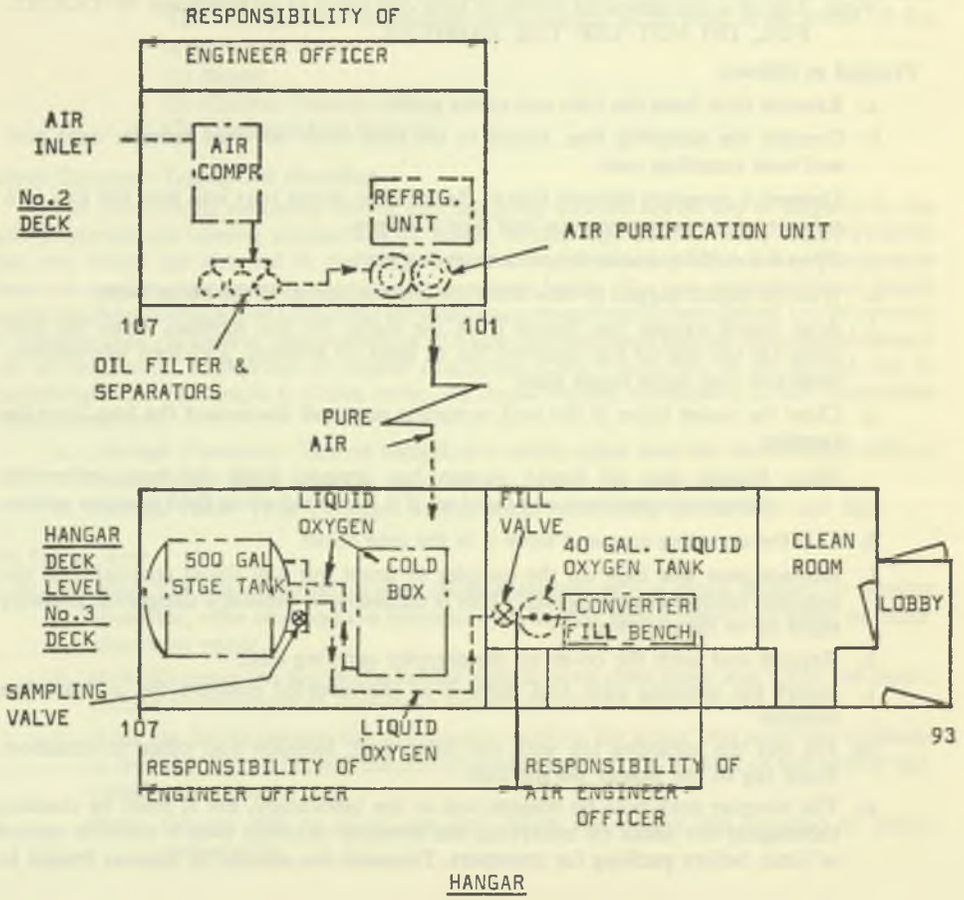
Unsatisfactory Liquid Oxygen Samples

11. On receipt of notice from QCB Laboratories, Superintendent, Aircraft Maintenance and Repair, will advise when a sample exceeds the 'USE' limits as in the following example:

Odour—none.
Purity (per cent by volume)—99 5 (min).
Acetylene (ppm by volume)—0.1 (max).
Carbon Monoxide (ppm by volume)—5 (max).
Other contaminants as listed in RAAF Spec G172, Issue 2, Paragraph 5.5, at twice the limits stated or less.

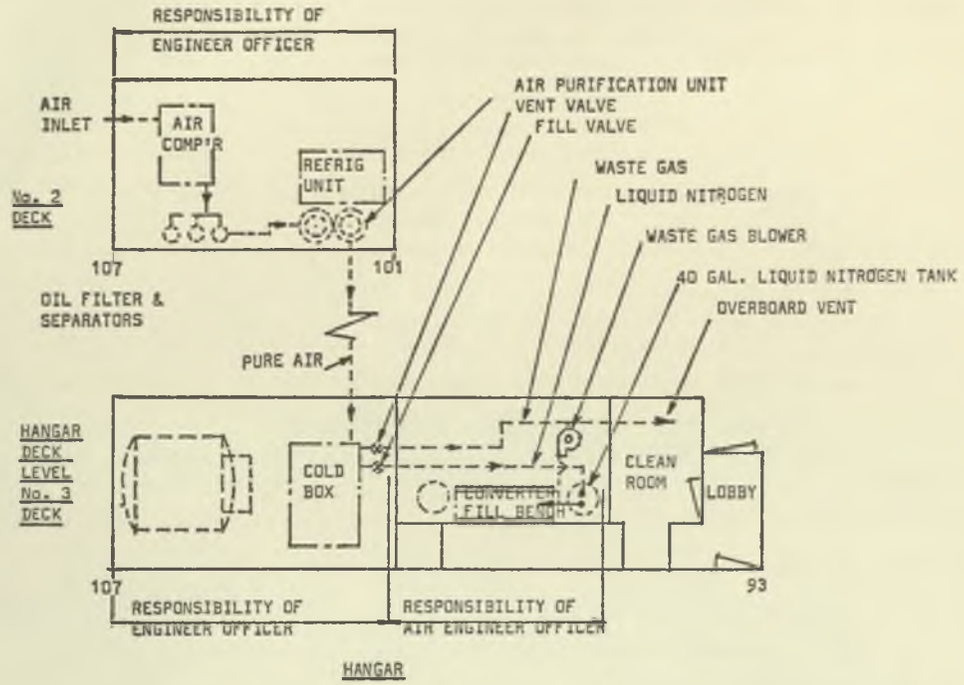
ANNEX A

HMAS MELBOURNE LIQUID OXYGEN FILLING SYSTEM



ANNEX B

HMAS MELBOURNE PURGING NITROGEN SYSTEM



(DMED 400/2/944)

(Navy Order 448 of 1967)

UNCLASSIFIED

57—Naval Stores—General—Introduction and Allowances—Eutalloy Pak

1. The items detailed hereunder have been introduced and are allowed to HMA ships MELBOURNE, SYDNEY, STALWART, NIRIMBA, TARANGAU, and ALBATROSS* in the quantities indicated.

Group Class	*Cat No*	*Description*	*Qty*	*Accty Classn*
3433	66-021-5553	TORCH, WELDING; (Eutalloy Model BM) Comprising 1 No each of the following: Torch Body, Mixing chamber and Power, Feed Valve Assembly Tip Welding No 45 large Tip Welding No 43 medium Tip Welding No 53 small Tip Welding Extension Assembly ..	1 No	P
3439	00-904-0814	WELDING POWDER, METALLIC OVERLAY; Eutalloy Microflo Alloy 10009 in modules of 600 gms	1 No	C

Group Class	*Cat No*	*Description*	*Qty*	*Accty Classn*
3439	66–021–5554	WELDING POWDER, METALLIC OVERLAY; Eutalloy Microflo Alloy 10112 in modules of 650 gms ..	1 No	C
3439	66–021–5556	WELDING POWDER, METALLIC OVERLAY; Eutalloy Microflo Alloy 10180 in modules of 600 gms	1 No	C
3439	00–998–2193	WELDING POWDER, METALLIC OVERLAY; Eutalloy Microflo Alloy to 10185 in modules of 600 gms	1 No	C
3439	66–030–4297	WELDING POWDER, METALLIC OVERLAY; Eutalloy Microflo Alloy 10224 in modules of 600 gms	1 No	C
3439	66–025–9257	ROD, WELDING; Eutecbor 9 3/16 in	¼ lb	C
3439	66–030–4296	BRAZING ALLOY, COPPER; Eutexrod 185	½ lb	C
3439	66–030–4298	FLUX, WELDING; Autochemic E100 in 8 oz Jar	1 No	C
3439	66–030–5559	FLUX, WELDING; Autochemic E200 in 8 oz Jar	1 No	C
3439	66–030–4299	CLEANER SET, WELDING AND CUTTING TIPS; P/N 645700 ..	1 No	C
3439	66–030–6100	CASE, CARRYING, WELDING KIT	1 No	C

2. Supply will be effected by SNSO SYDNEY without demand when stocks become available.

*Already Supplied

(DSAP 401/1/93)

UNCLASSIFIED

Section 7
CANCELLED LIST
58—Cancellation of Navy Orders

The following Navy Orders, having been incorporated into RI (ABR 5016) by amendment 15, are hereby cancelled:

Navy Order Cancelled	*Superseded by RI Article*
1967	
241	3144
242	2074D

(CEO (GS) 465/7/4)

(*Navy Orders 241 and 242 of 1967*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Registrar.

ANO 59/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
27 January 1969.

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

By direction of the Naval Board,

J. Standau.

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

10156/69

Section 2

PERSONNEL

UNCLASSIFIED

59—Radiation Hazards—Precautions for Protection of RAN Personnel Concerned With Use of X-ray or Radioactive Materials

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

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

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

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

5. This order describes the procedure to be followed, the checks to be applied and the health surveillance necessary in order to safeguard the health and continued efficiency of all RAN medical, dental and other personnel engaged in these processes or working in the near vicinity. It is to be read in conjunction with any other instructions on safety precautions to be observed in such circumstances. The Radiation Protection Standards issued by the National Health and Medical Research Council have been taken into account in compiling this order.

6. For the purposes of this order personnel are classified as follows:

a. *Occupationally exposed personnel*—radiologists; radiographers; sick berth staff undergoing radiographic training; operators of industrial radiography equipment and others engaged during the whole or part of their working hours in operating X-ray apparatus or handling radioactive substances, or continuously employed in the immediate vicinity thereof. Persons under the age of 18 will not be employed in work involving radiation exposure.

b. *Special cases*—persons not in any of the above categories, but who may be exposed to limited amounts of radiation in connection with their employment, may be subject to special provisions as set out in the Paragraphs indicated below:

NBCD instructors and members of radiological monitoring teams (26)
Aircrew .. .. (28)
Electrical maintenance personnel .. .. (29)
Personnel temporarily employed in connection with radiation hazard .. .. (30)

c. *Non-occupationally exposed personnel*—all persons not covered by a. and b. above, and also personnel normally in one of the above categories but for the time being employed in duties not involving possible radiation exposure.

Note—There is no such category as non-exposed personnel, as everyone is subject to a certain exposure from natural background radiation plus a variable amount from other sources, such as diagnostic X-rays.

7. Control and supervision of radiation exposure, commonly known as 'Health Physics', is implemented by the following means:

a. Determination of 'permissible' levels of exposure.

b. Measurement or assessment of the exposure actually undergone by personnel.

c. Recording and integration of measured or calculated doses.

d. Monitoring of the individuals state of health by periodic physical examination and blood tests.

Occupational Exposure

8. The maximum permissible dose is that recommended by the International Commission of Radiological Protection, and for whole-body external radiation (the usual type of exposure encountered in Naval Service) is specified under two headings:

a. *Maximum cumulative dose:* = 5 × (age in years — 18) rem, ie, 5 rem per year after the age of 18. This represents an average weekly does of 100 mrem.

b. *Maximum dose-rate:* = 3 rem in 13 weeks.

Different recommendations are made for certain special conditions of exposure, eg, exposure to radiations of limited penetrating power (beta particles and soft X-rays) exposure limited to the extremities of the body; and exposure due to internal contamination with radioactive isotopes. If work is projected which may involve exposures of such nature, MDG is to be consulted beforehand in order that appropriate 'Health Physics' measures may be instituted. The external doses actually acquired by occupationally exposed personnel will be assessed by the wearing of film-badges.

Non-occupational Exposure

9. As a general rule the maximum permissible dose is one-tenth of that for occupational exposure. As film-badges are not worn, steps are to be taken to ensure that in any compartment to which non-occupationally exposed personnel have access, the radiation level is such that 0.5 rem per year will not be exceeded, even if the compartment is occupied continuously. In difficult cases this requirement may be relaxed slightly, subject to the Medical Director-General's approval.

Film-Badge Service

10. All ships and establishments where X-ray units or radioactive materials are employed are to use the film-badge service conducted by the Commonwealth X-ray and Radium Laboratory and are to register with the laboratory beforehand. The registration form is available from the laboratory and must be completed in all details and returned to the laboratory. Upon receipt of the registration form, the appropriate number of holders will be issued. These holders will be retained on loan by the ship or establishment. Additional holders may be obtained at any time on application.

Issue and Wearing of Films

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

12. Films are to be placed in their holders and worn at about breast height, except in the case of females of reproductive age who should wear them at waist level. The position on the body at which the film has been worn is to be indicated on the report form, immediately after the wearers name. The film should be placed under a lead-rubber or lead-plastic protective apron if one is worn, but care must be taken that the film is not obscured by pens, coins, etc. For this reason films should be pinned to the clothing and not carried in pockets.

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

Return of Films

14. Films should be returned to the Commonwealth X-ray and Radium Laboratory, 30 Lonsdale Street, Melbourne, 3000, for development and assessment immediately after wearing. They should be accompanied by the standard report forms completed in triplicate. Films returned later than one month after the initial date of wearing will not be developed and assessed. Further batches of report forms will be supplied on request.

Charges

15. There will be no charge for the film-badge service or for the holders, but the holders will be subject to an annual audit check. Any holders unaccounted for and those badly damaged will be charged for at replacement cost. Damaged holders are to be returned to the laboratory under cover of an explanatory memorandum from the Commanding Officer of the establishment or ship, copy being forwarded to the Medical Director-General. Similar reporting action is to be taken in the case of lost holders.

Special Films

16. The film-badge service is designed primarily for the determination of personal exposure dose. Occasionally, however, special techniques may need investigation or doses at different positions in rooms may need determination. In these cases, films may

be issued on request, but exposure need not necessarily be made in a holder. If the dose recorded on the film is sufficient to indicate that further investigation is desirable this will be noted on the report. Assistance with such investigation will be available from the laboratory on request. The Medical Director-General is to be informed of all such cases.

Records

17. Reports of assessments will be issued to the ship or establishment concerned and also to Navy Office. A central register will be kept at Navy Office, whence notifications will be issued if any individuals exposure approaches or exceeds the ICRP recommended limits or if the dose appears high in relation to the work being done.

Health Surveillance

18. All new personnel for employment in work involving exposure, or probable exposure, to ionising radiation, are to be given a general medical examination prior to proceeding to take up such employment. The result of this examination is to be forwarded to Navy Office on Form AF Med 1. If the applicant is accepted, the date of commencing employment or training is also to be notified, for entry in the central register.

19. The medical examination is not intended to detect the presence of radiation damage (other than in very exceptional circumstances, *see* Paragraph 22 below), as exposure up to the ICRP recommended limits will have no harmful effect on a normal individual. The purpose of the examination is to ensure that the subject is in good health and has not developed any intercurrent condition, which would render exposure to radiation inadvisable. The examination will comprise:

a. *History:* a record is to be made on Form AF Med 1 at initial examination of:
   (1) Family history, with particular attention to hereditary abnormalities, leukaemia and other malignancies.
   (2) Personal history of illness in general.
   (3) Any previous occupational or accidental irradiation exposure, or work with cytotoxic or carcinogenic chemicals.
   (4) An assessment of doses received from therapeutic or diagnostic irradiation, including infancy or childhood. (*See* Annex B for rough estimates of dose from diagnostic X-rays).

b. *Physical examination:* general examination of all systems, to determine overall state of health.

c. *Chest X-rays:* as annual chest X-rays are required of all personnel, discretion should be exercised to avoid duplication.

d. *Blood examination:* full blood count should be included in the pre-employment examination. This is to include a haemoglobin estimation, total and differential leucocyte counts, and a platelet count. Blood counts should be done in the forenoon before the midday meal.

e. *Radioactivity in breath or urine:* will only be tested if indicated by the history. These tests can only be done by certain authorities and the Medical Director-General should be consulted.

20. The following findings will disqualify for employment, pending further investigation and decision by the Medical Director-General:

a. Total white blood cell count below 4,000, or above 12,000 per cu mm.

b. Persistently abnormal differential leucocyte counts, with particular attention to lymphocytes.

c. Red blood cell count below 3.5 million or above 6.5 million per cu mm.

d. Any increase in radioactivity of breath or urine above natural levels (*see* Paragraph 19 e. above).

e. If there is a history of previous chronic exposure: dryness and cracking of the skin, longitudinal corrugation or brittleness of the nails, or loss of hair.

f. Any degree of cataract.

The discovery of any disqualifying finding is to be reported to the Medical Director-General, unless considered to be due to a transient disease or other temporary condition, when re-examination is to be carried out on recovery therefrom.

21. Routine medical examinations of radiation workers or such have no special merit for the well-being of the individual when the permissible cumulative dose is not exceeded, and annual medical examination is therefore no longer required. Nevertheless, a special medical examination may be called for if any individual exceeds his permissible cumulative dose. A medical examination is to be carried out on cessation of employment as an occupationally exposed person.

Over-exposure

22. If any individuals total cumulative exposure, as indicated by his film-badge readings, at any time exceeds the maximum permissible amount, notification will be issued from Navy Office; he is then to be relieved of all radiological duties until by the passage of time his permissible dose again corresponds with his actual exposure. Similar action will be taken if the maximum permissible dose-rate is exceeded: in either case the circumstances are to be investigated and the findings reported to Navy Office. Reports will also be called for when film-badge readings appear unduly high in relation to the work being done, although the maximum permissible dose is not exceeded. If at any time it appears likely that a member has been over-exposed while not wearing a film-badge (other than when undergoing diagnostic or therapeutic irradiation), or in circumstances where the film-badge is unlikely to give a true reading, action is to be taken as above and an estimate of the dose actually received is to accompany the report. The dose, estimated to have been received additional to that recorded on the film-badge, will be added to the cumulative dose record in the central register.

23. Any member who is exposed to more than 25 rem of whole-body irradiation, or is thought to have ingested or inhaled a significant quantity of a radioactive substance (except for therapeutic or diagnostic purposes) is to be admitted to hospital for full clinical investigation, and the circumstances are to be reported to Navy Office.

24. Intentional over-exposure in emergency is unlikely ever to be necessary in peacetime, while the use of radiation sources in the RAN remains as at present. If it should become necessary, however (eg, when assisting other authorities after a radiological accident), every effort is to be made to keep individual doses below 12 rem of whole-body radiation, by rotation of personnel. If it is impossible to keep individual doses below 12 rem, the persons concerned must be admitted to hospital for observation at the earliest opportunity.

Exposure Records for Personal Papers

25. Records of over-exposure will be kept on Forms AM209Z (PM127) and AF Med 14 as appropriate. Records of occupational exposure within the permissible limit will be kept only in the central register at Navy Office. The copies of film-badge

reports sent to the wearers establishment are to be regarded as for information only; they should be filed locally, but not inserted into the members Medical History Documents, as permissible occupational exposure should, be definition, have no significance in the aetiology of disease. If any members occupational exposure status is required for administrative purposes, it can be obtained from the Medical Director-General on request.

Special Cases of Occupational Exposure

26. NBCD instructors, and members of radiological teams in training and peacetime operations, will be subject to occupational exposure limits and will wear film-badges when working with radioactive materials. When handling the larger radioactive sources, or surveying a radioactive area, personal dosimeters are to be worn and any significant reading is to be noted (ie, any reading attributable to ionisation rather than to capacitor leakage). Readings are to be totalled for each individual and forwarded to Navy Office not less often than once every 13 weeks. Nil reports are not required. Cumulative dose records will be kept in the central register as for other occupationally exposed personnel. Pre-employment examination is not required, but medical examination may be called for if significant exposure is recorded consistently. Paragraphs 22-25 will apply in cases of overdosage (but in Paragraph 22 for 'film-badge' read 'film-badge or dosimeter').

27. The foregoing provisions need not apply to students on NBC courses, but the officer in charge is to take all necessary precautions to limit radiation exposure to the minimum.

28. Aircrew may be subjected to an increased radiation background both from the higher cosmic ray intensity at high altitudes and from gamma rays emitted by luminous instruments in the cockpit. At the present time the total contribution from these sources is insufficient to require any precautionary action, but the situation will be reviewed as necessary.

Electrical Maintenance Personnel

29. Any electron-tube with an anode potential greater than 5kV generates X-rays, and high voltage radar valves may emit significant quantities of penetrating radiation. This radiation is stopped by the screening effect of the cabinet or enclosure, and so does not affect the operators, but maintenance personnel should understand the danger apart from that of electric shock) of energising such equipment for more than a short time with the covers removed. No other special precautions are required at present, but the situation will be reviewed as and when higher voltage equipment is installed.

30. Persons employed temporarily or part-time in radiological departments: Paragraphs 8-21 need not apply in the following circumstances:

a. Nursing staff, porters, cleaners, etc, who visit the X-ray room occasionally in the course of their duties; so long as they do not operate the apparatus and approach no nearer to it during the exposure than the nature of their duties requires.

b. Sick-berth staff employed temporarily in the department but not in training as radiographers; so long as their period of employment does not exceed six weeks and they do not operate the apparatus or approach it during the exposure.

c. Qualified radiographers not employed full-time as such, but required to attend in emergency, and Medical Officers and senior sick-berth sailors who operate a portable X-ray machine in emergency; so long as they do not regularly do so on more than three occasions per week.

If the above conditions are exceeded, the personnel concerned are to be regarded as occupationally exposed, and the provisions of Paragraphs 8-21 applied.

Medical Irradiation

31. Radiation exposure for diagnostic and therapeutic purposes constitutes a significant portion of the total exposure of the population, and every effort is to be made to keep it at a minimum. On the other hand the hazard is not such as to justify failure to take such X-ray films as may be medically indicated; what is to be avoided is any unnecessary exposure. Except in emergency, X-rays are never to be taken merely to duplicate recently taken films which happen not to be conveniently accessible. Radiographic techniques are to be chosen to give the least amount of irradiation consistent with adequate results.

32. Fluoroscopic examinations are to be carried out only by qualified radiologists, or by Medical Officers in training under their direct supervision. They are not to be attempted on equipment not specially designed for the purpose. Fluoroscopy for manipulation of fractures or removal of foreign bodies under direct vision is expressly forbidden. Dental fluoroscopy is not to be undertaken.

33. When a patient, who has undergone many X-ray examinations in the past, requires a further examination involving significant exposure (eg, Barium Meal or a spinal series), his radiological history is to be taken into account in deciding whether the benefit to be expected from the proposed examination is worth the hazard of the additional radiations exposure involved.

34. When any member who wears a film-badge requires diagnostic or therapeutic X-rays, he is to remove his badge and leave it in a place free from scattered radiation during the exposure.

Security

35. All reports and histories are to be accorded the same Medical-in-Confidence category as other medical personal papers.

36. Navy Order 291 of 1965 is hereby cancelled.

ANNEX A

DEFINITION OF TERMS AND PERMISSIBLE SAFETY DOSES

Alpha particle: A positively charged particle emitted by certain radioactive substances such as uranium and radium. It cannot penetrate the skin.

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

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

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

Dosimeter: Instrument that measures radiation dose.

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

Gamma ray: An electromagnetic radiation emitted by some radioactive atoms. It is of the same general nature as X-rays. It can penetrate the body deeply.

Ion: An atom (which is ordinarily electrically neutral) that has acquired an electrical charge.

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

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

Maximum permissible dose for occupationally employed personnel: Means the maximum safe amount of radiation allowed, in the light of present knowledge as set out in the current ICRP recommendations. (*See* Paragraph 8.)

Rad: Is the unit of absorbed dose of radiation. It is equivalent to 100 ergs of energy absorbed per gramme of matter.

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

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

Rem: Roentgen equivalent man (mammal). Quantity of any ionising radiation that has the same biological effectiveness as 1 rad. One milli-rem (mrem) is one-thousandth of a rem.

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

ANNEX B

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

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

Chest, post/ant	0.1 rem
Chest, post (photofluoroscopic)	1.0 rem
Lumbar spine, ant/post	1.5 rem
Lumbar spine, lateral	5.7 rem
Pelvis	1.1 rem
Pregnancy, ant/post	3.6 rem
Kidney, ureter, bladder (plain)	1.2 rem
Abdomen	1.3 rem
Gastro-intestinal series (six films)	4.0 rem
Barium Meal examination	2.0 rem
Gall bladder	0.6 rem
Extremeties	0.3 rem
Skull, post/ant	1.3 rem

(MDG 177/51/37)

(*Navy Order 291 of 1965*)

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10156/69—2

ANO's 60-75/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 February 1969.

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

10082/69

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
60	Introduction of New Joint Staff Arrangements—Department of Defence—Working Procedures.
	SECTION 2—PERSONNEL
61	DFRB Fund—Payment of Entitlement on Discharge or Retirement.
62	Division of Responsibilities for Weapons and Weapon Systems in Submarines.
63	Inter-service Sports—Reimbursement of Costs from RAN Central Canteens Fund.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
64	Alteration and Addition Item—Daring Class Destroyers.
65	Alteration and Addition Item—HMAS MELBOURNE.
66	Alteration and Addition Item—HMAS MORESBY.
67	Alteration and Addition Item—HMAS PALUMA.
68	Alteration and Addition Item—RAN DDGs.
69	Alteration and Addition Item—RAN Oberon Class Submarines.
70	Ammunition—Cartridges Power—Aircraft—Cartridges Operating Fire Extinguisher —Types in Use in Naval Service.
71	Cables, Electric—Procedure for Crimping Cable Sockets.
72	Guided Weapons—Seacat Missiles—Canted Motors.
73	Naval Stores (General)—Group Classes 3740 and 6840—Insecticides and Insecticide Applicators.
74	Naval Stores—Identification and Reclassification—Greases: LG–280 and LG–320—Supersession by Grease XG–274.
75	Seacat Drill Missiles Held at Singapore on Royal Australian Navy Account.

SECTION 1
ADMINISTRATIVE AND GENERAL

RESTRICTED

60—Introduction of New Joint Staff Arrangements—Department of Defence—Working Procedures

1. Further to Navy Order 703 of 1968 the administrative procedures relating to the new Joint Staff arrangements are set out in Annex A to this order. These procedures were promulgated by the Department of Defence at the time the new arrangements were introduced. Some minor administrative details have been omitted.

ANNEX A

1. Omitted.

2. ..... The procedures are discussed under the following headings.

a. Organisation;
b. Date of Effect;
c. Direction and Control;
d. Organisation of Individual Staffs;
e. Accommodation (omitted);
f. Division of Work;
g. Position of Existing Committees; and
h. Working Methods, including:
(1) Guiding Principles;
(2) JS Files;
(3) Tasking;
(4) Information;
(5) Liaison with Services;
(6) Staff Papers;
(7) State of Work;
(8) Administrative Support;
(9) Registers;
(10) Joint Planning Committee;
(11) Safes (omitted);
(12) Telephones (omitted).

Organisation

3. A chart showing the organisation standard abbreviations for and membership of the Joint Staff is at Appendix A. The Staffs will be backed up by working parties convened as required on the authority of DJS and drawn from the Department of Defence and the Services as appropriate (*see* also Paragraph 9).

Date of Effect

4. The new arrangements took effect on and from 1 October 1968.

Direction and Control

5. The Director Joint Staff is responsible to the Secretary, Department of Defence and Chairman Chiefs of Staff Committee for the direction and control of the Joint Staff. Direction and control is exercised through the Director Joint Staffs Office comprising Director Joint Staff, two senior staff officers (Service and Civilian) who are also Joint Secretaries Joint Planning Committee and a civilian assistant staff officer (Class 6). Control of individual Staffs is the responsibility of the Director of the Staff concerned and direction and control is exercised through this channel.

Leadership of Staffs

6. In the Joint Policy, Joint Warfare and Joint Communications Staffs the Service officer pro-tem longest on the Staff is the leader of the Staff and has the title Deputy Director. In the first instance leadership of these Staffs will be decided by the DJS, in consulatation with the Directors.

7. Accommodation (omitted).

Division of Work

8. The tasks and responsibilities of the Joint Staff are set out in detail in the statement referred to in Navy Order 703 of 1968. A table outlining the initial broad division of primary work between the Directors and the Staffs is at Appendix B. Individual Staffs will not be allowed to become inflexible in the sense of being confined only to their normal functions, if one staff is overloaded, another will be required to take up the load. In particular the ERS, JOLS and JOS, in which all three Services are not represented, are to call on other staffs as appropriate for single Service experience on purely Staff matters.

Existing Committees

9. As the new Joint Staff becomes effective the remaining committees within the existing Joint Planning Machinery, with the exception of the Joint Planning Committee, will be disbanded progressively. From 1 October 1968 the Joint Communications Electronic Committee, the Joint Administrative Planning Committee, Joint Exercise Co-ordinating Committee, Joint Mapping and Charting Committee, Joint Engineers Planning Committee, Services Movements Committee, Joint Warfare Committee and Sea/Air Warfare Committee are to be chaired by the appropriate Director or Deputy Director. As soon as possible Committees will be disbanded but their members may be used in the working parties convened to assist the new Joint Staffs during the transition period.

Working Method

10. The following method of operation will be adopted within the Joint Staff. These procedures will be reviewed from time to time in the light of experience gained:

a. *Guiding Principles*

(1) The Joint Staff forms part of the Department of Defence and has the normal Departmental responsibility of ensuring correct intra-Departmental consultation and to keep other divisions and branches within the Department informed.

(2) An important objective is to keep intra-Departmental, intra-Staff and inter-Departmental paper work to a minimum.

(3) In order to restrict to a minimum the number of Joint Service Working Parties and the subjects for Joint Planning Committee consideration, matters will be handled within the Joint Staffs wherever this is practicable.

(4) The Joint Staff is responsible for ensuring that the Services are consulted and kept informed of action being taken. Consultation and exchange of planning information may take the following forms:

(*a*) oral or telephone;

(*b*) conferences and working parties; or

(*c*) in writing. In this case the channel to be used is DJS to and from the Deputy Chiefs of Staff of the Services.

(5) Where Service or Departmental views differ from those of the Joint Staff, these differences of opinion are to be made known to the appropriate Director and to DJS who will decide on the action to be taken.

(6) Members of the Joint Staffs are to have full access to staff papers and Departmental papers belonging to the Department of Defence and to the Services from which they are drawn in order to keep up to date with Service thinking and to ensure that the Services are aware of current Defence Department thinking.

(7) Requests may be made that any subject being handled within the Joint Staff be referred to the Joint Planning Committee. Such requests should be made to the DJS office with the authority of JPC members or their superior officers.

b. *JS Files:* A system of Joint Staff (JS) Files will be introduced. A JS File will be raised or located for all papers received in the DJS office. These files will be passed between members of the Joint Staff as appropriate through the DJS office. The DJS office will be responsible to ensure that JS Files are cross references with Departmental Files and that relevant papers are available to be placed on the Departmental Files.

c. *Tasking:* Matters for consideration by the Joint Staff are to be referred to DJS irrespective of their origin. Tasks for the Joint Staff will be issued through or by the DJS office:

(1) verbally in special cases;

(2) by minute on the JS File where it is anticipated that the matter can be handled within the Joint Staff; and

(3) by a Joint Staff Directive (JSD) for major items when extensive consultation with the Services will be required, when Joint Service Working Parties will be necessary, or when the matter is to be processed through the Joint Planning Committee. JSDs will include direction on the broad outlines for the study, guidance on Service and other advice required, including the possible need for working parties, the probable destination (ie Joint Planning Committee/Chiefs of Staff Committee/Defence Committee) of the study etc. The Joint Staff through their Directors are to propose a JSD when they consider it necessary. Directors and members of the Joint Staff are also to raise any subjects to DJS office on their own initiative which they consider warrant Joint Staff study or attention.

d. *Information:* JS Secretarial Notes (JS standing for Joint Staff in lieu of Joint Service) will continue to be issued by the DJS office where papers are distributed for information. A JS Secretarial note will be issued regularly to inform Members of the Joint Planning Committee and others of those matters dealt with within the Joint Staff.

e. *Liaison with Services:* Matters having policy, parliamentary or financial implications will continue to be handled in accordance with normal Departmental procedures. Apart from these matters and matters dealt with on behalf of the Chairman Chiefs of Staff Committee the Joint Staff will require to correspond with the Services in order to:

(1) seek single Service clearance of specific aspects of staff papers when necessary;

(2) forward staff papers for comment when appropriate; and

(3) seek technical advice or convene specialist working parties etc.

This correspondence will be by means of a Joint Staff Minute from DJS to the Deputy Chief of Staff of the Service concerned. Similar correspondence from the Services to the Joint Staff should be via the same channel.

f. *Staff Papers:* Formal Staff Reports should only be produced where higher committee consideration is necessary. In other cases submissions to DJS should be made in the name of the Director and be made on the JS File (tabbed as appropriate). Where formal Staff Reports are produced, these should be submitted to DJS on the JS File under cover of a short note from the Director indicating what future action is recommended in respect of the Report. Except where otherwise specified, all Staffs should follow the rules and conventions of Service writing set out in 'The Australian Joint Service Staff Manual—Volume 11—Service Writing'. Staff Reports should as a general rule be self contained and suitable for submission to higher committees ie, relevant papers not readily available to higher committees, or required for ready reference purposes, should be attached as Annexes, the reports should include introductory or background paragraphs if appropriate and should lead up to a clear recommendation by the Committee. Individual Service abbreviations should be avoided except where it is known that they are universally accepted (eg, SEATO, RAN, AMF, RAAF). The possibility of introducing different coloured paper for each Staffs Reports is being explored. Examples of Joint Planning Committee Reports can, if desired, be made available to Joint Staffs for use as a basis for the preparation Staff Reports.

g. *State of Work:* A progressive State of Work will be maintained by the DJS office and a monthly state of work will be issued.

h. *Administrative Support:* Arrangements to provide necessary administrative support for the Joint Staffs are in hand. In the early stages some ad hoc arrangements will be necessary.

i. *Registers:* All JSDs, JS Secretarial Notes, JS Minutes and JPC documents will be originated by the DJS office, which will maintain registers of these documents. Registers of Staff Reports will be the responsibility of the individual Staffs.

j. *Joint Planning Committee:* Except that JSDs will replace JSRs procedures and documentation relating to the Joint Planning Committee will be basically unchanged.

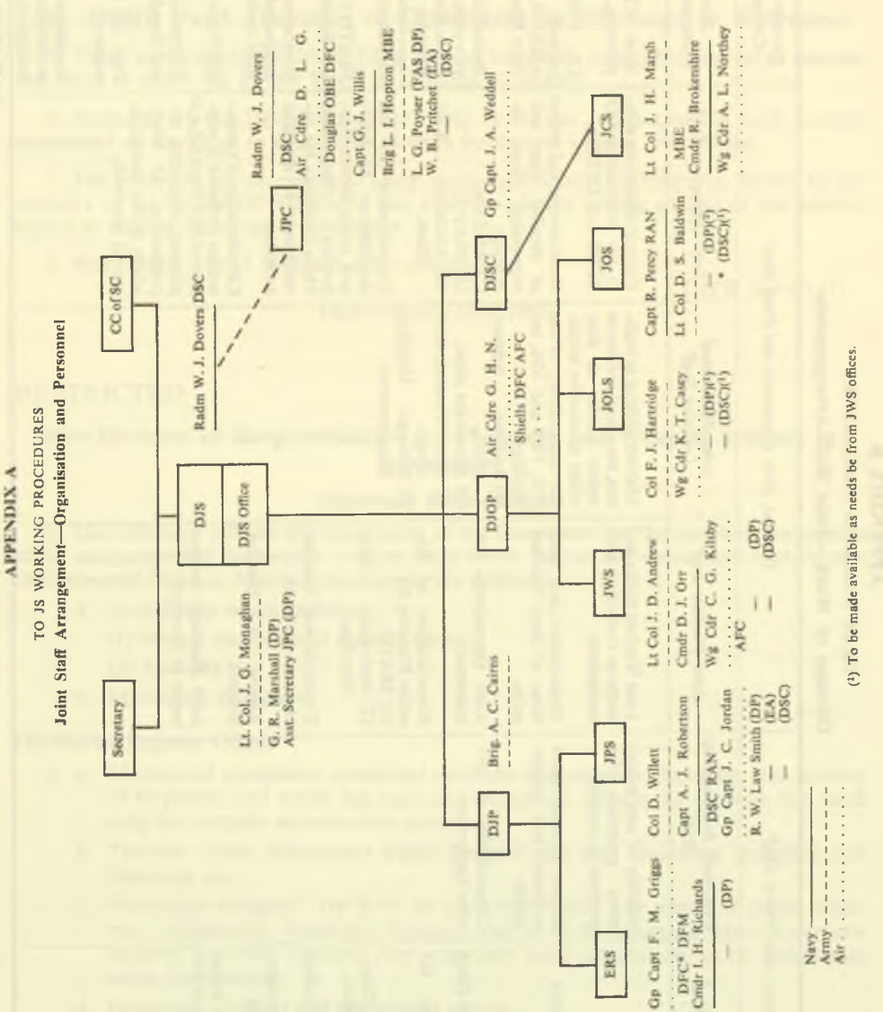
k. *Safes* (omitted).

l. *Telephones* (omitted).

APPENDIX A

TO JS WORKING PROCEDURES

Joint Staff Arrangement—Organisation and Personnel



(1) To be made available as needs be from JWS offices.

APPENDIX B

TO JS WORKING PROCEDURES

Division of Work—Joint Staff Arrangements

Director, Joint Policy Staff		*Director, Joint Operations and Plans Staff*			*Director Joint Services Communications*
Joint Policy Staff	*Equipment Requirements Staff*	*Joint Warfare Staff*	*Joint Operational Logistics Staff*	*Joint Operations Staff*	*Joint Services Communications Staffs*
Strategic Appreciations	Validity of new equipment proposals for purpose proposed.	Joint Warfare policy and doctrine (including promulgation).	Matters relating to logistics, personnel and movements insofar as they relate to matters within the responsibility of the JPS, JWS and JOS, including: (1) Logistic support plans, (2) Movement plans. (3) SEATO logistic planning. (4) Strategic Mobility Requirements.	Current operations within the responsibility of CCOS and CCOSC.	Joint CE policy and planning.
Operational Concepts	Review possible future weapons and equipments.	Organization and functions of Joint Warfare units.		Development and review of detailed plans and supporting plans, including: (1) ANZAM. (2) SEATO. (3) Australian Plans.	CE Systems plans to support SEATO, ANZAM and Australian Joint Plans.
Outline Plans for: (1) ANZAM. (2) SEATO. (3) Australian Joint Plans.	Compatibility of Services Equipment.	Joint Operational Requirements.			Rationalization of Service radio and line Communications Systems Planning and Management including associated Engineering Studies.
Policy Guidelines for Services Planning		Co-ordination of Exercise Planning for: (1) SEATO. (2) Australian Joint Exercises.		Co-ordination of the development of Force and single Service Supporting Operational Plans (including the development of specialist annexes).	SEATO CE Publications Sub-Registrar.
Roles Tasks and Capabilities of the Services.		Timetable and forecast of future exercises.			Operational control of designated communications centres.
Politico/Strategic Studies		Review of Exercise Reports		Consideration of routine studies prepared in support of SEATO/ANZAM planning (including the preparation of briefs where policy questions are not involved).	Electronic Warfare
Priorities for new projects in defence planning.		Joint Planning Assignments as Directed.			CE Operating Procedures and Standards.
Preparation of briefs where policy questions are involved.					Day to day execution matters.
					Frequency allocation, procedures and routeing indicators.

(Navy Order 703 of 1968)

(AS (NS) 2/1/27)

Section 2

PERSONNEL

UNCLASSIFIED

61—DFRB Fund—Payment of Entitlement on Discharge or Retirement

1. 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.

4. Navy Order 130 of 1966 is hereby cancelled.

(HPB 263/1/137)

(Navy Order 130 of 1966)

RESTRICTED

62—Division of Responsibilities for Weapons and Weapon Systems in Submarines

Maintainer Responsibilities

1. The following officers are responsible to the Command for the maintenance aspects of the components of the weapon systems listed below. Sailors are responsible to their own Departmental Officers. Maintenance aspects are defined as:

a. Availability which embraces:
   (1) Repair and planned maintenance;
   (2) Custody.

b. Maintainer training.

The Marine Engineer Officer

2. a. Mechanical equipment concerned with the embarkation, handling and loading of torpedoes and mines but excluding equipment outside the pressure hull used only for torpedo embarkation purposes.

b. Torpdeo Tubes, Submerged Signal Ejectors and their associated operating and discharge gear.

c. Watertight Integrity. He is to be consulted before any action is taken which may compromise watertight integrity and is to be informed when watertight integrity has been restored. Any watertight tests required are to be undertaken under his direction.

d. Periscopes—optical and mechanical aspects.

e. Masts—mechanical aspects.

f. Towed devices—mechanical aspects and associated towing and stowage arrangements.

g. Mechanical stores, spare gear, special stores and test equipment associated with items b. to f. above.

The Weapons and Electrical Engineer Officer

3. a. Torpedo maintenance.
   b. Torpedo maintenance.
   c. Battery alarm unit.
   d. All sonar equipment (including echo-sounders).
   e. Sonar hull outfits and directing gears, in consultation with the Marine Engineer Officer where watertight integrity is involved.
   f. Internal communications systems.
   g. Radar, ECM and communications equipment.
   h. Navigation and plotting equipment requiring skilled maintenance.
   i. Skilled maintenance of decoys and jammers.
   j. Functional testing of systems and equipment listed above, including the functional testing of the torpedo control system and loaded torpedoes but excluding the torpedo tubes.
   k. Electrical stores, spare gear and test equipment associated with items b. to j. above.

The Sonar Officer

4. a. Assisting the Weapons and Electrical Engineer Officer with the functional testing of equipment which is operated by the Sonar Department.

The Navigation and Communications Officer

5. a. Navigation and plotting equipment not requiring skilled maintenance.
   b. Assisting the Weapons and Electrical Engineer Officer with the functional testing of equipment which is operated by the Navigation and Communications Department.

The Torpedo Officer

6. a. Custody, embarkation, loading and handling of torpedoes and mines.
   b. Decoys and jammers which are discharged from the submarine, but excluding skilled maintenance.
   c. Pyrotechnics, smoke candles and signals charges.
   d. Surface weapons, small arms and signal pistols.
   e. Boarding and landing party equipment.
   f. All explosive stores and ammunition.
   g. Assisting the Weapons and Electrical Engineer Officer and the Marine Engineer Officer with the maintenance and functional testing of equipment which is operated by the Torpedo Department.
   h. Stores and spare gear associated with items a. to f. above including torpedo and mine stores.

7. Technical Officers are to ensure that Departmental Officers concerned are kept informed of the material state of equipment in their departments. They are to consult Departmental Officers before undertaking maintenance which involves putting equipment out of action. In the absence of the Departmental Officer concerned, the Executive Officer is to be consulted.

User Responsibilities

The Executive Officer

8. He is to be the Principal Control Officer and, in this capacity, is responsible to the Command for the user aspects of weapons and weapon systems. User aspects are defined as:
   a. State of readiness;
   b. Operator drill;
   c. Operator training.

The following officers are responsible to the Principal Control Officer for the user aspects of the components of the weapon systems listed.

The Weapons and Electrical Engineer Officer

9. a. Torpedo control system mark 7 or 9.
   b. Internal communications systems.

The Sonar Officer

10. All sonar equipment (excluding echo-sounders).

The Navigation and Communications Officer

11. a. Navigation, communications and plotting equipment.
    b. Radar and ECM.

The Torpedo Officer

12. a. Torpedoes and mines.
    b. Torpedo tubes and submerged signal ejectors.
    c. Loading and handling gear for torpedoes and mines.
    d. Battery alarm unit.
    e. Decoys and jammers which are discharged from the submarine.
    f. Pyrotechnics, smoke candles and signal charges.
    g. Surface weapons, small arms and signal pistols.
    h. Boarding and landing parties.
    i. All explosive stores and ammunition.

(DOA 311/201/227)

UNCLASSIFIED

63—Inter-service Sports—Reimbursement of Costs from RAN Central Canteens Fund

1. The RAN Central Canteens Board will reimburse costs incurred in connection with Inter-service Sports on the following basis:
   a. Reimbursement of full amount expended will be made in respect of:
      (1) Items of sporting equipment and uniforms not provided by the Service and used exclusively for Inter-service Sports.
      (2) Hiring of grounds, umpires and associated fees.
      (3) Reasonable entertainment expenses. It should be noted that entertainment expenses are usually restricted to those occasions when Navy is Host Service.
   b. Reimbursement of one-third of amount expended on purchase of equipment and uniforms not provided by the Service and not used exclusively for Inter-service Sports.

2. Claims for reimbursement which should be itemised and in sufficient detail to enable the Central Canteens Board to decide the amount of reimbursement payable in each case are to be forwarded to:

The Secretary,
R.A.N. Central Canteens Board,
Victoria Barracks,
MELBOURNE, VIC. 3004.

(DFSD 201/54/23)

Section 4

EQUIPMENT, STORES AND SERVICING

64—Alteration and Addition Item—Daring Class Destroyers

Navy Order 127 of 1968 is to be amended as follows:

a. Item:

Delete the following words:

'one locker to the left and one locker to the right of the squid magazine entrance door.'

(CNTS 1215/59/184)

(Navy Order 127 of 1968)

UNCLASSIFIED

65—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 223 (Ex TDL 'EZ')

a. *Item:* '(1) To convert the existing GDR (5HZ3) into a chartroom by the following action:

(*a*) Remove all present equipment.

(*b*) Install full length cupboards on the forward bulkhead for stowage of navigational stationery and equipment.

(*c*) Fit full length chart tables with composite chart stowage along both longitudinal bulkheads.

(*d*) Convert lighting to fluorescent.

(*e*) Fit gyro strip repeat using feeder from existing JC display.

(*f*) Install a Pitometer Log recorder.

(*g*) Charthouse/chartroom intercom to be fitted.

(*h*) Remove existing safe from 6P to 5H.

(*i*) Book racks to be fitted above chart tables at (*c*).

(2) Existing chartroom to be converted to a classroom by the following action:

(*a*) Remove all existing fittings.

(*b*) Install blackboard on the after bulkhead and 2 in number bench forms 10 feet long x 2 feet wide fitted with full width shelves beneath.

(*c*) Install 2 additional fluorescent lights 3 feet from forward bulkhead.'

b. Weight variations are to be reported.

c. *References:* HMAS MELBOURNEs Form AS1182 (TG103), TDL 'EZ', dated 25 November 1966, forwarded under cover of FOCAF Memorandum AF 1212/36/25, dated 1 December 1966.

(CNTS 1213/52/707)

UNCLASSIFIED

66—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 44 (Ex TDL 'NHAF')

a. *Item:* 'To install an Initial Detection and Classification Trainer (A/S 1069B) in accordance with installation instructions A/S 7825.'

b. Compensation is required for the estimated weight increase of 120 lbs.

c. *References:* (1) HMAS MORESBYs Form AS130 (SA242), Serial Number 5/67, dated 23 March 1967, forwarded under cover of FOCAF Memorandum AF402/37/41 dated 21 April 1967.
(2) Our 519/67/251 of 1 November 1967.

(CNTS 519/67/251)

UNCLASSIFIED

67—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 15 (Ex TDL 'T')

a. *Item:* 'To fit an open fairlead on the top of the starboard bulwark in the eyes of the ship. To remove the bullring on the port bulwark in the eyes of the ship.'

b. *References:* (1) HMAS PALUMAs Form AS1182 (TG103) TDL 'T' dated 9 December 1966 forwarded under cover of FOCAF Memorandum AF 1212/42/8 dated 9 January 1967.
(2) ACNB Message DTG 120411Z July 1967.
(3) Navy Office Memorandum 1236/58/166 dated 10 April 1968.
(4) GMGID Memorandum DN20/17/115 dated 11 July 1968.
(5) HMAS PALUMAs Memorandum dated 22 August 1968 forwarded under cover of FOCAF Memorandum AF 1212/42/8 dated 16 September 1968.

(CNTS 1236/58/166)

UNCLASSIFIED

68—Alteration and Addition Item—RAN DDGs

The following Alteration and Addition Item is approved to be carried out in RAN DDG Destroyers.

Class List Item No 29 (Ex TDL 'J')

a. *Item:* '*Small Arms Magazine* (4–23–1–M): Existing stowage arrangements inadequate to stow small arms and demolition outfit. Existing racks to be removed and replaced by adjustable shelving. Shelving to be of open construction to allow coverage by sprays. Provision to be made for seven shelves.'

b. Weight variations are to be reported on completion of the item.

c. *References:* (1) HMAS PERTHs Form AS1182 (TG103), TDL 'J' dated 25 November 1967, forwarded under cover of FOCAFs Memorandum AF 1212/44/6 dated 3 January 1968.

(2) HMAS HOBARTs Memorandum 83/8/4 of 31 January 1968, forwarded under cover of FOCAFs Memorandum AF 1212/44/6 of 16 February 1968.

(CNTS 1215/60/67)

UNCLASSIFIED

69—Alteration and Addition Item—RAN Oberon Class Submarines

The following Alteration and Addition Item is approved to be carried out in HMA submarines OXLEY and OTWAY:

Class List Item No 2 (Ex TDL 'NOB')

a. *Item:* 'To remove the deep freeze cabinet from the cold room and the associated hermetic condensing unit and seating from the AMS. The space vacated by the deep freeze cabinet is to be fitted out with stowage arrangements in accordance with Navy Office Drawing Number 246/290A. Defects in the cold room insulation resulting from removal of the cabinet to be made good.'

b. The net weight effect of removal of the items and fitting of stowage arrangements is to be reported to Navy Office on completion of the work.

c. Separate action has been taken in respect of HMA Submarines OVENS and ONSLOW *see* reference (3) below.

d. *References:* (1) ANRUK 515/5/3 dated 17 October 1967.

(2) HMAS OXLEYs GI/188/5 dated 24 November 1967 forwarded under cover of Commander (SM) 200/16 dated 30 November 1967.

(3) Our 1218/60/2 dated 23 February 1968.

(CNTS 1218/60/2)

UNCLASSIFIED

70—Ammunition—Cartridges Power—Aircraft—Cartridges Operating Fire Extinguisher—Types in Use in Naval Service

(*DCI (RN) 62/1968*)

1. *Item* .. .. .. The following Cartridges Operating Fire Extinguisher are present in use in Naval Service:

369833—Cartridge Operating Fire Extinguisher No 1 (2 pin) Mark 3.

369677—Cartridge Operating Fire Extinguisher No 3 (2 pin) Mark 3.

Note: The two hyphens added to the store reference numbers indicate that two digits are added to denote the year of filling. Service users should demand and account for these cartridges under the first six digits only. NATO Store Reference Nos are being obtained for these items and will be promulgated later.

2. *Life* .. .. .. a. *Shelf Life*—Seven years from date of filling.

b. *Installed Life*—Two years plus eight weeks for flexible servicing applied as follows:

(1) Cartridges should be installed initially for a period of 52 weeks (plus four weeks for flexible servicing). At the end of this period cartridges should be removed from aircraft, placed in the approved service package and returned immediately to a Naval Armament Depot for test and proof.

(2) On satisfactory completion of test and proof cartridges will be re-issued for a second period of 52 weeks (plus four weeks for flexible servicing).

(3) On completion of two installed periods, cartridges are to be placed in the approved service packages and returned to a Naval Armament Depot where 10% will be proof fired and the remainder disposed of.

3. *Marking of Cartridges with date of Installation* The date of installation should be clearly marked on the flange of the cartridges. This may be done by scribing or by marking with a felt tipped pen, or by using ink liquid marking. This ink is made by mixing two volumes of 435892 ink liquid marking dye black with one volume of 435905 ink liquid marking solution binding.
The mixed material should retain its properties for a period of a least 24 hours from the time of mixing. These two constituents are obtainable in pint bottles from RAN Armament Depots.

4. *RAN Armament Depots only* Separate instructions have been issued by CL (Air) 340.

5. Navy Order 154 of 1965 is hereby cancelled.

(DAS 727/58/167)

(*Navy Order 154 of 1965*)

UNCLASSIFIED

71—Cables, Electric—Procedure for Crimping Cable Sockets

1. Instances have recently occurred in one of HMA ships, where motor failures were attributed to incorrect crimping of the motor cable sockets, fitted at the motor terminals.

2. Attention is drawn to the following procedure for crimping cable sockets, which should result in a satisfactory crimped connection:

a. Place gland nut and washers on cable.

b. Ascertain cable conductor strand size.

c. Select crimping socket suitable for the conductor strand size and for the type of connection clamp in the equipment. (It is not permitted to remove individual strands to reduce the overall diameter of a conductor, nor to use a crimping socket other than the size specified for the conductor.)

d. Fit crimping socket on cable and ensure that the conductor is fully home in the socket base. A small hole is normally provided for visual or probe inspection. It is not necessary to remove all the plastic filling from conductor strands, but the outer surface should be wiped clean.

e. Fit dies (of the type suitable for size of crimping socket) in the crimping tool head.

Note: It is important that the dies be inspected before use, to ensure that they are not excessively worn.

f. Position crimping tool head over cable socket and apply pump pressure until the die jaws just grip the socket. Ensure that crimp will be in the correct position on the barrel, and that the cable socket has not moved relative to the conductor. As applicable, ensure that the connection lug is in the correct plane for subsequent connection.

g. Continue to apply pump pressure until the dies in the tool head close together and complete the crimps.

(ACDC 400/1/450)

RESTRICTED

72—Guided Weapons—Seacat Missiles—Canted Motors

(DCI (RN) 1311/1968)

1. Recent firing reports from seacat-fitted ships in the RN suggest that the method used for roll stabilizing later Mod 0 and all Mod 1 missiles is not understood.

2. Mod 0 missiles with motor serial numbers 1101 onwards are fitted with canted boost nozzles, as are all Mod 1 missiles.

3. Missiles fitted with canted nozzles will complete two to three revolutions during the boost phase before roll stabilizing, the forced roll having been introduced in order to reduce random dispersion of the missile.

4. Seacat aimers should, therefore, be warned that a missile can rotate in the initial flight stage (up to approximately instant of launch + 1.8 seconds), and that after roll stabilization has occurred, flight control is normal.

(DWE 740/52/321)

UNCLASSIFIED

73—Naval Stores (General)—Group Classes 3740 and 6840—Insecticides and Insecticide Applicators

1. Insects may be harmful to man by carrying disease (mosquitoes, flies, fleas etc) or damaging food and materials (weevils, white-ants etc); even when not actually harmful they may have considerable nuisance value (eg non-infective mosquitoes, biting flies, widges) or be aesthetically undesirable (cockroaches). Such creatures as spiders, scorpions, lice, mites and ticks may be included in any of these categories, although they are not insects. On the other hand many insects are beneficial and it is important that they are not eliminated by indiscriminate insecticidal activity.

2. The basic principle of insect control is the attack on breeding areas, harbourages, and attractants, by recognised hygiene measures. Insecticides should only be required against adult insects from outside the controlled area and for control of breeding areas and harbourages which cannot be eliminated and are physically inaccessible for sanitation. Chemical insecticides may supplement, but do not replace, physical hygienic measures.

3. The insecticides currently accepted for use in the RAN and the equipment to disperse them, are listed in Annex A to this order. No other insecticides or equipment are to be used without the prior approval of the Naval Board. This list has been extracted from that drawn up by the Defence Medical Services Committee Working Party on Insecticides, which was formed to co-ordinate their use throughout the Australian Armed Forces. The items listed are effective if properly used and sufficient choice is allowed to overcome any resistance problem that is likely to be met with in Service usage. Technical specifications and safety precautions are listed in 'Reports of the Working Party' which are distributed to all ships and establishments. The safety precautions are to be strictly observed.

4. The table, Annex B to this order, is intended as a guide to the selection of appropriate insecticides and equipment according to circumstances. In each case it is necessary to decide whether a knockdown or a residual agent is required.

a. Knockdown sprays are used for rapid reduction of adult insects in living quarters for a short term effect: they have little or no action once the fog or spray has settled. Although knockdown sprays do not directly affect breeding sites, nevertheless repeated and regular knockdown of adults may interrupt the life cycle and reduce the insect population to tolerable proportions.

b. Residual sprays are used for control of insects which rest on treated surfaces for at least part of the day or night, and also as larvicides. They have a prolonged action and should form part of a planned programme in support of basic sanitation methods.

5. The worldwide use of cumulative residual insecticides is causing concern to conservationists and the effect of these agents on biological balance has been given due consideration by the Insecticides Working Party. Nevertheless certain of the agents are still recommended for Service use, as most areas under peacetime control of the Australian Armed Forces are of little ecological significance. Care must be exercised in the use of any insecticide on the perimeter of any naval establishment contiguous with agricultural land.

6. Climatic conditions affect the residual effect, outside, and the requirement for repeat spraying. Heavy rain will remove some of the insecticides from sprayed surfaces; prevailing winds should be used to provide 'drift' when spraying or fogging marshy ground, areas of water, and foliage; high wind turbulence and strong upward convection currents affect treatment with aerosol sprays or dusts; hot sunlight and heated air produces upward currents. Open areas should be treated when air is NOT moving vertically. Spraying or fogging is most effective at sunset, plus or minus 1 hour, and at sunrise plus 1 hour, and

during days of continuous cloudiness. No spraying should be attempted when wind velocity exceeds 10–12 mph, but this degree of wind velocity will be necessary when spraying wood lands and tree foliage during the middle of the day to ensure distribution of insecticide through the trees and foliage.

7. When it is planned to treat an area with aerosol sprays, mists or fogs, the areas that require treatment should be plotted and recorded on a map/sketch of a scale approximately 1 mile to 1 inch. Tracks should be chosen that will give the best emission lines in view of wind direction, speed of travel, and dosages of insecticides being used. The whole operation must be planned so that the whole area is systematically covered in as short a time as possible without overlapping and needless wandering. If the project is a large one, it should be so zoned as to ensure treatment of any one part once in every 7–14 days.

ANNEX A

Item No	*Catalogue No*	*Approved Item Name*	*Unit Pack*	*Name in Report*
1	6840–66–023–2925	Insecticide DDT emulsion ..	1 Gal	DDT emulsion
2	6840–66–023–2926	Insecticide DDT emulsion ..	5 Gal	Concentrate 20%
3	6840–66–023–2927	Insecticide DDT powder ..	2 oz	DDT insecticide
4	6840–66–023–2928	Insecticide DDT powder ..	5 lb	Powder 10%
5	6840–66–023–2929	Insecticide DDT solution ..	1 Gal	DDT insecticide
6	6840–66–023–2930	Insecticide DDT solution ..	5 Gal	Solution 5%
7	6840–66–023–2931	Insecticide, malathion ..	1 Gal	Malathion emulsion
8	6840–66–023–2932	Insecticide, malathion ..	5 Gal	concentrate
9	6840–66–023–2935	Insecticide, pyrethrin ..	1 Gal	Pyrethrin 0 4%
10	6840–66–023–2936	Insecticide pyrethrin ..	5 Gal	
11	6840–66–023–2937	Insecticide, diazinon ..	1 Gal	Diazinon emulsion
12	6840–66–019–6834	Insecticide, diazinon ..	5 Gal	Concentrate 20%
13	6840–66–023–2940	Insect repellent clothing application	3 oz	Insect repellent di-ethyl toluamide
14	6840–66–023–2941	Insect repellent clothing application	1 Gal	
15	6840–66–023–2942	Insect repellent personal application	3 oz	Insect repellent di-butyl-phthalate
16	6840–66–023–2939	Rodenticide, anticoagulent	4 oz	Rat bait
17	6840–66–023–2939	Rodenticide, anticoagulent	12 oz	Warfarin
18	6840–66–023–2953*	Insecticide pyrethrin 18.6 oz aerosol		Aerosol dispenser
		*Container to be disposed of after use		
19	3740–66–017–9389	Sprayer, knapsack ..		Sprayer, knapsack—general purpose
20	3740–66–023–2945	Sprayer, insecticide manually carried		Sprayer hand, small
21	3740–66–023–2947	Sprayer, insecticide manually carried		Sprayer, hand continuous
22	3740–66–023–2950	Sprayer, insecticide manually carried		Sprayer, insecticide, manually carried, pulse jet type
23	3740–66–010–4491	Sprayer and duster, insecticide, trailer mounted		Sprayer and duster insecticide, portable
24	3740–66–023–2946	Sprayer and duster insecticide manually carried—1 gallon capacity		Sprayer and duster manpack, petrol powered

ANNEX A—*continued*

Item No	*Catalogue No*	*Approved Item Name*	*Unit Pack*	*Name in Report*
25	3740–66–018–2322	Atomizer, fumigant, portable—1 gallon capacity		Sprayer, hand, portable, electric
26	3740–66–023–2949	Sprayer, insecticide, push cart mounted—2½ gallon capacity		Sprayer, chassis mounted, portable, electric.

2. With the exception of item nos 19, 22 to 26 all the above items are consumable and may be demanded in accordance with current authorized procedure. Since the applicators shown at item nos 19, 22 to 26 are permanent supply will only be effected on a replacement basis when applicators currently in use become unserviceable and beyond economical repair. Any increase to existing allowances should be dealt with in accordance with ABR4 Chapter 3.

UNCLASSIFIED

74—Naval Stores—Identification and Reclassification—Greases: LG-280 and LG-320—Supersession by Grease XG-274

Navy Order 214 of 1967 is to be amended as follows:

Paragraph 2(a):

After PX103 *add* the following words:

'except in the case of ball and roller bearings prior to gloss coating.'

(PME 512/87/205)

(*Navy Order 214 of 1967*)

RESTRICTED

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

1. 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.

3. Navy Order 13 of 1966 is hereby cancelled.

(DAS 700/255/46)

(*Navy Order 13 of 1966*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

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(*Navy Order 13 of 1966*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANNEX B

Equipment and Insecticides to Control Adults and Larvae of Disease Vectors

Situations			*Insecticides*	*Effective Toxic Application*	*Equipment*	*Machine Setting*	*Machine Output*	*Duration of Treatment*	*Frequency of Treatment*	*Quantity Estimation*	*Remarks*
Control of Flies/Mosquitoes											
Adults	*Inside*	*Knockdown*									
			Insecticidal spray (pyrethrin 0.4%)	Used as issued	*Hand sprayers* Aerosol pressure packs	Mists— 10–50 microns	Mists/Sprays	5 to 8 seconds per 1,000 cubic feet	No residual effect	2 gallons per 100 personnel per 7 days	Spray knockdown towards ceiling and corners for 5–8 seconds per 1,000 cubic feet
			2 gallons/100 personnel/ 7 days		Swing fog	Jets 0.8–0.9	Aerosol 10–50 microns	5 to 8 seconds per 1,000 cubic feet	As often as required—before meals and at sunrise	1½ fluid oz per 3,000 cubic ft space	
						Jets 0.8	Fog 1–10 microns	5 to 8 seconds per 1,000 cubic feet			
					Marino	Dial setting .3–.5	Aerosol 50–100 microns	5 to 8 seconds per 1,000 cubic feet	As often as required—before meals and at sunrise	1½ fluid oz per 3,000 cubic ft space	
		Residual	Insecticidal Spray (residual type)	5% DDT Used as issued	Hand sprayers not generally suitable for residual sprays unless nozzle is more than $\frac{1}{32}$ in diameter						
			(½ gallon/100 personnel/ 7 days)		Knapsack and pressure sprayers	Fan type jets 400 mg/sq ft.	8–10 gallons per hour	Wet surface to point of run-off	Every 2–3 months when walls are porous or dusty	1 gallon of solution per 100 sq ft of wall surface	5% DDT = 400 mg/sq ft 2% Malathion = 50–100 mg/sq ft
			Emulsion concentrates 20% DDT 23% Malathion	In oil or water to: 5% solution: 2% solution:	Swing fog	Jets 1.0–1.1	Spray 50–100 microns 3–4 gal/hr	Wet surface to point of run-off	Every 2–3 months when walls are porous or dusty	1 gallon of solution per 100 sq ft of wall surface	Water diluent for porous surfaces. Oil base for non porous surfaces
						Jets 0.8–1.0	Fog 10–50 microns 2–3 gal/hr	3–5 mins/1,000 cubic ft	Every 2–3 months when walls are porous or dusty	2 pints/1,000 cubic ft	
					TIFA	Dial setting 90 microns using fog hoses.	Wet fog 20 gal/hr	30 seconds/1,000 cubic ft	Every 2–3 months when walls are porous or dusty	1 pint/1,000 cubic ft	
						Dial setting 90 microns using spray lance	course spray 20–30 gal/hr	Wet surface to point of run-off	Every 2–3 months when walls are porous or dusty	1 gallon/1,000 sq ft of surface	Spray residuals around room openings, crevices and hanging cords or articles
Not advisable to use Diazinon indoors except for specific 'SPOT' control measures					Marino	Dial setting .5–.6	Spray—100 microns 4 gal/hr	Wet surface to point of run-off	Every 2–3 months when walls are porous or dusty	1 gallon/1,000 sq ft of surface	

ANNEX B—*continued*

Situations			*Insecticides*	*Effective Toxic Application*	*Equipment*	*Machine Setting*	*Machine Output*	*Duration of Treatment*	*Frequency of Treatment*	*Quantity Estimation*	*Remarks*
Control of Flies/Mosquitoes—continued											
Adults	*Outside*	*Knockdown*	Insecticidal Spray (pyrethrin 0.4%) (Only used in open spaces when rapid control measures and good penetration are essential)	Used as issued 0.4% pyrethrin 2.0% piperonyl butoxide	Swing fog	Jets 0.8–1.0	Spray 50 microns 3 gal/hr	No residual effect	As required	2 gallons/100 personnel 7 days	Do not use pyrethrin as a thermal fog in TIFA as the heat reduces effective pyrethrin content
							Fog 10–50 microns 2–3 gal/hr		Once in each 48 hours	½ gallon/acre	
					TIFA	Dial setting 50 microns	Aerosol/mist 10–50 microns 15 gal/hr	No residual effect	As required each 48 hours	2½–5 pints/acre	
										1 gallon/¼ mile travel in veh at 5 miles/hr	
					Marino	Dial setting .3–.5	Aerosol/mist 50–100 microns 3 gal/hr	No residual effect	As required each 48 hours	½ gallon/acre	
		Residual	DDT—20% emulsion concentrate	5% DDT soln	Pressure sprayer	Fan Type Jets	8–10 gal/hr	Wet surfaces	Each 2 months	1 gal/1,000 sq ft	Residual spraying fogging to be carried out at sunrise and sunset
			Malathion 23% emulsion concentrate	1% to 2% soln	Swing fog	Jets 1.1–1.4	Spray/fog 4–6 gal/hr	Depending on foliage and wind 100 yds in 15 mins	Once every 2 months—depending on rain, dust and wind	6 gallons per hr of operation = 400 x 400 yds	
			Diazinon 20% emulsion concentrate	5% to 1% soln	TIFA	Dial setting 120 micron	Spray/fog 20 gal/hr residual penetration 400 yds down wind	5% DDT from veh at 2½ miles per hr—with 6–10 mph cross wind	Every 2 months	20 gal of 5% DDT soln/hr each hr would cover 2 miles x 400 yds	Quantity generally accepted for residual spraying is 6–8 gallons per acre
					Marino	Dial setting 1.0	Fine spray 100–400 microns 8 gal/hr	Depending on wind and foliage. 100 yds in 15 mins	Every 2 months depending on rain, dust and wind	8 gallons per hr of operation = 400 x 400 yds	
			Diazinon 20% emulsion concentrate	3/16 in diameter cords saturated in Diazinon concentrate	Syspended in buildings	N/A	N/A	Used in toilets latrines and outbuildings. NOT kitchens.	Effective for 5 to 6 months	30 linear feet of suspended cord for every 100 sq ft of floor surface	

ANNEX B—*continued*

Situations	*Insecticides*	*Effective Toxic Application*	*Equipment*	*Machine Setting*	*Machine Output*	*Duration of Treatment*	*Frequency of Treatment*	*Quantity Estimation*	*Remarks*
Control of Larvae Mosquito—Flood waters Pools—Seasonal Pools—Permanent Rain collections Swamps Tidal waters	DDT 20% concentrate	5% DDT in oil	Portable pressure and power sprayers TIFA	To provide fine to coarse sprays 100–400 microns	Coarse sprays 6–20 gal/hr	Dependent upon wind and foliage	Every 4 weeks	Insecticides 6–8 gallons/acre	Oil emulsions for anopholene larvae control and for water with fish
	Diesoline	As issued		100–400 microns	20 gal/hr	Dependent upon wind and foliage	Every 4 weeks	10–25 gal/acre	
	Insecticidal dust 10% DDT	As issued	Marino	With both throttle levers adjusted	5 lbs dust per hour	1 acre in each 12–15 mins	Every 4 weeks	1 lb per acre of surface	
		As issued and made into bricks or pellets with Plaster of Paris	Distributed by hand, into shallow waters (12in–18in deep)	Each brick approx. 4in x 2in x 2in is made from plaster of Paris and sawdust in which is incorporated ½ oz of 10% DDT Dust		1 brick per 1,000 sq ft of surface	Every 4 weeks	1 lb per acre of surface	Most suitable for culicine larvae and mansonia controls
Fly—Rubbish tips Garbage dumps Fouled ground	DDT 20% concentrate Diazinon 20% concentrate	10% DDT in oil/water 1% Diazinon in water	Portable pressure and power sprayers	To provide coarse sprays—400 + microns	6–12 gal per hour	To saturate breeding grounds	Every 10–14 days	1 gallon per 10 cubic ft	
Control of: Cockroaches—Knockdown	Insecticidal Spray (Pyrethrin)	As issued	Hand and portable sprayers	Fine spray 100–400 microns	6–8 gallons/hr	Until roaches are active and in contact with spray	As required usually at night	1 fl oz/1,000 cubic ft of space	Sprayed into cracks/crevices and warm moist areas
Residual (Spray)	DDT 20% concentrate	10% DDT in oil	Hand and portable sprayers	Coarse sprays	6–8 gallons/hr	Wet surfaces until point of run-off	Every 3–4 weeks	1 gallon of solution/1,000 sq ft of surface	
	Malathion 23% concentrate	2% Malathion in oil		Coarse sprays			Every 3–4 weeks		
		5% Malathion in oil	Pressure and power sprayers	For 'SPOT' treatment					
	Diazinon 20% concentrate	1% Diazinon in oil		Coarse sprays					
Residual (Spray)	DDT 10% Dust	As issued	Marino Dusting equipment	Throttle levers adjusted to open	5 lbs dust per hour	Until a fine layer of dust on treatment area	Every 1–2 weeks	1 lb per 1,000 sq ft of surface. This allows for treatment of difficult inaccessible areas	Dust at 10–20 microns. Most effective—Use dust on dry surfaces only

These treatments will also be effective against fleas, lice and other household insects. Spiders and scorpions can be controlled by coarse sprays of either 5% Malathion; or 10% DDT.

(MDG 514/62/170)

~~Royal~~ Archives.

RESTRICTED

ANO's 76-77/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 February 1969.

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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10158/69

CONTENTS

No *Title*

SECTION 4—EQUIPMENT, STORES AND SERVICING

76 Ikara—Defect Reporting.

77 Ikara—Defect Investigation and Repair.

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

76—Ikara—Defect Reporting

1. This order details the procedures to be followed for reporting defects that occur in the Ikara weapon system. Because the consequent investigation and repair procedudes are particular to this system, the method of reporting varies in some respects from that pertaining for other equipments. It should be borne in mind that the Ikara system has been developed in Australia and future modifications and refinements must depend to a large extent on service usage and experience. Proper defect reporting will assist this process.

2. For convenience in defect reporting, the Ikara system is categorised, broadly, under three headings. Details of these categories form Annex A to this order.

Category 1 Shipborne equipments

Category 2 Missiles

Category 3 All missile test equipments, RANAD special tools and handling equipment, etc.

Forms AS2061Z (TM145), Defect Reports

3. Defects within the capacity of ship staff to repair are to be reported on Form AS2061Z (TM145) as detailed in other orders. This will not include Category 2 items (*see* Annex A) which will not be repaired on board unless a Naval Board direction is issued.

4. Defects requiring Dockyard assistance are to be reported on Forms AS2061Z (TM145) with the associated Indef, Urdef, Redef or Defect List action as detailed in other orders.

5. Defective equipments returned to store for repair (but not defect investigation) should always be accompanied by a Form AS2061Z (TM145) describing the defect as detailed in other orders.

Forms AS2022/AS2022 (GW/AW) Reports of Defective Material, etc.

6. Defects which require further investigation are to be reported on Forms AS2022 (PM179) or AS2022 (GW/AW) as applicable. The occasions when these reports are to be raised in respect of the Ikara system are as follows:

a. Failure of missile or fin on test.

b. Suspected design deficiency or material failure in the parent system and ancillary equipment.

c. All fin and missile test equipment defects.

d. Damage caused by drill or material failure during handling (includes embarkation and disembarkation).

e. Unsuccessful firings.

f. Missile items which have been subjected to abnormal environmental conditions.

g. Repetitive component failure.

10158/69—2

h. Errors or deficiencies in installation design.

j. Errors in system logic.

k. Errors in final handbooks, drawings or other support documents.

7. Where a failure or defect is of a major nature or could affect safety or operational performance in other ships or establishments, it should be reported by signal to ACNB info FOCAF, FOICEA, C of P SYDN and GOSIEAA. The signal should be followed by a Form AS2022 (PM179) or AS2022 (GW/AW) as appropriate.

8. When action on a Form AS2022 (PM179) or AS2022 (GW/AW) has been completed, the originator and other interested authorities will be informed of the action taken by a Form AS2022 (PM179) Advice Form raised by DWE.

9. For purposes of defect investigation defects in Category 1 equipments will be reported on Form AS2022 (PM179) whilst those in Category 2 and 3 equipments will be reported on Forms AS2022 (GW/AW).

10. This order is now divided into two sections as follows:

Section (A) Action required by the reporting authority, ie, ship or establishment staff.

Section (B) Administrative procedures followed at Navy Office and by other authorities concerned with the subsequent defect investigation.

Section (A) Forms AS2022 (PM179) or AS2022 (GW/AW)—Procedure to be Followed by Reporting Authorities (ie, Ship or Establishment)

11. Shipborne equipments (Category 1) defects are to be reported on Form AS2022 (PM179) completed in quintuplicate (*see* Paragraph 13) and distributed as follows:

a. Original plus two copies to the Director of Weapons and Electrical Engineering, Navy Office.

b. One copy to the Administrative Authority.

b. One copy for own ship or establishment.

Note—See DW43965 for nomenclature to be used in identifying equipments.

12. Missile and missile test equipments (Category 2 and 3) defects are to be reported on Forms AS2022 (GW/AW) completed and distributed as follows:

a. Dyeline master to the Director of Weapons and Electrical Engineering, Navy Office.

b. One red copy to the Administrative Authority.

c. One red copy for own ship or establishment file.

d. *See also* Paragraph 13.

Note—See Annex B for special instructions to be used in preparing this form.

13. If the defective item is returned to store for investigation then an additional copy of the Form AS2022 (PM179) or AS2022 (GW/AW) is to be prepared and enclosed with the item. An appropriate cross reference of serial numbers should be made on both the Form AS2022 (PM179) or AS2022 (GW/AW) and the stores return note. A notation to the effect that the item is the subject of an AS2022 (PM179) action should also be made on the return note.

14. Care is to be taken that the Forms AS2022 (PM179) or AS2022 (GW/AW) are stamped with the appropriate security classification at the top and foot of each page. Confidential Navy Order 28 of 1967 refers. This also applies to the security of handling equipment in the process of returning it to store.

Section (B) Forms AS2022 (PM179)/AS2022 (GW/AW)—Procedure to be Followed at Navy Office and by Other Authorities Concerned with the Subsequent Defect Investigation

15. Forms AS2022 (PM179) for shipborne equipments (Category 1) will be registered with a Navy Office file number on receipt. DWE is responsible for co-ordinating the investigation and initiating subsequent repair or modification action. Copies of the Form AS2022 (PM179) will be forwarded to CDA and SNSO or SASO. The procedure for this is detailed in Navy Order 77 of 1969.

16. Forms AS2022 (GW/AW) for missiles (Category 2) will be registered on receipt with a Navy Office file number. Two copies will be processed from the dyeline; one will be retained by DWE and one forwarded to CINO. The dyeline will be forwarded to RANAD, Kingswood.

17. RANAD, Kingswood, is to carry out the initial investigation and testing, complete the AS2022 (GW/AW) with results obtained and forward copies of the form to the following authorities:

CINO
DWE
Appropriate design authority
INO (S)
INO (M) or NOIO (A) as appropriate
Repair facility concerned.

The procedure to be followed in the investigation and repair of the item is contained in Navy Order 77 of 1969.

18. Forms AS2022 (GW/AW) for missile test equipments, RANAD special tools and handling equipments (Category 3) when received will be registered with a Navy Office file number. One copy will be processed from the dyeline and retained by DWE. The dyeline will then be forwarded to CINO who will initiate the investigation and distribute further copies as required.

The procedure to be followed in the investigation and repair of the item is contained in Navy Order 77 of 1969.

19. Navy Order 227 of 1967 is hereby cancelled.

ANNEX A

IKARA SYSTEM

EQUIPMENT LISTED IN CATEGORIES 1, 2 AND 3

Category 1—Shipborne Equipment

All ships fitted electronic equipment and components.
All ships fitted electrical and mechanical handling equipment and components.
The launcher and components.
Electronic equipment loaned from dockyards but not included in Category 3.

Category 2—Missile

Missiles
Missile components
SVLs
Wings
Fins (SVUs)
Telesenders
Clear launcher facility
Test missiles
Instrumentation fins and associated equipment
Portable fins and associated equipment.

Category 3—Missile Test Equipments in Ships and Depots—Special Tools and Handling Equipments and Miscellaneous Tools in RANAD Kingswood and in Factories and Establishments

Control system test equipment
Fin test equipment
Special depot tools, handling equipment
Thrust alignment rig
Spigot setting tool
Mechanical calibration equipment
Overall gauge and gauge check.

Miscellaneous Components (RANAD) Kingswood Factories and Establishments Only)

Telemetry test set
Telemetry receivers
Packaging
Explosive items and associated test equipment
Test missile test equipment
Control system comparison test set.

ANNEX B

The instructions printed on the cover sheet of AS2022 (GW/AW) book of forms are to be disregarded and replaced by instructions detailed hereunder, when reporting Ikara defects.

Instructions For Completing Form AS2022 (GW/AW)

Section 1

a. 'Originator'. The ship or establishment in which the defect occurred or was discovered.

b. A security classification is to be decided by reference to Confidential Australian Navy Order 28 of 1967 and is to be stamped at the top and foot of each page.

c. Reference number. The originators reference number will be the sole identification of the form and is to be quoted on all later correspondence. The reference will comprise:
   (1) The name of ship or establishment
   (2) The letters IK
   (3) Ship or establishments serial number.

d. Reference to associated AS2061Z (TM145) or other correspondence.

e. Intended disposal of equipment under report. (*See* Paragraph 13 of this order.)

Section 2

a. Weapons system. GWS Mark F1, 2 or 3 as appropriate.

b. Missile or equipment. An equipment is to be described by reference to:
   (1) Missile log books
   (2) Fin (SVU) log books
   (3) DW 43965 latest issue.

c. Assembly/Sub-assembly. To be described by title assigned on:
   (1) Drawings
   (2) Missile log books
   (3) Fin (SVU) log books
   (4) Store reference number.

Section 3. A full description of the defective part.

Section 4. Where explosive items are under report this section is to be used for the description in lieu of Section 3.

Section 5. This section is to detail:
(1) Modification state
(2) Total running hours. (Fin (SVU) and missile only)
(3) When last tested and type of test. (Fin (SVU) and missile only)
(4) Running hours since last test. (Fin (SVU) and missile only)
(5) Other relevant details.

Section 6. The following information should be included in the section which is aimed at establishing the cause and preventing a recurrence:
(1) Description of how the defect became evident and any effect that it had on equipment or system performance
(2) Actual defect
(3) Probable cause of defect
(4) Reference to previous defects if associated with present report
(5) Recommendations to prevent recurrence of the defect.

Section 7. Remarks by ships WEEO or appropriate officer of establishment raising the form.

Section 8. Details of investigation and subsequent actions. (Confidential Navy Order 28 of 1967, Navy Order 77 of 1969.)

(DWE 740/252/408)

(*Navy Orders 227 of 1967, 77 of 1969 and Confidential Navy Order 28 of 1967*)

RESTRICTED

77—Ikara—Defect Investigation and Repair

1. This order details the procedures to be used for the investigation and repair (where applicable) of Ikara weapon system defects. The procedures for raising and distributing defect reports are contained in Navy Order 76 of 1969.

2. For convenience, because of the different procedures involved, the Ikara weapon system has been divided into three separate categories for the purpose of defect reporting, investigation and repair as follows:

Category 1 Shipborne equipments
Category 2 Missiles
Category 3 Missile test equipments and RANAD special tools, handling equipment and miscellaneous components.

See Annex A of Navy Order 76 of 1969 for detailed list of categories.

3. The procedures to be followed in each category are as follows:

PART 1—SHIPBORNE EQUIPMENT

4. This part details the procedures to be followed for the investigation and repair of defective items of shipborne equipment, other than that listed in Parts 2 and 3 of this order, returned to SNSO or SASO (WE) by ships, dockyards or the Ikara Training Facility.

All items returned for repair will be accompanied by a Form AS2061Z (TM145) or Form AS2022 (PM179) as appropriate.

Procedures for Items Returned Under Cover of Form AS2061Z (TM145) are to be as Follows:

5. a. On receipt of an item returned for repair, and accompanied by an AS2061Z (TM145) only, SNSO or SASO (WE) as appropriate, will raise an order for the item to be repaired. (Normally the special period contracts raised for this purpose will be used. Details from the Form AS2061Z (TM145) are to be included on the requisition or a copy of the form attached). SNSO or SASO (WE), on taking ordering action, is to nominate the Director of Quality Control RAAF or his representative, as the Inspection Authority for the repair work carried out by contractors in the Sydney area (ie, AWA, STC, STABILAC). The order is to include the assessed cost of repair or survey to be carried out.

b. SNSO/SASO (WE) is to forward the defective item to the appropriate contractor as listed in Confidential Navy Order 8 of 1968.

c. On receipt at the contractors works of the item to be repaired, a considered repair estimate will be communicated to the Inspection Authority, who will then decide on the economy of proceeding with the repair or scrapping. If the repair costs exceed that estimated by SNSO/SASO (WE) the Inspection Authority will apply to SNSO/SASO (WE) for an amendment to the order; for such purposes a pro-forma may be used in lieu of a formal letter.

d. Should the Inspection Authority consider that an investigation is required in respect of an item returned for repair on an AS2061Z (TM145), or at any other time, due to his specialised local knowledge, a recommendation should be made to Director of Weapons and Electrical Engineering, Navy Office, on Form TI345.

e. The item is to be repaired, tested and released in accordance with normal practice.

Procedures for Items Returned Under Cover of Form AS2022 (PM179) are to be as Follows:

6. a. A preliminary investigation on the submitted Form AS2022 (PM179) will take place at Navy Office (DWE). Copies of the form will be distributed to interested authorities. Instructions on the subsequent disposal of the defective item will then be forwarded to SNSO/SASO (WE).

b. When disposal instructions are received from DWE, SNSO/SASO (WE) is to raise an order for the assessed repair and investigation of the defect. The order will be limited to $400. A copy of this order is to be forwarded to the Inspection Authority except when the repair and investigation is carried out by a dockyard.

c. In all cases, other than when repair and investigation is carried out by dockyards, the Inspection Authority will:

(1) Validate repair contractors estimate
(2) Decide whether the repair is economical compared with scrap
(3) Apply for additional funds if required and if repair is justifiable
(4) Inform the ordering officer if scrap is involved.

d. The cost of the initial defect investigation by the repair contractor is limited to $150. Within this limit, an opinion, based on findings as to whether the defect warrants a more detailed investigation, is to be provided by the repair contractor to the local Inspection Authority, except when the investigation is carried out by a dockyard. The local Inspection Authority will then take the necessary action to secure additional funds if the recommendation is agreed for this investigation.

e. If investigation and repair can be effected within the amount of the initial order of $400, the repair contractor is to advise the ordering officer of the actual funds expended. In the case of repair by dockyard, the dockyard is to inform the ordering officer of the actual funds expended.

f. A defect repair and investigation report (DWE form TI345) parts 1, 2, 3, 4 and 5 shall be completed by the repair contractor, part 6 by the Co-ord DA, and part 7 by the local Inspection Authority.

g. The report will then be forwarded by the local Inspection Authority to DWE, Navy Office, who will:

(1) promulgate report contents by AS2022 (PM179) Advice Note to the originator of the AS2022 (PM179) and the relevant ordering authority;
(2) supply a copy of the completed Form DWE TI345 to the repair contractor, the CDA and the Inspection Authority.

Note 1—In the case of reports rendered by CAC, CAC will forward the report direct to DWE. Where further investigation is required in the area, DWE will authorise introduction of an item in Part III of the Agenda for the LMC (Launcher and Handling System).

Note 2—The Regional CDA Agents for matters of the LMC (Guidance) are Regional Engineer, Department of Supply, Adelaide, and Guided Weapons and Electronic Section, Department of Supply, Sydney.

PART 2—MISSILE

7. This includes missile components, wings, Fins (SVUs), telesenders, clear launcher facility, test missile, instrumented portable and monitoring fins and associated equipment:

a. Repair of items in this category will not be carried out on board. Defective items will be returned to RANAD Kingswood at the first available opportunity.

b. On receipt at RANAD the item will be tested. Where possible the repair of the defective item will be effected at RANAD either by direct repair or by replacement of sub-units.

c. Items which are either beyond the capability of RANAD to repair or are classed as non-repairable but required for defect investigation are to be treated as follows:
   (1) Fins (SVUs) or related sub-units will be returned to EMI Pty Ltd
   (2) All other non-explosive items will be returned to the Government Aircraft Factory.

d. Defective telesenders are to be returned to the appropriate manufacturer.

e. Defective explosive items are to be treated as described in Paragraph 10 c. below.

8. All items listed above when returned for repair and/or defect investigation will be accompanied by a copy of the relevant Form AS2022 (GW/AW).

9. a. When an item is returned for repair accompanied by an AS2022 (GW/AW), the appropriate ordering officer is to raise an order for an initial assessment of the cost of repair (including burn-in if required) and investigation of the defect. The order will be limited to $400. A copy of this order is to be forwarded to the local Inspection Authority.

b. The local Inspection Authority will then:
   (1) Validate the repair contractors estimate
   (2) Decide whether repair is justified on economic grounds and having regard to the availability of replacement stocks, after consultation with SASO, Sydney
   (3) Authorise repair to commence in those cases where the contractors estimate of the cost of repair is equal to, or less than, that originally assessed by the ordering officer
   (4) Apply for additional funds if required and if repair is justifiable
   (5) Inform ordering officer if scrap is involved.

c. The cost of the initial defect investigation by the repair contractor is limited to $150 and within this limit an opinion based on findings as to whether the fault or defect warrants a more detailed investigation is to be provided by the repair contractor to the local Inspection Authority. The local Inspection Authority will then take the necessary action to secure additional funds if the recommendation is agreed for this investigation.

d. If investigation and repair can be effected within the amount of the initial order of $400, the repair contractor is to advise the ordering officer of the actual funds expended.

e. A Defect Repair and Investigation report (DWE Form TI345) parts 1, 2, 3, 4 and 5 shall be completed by the repair contractor, part 6 by the Co-ord DA, and part 7 by the local Inspection Authority.

f. The completed Form TI345 will then be forwarded by the local Naval Ordnance Inspector to the Chief Inspector of Naval Ordnance who will:
   (1) Include the completed TI345 in the appropriate Navy Office file containing the AS2022 (GW/AW) Report
   (2) Inform DWE so that Form AS2022 (PM179) Defect Advice action can be taken
   (3) Supply a copy of the completed Form TI345 to the repair contractor, the CDA and the Inspection Authority.

PART 3—MISSILE TEST EQUIPMENT

10. a. *Shipborne*
   (1) Defects which occur in the shipborne missile test equipments (CSTE and FTE) will be reported on Form AS2022 (GW/AW)

   (2) Repair of items in this category should not be carried out on board except in cases of operational emergency
   (3) Defective items will be returned to SASO (WE), Sydney, at the first available opportunity
   (4) All items returned for repair will be accompanied by a Form AS2022 (GW/AW)
   (5) On receipt of the item returned for repair, SASO (WE) the ordering authority, is to raise an order on the repair contractor (HMA Naval Dockyard, the Design Authority or the lead contractor as appropriate) for an initial assessment of the cost of repair (including burn-in if required) and investigation of the defect
   (6) In the case of an order placed on the Design Authority on a lead contractor, the procedure will be as stated in Paragraph 9
   (7) Where the defect investigation and subsequent repairs are carried out by an HMA Naval Dockyard a copy of Form TI345 is to be raised on completion and forwarded to the Chief Inspector of Naval Ordnance who will arrange the appropriate distribution.

b. *Missile Test Equipments—Special Tools and Handling Equipments—Depot Contractors*
   (1) Defects which occur in items within this category will be reported on Form AS2022 (GW/AW)
   (2) When possible the repair of the defective item will be effected at RANAD either by direct repair or by replacement of sub-units
   (3) Should repair be outside the capability of RANAD, or should the the item be non-repairable but required for defect investigation, the item is to be returned to the appropriate repair contractor, accompanied by a copy of the relevant Form AS2022 (GW/AW)
   (4) The repair and investigation procedure is then to conform with Paragraph 9 onwards of Part 2 of this order.

c. *Motors/Minor Explosives/Pyrotechnics*
   (1) Defects which occur in items within this category will be reported on Form AS2022 (GW/AW)
   (2) In general, all defects in these items must be considered outside the repair capability of the RANAD and so all items, provided they are sentenced safe for handling and transport, are to be returned to EFM, accompanied by a copy of the relevant Form AS2022 (GW/AW)
   (3) The repair and investigation procedure is then to conform with Paragraph 9 onwards of Part 2 of this order.

Disposal of Items Beyond Economical Repair

11. All items found to be beyond economical repair are to be returned to depot and reported for disposal on Disposal Form 1 to the appropriate Navy Office Directorate concerned, quoting the relevant Defect Report Number.

(DWE 740/252/408)

(*Confidential Navy Order 8 of 1968 and Navy Order 76 of 1969*)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

Historian

ANO 78/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
7 February 1969.

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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10582/69

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

78—Merger of the Coxswain Category and the Regulating Branch

1. By tradition, the maintenance of discipline and the prevention of petty crime in ships have been the direct responsibilities of the Coxswain or the Master-at-Arms and their staffs. On the other hand only a few coxswains are involved in such duties ashore, where the majority of disciplinary matters are handled by the Regulating Branch. Both branches are involved to an increasing extent with the movement of personnel and in compiling the associated records.

2. This degree of common responsibility is not reflected in equable sea/shore service periods for both branches. On the average a Chief Coxswain serves for 2 years at sea and 18 months ashore, whilst a Master-at-Arms serves for 1 year at sea and 5½ years ashore. The need to balance the responsibilities and sea/shore ratios of both the Regulating branch and Coxswain category has been recognised for some time. In addition there is an increasing number of coxswains required for the expanding Navy of destroyers, escorts and patrol boats in comparison with the negligible increase in the number of Masters-at-Arms and sailors of the Regulating Branch ashore.

3. In the circumstances the Naval Board have decided that, with effect from 1 July 1969 the Regulating Branch will be merged with the coxswain category into a category which will continue to be known as the coxswain category.

4. The Naval Board recognise the efficiency and loyal service given by the members of the Regulating Branch throughout the history of the RAN, and has approved the following choices of alternative types of service to assist sailors of this branch in selecting their future careers.

a. *Master-at-Arms*

(1) Within 1 year of 20 years service over age of 20 from 1 July 1969:
  (a) To continue to serve as MAA filling a new Coxswain billet until DEE and then be employed as required in the RAFR in a PNF billet for 12 month periods in accordance with Navy Order 123 of 1968.
  (b) To transfer to Naval Dockyard Police.

(2) With between 1 year and 5 years to serve to complete 20 years service over age of 20:
  (a) Transfer to new coxswain category.
  (b) Remain as MAA filling selected coxswain billet.
  (c) Transfer to Naval Dockyard police.

(3) With more than 5 years to serve to complete 20 years service over age of 20:
  (a) Transfer to new coxswain category.
  (b) Transfer to Naval Dockyard Police.

b. *RPOs*

(1) Within 2 years of 20 years service over age of 20 after 1 July 1969:
  (a) To complete present engagement as PRO filling a new PO coxswain billet.
  (b) To transfer to new coxswain category in PO rank.
  (c) To transfer to the NDP.

(2) More than 2 years to serve for 20 years over age 20 from 1 July 1969:
  (a) Transfer to new coxswain category in PO rank.
  (b) Transfer to NDP.
  (c) Transfer to original category if within 5 years of transfer to the Regulating Branch.

c. *LPMs*

(1) Within 2 years of present engagement expiry date:
  (a) Transfer to new coxswain category.
  (b) Remain as LPM filling new coxswain category billet until expiry of current engagement period.
  (c) Transfer to NDP.

(2) More than 2 years to serve to present engagement expiry date:
  (a) Transfer to new coxswain category.
  (b) Revert to original category in present rank if transferred to LPM after 1 July 1964.

5. Advance copies of this Navy Order have been sent to each ship and establishment in which sailors of the Regulating Branch are borne to give the maximum time in which choices can be considered by individuals before 1 March 1969. Individual choices are to be forwarded through normal channels and will be considered final after that date.

Duties of Coxswain Category

6. The future coxswain category will carry out the duties previously carried out by the coxswain category at sea and the Regulating Branch both at sea and ashore. In destroyers and above Leading Coxswains will carry out the duties of coxswains assistant and postman, and will in general replace one Leading Seaman in the Quarter Bill currently borne for helmsman or After Steering Position duties. Full details of duties will be published separately.

Size of Coxswain category

7. Initially the category will consist of the following billets.

	BILLETS		*INEFECTIVE*	
	Sea	*Shore*	*Allowance*	*TOTAL*
CPOCOX ..	21	25	7	53
POCOX ..	27	30	9	66
LSCOX ..	26	30	10	66

Future Transfer of Personnel to Coxswain Category

8. From 1 July 1969 transfers to the Coxswain Branch will be permitted at the Leading, Petty Officer and Chief Petty Officer ranks (including Acting ranks) as required from the seamen and non tradesmen categories, with the proviso that applicants from the latter categories have qualified and are certified as proficient helmsmen within six months of date of application. The rules regarding eligibility of personnel to transfer to the coxswain category after 1 July 1969 are given in Annex 'A'. ABR 10 and ABR 27 will be amended accordingly.

Promotion

9. The rules governing promotion are given in Annex 'B'.

Training

10. Full details of training will be published as an amendment to ABR 27. In general initial training will be a blend of that at present given to both Coxswain and Regulating Branch sailors. The first sea posting as a Leading Coxswain will be wherever practicable, as assistant to the Chief Coxswain of a destroyer or escort. Subsequent sea postings are envisaged as, Petty Officer Coxswain of a patrol boat or minesweeper and as a Chief Coxswain of a destroyer or escort. Where practicable a second sea posting as Chief Coxswain will be made to a larger unit.

Conversion Training

11. Details of conversion training will be promulgated before 1 July 1969. In general the emphasis will be on refresher training in seamanship and navigation initially to those sailors of the present Regulating Branch who are not of seaman background or who have not served in a seaman posting for some time.

Re-categorisation Training

12. Those sailors of the Regulating Branch who choose to revert to their original category will be given refresher training appropriate to their rank.

Course Programme

13. Courses programmed for Leading Patrolman on 13 January 1969 and for Coxswain on 10 February will proceed as planned and applications for transfer considered on a continuing basis. Sailors on the Leading Patrolman course are to make their choice in accordance with Paragraph 4.

Officer outlet

14. The avenue for promotion to officer will be to SD (boatswain), selected officers (ex coxswain) filling billets currently being filled by SD REG officers. SD REG officers borne currently will continue to fill selected billets.

Group for Pay

15. Existing Pay groups for the coxswain and regulating categories are:

CPOCOX	..	9
POCOX	..	Group prior to transfer
Regulating	..	7

Approval is being sought for a pay grouping which will take into account the range of duties to be undertaken by the new coxswain category. Until this is finalised the following pay groups will apply to sailors who transfer to the new coxswain category:

CPO ..	..	9
PO ..	..	Group prior to transfer
L Rank	..	7

Any regulating category sailor who elects to revert to his previous category will be entitled only to the pay group of that category.

ANNEX A

ELIGIBILITY TO TRANSFER TO COXSWAINS CATEGORY

1. **Chief Petty Officer Coxswain**
   a. *A candidate must:*
      (1) be a Chief Petty Officer of the seaman or non tradesman categories.
      (2) be a volunteer.
      (3) be recommended by the Commanding Officer of a sea-going ship (in exceptional cases and subject to special recommendation, Chief Petty Officers serving other than in sea-going ships may be recommended. If selected for Coxswains training these Chief Petty Officers will be posted to sea-going ships in order to receive recommendation by the Commanding Officer of such ships).
      (4) be qualified and certified as a proficient helmsman within six months of application for transfer if not a sailor of the Seaman Branch.
      (5) have 4 years continuous VG Conduct at the commencement of the course.
      (6) have completed one years sea service as a Chief Petty Officer.
      (7) be below the age of 40 years on selection for the course.
      (8) have two years of current engagement remaining on completion of course.
   b. Transfer will be effected on successful completion of the CPOCOX Course.
   c. Application is to be made by letter to the Naval Board.

2. **Petty Officer Coxswain**
   a. *A candidate must:*
      (1) be a Petty Officer (acting or confirmed) in the seaman or non tradesman categories.
      (2) be a volunteer.
      (3) be recommended by the Commanding Officer of a sea-going ship (in exceptional cases and subject to special recommendation, Petty Officers serving other than in sea-going ships may be recommended. If selected for coxswains training these Petty Officers will be posted to sea-going ships in order to receive recommendation by the Commanding Officer of such ships).
      (4) be qualified and certified as a proficient helmsman within six months of application for transfer if not a sailor of the seaman Branch.
      (5) have 3 years continuous VG Conduct at the commencement of the course.
      (6) be below the age of 35 years on selection for the course.
      (7) have two years of current engagement remaining on completion of the course.
   b. Transfer to POCOX will be effected on successful completion of POCOX Course.
   c. Application is to be made by letter to the Naval Board.

3. **Leading Coxswain**
   a. *A candidate must:*
      (1) be of Leading rank (acting or confirmed) of the seaman or non tradesman categories.
      (2) be a volunteer.
      (3) be recommended by the Commanding Officer of a sea-going ship.
      (4) be qualified and certified as a proficient helmsman within six months of application for transfer if not a sailor of the seaman branch.

ANNEX A—*continued*

(5) have 2 years VG Conduct prior to selection for the course.
(6) have 2 years of current engagement remaining on completion of course.
(7) be below the age of 29 years on selection for the course.

b. Transfer to Leading Coxswain will be effected on successful completion of Leading Coxswain Courses.

c. Application is to be made by letter to the Naval Board.

ANNEX B
COXSWAIN BRANCH—PROMOTION

1. **Leading Coxswain**

a. The Commodore Superintendent of Training, HMAS CERBERUS.

b. —

c. Passed Course for Leading Coxswain (Section II Promotion Board) *see* ABR 27, Chapter 11.

d. The Commodore Superintendent of Training, HMAS CERBERUS for c.

e. Able seaman or equivalent (coxswain sailors may not be reduced in rank or reverted to their previous Branch in any rank higher than that for which they are qualified).

f. (1) Leading Coxswains will be recruited by transfer from Leading ranks of the seaman categories and selected non tradesman categories. *See* ABR 27 Chapter 11.
(2) Sailors who are of the acting rank on transfer to the coxswain category, will be confirmed after a composite one years service in the Acting Leading ranks (or such longer periods as their Commanding Officers may consider necessary). During their acting time they may be reverted to their former category in their existing rank if considered unlikely to make suitable coxswain category sailors. Article 0403 (9) is relevant.

2. **Petty Officer Coxswain (ex-Leading Coxswain)**

a. Naval Board.

b. (1) Two years service as Leading Coxswain (acting and confirmed).
(2) One years sea service after transfer to Leading Coxswain.
(3) Continuous 'Very Good' conduct for 18 months immediately preceding the date of promotion.

c. (1) Passed Section 1 of Promotion Board.
(2) Passed course for Petty Officer Coxswain (Section II Promotion Board)—*see* ABR 27, Chapter 11.
(3) Passed Advanced NBCD.

d. (1) Promotion Board for c. (1).
(2) CST CERBERUS for c. (2).
(3) Commanding Officer HMAS PENGUIN for c. (3).

e. Able Seaman or equivalent (coxswain sailors may not be reduced in rank or reverted to their previous category in any rank higher than that for which they are qualified).

f. —

a. Authority to Promote.
b. Service qualifications.
c. Other qualifications.
d. Qualifying authority.
e. Lowest rank to which may be reduced.
f. Remarks.

ANNEX B—*continued*

3. **Petty Officer Coxswain (Transferred from Petty Officer (Acting or Confirmed) from Seaman or non technical categories).**

a. CST HMAS CERBERUS.

b. —

c. Passed Course for Petty Officer Coxswain (Section II Promotion Board)—*see* ABR 27, Chapter 11.

d. CST HMAS CERBERUS for c.

e. Able rank or equivalent (coxswain sailors may not be reduced in rank or reverted to their previous category in any rank higher than that for which they are qualified).

f. —

4. **Chief Petty Officer Coxswain (ex-Petty Officer Coxswain).**

a. Naval Board.

b. (1) Three years service as a Petty Officer Coxswain (acting and confirmed).
(2) One years sea-going service in the rank of Petty Officer Coxswain.
(3) Continuous 'Very Good' conduct for three years immediately preceding the date of promotion.

c. (1) Passed Section I of Promotion Board for Chief Petty Officer.
(2) Passed course for Chief Petty Officer Coxswain (Section II Promotion Board)—*see* ABR 27, Chapter 11.

d. (1) Promotion Board for Chief Petty Officer for c. (1).
(2) CST CERBERUS for c. (2).

e. Able Seaman or equivalent (coxswain category sailors may not be reduced in rank or reverted to their previous category in any rank higher than that for which they are qualified).

f. —

5. **Chief Petty Officer (Transfer from Chief Petty Officer from Seaman or non technical categories).**

a. CST HMAS CERBERUS.

b. —

c. Passed course for Chief Petty Officer Coxswain (Section II Promotion Board)—*see* ABR 27, Chapter 11.

d. CST HMAS CERBERUS.

e. Able rank or equivalent (coxswain sailors may not be reduced in rank or reverted to their previous category in any rank higher than that for which they are qualified).

f. —

a. Authority to Promote.
b. Service qualifications.
c. Other qualifications.
d. Qualifying authority.
e. Lowest rank to which may be reduced.
f. Remarks.

(DGT 302/201/43)

(*Navy Order 123 of 1968*)

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HISTORIAN.

ANO's 79-97/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11 February 1969.

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

By direction of the Naval Board,

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

10535/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

79 Contract Board—Calling of Public Tenders for Supplies and Services Required by the RAN.

SECTION 2—PERSONNEL

80 Compensation for the Loss of, or Damage to Articles Dispatched by Mail.

81 Data Operator Branch—Discontinuance.

82 Loan of RNZN Sailors to the RAN.

SECTION 4—EQUIPMENT, STORES AND SERVICING

83 Aircraft—Cartridges Power—Emergency Helicopter Flotation Equipment.

84 Alteration and Addition Item—Daring Class Destroyers.

85 Alteration and Addition Item—HMAS DIAMANTINA.

86 Ammunition—Pyrotechnics—Pellets Irritant Smoke Respirator Testing—Use of Matches Fuzee.

87 Decompression Chamber Pattern LPC Mark II.

88 Gun Mountings—4.5 Inch Mark 6* Series—Bore Telescope G2026M, Adaptor and Muzzle Illuminator—Introduction.

89 Naval Stores—Accounting—Revised List of Valuable and Attractive Stores.

90 Naval Stores—General Group Class 7310—Allocation of Catalogue Number—Urn Hot Water.

91 Naval Stores—General Group Class 7920—Brush Sanitary—Introduction.

92 Stores General Group Class 5905—Resistors—Change of Stock Numbers.

93 Stores General—Use of Consignee Code Panel on Stores Demands and Supply Requirement Notes.

94 Supplies and Services to RAN Ships From American Store Depots—Certification of Claims for Payment.

95 Weapon Mounting Auto Systems—Scale of Allowances of Test Equipment.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

96 Alternatives for Air Equipment and Material—Introduction of Form SD135 in Lieu of Forms AA109Z and AA109Y.

SECTION 7—CANCELLED LIST

97 Publications—Transfer from Electrical Officers Pt 1 and Engineer Officers Lists of Equipment, Etc, to BR Account.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

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

1. It is to be noted that the Contract Board is the statutory authority for the procurement of all supplies for the Defence Forces and is responsible, inter alia, for performance of services for this Department.

2. 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 avoidable it should be kept in mind during any inquiries 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.

3. In accordance with Treasury Instructions (13/22) consideration is also 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 Deparment of Supply.

4. Navy Order 2 of 1966 is hereby cancelled.

(DSAP 126/51/30)

(*Navy Order 2 of 1966*)

Section 2

PERSONNEL

UNCLASSIFIED

80—Compensation for the Loss of, or Damage to Articles Dispatched by Mail

1. A recent claim for compensation in respect of damage to the contents of an insured parcel, which was posted by a member of the Australian Forces serving in Vietnam, was rejected because of inadequate packing.

2. The detailed conditions for packing, and payment of compensation, in respect of registered and insured items dispatched by post are set out in the Post Office Guide, copies of which are held at all Service Post Offices.

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

(DPS 210/1/4)

UNCLASSIFIED

81—Data Operator Branch—Discontinuance

1. The Data Operator category was formed in 1963 basically to meet the requirements of the Service in operating EDP flexowriter equipments.

2. It is intended that these equipments be replaced by more modern machines similar to and capable of use as a typewriter in addition to their primary task of data preparation. Retention of a separate branch to operate these machines and to carry out the EDP procedure and operating duties is unwarranted and uneconomical.

3. It has therefore been decided that the duties of the Data Operator Branch will be carried out by the Writer category as from 1 July 1969.

4. Transfer of duties will take place progressively from 1 February 1969. The following conditions will apply:

a. Sailors already categorised ORDSMN (DO) are to be recategorised.

b. LDOs and DOs may elect to transfer to P/LWTR and P/WTR or P/LTO and P/TO in their existing seniority; provisional being removed on successful completion of the WTR or TO course; failures will be recategorised. Future promotion will be within the Writer or TO branch. Those sailors not desirous of transfer to the Writer or Tactical Operator category will be permitted to serve out their current engagement in the DO category.

c. DS and CDS sailors will be permitted to transfer to the Writer category, in their existing rank and seniority on a provisional basis subject to passing the POWTR course, or to continue serving as DS or CDS and re-engaging, if recommended, for continued periods of service until eligible for pension. There will be no further promotion in the DO category for sailors not qualified Section II for promotion, at the date of this order.

5. As from 1 February 1969 Able Rank training of Writer category sailors will include a four weeks EDP course conducted by the Department of Defence, Canberra, on completion of the present Writer course. Additionally Writer sailors posted to an EDP complement billet will undergo a PCT for two weeks at the Navy EDP centre, Canberra. Appropriate EDP content will be included in BTTs and the POWTR course.

6. Existing sailors of the LWTR and WTR category will undergo the Defence EDP course as vacancies permit, and before being posted to an EDP billet in ships and establishments.

7. Existing CPOWTR and POWTR sailors will be given a PCT course as necessary by Navy EDP centre, Canberra, prior to posting to billets which will involve them in supervising sailors operating EDP equipment.

8. Transfer and recommendations for recategorisation in accordance with Paragraph 4 are to be effected by 1 July 1969. Postings to requisite courses will be made as convenient.

9. It should be noted that on transfer:

a. sailors who elect to transfer to the TO category will revert from Group 10 to Group 9 for pay;

b. sailors who elect to transfer to the Writer category will remain in Group 10 for pay.

10. ABR 10 and ABR 27 will be amended in due course.

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

(DMT 303/221/98)

UNCLASSIFIED

82—Loan of RNZN Sailors to the RAN

Agreement under which Royal New Zealand Navy sailors undertake loan service in the Royal Australian Navy

1. The following are terms of service contained in the agreement:

a. *Period of Loan Service:* The periods of loan service will be for two or three years. This period covers passage time and all leave due in respect of loan service including Overseas Drafting Leave prior to departure from New Zealand and Overseas Leave on return to New Zealand.

b. *Application of RNZN Regulations and Orders:* Where Commanding Officers require information regarding any entitlement, forfeiture or other matter governed by RNZN regulations, reference should be made to the RNZNLO, Canberra, through ACNB. Inquiries should be accompanied by service documents where appropriate.

c. *Service Documents:*

(1) On commencement of loan service, service documents are forwarded to the ACNB through RNZNLO, Canberra.

(2) On completion of loan service, service documents other than pay account cards, are to be returned to the Deputy Secretary of Defence (Navy), Navy Office, Wellington, New Zealand. Pay Account cards are to be furnished to DNA, Melbourne.

(3) In the event of a sailor being released in Australia, a report giving the discharge details is to be forwarded to Navy Office, Wellington, New Zealand.

d. *Passages:*

(1) Passages for RNZN loan personnel to and from Australia and for their families are by the most economical means which may be by commercial air, commercial sea services or by aircraft draft to HMNZ or HMA ships or transports as may be appropriate. Travel by commercial means will be at class appropriate to equivalent RAN sailors.

(2) Removals in New Zealand are arranged in accordance with RNZN regulations.

(3) Removal on arrival in Australia. Where a married accompanied sailor proceeds to Australia for loan service, he is to submit an application through his Commanding Officer to ACNB (Info NOIC local Australian area) for a removal from ships side at port of disembarkation in Australia to his place of residence as early as practicable, prior to his departure for Australia. The actual removal of baggage will then be handled through official channels. The sailor will be met on arrival and private arrangements for baggage removal should not be made.

(4) (a) Dependent children remaining at school in New Zealand and those attending University full time up to the age of 21, may be permitted to visit their parents once, during a normal two year period, or twice during a three year period at public expense.

(b) Service aircraft will be used for the conveyance of such dependants whenever this may be arranged. Where Service transportation is not available the entitlement will be a students concession fare commercial air passage.

(c) Any necessary vaccinations or inoculations for children visiting their parents under the provisions of this scheme may be permitted at public expense.

(d) Applications for passages under (b) above should be submitted by personnel concerned to their Commanding Officers who will refer them through ACNB to RNZNLO, Canberra, for onward transmission to DSD (Navy), Wellington. Applications should be raised in sufficient time to ensure that they arrive in Navy Office, Wellington, not less than four weeks before the date of the passage from New Zealand is required.

(5) Application for family passages by loan personnel should be forwarded to the NZNB for forward passages and ACNB for return passages, who will arrange passages for the family as early as practicable. Where the family does not accompany the sailor the family passage will be arranged so that they arrive in Australia after the sailor.

(6) Should a sailor:

(a) marry whilst in Australia;

(b) elect not to avail himself of the family return passage entitlement; or

(c) die whilst serving with the RAN;

the regulations in RNZN Regulations and Instructions Article 17/7, Paragraphs 8 to 11, will apply.

e. *Accommodation:*

(1) Loan personnel are eligible for accommodation owned or hired by the Commonwealth authorities under the same rules and rates as RAN personnel.

(2) (a) Loan personnel requiring private rented accommodation may request assistance from RAN Billeting Officers on the staff of the Flag and Naval Officer-in-Charge of the State in which they will reside. (This will be governed by ship or establishment to which posted.)

(b) Sailors who have been granted approval for family passages are normally appropriated to a shore establishment for at least 14 days after the arrival of their families in order that suitable arrangements for accommodation may be made.

f. *Uniform:* No alteration to uniform is required for service in the RAN.

g. *Medical and Dental Instructions:*

(1) Medical documents are forwarded to the ACNB. On completion of loan service, medical documents are to be returned to RNZNH, Devonport Naval Base, Auckland, for disposal.

(2) Benefits will be in accordance with RNZN regulations (NPRI 1253) for personnel and their dependants but wherever possible treatment or services should be obtained from Service sources through facilities available under Australian or State laws.

(3) Claims showing full details and accompanied by receipted bills, should be sent to the Medical Director-General, Navy Office, Melbourne, under confidential cover, for authorisation of reimbursement.

h. *Discipline:* For all purposes during the period of loan service, sailors will be subject to the rules and regulations governing the RAN including the charging of mulcts and consequential naval penalties incurred as a result of conviction by Civil Power.

i. *Good Conduct Badges, LS and GC Medal and Gratuity:*

(1) Award and restoration of Good Conduct Badges in accordance with RNZN regulations.

(2) Deprivation of Good Conduct Badges in accordance with RAN regulations.

(3) Application for award of the Long Service and Good Conduct Medal and for payment of gratuity is to be made to NZNB through ACNB and RNZNLO, Canberra, in accordance with RNRN rules (RNZN Liability).

(4) Payment of the gratuity will be made by the Deputy Secretary of Defence (Navy), Navy Office, Wellington, New Zealand. (If payment is approved) New Zealand tax will be deducted at source and the net amount remitted for payment (paid direct) to the sailor concerned.

j. *RNZN Engagement and Re-engagement:* Re-engagement for further service in the RNZN may be made during loan services in accordance with current RNZN regulations.

k. *Termination of Engagement:* Discharge from the Service either as a punishment or for any other reason will not be ordered without the concurrence of the New Zealand Naval Board.

l. *Recognition of Loan Service by RNZN:* Loan Service with the RAN will be recognised for all purposes as service in the RNZN.

m. *Promotion:*

(1) Except as otherwise indicated in the terms of agreement, the rules regarding promotion, reversion and re-promotion will be in accordance with RNZN regulations.

(2) Command and/or Professional examination applications are to be forwarded to the Commodore, Auckland, through ACNB in accordance with RNZN regulations.

(3) Personnel Evaluation Forms for completion and return will be forwarded by the Personnel Research Unit, Navy Office, Wellington, as required.

(4) Qualifications obtained whilst on loan will not necessarily be recognised for promotion purposes in the RNZN. The Director of Manning and Training, Navy Office, Canberra, and the New Zealand Naval Board are to be advised by letter of RAN qualifications obtained by RNZN sailors on loan to the RAN.

(5) *Roster Advancement:*

(a) Sailors will remain on the appropriate RNZN Promotion Roster and subject to being fully qualified and recommended will be eligible for promotions under the normal rules, provided the higher rank is required by the RAN.

(b) If the higher rank is not required by the RAN, the man will continue to serve in the lower rank until reversion to the RNZN. Provided he remains eligible and recommended at the top of the roster the man will be promoted with effect from the first day of reverting to the RNZN.

(6) Local Acting Promotion will not be available to men on loan to the RAN. But *see* (o.)(3) *re* higher Duties Allowance.

n. *Leave:*

(1) All leave due for service in the RNZN is completed prior to commencement of loan service. Similarly, all leave due for service in the RAN is to be taken within the period of loan service.

(2) Long leave including PAL, Compassionate Leave, Overseas Drafting Leave, Overseas Leave, Sick Leave, LWOP and Travelling Time is to be granted at the scales laid down in RNZN Regulations and Instructions Chapter Nine.

(3) Short Leave will be granted in accordance with RAN regulations.

(4) Travel Warrants for leave taken in NZ may be issued in accordance with RNZN regulations. For leave taken in Australia RNZN Loan Personnel may be granted leave travel concessions in accordance with RAN regulations.

o. *Pay and Allowances:*

(1) All RNZN sailors on loan service in the RAN will be paid pay and allowances at RNZN rates and in accordance with RNZN regulations unless stated otherwise in the following sub-clauses. The main items payable in accordance with RNZN regulations are:

(a) Basic Pay and Progressive Pay (Chapter 3 NZBR 25—NPRIs);
(b) Marriage Allowance (NPRI 151-152 and 154);
(c) Widowers Allowance (NPRI 155);
(d) Separation Allowance (NPRI 153);
(e) Good Conduct Badges Pay (NPRI 306);
(f) Kit Upkeep Allowance (NPRI 501);
(g) Grog Money (NPRI 301);
(h) Rations and Quarters Allowance (NPRI 351);
(i) Lodging Allowance (NPRI 353);
(j) Location Allowances (detailed in Sub-clause (5)).

(2) *Extra Pay and Compensatory Allowances* credited during loan service will, in the following cases, be at RAN rates in accordance with RAN regulations:

(a) Allowances for the performance of a particular duty, eg, diving.
(b) Allowances of a compensatory nature, eg, Hard Lying Money, Double Bottoms Pay and Meal Allowance.

(3) *Higher Duties Allowance:* The rate of Higher Duties Allowance will be the difference between the RNZN rate of active pay for the rating held and the RNZN rate payable as the 'On promotion' rate for the next higher rank.

(4) Hospital Stoppages will be in accordance with RNZN regulations (NPRI 19).

(5) Location Allowances will be paid under the provisions of Chapter Nine of RNZN NPRIs and at the rates laid down in Appendix Eight thereof as amended from time to time in respect of:

(a) Personal Allowance .. .. (NPRI 417)
(b) Wife Allowance .. .. (NPRI 418)
(c) Child Allowance .. .. (NPRI 419)
(d) Rent Allowance .. .. (NPRI 416)

(6) Education Allowance will not be payable. Free education is available in Australian State Schools and fees will not be refunded if children are sent to private schools in preference. RNZN personnel on loan may be reimbursed up to an amount of $40 per annum for charges incurred at state or private schools in Australia in respect of their dependent children for books, equipment, stationery, library and for sports which are part of the school curriculum. Applications for reimbursement are to be supported by receipts or headmasters certificates as appropriate and forwarded through the Commanding Officer to the Director of Navy Accounts, Melbourne.

(7) Personnel married in Australia or accompanied at own expense will be entitled to allowances in accordance with RNZN regulations subject to any modification contained in the agreement.

p. *Allotments:* The provisions of Chapter XIII of RNZN NPRIs will continue to apply subject to the following:

(1) During the period of loan service allotments may be declared for payment in Australia or New Zealand, provided the requirements of NPRI Article 605 are complied with.

(2) All allotments are stopped prior to commencement of loan service. If their recommencement is required, new declarations should be made in accordance with the RAN procedure after arrival in Australia.

(3) All allotments in force during loan service are to be stopped prior to reversion to the RNZN. New declarations should be made on return where applicable. Allotments payable in Australia cannot be recommenced.

(4) During loan service the payment of allotments both in New Zealand and Australia will be arranged by ACNB at intervals prescribed by RAN regulations.

(5) Commission charges, if any, will be as prescribed in RAN regulations.

q. *Superannuation:* Contributions are not payable on Higher Duties Allowance. Personnel will continue to contribute to the Government Superannuation Fund in accordance with the normal scale (RNZN NPRIs Chapter XXIV).

r. *Taxation:* All RNZN personnel on loan service in the RAN are subject to Australian Income Tax and Social Service Contributions as may be prescribed from time to time by the Australian Government. Double taxation relief can be claimed for any tax paid to the Australian Government on remuneration which is also charged to New Zealand tax.

s. *Travelling Expenses and Allowances:*

(1) At the commencement and cessation of loan service expenses incurred by personnel proceeding to and returning from Australia will be in accordance with RNZN regulations. This includes accommodation expenses both in New Zealand and Australia, insurance and sea or air travel allowance. (NPRI Articles 758, 761, 862 and 202 are relevant.) There will be no entitlement under RNZN regulations to Disturbance Grant (NPRI 765, Paragraph 2 (b)(ii) applies) or Rent Subsidy. (NPRI Article 767.)

(2) During loan service travelling expenses and removal expenses incurred, other than at (1) above, will be paid at RAN rates in accordance with RAN regulations for both sailors and families where applicable.

(3) Refund of Estate Agents Fees and Legal Expenses—RNZN NPRI Articles 770 and 772 will be applicable in the selling or purchasing of a house in New Zealand.

(4) Storage of furniture and effects in New Zealand will be in accordance with NPRI Article 753.

2. RNZN loan sailors will be subject to the normal RAN sea/shore roster conditions and will be employed, as required, in RAN billets in lieu of RAN sailors, ie, for employment purposes they will be no different from RAN sailors.

Pay Accounting Arrangements

3. Pay Account Cards are to be opened in the establishment to which RNZN personnel are posted on arrival in Australia. Details of initial entitlement to the various components of pay and allowances will be advised by the New Zealand authorities direct to the establishment concerned, a copy of the advice being forwarded to Navy Office. Rates of pay in respect of subsequent variations to entitlements which arise will be advised from Navy Office. One time adjustments in respect of items of a compensatory nature, eg, Tropical Pay, Confined Spaces Allowances, etc, may, however, be credited in the normal manner at RAN rates without reference to Navy Office.

4. Members will be entitled to credit of all pay and allowances in New Zealand currency and under New Zealand conditions which provide that RNZN personnel overseas (other than those serving in liaison posts) receive their net fortnightly drawing rate at pre-devaluation; ie, prior to 21 November 1967; rates of exchange, with the exception of items of a compensatory nature, eg, Hard Lying Money to which entitlement is at RAN rates and in accordance with RAN regulations.

5. Special attention will therefore be necessary in regard to their pay accounts and the following instructions are to be followed:

a. Each component of pay due in New Zealand currency is to be entered on the Variation Sheet at a fortnightly rate identified by the letters 'NZ' and those components due in Australian currency are to be identified by the letter 'A'.

b. New Zealand allotments are to be identified as 'FNZ'.

c. Superannuation charges are to be identified as 'NI'.

d. An 'Exchange Allowance' adjustment is to be calculated on the figure arrived at by subtracting the fortnightly total of New Zealand debits from the fortnightly total of New Zealand credits and is to be entered in the 'Other Non-taxable' box of the Variation Sheet.

e. An 'Exchange Allowance' adjustment is to be calculated on any one-time adjustments of New Zealand credits or debits.

f. Australian Income Tax and Allotments payable in Australia are to be charged in the normal manner.

6. The rate to be used for the calculation of Exchange Allowance adjustments for the purposes of Paragraph 5 a. and e. of this order is $(NZ)1 = $(A)1.24.

7. Navy Orders 393 of 1966, 353 and 511 of 1968 are hereby cancelled.

(HPB 2/203/7)

(Navy Orders 393 of 1966, 353 and 511 of 1968)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

83—Aircraft—Cartridges Power—Emergency Helicopter Flotation Equipment

Navy Order 843 of 1968 is to be amended as follows:

Paragraph 4

Life: a. Installed Life .. *Amend* 6 months *to read* 30 months from opening package.
Delete (Provisional).

b. Shelf Life .. *Amend* 3 years *to read* 5 years.
Delete (Provisional).

Delete: Equipment which has already been installed for three months can be repaired and re-installed for a further period of six months. This will result in repaired equipment being installed for a total period of nine months.

Paragraph 5

Allowances: Amend to read: Cartridge, igniters and washers will be supplied to HMA ships on the basis of two per Wessex helicopter embarked.

(DAS 727/58/145)

(Navy Order 843 of 1968)

UNCLASSIFIED

84—Alteration and Addition Item—Daring Class Destroyers

The following Alteration and Addition Item is approved to be carried out in Daring Class Destroyers:

Class List Item No 149 (Ex TDL 'NDCN).

a. *Item:* 'To fit a 10 gpm constant flow controller to each of the 1¼ in bore emergency firemain supply cooling pipes to the FD fan lub oil coolers.'

b. Compensation for the 80 lb additional weight per ship is required to be landed prior to undertaking the work.

c. *References:* (1) HMAS VAMPIREs Form AS2022 (TG103), Serial No E3/65, dated 21 September 1965.
(2) Navy Office Memorandum 1215/56/327, dated 14 April 1966.
(3) FOCAF Memoranda AF 1220/71/2, dated 2 November 1966 and 18 May 1967, respectively.
(4) GMGID Memorandum DN 20/23/466, dated 13 December 1966.

(CNTS 1215/56/327)

UNCLASSIFIED

85—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 644 (Ex TDL 'FISD').

a. *Item:* 'To have foam inlet pipe and steam drenching arrangements fitted to starboard diesel generator compartment. Compartment No 3F 1.'

b. Weight variations are to be reported on completion of the item.

c. *Reference:* HMAS DIAMANTINAs Form AS1182 (TG103) of 2 March 1968 forwarded under cover of NOIC WA Memorandum of 4 April 1968.

(CNTS 1224/56/197)

UNCLASSIFIED

86—Ammunition—Pyrotechnics—Pellets Irritant Smoke Respirator Testing—Use of Matches Fuzee

(DCI (RN) 1055/1967)

1. *Information:*
   a. Matches fuzee were withdrawn from service in 1962. However, they are now packed with, and used for igniting Pellets Irritant Smoke, Respirator Testing. Further, there is a use for them at RAN Armament Depots for igniting cordite trails, etc (for destruction of cordite by burning).
   b. In view of the above, it has been decided to re-introduce matches fuzee.

2. *Purpose of instruction:* To notify all concerned as in Paragraph 1, and to authorise the issue of matches fuzee as required.

3. *Allowances:* It has been found in some circumstances the number of matches fuzee packed with pellets irritant smoke are insufficient. However, as such occasions are not frequent, it has been decided not to increase the number of matches packed with pellets in the Naval Service. Instead HMA shore establishments concerned are hereby authorised to demand additional matches fuzee as and when required from the nearest RAN Armament Depot. Such demands should be kept to the minimum practicable.

4. *Item concerned:* 393005 matches fuzee.

5. *How packed:* Matches fuzee are supplied in units of 20 per box.

6. *Action to be taken:* By HMA shore establishments. Stocks are being ordered and issues against demands will be made upon receipt of the order.

7. *Publications:* Warrants of NA Stores will be amended as necessary.

(DAS 728/58/162)

UNCLASSIFIED

87—Decompression Chamber Pattern LPC Mark II

1. The Decompression Chamber Pattern LPC Mark II located at RAN Air Station, Nowra, NSW, is operated by the School of Aviation Medicine for instruction to air crew:

   a. in the use of aircraft and personal oxygen breathing equipment;
   b. oxygen pressure breathing and the effects of hypoxia;
   c. indoctrination in high altitude flying conditions.

2. The Chamber held on the engineers list of equipment and administered by the Aircraft Maintenance and Repair Branch with respect to control of modifications, maintenance and testing is to be inspected in accordance with AP (RAN) 62 Vol 5 and maintained and operated to AP (N) 120.

(ACAE 1313/1/190)

UNCLASSIFIED

88—Gun Mountings—4.5 Inch Mark 6* Series—Bore Telescope G2026M, Adaptor and Muzzle Illuminator—Introduction

1. A new bore alignment outfit for 4.5 inch Mark 6* series gun mountings will be introduced into service in the near future to replace existing bore sighting equipment.

2. A complete bore alignment outfit will consist of:

   a. case stowage (steel) containing bore telescope G2026M with gymbal mount, graticule torch and muzzle illuminator, complete with torch;
   b. case stowage (plastic) containing breech adaptor for bore telescope.

3. One complete outfit will be supplied without demand as they become available to each 4.5 inch Mark 6* series mounting fitted ship (except HMAS DUCHESS), and West Head Gunnery Range.

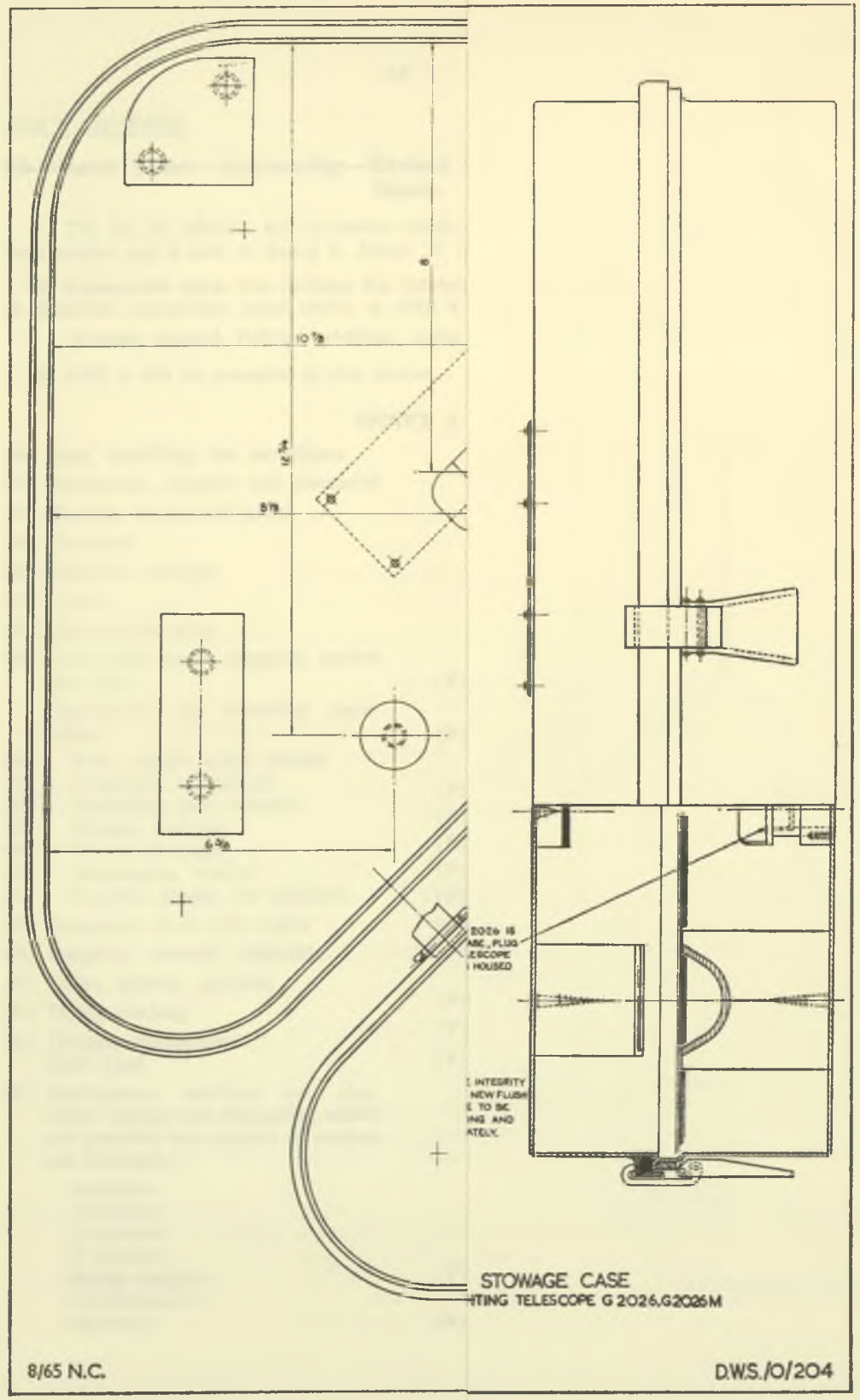
4. Bore telescopes G2020, angled attachment and adaptor N39353 with associated stowage boxes are to be returned to the Weapon Equipment Depot, Garden Island Dockyard, on receipt of the new outfit.

5. HMAS DUCHESS will be issued with a muzzle illuminator for use with bore telescope G2026 presently carried and a modification kit of wooden stowage blocks. Ships staff to fit the wooden blocks in the existing box telescope stowage case as shown in Annex A to this order.

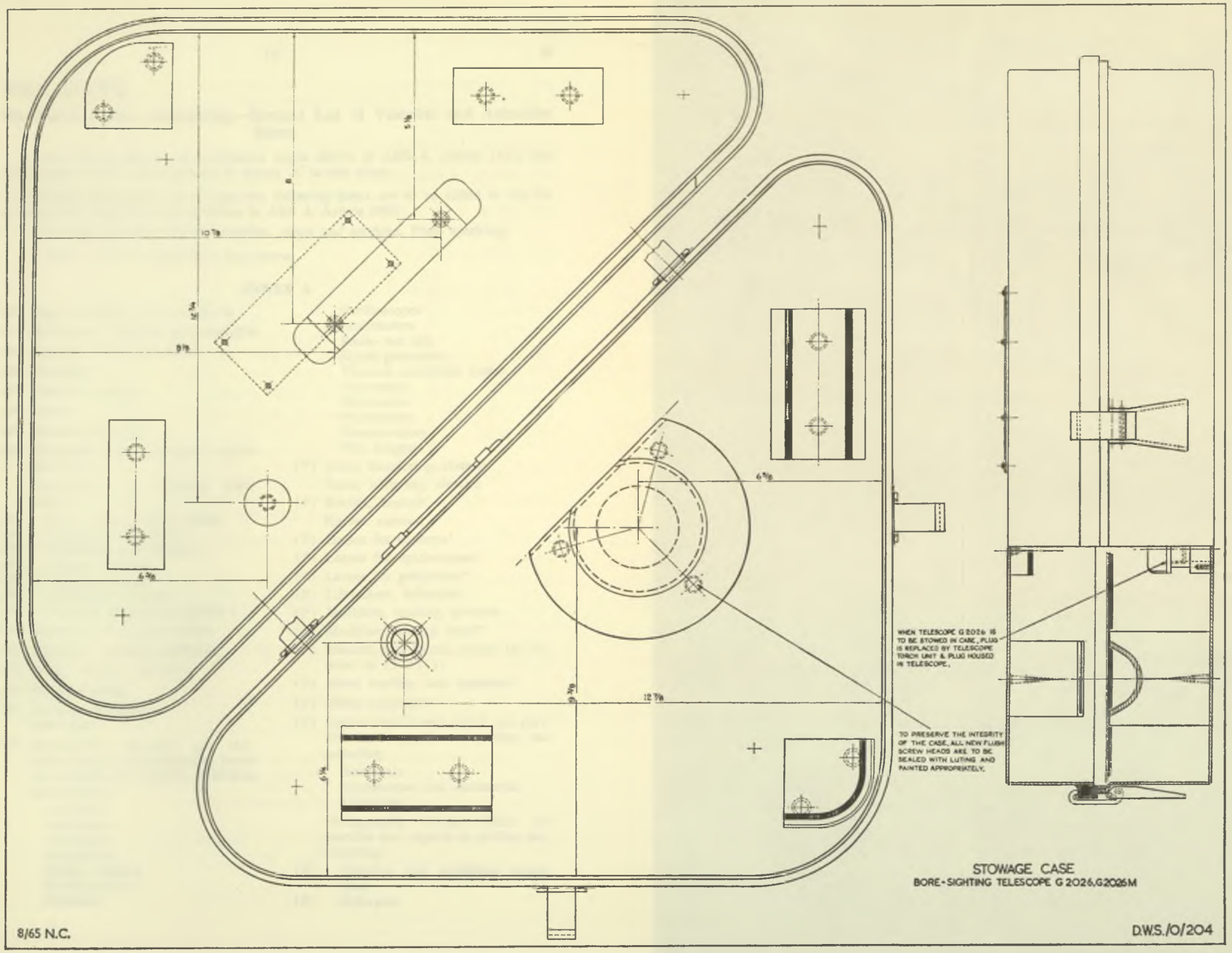
6. Illuminators when not in use are to be stowed in bore telescope stowage cases.

7. The function of the illuminator is to permit clear definition of the muzzle crosswire from the breech end in adverse light conditions; this is achieved with a lamp 2.2 volts Interservice No X951163 switched to a battery of two cells 1.5 volts NS N6135-99-910-1166 by turning the base cap of the lampholder. (*Note*—These batteries are of low capacity and the lamp should be switched off when not actually in use.)

88



(DWE 736/59/174)



(DWE 736/59/174)

UNCLASSIFIED

89—Naval Stores—Accounting—Revised List of Valuable and Attractive Stores

1. The list of valuable and attractive stores shown in ABR 4, Article 1612, has been revised and is now as shown in Annex 'A' to this order.

2. Consequent upon this revision the following items are to be added to the list of attractive consumable stores shown in ABR 4, Article 0804:

Brushes, enamel, Fabrics bri-nylon, nylon and terylene, Plugs sparking.

3. ABR 4 will be amended in due course.

ANNEX A

(P) Bags, travelling, for parachutes
(P) Barometers, aneroid and mercurial
(P) Bicycles, motor and pedal
(P) Cameras*
(P) Cleaners, vacuum
(P) Clocks
(P) Communion plate
(P) Compasses, boats, magnetic pocket and wrist
Compressed air breathing apparatus:
(P) Belts, weight, quick release
(P) Cylinders, aluminium
(P) Manifolds, twin cylinder
(P) Gauges, pressure
(P) Valves, demand
(P) Mouthpiece, rubber
(P) Harness, double, for cylinders
(P) Diamonds, ½ ct with holder
(P) Dinghies, aircraft, inflatable
(P) Drills, electric, portable
(P) Flying clothing
(P) Gauges, micrometer
Gold Leaf
(P) Instruments, electrical and electronic testing and measuring which are portable and capable of civilian use including:
Analysers
Ammeters
Avometers
Avominors
Bridge meggers
Circuit testers
Ohmeters
Oscilloscopes
Multimeters
Radio test sets
Signal generators
Thermal conditions (sets)
Voltmeters
Wattmeters
Wavemeters
Wavemonitors
Wee meggers
(P) Irons, laundering, electric
Irons, soldering, electric
(P) Kettles, electric
Knives, survival
(P) Lenses for cameras*
(P) Lenses for epidiascopes*
(P) Lenses for projectors*
(P) Lifejackets, inflatable
(P) Machines, sanding, portable
(P) Machines, sewing, hand*
(P) Medical and Dental Stores (as detailed in 1502 (1))
(P) Metal castings and segments†
(P) Office machinery*
(P) Optical instruments which are portable and capable of civilian use including:
Binoculars
Microscopes and accessories
Telescopes
Photographic stores, which are portable and capable of civilian use, including:
(P) Drawing and modelling equipment
(P) Enlargers

(P) Exposure meters
Films
(P) Film splicers
Filters, glass
(P) Glasses, magnifying
Paper, photographic
Plates, photographic
(P) Projection screens
(P) Tripods
Platinum
(P) Polishers, floor
(P) Projectors, cine and still*
(P) Radio sets, portable
(P) Record players*
(P) Rugs
(P) Saws, electric, portable
(P) Sextants
Solder, silver
Spanners, torque
Swimsuits, underwater:
(P) Boots
(P) Fins
(P) Hoods
(P) Masks
(P) Pants and shirts
(P) Tape recorders
(P) Trophies
(P) Tyres and inner tubes*
(P) Watches

Also all radio-active valves and items classified in ACB 0337 as Confidential and above.

(P) = Permanent Stores.

* Only if portable and of a type capable of civilian use.

† Only if containing valuable metals.

(DSAP 501/51/83)

UNCLASSIFIED

90—Naval Stores—General Group Class 7310—Allocation of Catalogue Number—Urn Hot Water

1. The undermentioned item which is in service in the RAN is to be identified as follows:

Group Class	*Catalogue No*	*Description*	*Acctg Classn*
7310	66-031-3112	Urn hot water; 4 Gall 220 VDC 2000W NO Spec 1223 Rev 1	P

2. Records should be adjusted in accordance with ABR 4, Article 1815 (Revised Edition).

(DSAP 519/78/94)

UNCLASSIFIED

91—Naval Stores—General Group Class 7920—Brush Sanitary—Introduction

Navy Order 224 of 1968 is to be amended as follows:

Paragraph 1

Delete Catalogue No 66-027-4353 and *insert* 66-027-4355 *in lieu.*

Delete Part No 424 and *insert* 425 *in lieu.*

(DSAP 514/56/61)

(*Navy Order 224 of 1968*)

UNCLASSIFIED

92—Stores General Group Class 5905—Resistors—Change of Stock Numbers

1. As a result of investigations carried out with the Defense Supply Agency, USA, Federal Stock Numbers (FSN) have been obtained for the undermentioned items which have been allocated a Defense Stock Number (DSN) for accounting and identification purposes. The Stock Numbers are changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
5905	66-026-9570	Resistor, fixed, film	5905	00-903-9087
5905	66-026-9576	Resistor, fixed, film	5905	00-985-5834
5905	66-026-9579	Resistor, fixed, film	5905	00-078-1712
5905	66-026-9581	Resistor, fixed, film	5905	00-936-7531
5905	66-026-9582	Resistor, fixed, film	5905	00-897-0396
5905	66-026-9583	Resistor, fixed, film	5905	00-900-0141
5905	66-026-9591	Resistor, fixed, film	5905	00-064-2553
5905	66-026-9594	Resistor, fixed, film	5905	00-782-4065
5905	66-026-9595	Resistor, fixed, film	5905	00-926-8496

2. Action is to be taken to adjust accounts in accordance with ABR 4 (Naval Storekeeping Manual) Article 1812, with effect from 11 March 1969.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 519/66/296)

UNCLASSIFIED

93—Stores General—Use of Consignee Code Panel on Stores Demands and Supply Requirement Notes

1. EDP copies of Stores Demands, Forms SX12, SX13, SX15 and Supply Requirement Notes SX16, SX17, SX19, which are designed for demanding stores through the EDP Centre, contain a panel for insertion of the four figure EDP code indicating the consignee.

2. This panel is not at present green shaded and the information is not input to EDP. Thus the issue vouchers printed by EDP do not indicate if delivery is required to be made to a consignee other than the originator.

3. On reprint of the forms concerned arrangements will be made for the 'Consignee Code' panel to be green shaded. In the meantime, originators of Stores Demands or Supply Requirement Notes containing unshaded 'Consignee Code' panels and requiring delivery to be made to a consignee other than the originator should insert an appropriate notation, eg, 'Deliver to HMAS.....' in the 'Remarks' panel of the forms. It should be noted that there is a limitation of 40 characters including spaces in between characters, which will be picked-up from the 'Remarks' panel and reprinted on associated issue vouchers by EDP.

(DSAP 464/99/153)

10535/69—2

UNCLASSIFIED

94—Supplies and Services to RAN Ships From American Store Depots—Certification of Claims for Payment

1. It has recently been brought to notice that delay in the receipt of credit for stores and services supplied to HMA ships is causing extra work in American Store Depots.

2. In order to facilitate early payment of claims of this nature, all personnel concerned are to ensure that the relevant vouchers are certified and returned to the appropriate authority without delay.

(DSAP 201/55/48)

UNCLASSIFIED

95—Weapon Mounting Auto Systems—Scale of Allowances of Test Equipment

Navy Order 589 of 1968 is to be amended as follows:

ANNEX

Delete the allowance of Meter Misalignment Type MA47 from the following ships:

HMAS YARRA	2 No
HMAS DERWENT	2 No
HMAS PARRAMATTA	2 No
HMAS SWAN	2 No
HMAS TORRENS	2 No
HMAS STUART	2 No

(DAS 400/202/194)

(*Navy Order 589 of 1968*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

96—Alternatives for Air Equipment and Material—Introduction of Form SD135 in Lieu of Forms AA109Z and AA109Y

1. The methods used for requesting and notifying approval for use of alternatives for Air Equipment and Material have been reviewed and Forms AA109Z and AA109Y, currently used for this purpose, will be replaced by a new form 'Alternatives for Air Equipment and Material'—Form SD135.

2. The new form, which includes information additional to that provided by the existing forms, is to be prepared in duplicate by the Superintending Naval or Air Store Officer, as appropriate. The duplicate copy is to be retained by the originator and the original forwarded to the Superintendent of Aircraft Maintenance and Repair for decision as to whether the alternative is acceptable.

3. If fully or conditionally approved, SAMR will serially number the form, complete Part 2 of the form, prepare additional copies, as necessary, and effect distribution as follows:

Director of Naval Stores, Navy Office (2 copies) Director of Air Stores, Navy Office (2 copies)	as appropriate
Superintending Naval Store Officer (2 copies) Superintending Air Store Officer (2 copies)	as appropriate
HMAS MELBOURNE HMAS ALBATROSS HMAS SYDNEY	2 copies to each—1 for Supply Officer and 1 for AEO
HMAS MORESBY	1 copy
QCB LO (N)	1 copy
Hawker De Havilland Australia Pty, Bankstown	1 copy
Hawker De Havilland Australia Pty, Lidcombe	1 copy
Qantas Empire Airways Ltd, Mascot	1 copy

Where the alternative is fully approved, one copy is to be forwarded to the Director of Supply Administration and Planning, Navy Office, Melbourne, for Central Cataloguing Officer.

4. On receipt, the approved forms are to be filed to provide a ready reference to approved alternatives. Current copies of AP (RAN) 101 are to be retained as a record of alternatives approved prior to the introduction of the new form.

5. Details of fully approved alternatives will be included in the remarks column of the Catalogue of Stores, ABR 5074, as and when the relevant sections of the catalogue are re-issued in refined format.

6. Purchase orders and issue vouchers relating to the supply of approved alternatives are to be annotated with the serial number allocated by SAMR in accordance with Paragraph 3 above.

7. Forms covering alternatives which are not approved by SAMR are not to be allocated a SAMR serial number. Part 2 of the form is to be completed by SAMR and the form returned to the originator.

(DSAP 601/51/47)

Section 7

CANCELLED LIST

UNCLASSIFIED

97—Publications—Transfer from Electrical Officers Pt 1 and Engineer Officers Lists of Equipment, Etc, to BR Account

Navy Order 791 of 1968 is hereby cancelled.

(DSAP 465/252/286)

(*Navy Order 791 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

G56

ANO 98/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11 February 1969.

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

10534/69

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED 302/69 refers

98—Introduction of EDP Parallel Running for Officers

1. EDP produced Officers' Service Records (Forms PH13) will shortly be forwarded to ships and establishments for checking by each individual officer. Navy Order 140 of 1968 is relevant.

2. To assist officers in understanding the record, Annex A to this order contains full details of those areas where abbreviations have been used or information has been presented in encoded form. Sufficient copies of the Annex have been printed to enable one copy to be given to each officer for his retention. These will be distributed with the service records.

3. Any errors detected in the record are to be reported to Navy Office in accordance with the pro-forma at Annex B. These will then be investigated and EDP records amended as necessary. A new print out of the service record will also be issued. It should be noted that between the time the report of the error leaves the members ship or establishment and corrective action is taken at Navy Office, new print outs still containing the erroneous information may be issued in accordance with Paragraph 6 below.

4. Arrangements have been made for the distribution to ships and establishments of a special 15 in x 10¼ in blue coloured binder for the filing of officers services records. After checking by officers and the reporting of any discrepancies the records are to be placed in these binders and retained in the Captains office.

5. With the distribution of the officers service records parallel running in respect of officers will be deemed to have commenced. Navy Order 542 of 1964. Paragraphs 20–27 are relevant.

7

6. After the introduction of parallel running each transaction reported to the EDP centre, and applied to the record will generate a print out of a new service record. An asterisk appearing in the margin of the record will indicate the line to which the transaction has been applied. A copy of the new record will be forwarded to the officers ship or establishment and upon receipt action is to be taken, as far as possible, to verify the change of detail.

7. Any discrepancies are to be reported to Navy Office in accordance with the pro-forma at Annex C.

8. A navy order concerning the distribution of sailors service records and the introduction of parallel running for sailors will be promulgated at a later date.

ANNEX A ~~TO ANC 98/69 (REPRINT)~~

Officers Service Record—List of Items Appearing in Abbreviated or Encoded Form

Item	*Description of Contents*
Appointments	The officers appointment(s) to the Service (maximum of 3) are shown: *Period*: Shown as a numeric code when applicable; 6000—6 years; 6185—6 years 185 days; 6025—6 years 25 days *Type*: PC—Permanent Commission; SSC—Short Service Commission; FTS—Full Time Service; MOB—Mobilised; CAL—Called Out; LON—Loan Officer; EXC—Exchange Officer; ATT—Serving on Attachment

ANNEX A—*continued*

Item	*Description of Contents*
Air Squadron Command ..	The date on which all sections of the command test were finally passed
Academic Qualifications ..	Indicated by abbreviations in common usage, eg BA—Bachelor of Arts (Maximum of 6)
Campaign Stars and Medals..	*Abbreviation* — *Meaning* 39/45 — 1939–45 Star 39/45* — 1939–45 Star and Clasp AFRICA — Africa Star AFRICA* — Africa Star and Clasp ATLANTIC — Atlantic Star ATLANT* — Atlantic Star and Clasp AUSGEN — Australian Service Medal BURMA — Burma Star BURMA* — Burma Star and Clasp DEFENCE — Defence Medal FRGER — France and Germany Star FRGER* — France and Germany Star and Clasp GSM — General Service Medal GSMB — General Service Medal with Clasp Borneo GSMV — General Service Medal with Clasp Vietnam GSM62 — General Service Medal—1962 ITALY — Italy Star ITALY* — Italy Star and Clasp KOREA — Korea Medal NGSMBMC — Naval General Service Medal with Clasp Bomb and Mine Clearance NGSMM — Naval General Service Medal with Clasp Malay NGSMMS — Naval General Service Medal with Clasp Minesweeping NGSMSEA — Naval General Service Medal with Clasp, South East Asia. PACIFIC — Pacific Star PACIF* — Pacific Star and Clasp UNMEDAL — United Nations Medal POLAR — Polar Medal VIETNAM — Vietnam Medal WAR — War Medal (The award of the Vietnamese Campaign Medal is recorded as a foreign decoration (FD) in the area headed 'Honours and Awards')
Destroyer Command ..	As for Air Squadron Command

ANNEX A—*continued*

Item	*Description of Contents*
Extension of Service (Reason)	*Abbreviation* — *Meaning* AGE — Extention of Retiring Age MED — Medical SRQ — Service Requirements SSC — Short Service Commission FTS — Full Time Service
Furlough	Contains the following details: Taken—the number of days taken to date PIL—an 'X' indicates that payment has been received in lieu PT—the letters F or L indicate 'pay in lieu of furlough' or 'extended leave' PS—an 'X' indicates that additional qualifying service has been accepted NON-EFF—the number of days non-effective service for furlough purposes Entitled Start—the date from which furlough entitlement is to be calculated
Family Disability	The date of acceptance of a current family disability for posting purposes
Home Port	Specified by the first letter, eg S = Sydney
Honours and Awards ..	Abbreviations in common usage are used. The letters FD denote a foreign decoration which, because of space limitations, is not printed
Job Stability (incorrectly shown as Job Suitability)	The reason for stabilisation of the members current posting
LCDR GLSU 1	The dates on which the officer is reported as having passed the test for the rank of Lieutenant-Commander, Supply and Secretariat Branch
LCDR GLSU 2	
Machinery Charge Qualification	The date on which the qualification was obtained
Marital Status—Date ..	The date shown is the date of the EDP Census, 4 April 1968, except where a change in marital status has been reported since that date
Medical Review Date ..	The date for further medical survey
Movements	Only movements resulting from postings are included (Maximum of 9)

ANNEX A—*continued*

Item	*Description of Contents*
Other Service Qualifications..	Honorary Distinctions currently held, and Staff Courses attended, by an officer: *Abbreviation* — *Meaning* QADC — Aide-de-Camp to the Queen GGADC — Aide-de-Camp to the Governor-General QHS — Honorary Surgeon to the Queen GGHADC — Honorary Aide-de-Camp to the Governor-General QHP — Honorary Physician to the Queen QHDS — Honorary Dental Surgeon to the Queen QHNS — Honorary Nursing Sister to the Queen GGHS — Honorary Surgeon to the Governor-General GGHP — Honorary Physician to the Governor-General MILSEC — Military Secretary to the Governor-General IDC — Imperial Defence College JSSC — Joint Services Staff College FSC — Foreign Staff College PSCA — RAF or RAAF Staff College PSC — RN Staff College PSCM — Army Staff College
Pension Type	P — DFRB Contribution G — Gratuity DP — Deferred Pay NA — Not Applicable
Premature Discharge ..	The insertion of a date indicates that an application for premature discharge has been received and is currently under consideration
Previous Discharge Reason..	Specified in plain language or by an abbreviation *Abbreviation* — *Meaning* APPCAN — Appointment Cancelled APPTERM — Appointment Terminated BNPS — Below Naval Physical Standard COMCAN — Commission Cancelled CFTS — Completion of Full Time Service DEE — Engagement Expired PUNS — Physically Unfit for Naval Service REVERTED — Reversion to another Navy SHOREC — Shore ex-Cadet WRAN TRANSFER — Transferred to another Service

ANNEX A—*continued*

Item	*Description of Contents*
Promotion Due	When completed, contains either the date on which promotion is due by time in the current rank or one of the following words: *Meaning* SELECT Further promotion only by selection UNDERTR Not eligible for promotion until current training course completed *Note:* The letter C immediately to the left of this box indicates that the member is due to be confirmed in rank on the date shown
Qualification Numbers ..	Qualification awarded or obtained as the result of passing a course or test, excluding those specifically indicated on the record by the insertion of a date. These qualifications are specified as five digit numbers the key to which is contained in ABR 27 Vol 3
Removals	When completed, contains the following details for posting purposes: TYPE—The type of removal approved or disallowed, namely FULL = FULL LIMT = LIMITED MARR = On marriage DATE—The date of application and, subsequently, the date of approval or disallowance STATUS—The situation regarding the removal, namely APPLIED = Application made APPROVE = Removal approved NOTAPP = Removal not approved
Seatime	The commencing date of the members current period of sea or shore service and the number of days seatime served in his current rank to the date of issue of the Service Record. Where the letters TS or TU appear this indicates that the officer is serving in HMAS TARANGAU accompanied or unaccompanied as the case may be
Security	The key to this code is contained in ACB–0328
Swimming	The date on which this qualification was obtained
Volunteer for	The particular duty(ies) for which the member has been accepted as a volunteer

ANNEX B

Pro-forma

HMAS

The Secretary,
Department of the Navy,
Navy Office,
CANBERRA, ACT 2600.

EDP OFFICER'S SERVICE RECORD—NOTIFICATION OF ERRORS

Reference: ANO 98/69.

A check of the initial print outs of the EDP produced Officers' Service Records has disclosed the following errors:

Personal No	*Name*	*Details of Error*

Captain

ANNEX C

Pro-forma

HMAS

The Secretary,
Department of the Navy,
Navy Office,
CANBERRA, ACT 2600.

EDP PARALLEL RUNNING FOR OFFICERS—NOTIFICATION OF DISCREPANCIES

A check of the EDP updated record has disclosed the following discrepancies:

Date of Record Print	*Personal No*	*Name*	*Details of Discrepancies*

Captain

(HPB 178/1/127)

(*Navy Orders 140 and 542 of 1968*)

2 2

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 99/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11 February 1969.

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

10533/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

99—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During November 1968

1. The magazines, pamphlets and amendments to publications, etc, and SC Series contained in the Annex to this order have been distributed to ships and Services during November 1968.

2. Copies of Amendments referred to in the Annex 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.

ANNEX

BR AMENDMENTS

BR No	*Change No*
ABR 10	Change 12
ABR 10	Change 13
ABR 27 Volume 3	Change 3
ABR 27 Volume 3	Change 4
BR 862	Change 7
BR 1030 (2)	Change 2
BR 110	Change 1
BR 1158	Change 1
BR 1173 (2)	Change 3
BR 1192 (2)	Change 5
BR 1251	Change 1
ABR 1692	Change 3
ABR 1692	Change 4
BR 1771 (13) B	Change 5
BR 1771 (44)	Change 4
BR 1771 (44)	Change 5
BR 1950	Change 16
BR 2101 (3)	Change 9
BR 2123 (1)	Change 1
BR 2125 (2)	Change 3
BR 2211	Change 4
BR 2232A	Change 1
BR 2239A	Change 1
BR 2343 (1)	Change 5
BR 2343 (1)	Change 6
BR 2502	Change 2
BR 2502	Change 3
BR 2509 (4)	Change 1
BR 2541 (1)	Change 8
BR 2541 (2)	Change 8
BR 2969	Change 1
BR 2976	Change 1
BR 3000	Change 18
BR 3001	Change 18
ABR 5016	Amendment 16
ANR 5018	Amendment 12

BR AMENDMENTS—*continued*

BR No	*Change No*
ABR 5020	Change 8
ABR 5074 Naval Stores Group Class 0213	Change 2
ABR 5074 Naval Stores Group Class 0214	Change 2
ABR 5074 Naval Stores Group Class 0257	Change 2
ABR 5074 Naval Stores Group Class 0266	Change 2
ABR 5074 Naval Stores Group Class 0414	Change 1
ABR 5074 Naval Stores Group Class 0415	Change 1
ABR 5074 Naval Stores Group Class 0431	Change 2
ABR 5074 Naval Stores Group Class 0442	Change 1
ABR 5074 Naval Stores Group Class 0461	Change 2
ABR 5074 Naval Stores Group Class 0462	Change 1
ABR 5074 Naval Stores Group Class 0472	Change 1
ABR 5074 Naval Stores Group Class 0473	Change 1
ABR 5074 Naval Stores Group Class 0474	Change 1
ABR 5074 Naval Stores Group Class 0475	Change 1
ABR 5074 Naval Stores Group Class 0476	Change 1
ABR 5074 Naval Stores Group Class 0476	Change 1
Far East Communication Orders	Change 3, 1.9.68
List of Propellant Lots Acceptable for Naval Service 1958	Amendment 54
List of Propellant Lots Acceptable for Naval Service 1958	Amendment 55
MBR 8001	Issue 25 Minor Amendment Sheet 12
MBR 8001	Issue 25 Sect 7 to Appendix B 28/5/67
MBR 8001	Issue 26 Sect 14 to Appendix A Part 1 15.9.67
MBR 8001	Issue 27 (25/9/67) Section 6
MBR 8001	Issue 31 Minor Amendment Sheet 14
MBR 8001	Issue 32
MBR 8001	Issue 34
MBR 8074	Supplement No 9 September 1968

BOOKS, MAGAZINES, PAMPHLETS—NOVEMBER, 1968

Publication	*Date*
Aeroplane	28.8.68
Aeroplane	4.9.68
Aeroplane	11.9.68
Aircraft	October 1968
Aircraft	November 1968
Approach	September 1968
Civil Defence Information Bulletin No 205	29.9.68
Electrical Design News	2.9.68
Electrical Design News	16.9.68
Flight	29.8.68
Flight	5.9.68
Flight	12.9.68
HMSO List of Government Publications	Issued July 1968
Joint Services Recognition Journal	Volume 23 No 5
Joint Services Recognition Journal	Volume 23 No 6
Personnel Practice Bulletin	Volume 24 No 3 September 1968
The Communicator	Volume 19 No 2 1968

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
109A–0001–2	Leaflet AP 1242–(B 814)
	Leaflet AL 1243–(B 815)
	Leaflet AL 1244–(B 816)
	Leaflet AL 1245–(B 794) Alt 1
109A–0002–1	AIL 1/68, AIL 2/68
	AIL 3/68, AIL 4/68
	AIL 5/68, AIL 6/68
	AIL 10/68, AIL 11/68
	AIL 12/68, AIL 13/68
	AIL 14/68, AIL 15/68
112G–0102–1	AL 3
113E–0201–16	AL 2
116D–0102–2	AL (RAN) 3, AL (RAN) 4
119A–0600–1	AL 91, 92
1070–0400C–1	ALs 1, 2, 3 and 4
1086 (1966)	Sect 21D, 21K, 2A (Formerly contained in Book 12, Part 2)
1086 (1966) Sect 14N	AL 1 and 2
1086 Book 1	AL 50 and 52
1182 (N) Vol 2	ALs 237, 240, 242, 248, 250
1182 (N) Vol 4 Parts 2 and 6	AL 28, 29 and 30
1182C (N) Vol 1	AIL 1/68, AIL 2/68
	AIL 3/68
1275A Vol 1 Section 12	AL 16
1275A Vol 1 Section 18	AL 120
1275A Vol 1 Section 19	AL 15
1275A Vol 1 Section 20	AL 131
1275B Vol 1 Section 16	AL 64
1374E Vol 4 Part 6	AL 12
1469 Vol 3 Part 1 (N)	AL 13
1641P Vol 1 Parts 1 and 3 (2nd Edition)	AL 37
1641P Vols 1 and 5 Part 2	AL 92 and 94
1641S Vol 1 Parts 1 and 3	AL 54
1641S Vol 1 Part 2 and Vol 5	AIL 1/68
1661B Vol 1 (2nd Edition)	AL 145
1661D Vol 1 (2nd Edition)	AL 136
1661E Vol 1 (2nd Edition)	ALs 163, 164, 165, 166
1661 Vol 2 Part 1	Leaflet E16, L7, B40
1664A Vol 1 Book 1	AL 77, 78
1664A Vol 2 Part 3 (2nd Edition)	AIL 2/68
1664D Vol 1 Part 2 (2nd Edition)	AL 92
1664D Vol 1 Part 1 and 3 (2nd Edition)	AL 86
1664E Vol 2	AL 74–(C 15) Alt 1
	AL 78–(I5) and note to RN Holders
	AL 79–(M4)
1803S Vol 1 Book 2	AL 78, 79
1803U Vol 1 Book 4	AL 57
2240A Vol 2 Part 1	Leaflets 175, 176
2487AB Vol 2	AL 47–(B 33)
2530M Vol 2	AL 39–(B 22) Alt 1
2531S Vol 2	AL 46–(B 21) Alt 2
2531S Vol 6	AL 16 and Cover Label

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
2876A Vol 2 Part 1	AL 3 to Leaflet No 16
2887N Vol 2	Leaflet AL 131–(B 83)
	Leaflet AL 139–(B 48)
	Leaflet AL 140–(B 55)
	Leaflet AL 141–(B 86)
	Leaflet AL 138–(B 23)
	Leaflet AL 142–(B 78) Alt 1w
4121C Vol 2	AL (RAN) 1
4303E Vol 1	AL 90 and 92
4306A	AL 66
4320B Vol 2	AL (RAN) 1, AL (RAN) 2, AL 3
4343 Vol 1	AL 218
4343B Vol 1 Book 1	AL 52
4343B Vol 1 Book 2	AL 100
4343B Vol 1 Book 3	AL 98
4343X Vol 1 Book 1	AL 83
4677A and B Vol 2	AL 32–(B 24) Alt 1
	AL 33–(B 25)
4837AA Vol 2	AL 23–(B 14)
(N) 1023 (11)	AL 27
(N) 1024 Vol 4 Part 6 Issue 2	AL 34
(RAN) 7 Vol 2	AL 3
(RAN) 8 Aircrew Notes	AL 7
Wessex AD/MIN O19	Issue 2
(RAN) 8 Vol 1 Book 1	ALs 128, 129, 130, 131
(RAN) 8 Vol 1 Book 2	AL 65
(RAN) 8 Vol 1 Book 4	AL 19
(RAN) 8 Vol 1 Book 6	AL 36, 38
(RAN) 8 Vol 2	ALs 41, 42, 43, 44, 45
	AILs 139, 157, 158, 159, 160, 161
	AL (RAN) 2
(RAN) 8 Vol 2 Book 1	AL 40
(RAN) 8 Vol 2 Books 1 and 2	ALs 44, 45, 46, 47, 48, 49, 50
(RAN) 8 Vol 2 Book 2	AL (RAN) 4
(RAN) 8 Vol 3 Part 1	AL 27
(RAN) 8 Vol 6 Part 1	AL 28
(RAN) 8 Vol 6 Part 2	AL 64
(RAN) 9AB Vol 2	AL 3
(RAN) 10 Vol 2 Book 1	AL 21
(RAN) 10 Vol 2	Leaflet Mod/Scout 844 (Alt 1)
	Leaflet Mod/Scout 926 (Alt 1)
	Leaflet Mod/Scout 875 (Alt 2)
(RAN) 10 Vol 2 Book 2	AL 18, AL (RAN) 16
(RAN) 11 Vol 2	AL (RAN) 6, AL 4
(RAN) 11 Vol 1	AL 1
(RAN) 19 Vol 2 Book 1	AL 32, and 33
(RAN) 28 Vol 2	AL 6
(RAN) 30 Vols 1, 3 and 6	AL 7 (with instructions sheets attached)
(RAN) 51 Vol 1	AL 1
(RAN) 100 Vol 2 Part 2	AL 4 and 5
(RAN) 100 Vol 2 Part 7	ALs 5, 6 and 7
(RAN) 100 Vol 2 Part 8	ALs 5, 6, 8, 9, 10, 12

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
(RAN) 100 Vol 2 Part 9	ALs 6, 7
(RAN) 100 Vol 2 Part 10	ALs 5, 7
(RAN) 100 Vol 2 Part 11	ALs 5, 6
(RAN) 500 Vol 2 Part 1	AL 27
(RAN) 500 Vol 2 Part 2	AL 23, 25
(RAN) 600 Vol 2 Part 1	ALs 10, 11, 12
AIP	AL 63 (General)
AIP MAP–0–1 (A and C)	AL 40
AIP MAP–0–1 (East)	AL 40
AIP (East)	AL 66 (AGA)
AIP AGA (A and C)	AL 66
AIP (RAC/2) (A and C)	AL 101
Air Pictorial	October 1968
Air Clues Vol 22	No 12 (September 1968)
Air Clues Vol 23	No 1 (October 1968)
Airways Operations Instructions Vol 2	AL 13
AVP 970 Vol 1	ALs 103, 104, 105
DCA AIC	50/1968, 51/1968
DCA Airways Operations Instructions	AL 13
DCA Notices to Airmen	HO 22/1968
DCA NOTAM	HO 19/1968, HO 20/1968 HO 21/1968
Flight Digest Vol 4	(1967)
JASAP	AL 30
RAC/2 AIP (East)	AL 101
TSD 594 (Rolls Royce)	T/Letter No 134
US Army Adjutant Bulletin St Louis	No 27
US Army Adjutant Bulletin Baltimore	No 27
Wessex Mark 31 MOD/AMDT Charts	Pages: 147, A148, A149, A150, A151, B26, C23, C36, C37, C38, D12
Westlands Group Process Spec	AL 76
AAP 2 GCC F 14A (16th Edition)	AL 12
AAP 2 GCC Table of Contents (18th Edition)	ALs 98, 99, 100
AAP 2 GCC F 14C (10th Edition)	AL 16
AAP 2 GCC I 15D (6th Edition)	AL 7
AAP 2 GCC P 1 (8th Edition)	AL 16
AAP 2 GCC 1010 (2nd Edition)	AL 5
AAP 2 GCC 1730 (7th Edition)	ALs 12, 13
AAP 2 GCC 3530 (8th Edition)	AL 8
AAP 2 GCC 3695 (6th Edition)	AL 10
AAP 2 GCC 3910 (6th Edition)	AL 5
AAP 2 GCC 4010 (7th Edition)	AL 17
AAP 2 GCC 4510 (4th Edition)	ALs 10, 11
AAP 2 GCC 5305 (7th Edition)	ALs 25, 26
AAP 2 GCC 5335 (5th Edition)	ALs 9, 10
AAP 2 GCC 5826 (8th Edition)	AL 20
AAP 2 GCC 5840 (10th Edition)	AL 20
AAP 2 GCC 5845 (10th Edition)	AL 12
AAP 2 GCC 5905 (9th Edition)	AL 24
AAP 2 GCC 5910 (7th Edition)	AL 27
AAP 2 GCC 5920 (10th Edition)	AL 9, 10

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AL No	*AL or Leaflet*
AAP 2 GCC 5945 (9th Edition)	ALs 13, 14
AAP 2 GCC 5950 (9th Edition)	AL 17
AAP 2 GCC 5960 (8th Edition)	AL 46
AAP 2 GCC 5961 (4th Edition)	AL 9
AAP 2 GCC 5970 (8th Edition)	ALs 14, 15
AAP 2 GCC 5977 (10th Edition)	ALs 9, 10
AAP 2 GCC 5985 (11th Edition)	ALs 15, 16, 17
AAP 2 GCC 6135 (8th Edition)	AL 10
AAP 2 GCC 6340 (10th Edition)	AL 12
AAP 2 GCC 6625 (8th Edition)	AL 17
AAP 2 GCC 6940 (8th Edition)	AL 13
AAP 2 GCC 7360 (5th Edition)	AL 8
AAP 2 GCC 7930 (4th Edition)	AL 15
AAP 2 GCC 8120 (10th Edition)	ALs 12, 13
AAP 2 GCC 8120 (9th Edition)	AL 14
AAP 2 GCC 5335 (5th Edition)	AL 10
AAP 700.00	ALs 4, 5, 6
AAP 702.1	AL 198
AAP 702.1 Book 2 Part 9 Section 1	AL 206
AAP 711.24 Vol 2 Parts 1 and 2	ALs 33, 34
AAP 711.54 Vol 6 Part 1	AL 11
AAP 721.2 Vol 4 Part 1 Book 1	AL 31
AAP 721.65 Vol 2 Part 2	AL 225
AAP 721.65 Vol 2 Part 2 Book 2	AL (RAN) 2
AAP 744.00 Vol 2 Parts 1 and 2	ALs 98, 99
AAP 996.04	AL 2
AAP 997.04	AL 4
TM 55–1520–210–35P–3	Change No 1, 15.4.68
NAO1–40AVC–2–2 (0701–090–2282)	Change Notice 1.9.68
NAO1–40AVC–2–2.4 (0701–090–2322)	Interim Manual Change No 17, 17.6.68
NAO1–40AVC–2–7 (0701–090–2402)	Change 15.6.68
NAO1–40AVC–2–7.2 (0701–090–2422)	Notice to Change No 6, 22.4.68
NAO1–40AVC–3 (0701–090–2551)	AL (RAN) 1
NAO1–40AVD–1 (0701–090–3971)	Supp 15.2.68 NAO1–40AVG–1
NAO1–40AVD–2–1 (0701–090–3991)	Interim Manual Change No 2, 13.11.67
NAO1–40AVD–2–2.2 (0701–090–4021)	Interim Manual Change No 3, 2.8.68
NAO1–40AVD–2–2.4 (0701–090–4041)	Interim Manual Change No 4
NAO1–40AVD–2–7.1 (0701–090–4121)	Interim Manual Change No 3, 6.9.68
NAO1–40AVD–4–1 (0701–090–4161)	Interim Manual Change No 3, 5.8.68 Interim Manual Change No 1, 17.6.68
NAO1–40AVD–4–2 (0701–090–4171)	Interim Manual Change No 1, 17.6.68
NAO1–40AVD–4–3 (0701–090–4181)	Interim Manual Change No 1, 17.6.68
NAO1–40AVD–4–4 (0701–090–4191)	Interim Manual Change No 3, 5.8.68 Interim Manual Change No 1, 17.6.68 Interim Manual Change No 2, 18/7/68
NAO1–40AVD–4–5 (0701–090–4201)	Interim Manual Change No 2, 18.7.68 Interim Manual Change No 3, 5.8.68
NAO1–40AVD–4–6 (0701–090–4211)	Interim Manual Change No 1, 17.6.68 Interim Manual Change No 2, 18.7.68 Interim Manual Change No 3, 5.8.68 Interim Manual Change No 4, 30.8.68

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
NAO1–40AVD–4–8 (0701–090–4231) ..	Interim Manual Change No 3, 5.8.68 Interim Manual Change No 1, 17.6.68 Interim Manual Change No 2, 18.7.68 Interim Manual Change No 4, 30.8.68
NAO1–40AVE–6–4 (0701–090–4770) ..	Change Notice 1.5.68
NAO1–85SAD–2–1 (0701–180–1431) ..	Interim Manual Change No 5, 1.1.68
NAO1–85SAD–2–5 (0701–180–1481) ..	Interim Manual Change 1.1.68
NAO2A–35GN–504 (0702–080–0130) ..	Revision Notice 1.7.68
NAO2B–10DAA–2 (0702–030–0392) ..	Interim Manual Change No 3, 15.11.67
NAO2B–10DAA–3 (0702–030–0402) ..	Interim Manual Change No 14, 1.11.67 Interim Manual Change No 18, 1.7.68
NW03–30–150 (0703–070–0580)	Change Notice 1.2.64 Revision Notice 1.9.62
NW03–30CY–72 (0703–071–6940) ..	Change 1.3.64, 15.1.65
NAO3–110DAA–17 (0703–230–0992) ..	Change 1.6.68
NA11–75A–40 (0711–160–0971)	Change 15.7.68
NA16–30APS88–2 (0716–070–4850) ..	AL (RAN) 1
NA19–1–547 (0719–010–0440)	Revision Notice 15.11.60

(D of V 465/57/881)

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ANO's 100-112/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 February 1969.

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

10581/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

100 Demolitions—Responsibilities.

101 Payment of Claims from Medical Consultants in East Australia Area.

SECTION 2—PERSONNEL

102 Duties of Inspectors (Stores)

103 Results of Passing Out and Higher Education Test—HMAS LEEUWIN—November, 1968.

SECTION 4—EQUIPMENT STORES AND SERVICING

104 Alteration and Addition Item—HMAS KIMBLA.

105 Alteration and Addition Item—HMAS SYDNEY.

106 Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 January 1969.

107 Machinery—Pumps—Megator Bilge Pumps—Increased Allowances of On-board Spares.

108 Naval Stores—Introductions—Adapters 5120/66–029–6408 and 66–029–6409.

109 Supply of Gamlen Products to HMA Ships.

110 Weapon Equipment Modifications—Procedure.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

111 Form AS396—Instructor Officers Journal and Form AS396Z—Education Officers Report—Cancellation.

112 Form PE107—Test or Examination Answer Sheet Folder and Form PE107–1—Test or Examination Answer Sheet—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

100—Demolitions—Responsibilities

1. Demolitions is a dangerous, specialized task and the services of properly trained officers and sailors should be obtained wherever possible. Occasions may arise where thoroughly trained personnel are not always available and the demolitions work has to be carried out by ships landing parties whose training in demolitions is only of a general and elementary standard. In this instance personnel are to be employed in the order of availability given in Paragraph 2.

2. The responsibilities for demolitions are:

a. *The Demolitions Officer*

An officer is to be detailed by the Captain to be the Demolitions Officer. This officer should be chosen according to the availability and degree of qualification in the following order of preference:

(1) MCD or CD Officer.

(2) GL (TAS) Officer.

(3) SD (TAS) Officer.

(4) SD(G) or any other officer.

The Demolitions Officer is responsible to the Captain for:

Demolitions and underwater weapon disposal equipment (but not the accounting of the explosive stores). Advice to the command on the tactical and practical application of demolitions.

b. *The Demolitions Supervisor*

The Demolitions Officer may also be the Demolitions Supervisor providing he has completed the requisite PCT. Dependent upon the magnitude and/or tactical importance of the demolition task, the supervision of demolition operations may be delegated to one of the following (in order of preference):

CPO CD

PO CD

CPO UW

PO UW.

3. Officers in groups (4) must complete a PCT if they are to perform the duties of Demolitions Supervisor. This will be of 5 days duration and will be valid for the officers posting to a particular ship only, unless he has been a Demolitions Supervisor in the immediately preceding 12 months.

4. In ships and establishments where personnel mentioned in Paragraph 2 a. and b. are not borne, demolitions are not to be carried out except in an emergency. In normal circumstances the Command is to request the services of CDT1.

10581/69—2

5. The limits of Demolition Supervision responsibility will be as follows:

Demolitions Officer	*Limit of Responsibility*
a. MCD/CD Officer	No limit
b. GL(TAS) or SD(TAS)	Explosives of such quantity that there will be no property or personnel within the safe distance as calculated for that amount of explosive
c. SD(G) or other Officers nominated as Demolitions Officer and trained by PCT	Limited to quantities of explosive where the safety distance required does not exceed 1,000 yards and where there is neither personnel nor property within the safety distance being applied at the time
d. CPO(CD) or PO(CD)	As for b.
e. CPO(UW) or PO(UW)	As for c.

Notes: (1) Approximate safety distances are tabled in BR1836 Chapter 4 Article 5(*k*) and in Chapter 5, Table 10. These may be used as a guide for most routine demolition tasks.

(2) Safety distances quoted are measured from the charge and this figure should be taken as the radius of a circle centred on the charge when determining the limits of responsibility above.

(3) Where Explosive Ordinance Disposal is involved only MCD/CD officers may, under normal circumstances, carry out Render Safe Procedures. CPO(CD) and PO(CD) however may countermine ordnance, if this is adjudged to be the correct RSP, providing their total explosive quantity or safety distances involved fall within the limits outlined above.

6. RI Chapter 34, Section II Article 3411, Paragraph 8, and ABR 27 Vol 3 will be amended in due course.

(DUW 2/204/90)

UNCLASSIFIED

101—Payment of Claims From Medical Consultants in East Australia Area

1. With reference to Clause (1) of Article 196 of Navy Accounts Manual, it has been decided that in cases of specialist treatment by medical consultants to the RAN in the Sydney area arranged by the Command Medical Officer, Balmoral Naval Hospital, accounts for such treatment are to be processed for payment by the Supply Officer, HMAS PENGUIN.

2. To avoid the possibility of duplicate payments, Form AM201 (PM124) is to be completed nominating the Supply Officer, HMAS PENGUIN, as the addressee to which claims are to be rendered.

3. Pending promulgation of amendment, Navy Accounts Manual should be noted accordingly.

(DNA 327/61/42)

Section 2

PERSONNEL

UNCLASSIFIED

102—Duties of Inspectors (Stores)

Navy Order 734 of 1968 is to be amended as follows:

Paragraph 1

Delete the first sentence and *insert* the following in lieu:

'The stores comprising the initial outfit of the ship are placed on charge in the Store Accounts before such accounts are handed over to the ship'.

(DSAP 2/51/74)

(*Navy Order 734 of 1968*)

UNCLASSIFIED

103—Results of Passing Out and Higher Education Test—HMAS LEEUWIN—November 1968

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

2. The results of the above test have been adjusted to the HET standards and the sailors mentioned in the Annex 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.

ANNEX

HMAS LEEUWIN—Passing Out Examinations

Name	*Rank*	*O/N*	*III Geog*	*IV Nav*	*V Maths*	*VIII Eng Exp*	*Remarks*
ADAMS, Brian L.	JR	R96422	60	62	..	56	
ANDERSON, Ian A.	JR	R96425	83	..	62	56	
BALDWIN, Donald K.	JR	R96430	50	58	..	..	
BEDFORD, John R.	JR	R96432	83	..	..	..	
BIRKINHEAD, Paul	JR	R96435	57	62	..	..	
BURROWS, Paul J.	JR	R96441	..	..	..	63	
BYRNES, Derek F. S.	JR	R96443	50	..	..	..	
CAMPBELL, Leon J.	JR	R96445	..	70	..	..	
CARLOW, Peter L. P.	JR	R96447	51	..	..	..	
CHAPMAN, Joseph C.	JR	R96449	63	..	..	..	
COLLEY, Graham J.	JR	R96453	53	50	..	52	
CRAWFORD, Andrew J. ..	JR	R96458	58	..	..	..	
DONALDSON, Gary J.	JR	R96466	..	..	..	71	
DONNAN, Alan R.	JR	R96467	57	57	..	..	
DONNE, Robert J.	JR	R96465	..	..	..	55	
DUGGAN, Bruce E.	JR	R96470	61	71	..	..	
DYKE, Charles E. D.	JR	R96471	50	50	..	..	
EGAN, Robert J.	JR	R96477	62	51	..	..	
ENNIS, Andrew G.	JR	R96478	61	50	..	50	
EVERIST, Peter J.	JR	R96479	67	54	..	..	
FLANAGAN, Michael D. ..	JR	R96481	60	..	..	55	
FRENCH, Neville H.	JR	R96485	..	54	..	..	
GOVERS, Peter J. W.	JR	R96494	53	..	..	..	
GRIFFITH, Wayne J.	JR	R96497	..	61	..	..	
HAIDON, William C.	JR	R96500	51	55	84	..	
HAMILTON, Ray V.	JR	R96502	..	51	..	..	
HAMLEY, William D. R. ..	JR	R96503	..	56	61	..	
HAMLYN, Adrian C.	JR	R96504	54	65	67	..	
HARRISON, Paul T.	JR	R96507	57	68	..	50	
HART, Brian E.	JR	R96508	63	..	66	51	
HAYWARD, Stephen R.	JR	R96512	56	..	..	61	
HELLESSEY, Gregory J. ..	JR	R96513	60	68	82	51	
HIND, Michael F.	JR	R96515	56	..	..	..	
HOEY, Jeffrey A.	JR	R96516	50	71	..	..	
HOPE, Peter D.	JR	R96517	54	60	..	61	
HOURIGAN, Denis E.	JR	R96518	..	..	..	57	
HUISMAN, Johannes F. K. ..	JR	R96519	52	53	..	..	
IEVERS, Paul E.	JR	R96520	..	56	..	50	
JANSEN, Nicolaas J. L.	JR	R96521	60	..	..	..	
JONES, Kerry E.	JR	R96525	..	..	..	59	
KENT, John L.	JR	R96526	..	57	..	..	
KIDMAN, Peter J.	JR	R96528	..	60	..	..	
KING, Graham E.	JR	R96529	61	63	..	..	
LEHMANN, Geoffrey C. ..	JR	R96536	..	..	..	51	
LENARTOWSKI, Daniel E. ..	JR	R96538	51	55	75	51	
LINDBERG, Robert K.	JR	R96540	54	..	..	..	
LINDFIELD, John	JR	R96541	58	..	..	..	
LINGUEY, David W.	JR	R96543	..	..	..	50	
McKASKILL, Thomas R. ..	JR	R96565	..	..	..	53	
McKEEN, Denis A.	JR	R96566	..	53	..	..	
MARCZAK, Jerzy	JR	R96545	..	50	..	..	
MARECKI, Jozef	JR	R96546	56	..	..	..	
MASLAKAJ, Alexander	JR	R96549	56	..	..	..	
MASON, Mark C.	JR	R96552	65	64	51	53	
MINIKEN, Terrence M.	JR	R96555	58	50	..	51	
MUNNERY, Paul K.	JR	R96560	61	57	72	60	
NIELSEN, Paul P. L.	JR	R96570	60	53	..	..	
NOLAN, Patrick J.	JR	R96571	..	..	..	51	
OSTENFELD, Jonathan W. ..	JR	R96574	60	66	..	..	
PAYNE, Francis R.	JR	R96575	68	57	..	..	

Name	Rank	O/N	III Geog	IV Nav	V Maths	VIII Eng Exp	Remarks
PESCH, Hans C. W.	JR	R96579	57	51	90	51	
RAFTER, Dennis O.	JR	R96582	55	61			
RIDLEY, Graeme J.	JR	R96585		57			
RIPPER, Robert J.	JR	R96586		54			
RITCHIE, James B.	JR	R96587	60	59	52	50	
ROBINSON, Gregory L. S.	JR	R96588	60	57	55		
RODGERS, Raymond J.	JR	R96589		50			
ROOTS, Wayne D.	JR	R96590		54			
SCHULZ, Christopher R. G.	JR	R96595	64			50	
SMITH, Graeme T.	JR	R96598	60	52			
SMITH, Ian D.	JR	R96599	56	64		58	
SPENCER, Graham L.	JR	R96602	76	54	56	56	
STARK, Yuergen A.	JR	R96606	53	63			
SYMONS, John	ORDEM	R96411	68	50		53	
WELTEN, Robertus J. A.	JR	R96622		58			
WESTON, Richard	JR	R96624	55	53			
WILLIAMSON, Peter J.	JR	R96625	61				
WOODERS, Geoffrey J.	JR	R96628	52				

(HPB 325/53/17)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

104—Alteration and Addition Item—HMAS KIMBLA

The following Alteration and Addition Item is approved to be carried out in HMAS KIMBLA:

Class List Item No 161 (Ex TDL 'AR')

a. *Item:* 'To remove existing four berth wooden officers accommodation structure and replace with six berth insulated light alloy structure'.

b. *Reference:* HMAS KIMBLAs Form AS1182 (TM168), TDL 'AR' dated 17 September 1968 forwarded under cover of FOCAF Memorandum AF1212/32/16 dated 8 October 1968.

(CNTS 1232/51/93)

UNCLASSIFIED

105—Alteration and Addition Item—HMAS SYDNEY

Navy Order 109 of 1968 to be amended as follows:

a. Item

Delete the words 'and replace with three steam coppers of 10 gallon capacity'.

Reference: HMAS SYDNEYs Memorandum 12/4/1 dated 30 April 1968 forwarded under cover of FOCAF Memorandum AF1212/55/22 dated 20 May 1968.

(CNTS 1213/53/196)

UNCLASSIFIED

106—Fixed Issuing Prices for Provisions and Victualling Allowances as From 1 January 1969

1. The price list for dry provisions, fresh meats and smallgoods and supplementary price list for fresh fruit and vegetables, which have operated since 1 January, 1 July and 1 October 1968 respectively, have been amended from 1 January 1969.

2. Revised price lists have been distributed to all HMA ships and establishments.

3. Consequent upon the revision of these prices, the following rates of victualling allowance will apply as from 1 January 1969:

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley ..	0.79	0.81
All other messes of 300 or less	0.78	0.79
Messes of more than 300	0.76	0.78
Additional for ships of the Strategic Reserve and for ships deployed with the United States Navy in the Far East		0.04

	Ashore $	*Afloat* $
Supplementary 'Broadside' messing allowance for HMA Ships ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	..	0.01
HMAS MELVILLE	0.81	..
HMAS TARANGAU	0.83	..
Cadet Midshipmen at RANC Junior Recruits at training establishments Apprentices at RANATE Australian Sea Cadets attending camps and courses	0.87	*

*The allowance of 87 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 89 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 753 of 1968 is hereby cancelled.

(D of V 903/51/156)

(*Navy Order 753 of 1968*)

UNCLASSIFIED

107—Machinery—Pumps—Megator Bilge Pumps—Increased Allowances of On-board Spares

Paragraph 4

After the word 'accordingly' *add*—

'by Form AS197 (SD116) action quoting this instruction as authority.'

(DSAP 1109/51/949)

(*Navy Order 783 of 1968*)

UNCLASSIFIED

108—Naval Stores—Introductions—Adapters 5120/66-029-6408 and 66-029-6409

1. The following items have been introduced to convert $\frac{9}{32}$ insq drive for use with $\frac{1}{4}$ in sockets and 'vice versa'.

Group Class	*Catalogue No*	*Description*	*Denom*	*Acctg Classn*
5120	66–029–6408	Adapter socket wrench: Square drive $\frac{1}{4}$ in male to $\frac{9}{32}$ in female	No	C
5120	66–029–6409	Adapter socket wrench: Square $\frac{9}{32}$ in male to $\frac{1}{4}$ in female ..	No	C

2. All HMA ships and establishments holding tools with $\frac{9}{32}$ in and $\frac{1}{4}$ in drive should forward demands to SNSO, SYDNEY.

(DSAP 506/71/752)

UNCLASSIFIED

109—Supply of Gamlen Products to HMA Ships

1. The procedure to be observed by HMA ships requiring urgent supply of Gamlen products in ports other than Sydney was detailed in Navy Order 450 of 1968.

2. It has been reported that some ranges of Gamlen products not authorised for supply have been purchased by ships under this procedure and the attention of all personnel concerned with such purchases is to be drawn to the provisions of ABR 4, RAN Storekeeping Manual, Articles 2801 (1) (*a*) and 0306 (4), (5) and (6). For practical purposes, this means that ships should only purchase under these procedures Gamlen products to replenish stock of descriptions already held.

(DSAP 512/80/290)

(*Navy Order 450 of 1968*)

UNCLASSIFIED

110—Weapon Equipment Modifications—Procedure

1. Some doubt appears to exist in RAN ships and establishments on modification procedures for Weapon Equipments, mainly because numerous modifications which have been promulgated by MOD (N) have not been promulgated by RAN authorities.

2. Non-promulgation is usually due to one of the following factors:

a. Non-applicability to RAN equipments due to design differences and/or manufacturing concessions. This is especially relevant to 4.5 in mountings.

b. Outstanding information eg, modification details, drawings, specifications etc.

c. Outstanding supply of modification parts from overseas or from local manufacture.

d. The current weight moratorium on certain ships.

3. Even where promulgation is by handbook amendment eg, BR 2297 (10), the conditions in Paragraph 2 still apply and every effort is being made to hasten supply of modification information to facilitate early ordering of kits.

4. A comprehensive survey on the promulgation and recording of weapon equipment modifications has recently been conducted and a new system, whereby authorisation will be by issue of a modification leaflet, will be introduced in the near future.

(DWE 465/1/1128)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

111—Form AS396—Instructor Officers Journal and Form AS396Z—Education Officers Report—Cancellation

1. The following forms are cancelled from 1 January 1969:

Form AS396—Instructor Officers Journal.

Form AS396Z—Education Officers Report.

2. Submission of returns, using Form AS396 or AS396Z, in accordance with RI Article 4505, is not required after 1 January 1969.

3. Instructor Officers and Education Officers are still required to record and retain such information relevant to academic instruction, CW candidates, SVETS enrolments and completions, libraries, etc, as may be required by inspecting officers and the RAN Training Committee.

(DNES 464/54/485)

UNCLASSIFIED

112—Form PE107—Test or Examination Answer Sheet Folder and Form PE107-1—Test or Examination Answer Sheet—Introduction

1. The following forms have been introduced for use with all Service tests and examinations other than those in which the test paper is designed for use as a candidates workbook:

Form PE107—Test or Examination Answer Sheet Folder.

Form PE107–1—Test or Examination Answer Sheet.

2. The answer sheets are single sheets, ruled on one side only. The candidates answer sheets are inserted in the answer sheet folder on completion of the test.

3. These forms replace Form AS390Y (Ruled Examination Sheet) which is hereby cancelled.

4. Ships and establishments are to demand sufficient stocks of these forms to meet normal requirement.

(DNES 464/54/274)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Historian (M)

RESTRICTED

ANO's 113-127/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
26 February 1969.

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

10870/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

113 HMA Submarines—Material Safety.

114 RAN—Squadron and Ship Nomenclature.

SECTION 2—PERSONNEL

115 Home Savings Grant Scheme.

116 Syllabus of Sea Training for Cadet Midshipmen/Midshipmen (GL) and Midshipmen (SLEX) in the Training Ship.

117 Uniform Badges—RAN Aircrew and Submarine Badges—Wearing.

SECTION 3—OPERATIONAL AND TRAINING

118 Sailors Course Programme—1969.

SECTION 4—EQUIPMENT, STORES AND SERVICING

119 Alteration and Addition Item—HMA Ships PERTH and HOBART.

120 Alteration and Addition Item—HMAS MELBOURNE.

121 Alteration and Addition Item—Ton Class Minesweepers/Minehunters.

122 Alteration and Addition Item—Type 12 Destroyer Escorts.

123 Corrosion Resistant Materials for use in Sea Water Systems in HMA Ships.

124 Gunnery—AA Firing Practices—Introduction of New Types.

125 Minesweepers—Ton Class Minesweepers/Minehunters—Minesweeping Winch Pinion Shafts.

126 Stores General Group Class 0213—Rivets, Steel Structural—Change of Stock Numbers.

127 20mm Aircraft Ammunition with Conducting Composition Primers—Precautions.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

113—HMA Submarines—Material Safety

1. The material safety of submarines is largely dependent upon strict compliance with the relevant design principles, maintenance procedures and technical training standards.

2. To ensure compliance with these three factors of material safety and so to minimise the dangers which may arise from system or equipment failures, the Naval Board have approved the formation of a Submarine Material Safety Committee (short title SUBSAFE).

3. The composition of this Committee will be:

ACMD	Chairman
DSMR	Secretary
PNA, PME, PEE, DWE	Nominated Representatives
DSMP	Naval Staff Representative
CONS	

The Committee may co-opt other representatives when necessary from within the Navy Office or from other sources.

4. The terms of reference of the Committee are:

a. Consideration of the potential danger arising from defects or damage to critical systems and equipment and responsibility for recommending operational restrictions if necessary.

b. Consideration of the safety aspects of deviations from established refitting and maintenance practices proposed by repair authorities and assessing the need for advice from the parent design and maintenance authority.

c. Decision concerning concessions required by repair authorities in the repair of critical systems when these are beyond the competence of local authority's approval.

d. Continual monitoring of refitting standards and quality control procedures to ensure maximum material safety.

e. Consideration of the safety aspects of Alterations and Additions and Class Modifications originated in the RAN.

f. Recommendations to prevent recurrence of potentially dangerous accidents caused, in whole or part, by material failure or shortcoming.

g. Informing the appropriate authorities of deficiencies in training if such contributed to a material failure.

5. The Committee will be responsible to the Naval Board through the Third Naval Member.

6. To carry out this task, the Committee must be kept informed through the normal administrative channels by submarine operating, maintenance and repair authorities of damage, defects and deviations from established practices. Where it is proposed to

effect a repair in a Critical System by departing from approved drawings and/or specifications, Navy Office approval is to be obtained before any work is undertaken. Action in these cases should be by signal clearly stating equipment and subject components.

7. If potentially dangerous incidents of a technical nature occur that cannot be reported appropriately on Forms AS2022 (TM179), AS2061Z (TM145) or by URDEF procedure, then to enable these incidents to be reported in a standard format with sufficient detail for the Committee to take action, Incident Report Procedure (INCREP) is to be instituted. The standard format to be used is shown in the Annex to this order. Printed forms will be supplied in due course without demand.

8. The definition of 'an incident of a techical nature' for the purpose of this order is:

> An incident caused by failure of a system or equipment, through design shortcoming, malfunction or mal-operation, that hazarded or could have hazarded the safety of submarine or of personnel.

9. INCREP procedure is required to prevent the recurrence of potentially dangerous situations arising from material failures. It is never to be used as a basis for disciplinary action.

10. Nothing in this order reduces the responsibilities of the Submarine Squadron Commander, Submarine Operating Authorities and Submarine Captains for taking immediate action to ensure the safety of submarines.

11. This order is effective from the date of issue.

ANNEX

INCIDENT REPORT (INCREP)

HMAS..... Date..... Serial No.....

A. *Equipment or System*

B. *Report of Incident*

(Continue on plain sheet if necessary)

C. *Nature of Possible Hazard*

(Continue on plain sheet if necessary)

D. *Recommendations to Prevent Recurrence*

(Continue on plain sheet if necessary)

Signature.....

Rank.....

Date.

Forwarded.

Commander
First Australian Submarine Squadron

Date.

Forwarded.

Flag Officer Commanding
HMA Fleet

Date.

Instructions for Rendering

I. This form is to be rendered in quintuplicate and disposed of as follows:
1 copy retained by Submarine.
1 copy retained by Comaussubron 1.
1 copy retained by FOCAF.

II. The definition of an incident of a technical nature is as follows:
An incident caused by failure of a system or equipment through design shortcoming, malfunction or mal-operation, that hazarded or could have hazarded the safety of the submarine or personnel (Navy Order 113 of 1969 refers).

III. The forms should be numbered serially with the year of origin.

IV. The form may become classified when completed.

(DSMR 177/201/29)

(*Navy Order 113 of 1969*)

UNCLASSIFIED

114—RAN—Squadron and Ship Nomenclature

Navy Order 522 of 1968 is to be amended as follows:

ANNEX B—RAN Ship Nomenclature

Under Support

Amend details of HMAS SUPPLY *to read:*

	Hull Number
'Oiler (AO) HMAS SUPPLY (AO195)	° 195'

(DGOP 1211/251/116)

(*Navy Order 522 of 1968*)

Section 2
PERSONNEL

UNCLASSIFIED

115—Home Savings Grant Scheme

1. To encourage young people to save, both before and after marriage, for the first home they own after marriage, the Commonwealth Government offers young married people, and young widowed persons with one or more dependent children, Home Savings Grants of up to $500.

2. The grant is a tax-free gift—not a loan.

3. Grants are payable to persons under 36 years of age at the rate of $1 for each $3 saved over a period of at least three years in one or more of the approved forms. The maximum grant payable to a married couple, or to a husband or wife if only one is eligible, or to a widowed person, is $500 on savings of $1,500 or more. Smaller grants are payable on lesser amounts saved.

4. To be eligible for a grant, a person must have been an Australian citizen or have lived in Australia for at least three years immediately prior to the date of entering into the contract to buy or build a home, or the date building commenced as an owner-builder. Temporary absences abroad count as residence in Australia. A person must also have held savings in Australia in one or more of the acceptable forms throughout this period.

5. The acceptable forms of savings are:

a. Home Savings Accounts with savings banks or fixed deposits with trading banks that have been designated 'Home Savings Account';

b. deposits with or shares in registered building or co-operative housing societies;

c. savings spent before the end of the savings period on land for the home, as home deposit, on building materials for the home or in other ways connected with the acquisition of the house or land.

6. An applicant is required to have held acceptable savings at the end of his savings period and on the corresponding date in each of the three preceding years. For example, if the contract to buy or build the home was made on, say 20 October 1969, acceptable savings must have been held at that date and on 20 October 1968, 1967 and 1966 to demonstrate that savings have been held for at least three years.

7. Moneys paid to a member of the Defence Force following his discharge or retirement from the Service, eg, refund of DFRB contributions, gratuity, pay in lieu of furlough or extended leave, or advances under Section 42A of the DFRB Act are not acceptable as savings until after they have been placed in one or more of the acceptable forms such as a Home Savings Account with a savings bank.

8. There is a limit of $600 on the amount of savings in any year of the three-year period that can qualify for a grant. The amount of acceptable savings held at the start of the three-year period and the amounts saved in each subsequent year (subject to the limit of $600 in respect of any one of these three years) are aggregated and the grant paid is one-third of the total savings still so held at the end of the savings period up to a maximum grant of $500.

9. For example, if $200 was held at the start of the period and savings of $300, $800 and $160 were made in the following three years, of the $800 saved in the second year only $600 would count towards the grant. The total savings that would attract a grant in this case would be $200 plus $300 plus $600 plus $160 = $1,260 and the grant would be one-third of this amount, ie, $420.

10. Savings need not have increased each year or over the savings period. A person could qualify for a grant even if he held only a nominal amount of acceptable savings in the earlier years but no grant is payable unless acceptable savings of $30 or more are held at the end of the savings period. To secure the maximum benefit from the Scheme prospective applicants should save regularly and consistently over at least three years in one or more of the acceptable forms before taking steps to buy or build their first matrimonial home.

11. To qualify for a grant, the value of the home including the land and any other improvements to the land must not exceed $15,000. The home may be one that is being purchased, whether old or new, or one that is being built. A home unit or own-your-own flat may also qualify.

12. If the home has already been bought or construction has commenced and the conditions of the Scheme have been met, an application for a grant should be lodged as soon as possible. An application lodged more than 12 months after the date the contract to buy or build was entered into, or construction of the home was commenced, cannot be admitted unless there are very special reasons for the delay and the Commonwealth Department of Housing has given an extension of time. Lodgement of the application should not be delayed because an applicant is not yet married or because some information or documents are not available within the 12 months period. The application should be lodged and the marriage certificate or the additional information or documents forwarded as soon as they become available.

13. Full details of the Scheme are contained in the official pamphlet 'A Grant for Your Home'. The pamphlet and application forms are available free of charge from banks, building and housing societies, post offices, and Regional Offices of the Commonwealth Department of Housing.

14. Divisional Officers are to ensure that this order is brought to the attention of their divisions at regular intervals.

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

16. Navy Orders 58 and 289 of 1966 are hereby cancelled.

(DPS 252/2/34)

(*Navy Orders 58 and 289 of 1966*)

UNCLASSIFIED

116—Syllabus of Sea Training for Cadet Midshipmen/Midshipmen (GL) and Midshipmen (SLEX) in the Training Ship

Navy Order 126 of 1968 is to be amended as follows:

ANNEX

SECTION 1—SEAMANSHIP

a. In Paragraphs 1a. and 2a. *delete* the words 'at RANC.'.

b. *Add* new section:

'SECTION 5—CHARACTER GUIDANCE

1. Character Guidance Training Phase 11 as detailed by Navy Order 251 of 1966 Paragraphs 7 and 8.'

(DOA 303/201/50)

(*Navy Orders 251 of 1966 and 126 of 1968*)

UNCLASSIFIED

117—Uniform Badges—RAN Aircrew and Submarine Badges—Wearing

1. Approval has now been given for Aircrew badges and Submarine badges to be worn optionally by qualified RAN personnel on tropical dresses (officers No 9W and 12W and sailors No 10).

2. The badges will be positioned as follows:

a. *Officers and sailors not dressed as seamen:*
The badge is to be worn 1½ in above the breast pocket.

b. *Sailors dressed as seamen:*
The badge is to be worn on the left breast in a position corresponding to that prescribed for white tunics, namely, 1½ in above the left breast pocket.

3. The positioning of Aircrew badges and Submarine badges on other uniforms is described in Paragraph 5 of Navy Order 521 of 1966 and Paragraph 6 of Navy Order 411 of 1966 respectively.

(D of V 917/54/147)

(*Navy Orders 411 and 521 of 1966*)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

118—Sailors Course Programme—1969

1. The following amendments are to be made to Navy Order 744 of 1968:

EDP Course No	*Course*	*Amendment Action*
907940	WRRSM	*Insert* start dated 3/2/69
914920	POEP	*Delete* start dates 27/1/69 and 4/8/69, *insert* 6/1/69 and 7/7/69
914930	POEWE	*Delete* start date 6/1/69, *insert* 27/1/69
914950	POEC	*Delete* start date 7/7/69, *insert* 4/8/69
917910	POEAW	*Delete* start date 4/8/69, *insert* 7/7/69
910700	Adult Male Recruit Training Course	*Amend* start dates 6/4/69 *to read* 8/4/69 and 19/7/69 *to read* 27/7/69
911700	ORDCD Acceptance	*Delete* start dates 20/1/69, 27/1/69, 3/2/69, 10/2/69, 17/2/69, 3/3/69, 10/3/69, 17/3/69, 24/3/69, 14/4/69, 21/4/69, 28/4/69, 12/5/69, 19/5/69 2/6/69, 21/7/69, 28/7/69, 4/8/69, 11/8/69, 25/8/69, 1/9/69, 8/9/69, 15/9/69, 29/9/69, 6/10/69, 13/10/69, 20/10/69, 3/11/69, 10/11/69 and 17/11/69

EDP Course No	*Course*	*Amendment Action*
903200	Ships Diver	*Delete* start dates 20/1/69, 27/1/69, 3/2/69, 17/2/69, 24/2/69, 3/3/69, 10/3/69, 24/3/69, 31/3/69, 21/4/69, 28/4/69, 5/5/69, 19/5/69, 26/5/69, 21/7/69, 28/7/69, 11/8/69, 18/8/69, 1/9/69, 15/9/69, 22/9/69, 29/9/69, 13/10/69, 20/10/69, 27/10/69, 10/11/69, 17/11/69 and 24/11/69. *Add* 1.12.69
911720	ABCD	*Amend* start date 5/5/69 *to read* 12/5/69

(DMT 311/201/281)

(*Navy Order 744 of 1968*)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

119—Alteration and Addition Item—HMA Ships PERTH and HOBART

The following Alteration and Addition Item is approved to be carried out in HMA ships PERTH and HOBART:

Class List Item No 36 (Ex TDL 'A' Fleet Headquarters).

a. *Item:* 'To fit foam tubes from 1 deck to both boiler room bilges in HMA ships PERTH and HOBART.'

b. Weight compensation of 750 lb at 15′ 0″ ABL or above is required to be made before the item is undertaken.

c. *References:* (1) HMA Fleet Headquarters Form AS1182 (TM168) TDL FHQ 'A' dated 22 May 1968 forwarded under cover of FOCAF Memorandum dated 22 May 1968.
(2) Navy Office Memorandum 1426/6/396 dated 17 July 1968.
(3) Navy Office Memorandum 1426/6/396 dated 28 October 1968.

(CNTS 1426/6/396)

RESTRICTED

120—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 231 (Ex TDL 'NMCD').

a. *Item:* 'To fit automatic controls to the drain pumps in officers bathrooms 5R and 5S by means of float switches and appropriate starters.'

b. Weight compensation is required for the item but this will be considered in the overall assessment for the extended refit.

c. *Reference:* AFO 'A' Series No A5/65 Item No 849.

(CNTS 1213/252/191)

RESTRICTED

121—Alteration and Addition Item—Ton Class Minesweepers/Minehunters

The following Alteration and Addition Item is approved to be carried out in Ton Class Minesweepers/Minehunters:

Class List Item No 32 (Ex TDL 'NCAG').

a. *Item:* 'To remove existing galvanised mild steel earthing plate and holding down bolts. To fit silicon bronze earthing plate and holding down bolts (Austral Bronze Alloy 801) with nuts and washers (ADSPEC 1076A) in accordance with Drawing 230A.'

b. *Reference:* DCI 'A' Series A 3/67 Item No 174.

(CNTS 1227/251/232)

UNCLASSIFIED

122—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in the Type 12 Destroyer Escorts:

Class List Item No 372 (Ex TDL 'NFDR').

a. *Item:* 'Modify the existing voice pipe arrangement between Bridge and BWO to permit the use of a message carrier in the voice pipe.'

b. There is no weight variation involved in the item.

c. *References:* (1) Navy Office Memorandum 1224/267/66 dated 7 November 1966.
(2) Navy Office Memorandum 1224/267/66 dated 10 April 1967.

(CNTS 1224/267/66)

UNCLASSIFIED

123—Corrosion Resistant Materials for use in Sea Water Systems in HMA Ships

1. Surveys of corrosion defects in HMA ships carried out by the Naval Corrosion Committee have revealed frequent corrosion failures due to the use of unsuitable materials. In order to avoid corrosion failures in sea water, fire mains and cooling systems which may seriously affect the ships efficiency, it is essential that the materials used in these systems are carefully selected to ensure maximum corrosion free life.

2. When using copper alloys in contact with monel or stainless steel in sea water systems, care must be taken to ensure that the more noble metals do not cause accelerated corrosion of the copper alloy. For example, if monel is used for the seat and lid of a gunmetal globe valve the comparatively small area of monel will not cause accelerated corrosion of the gunmetal. If copper alloy is exposed to sea water in contact with a large area of monel or stainless steel accelerated corrosion of the copper alloy will result.

3. The following information is promulgated for guidance in the proper selection of corrosion resistant alloys.

Copper Alloys

4. Copper alloys such as gunmetals, phosphor bronzes, aluminium bronzes, aluminium brasses, cupro-nickels and silicon bronzes have generally satisfactory resistance to corrosion in sea water. However, the copper zinc alloys containing 35 per cent to 40 per cent zinc such as Naval brass and brazing spelter are susceptible to dezincification corrosion and must not be used in contact with sea water.

Nickel-Copper (Monel)

5. Nickel-copper alloys (usually referred to as monel) made to BS 3071 NA1 (casting) or BS 3076 NA13 (wrought) are highly resistant to sea water corrosion and should be used in components where corrosion-erosion or cavitation conditions are severe, such as valve lids and seats and pump impellers. Monel may also be used for small components such as studs, screws and split pins where these are not available in suitable copper alloys.

Stainless Steel

6. In general, stainless steel should be used with caution in contact with sea water. Unless care is taken to select the correct grade of stainless steel serious failures due to crevice corrosion or pitting may result. The most satisfactory grade of stainless steel for resistance to crevice and pitting corrosion is the 18/8 MO grade (BS 970 EN 58J). This should be used exclusively for equipment and fastenings where stainless steel is required in contact with sea water. Where welding and hot forming without subsequent heat treatment is required BS 970/EN 58B/58C should be used.

Plastics

7. Plastics should be considered as a substitute for metals in corrosion resistant applications for such items as pipes and pipe fittings in secondary services and minor auxiliary machinery cooling systems where there is no possibility of a major failure due to shock or thermal damage. In general, high impact PVC to Australian Standard K 138 Type D is the most suitable material.

8. Consideration should also be given to the use of reinforced plastics for tanks, duct work, lightly stressed structures and castings where corrosion conditions are severe. In many such instances, plastics will be cheaper as well as being lighter than metals.

Use of Corrosion Resistant Materials

9. The following table lists ferrous and non-ferrous alloys which are to be used in sea water systems in HMA ships. Also included is the maximum desired water speeds to avoid impingement attack (corrosion-erosion) in copper and cupro-nickel piping.

10. Comprehensive information on corrosion and physical characteristics of metals is contained in Naval Construction Manual Volume 5.1.

Maximum Water Speeds for Copper and Copper-Nickel-Iron Pipes

Alloy	*Max Speed Ft/Sec*
Copper	3
Copper-nickel Alloy 90/10	10
Copper-nickel Alloy 70/30	10

11. Navy Order 556 of 1967 is hereby cancelled.

ANNEX

Ferrous and Non-ferrous Alloys Used in Contact with Sea Water

Alloy	*Form*	*Typical Use*	*Approved Specifications*	*Alternate Specifications*
Aluminium Bronze (9 per cent Aluminium)	Wrought (Annealed or Cold Drawn)	Rods, bars and sections. Used extensively for marine hardware for parts requiring relatively high strength, ductility, corrosion resistance and low magnetic permeability. Production of bolts, studs, nuts and washers	DGS 8452 Rods Sections and Forgings	BS 2032
Aluminium Bronze (7 per cent Aluminium)	Wrought (Rolled Plate and Sheet)	Condenser tube plates. Plate, sheet, strip and rolled bar for corrosion resistant purposes. Also used for corrosion resistant tanks and vessels	ASTM B 171 Alloy D	BS 2870 (Sheet and Strip) BS 2875 (Plate) ASTM B171 Alloy D
Aluminium Bronze (9 per cent Aluminium)	Castings	Used extensively for marine castings requiring medium strength and good ductility valves, bushings, pump rods and underwater detection equipment	DGS/8520–D	BS 1400 and AB 1–C (With maximum Lead content of 0.03 per cent)
Aluminium Brass	Wrought (Solid Drawn Tube)	Use largely confined to heat exchanger tubes and salt water piping. Often used for distiller tubes where 'Hot Spot' conditions may arise	BS 2871–CZ110	BS 378–CZ110
Aluminium - Nickel - Iron-Bronze (10 per cent Aluminium)	Wrought (Extruded, Rolled, Forged or Drawn Rods and Sections)	High strength components where notch ductility is not of first importance. Used for pump shafts and propeller shafts where non-magnetic properties are required and miscellaneous components where resistance to corrosion allied with good impingement and cavitation resistance is required	DNC/C 5	BS 2033
Aluminium - Nickel - Iron-Bronze (10 per cent Aluminium)	Castings	High strength corrosion resistant parts such as propellers and impellers. Also for pump rods, bushings and bearings	DGS/8520–D	BS 1400 AB 2–C
Phosphor Bronze (5 per cent Tin)	Wrought (Rods and and Sections)	Bellows, disphragms, springs, switch parts, chemical hardware and pump shafts	BS 369	BS 369
Phosphor Bronze (9 per cent Tin)	Castings	Worm wheels, gears and heavily loaded bearings at low speeds. Many corrosion resistant duties	BS 1400	BS 1400 PB 3–C
Silicon Bronze	Wrought (Sheet)	Hot water storage tanks and calorifiers	ASTM B 96–66a	BS 2870
Silicon Bronze	Wrought (Rods and Sections)	Recommended for marine hardware where relatively high strength, ductility, corrosion resistance and low magnetic permeability is required. Good bearing material under oil lubricated conditions	BS 1948	BS 2874
Copper (Phosphorus Deoxidised Non-arsenical)	Wrought (Solid Drawn Tube)	Gas lines, heater lines, oil burner tubes, pipes and tubing for plumbing. Condensor, evaporator and heat exchanger tubes	DGS/8556B	BS 2871–C 106
Copper - Nickel - Iron (90/10)	Wrought (Solid Drawn Tubes)	Salt water piping. Condenser tubes and tube plates. Ferrules	DGS/8562 Class 1	BS 2871–CN 102 (With Iron content between 1.5 and 2.0 per cent.)

Alloy	*Form*	*Typical Use*	*Approved Specifications*	*Alternate Specifications*
Copper - Nickel - Iron (70/30)	Wrought (Solid Drawn Tubes)	Condenser tubes and ferrules. Piping. Used extensively in submarines	DGS/8562 Class 2, 3, 4 and 5	BS 2871–CN 107
Gunmetal	Castings	Good alloy for pressure tight castings. General purpose alloy for corrosion and erosion resistant duties. Can be cast more easily than casting to BS 1400–G 1–C	DGS/8521 (With 1.8–2.2 per cent Nickel content)	BS 1400–LG4–C (With 1.8–2.2 per cent Nickel content)
Gunmetal	Castings	Bearings, bushes, rudders, skegs, pump bodies, boat fittings and castings, Widely used alloy for corrosion resistant duties and where good impingement resistance is required	BS 1400–G1C	—
Silver-bearing Brazing Alloys	—	Suitable for joining Copper and Copper alloys. Slight attack of filler near junction with Copper-Nickel alloys	DGS/8688–B	BS 1845 Type 3 or Type 5
Nickel Copper (Monel)	Castings	Should be used in components where erosion-corrosion or cavitation conditions are severe, such as valve lids, seats and pump impellers	BS 3071 NA1	—
Nickel Copper (Monel)	Wrought (Rods and Sections)	Many applications involving high strength and corrosion resistance in marine environments. Pump shafts, propeller shafts and general hardware used for small components such as studs, screws and split pins where these are not available in suitable copper alloys	BS 3076 NA13	—

Stainless Steel (Austenitic)	Wrought (Forgings, Bars, Rods, Sheet and Plate)	Sheet and plate applications for corrosion resistant duties. Forgings for pump shafts and other shafting where corrosion resistance is required; also WT door handles. Resistant to sulphuric acid at atmospheric temperatures	BS 970 EN58J	—

(ACDC 1211/51/431)

(*Navy Order 556 of 1967*)

RESTRICTED

124—Gunnery—AA Firing Practices—Introduction of New Types

(*DCI (RN) 1364/1967*)

Navy Order 436 of 1968 is to be amended as follows:

Paragraph 11:

Delete the words '(will be promulgated in due course)' and *insert* the following *in lieu:* '20 January 1969.'

(DTWP 1624/211/252)

(*Navy Order 436 of 1968*)

UNCLASSIFIED

125—Minesweepers—Ton Class Minesweepers/Minehunters—Minesweeping Winch Pinion Shafts

1. 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 Material Specification No DG Ships/8452. Defective rolled aluminium bronze pinion shafts should be repaired if possible.

2. Navy Order 139 of 1966 is hereby cancelled.

(ACDC 1227/51/189)

(*Navy Order 139 of 1966*)

UNCLASSIFIED

126—Stores General Group Class 0213—Rivets, Steel Structural—Change of Stock Numbers

Navy Order 541 of 1968 is to be amended as follows:

Paragraph 1:

Under heading Old Catalogue Number 30150:

Delete New Catalogue Number 923-4776 and *insert* 923-4116 *in lieu.*

(DSAP 505/61/296)

(*Navy Order 541 of 1968*)

RESTRICTED

127—20mm Aircraft Ammunition with Conducting Composition Primers—Precautions

1. 20mm ammunition with conducting composition primers has been procured by the RAN for use in Skyhawk aircraft.

2. The primer for this ammunition is electrically initiated and ignites a conventional single-base type propellant containing an anti-fouling agent. The explosive element of the primer has been designed to withstand the shock received in normal handling of ammunition. However, this element is sensitive to electrical energy, the resistance of the assembled primer being from 500 ohms to 5 megohms, and care should be exercised to prevent the primer button from coming into contact with electrical wiring or other sources of electricity.

3. A small clip-on Radhaz shield is used on belted 20mm Mark 100 series ammunition to prohibit contact between the primer and an RF irradiated source. This shield physically covers the primer of the round of ammunition and thus provides protection from the time the shield is installed until the round is stripped from its link during the firing process.

4. The primers of rounds of ammunition that remain in the feed mechanisms and gun chamber, or in the expended case compartment after a gunnery exercise, are not protected against RF radiation, as the Radhaz shield is removed in the feed mechanism. These rounds must therefore be removed with extreme caution to avoid contact between the primer and sources which could radiate electrical energy, such as the gun, feed mechanism and aircraft structure.

5. It is possible that static charges built-up in the human body could activate this primer; therefore persons should not deliberately touch the primer button until such body static has been discharged. Personnel shall not for any reason briskly rub the primer button.

6. Where this ammunition is stored, the magazine door or hatch is to have a notice 'observe Anti-Static Precautions' painted, red on white, on the internal surface.

7. Attention is drawn to BR 862 (NM & ER), Paragraph 0323.

(DSAW 727/251/107)

Navy Orders 1-80 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

10870/69—2

Historian

RESTRICTED

ANO's 128-141/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 March 1969.

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

11667/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

128 ACNB General Messages.

129 Review of Classification of Restricted Publication.

SECTION 2—PERSONNEL

130 Her Majesty The Queen's Official Birthday and Commonwealth Day—Observance in 1969.

131 Isometrics—Sit-down Sport.

132 Temporary Accommodation Allowance.

SECTION 4—EQUIPMENT, STORES AND SERVICING

133 Alteration and Addition Item—HMAS DUCHESS.

134 Gun Direction System Mark 5—TIU Mark 5 Equipment—Modifications Numbers 12, 13, 14, 15, 16, 17, 18, 19, 20, 22 and 24.

135 Ikara Tracking Aerial Radome—Painting.

136 Introduction of Glass Fibre Materials For Curtains and Drapes in HMA Ships.

137 Murawa M3 Motor—Remaining Life for Issue as Warshots.

138 Naval Stores—General—Degreasing Agents—General Instructions and Precautions for Use.

139 Naval Stores—Identification and Reclassification—Plastic Insulated Cable with Plastic Sheath—Changeover from PCP Sheath.

140 Stores—General—ABR 5074—RAN Catalogue of Stores—Group Classes 0241, 0243, 0253 and 0275—Change of Accounting Classifications.

141 Stores—General—Group Class 0275—Tools General—P-R—Change of Stock Numbers.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

128—ACNB General Messages

1. In accordance with Navy Order 593 of 1968, the state of ACNB General Messages at 1 January 1969, is as shown in the Annex to this order.

2. Navy Order 594 of 1968 is hereby cancelled.

ANNEX

1. The following F Messages may now be withdrawn:

1967

063 *See* ABR 155 Change 1

102 *See* NPI Change 7

1968

005 *See* Navy Order 708 of 1968

064 *See* ABR 155

077 142F cancels

078 142F cancels

098 *See* Navy Order 733 of 1968

116 *See* Navy Order 629 of 1968

122 *See* Navy Order 262 of 1968

2. At 0001Z 1 January, the following F Messages were in force:

1968

026, 029, 038, 063, 065, 068, 070, 079, 081, 085, 089, 090, 091, 094, 095, 096, 099, 102, 104, 105, 107, 108, 110, 112, 113, 118, 120, 121, 123, 124, 125, 126, 127, 129, 133, 136, 137, 138, 139, 140, 141, 143, 145, 146, 148, 149, 150, 151, 153, 154, 155, 156, 157, 158, 159, 160, 161, 164, 165, 166, 167, 168, 169, 170, 171.

(AS (NS) 77/1/14)

(*Navy Orders 593 and 594 of 1968*)

UNCLASSIFIED

129—Review of Classification of Restricted Publication

1. The attention of the Naval Board has been drawn to the apparent over-classification of a substantial number of publications currently classified RESTRICTED.

2. The Naval Board consider that the effort involved does not warrant a complete survey of all RESTRICTED publications in use. However, users will be aware of many publications which appear to be over-classified and Commanding Officers should submit details of these publications to Navy Office for formal review of their classification.

(DNI 1617/6/18)

Section 2

PERSONNEL

UNCLASSIFIED

130—Her Majesty The Queen's Official Birthday and Commonwealth Day—Observance in 1969

1. In 1969 the birthday of Her Majesty The Queen and Commonwealth Day will be officially observed on Saturday 14 June.

2. In Australian waters, a Naval 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.

3. Ships and establishments are to dress overall on 14 June and again on the day of the public holiday declared by States and Territories.

4. Navy Order 61 of 1968 is hereby cancelled.

(D of C 75/2/7)

(*Navy Order 61 of 1968*)

UNCLASSIFIED

131—Isometrics—Sit-down Sport

1. 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 thats 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 3 and 5 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.

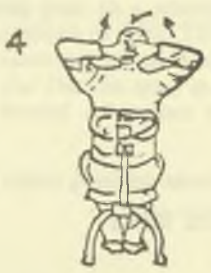
7. Remember, in this programme you should follow a daily schedule, but you need not perform the exercises more than once daily. Muscles can grow in strength only at a certain rate. These exercises build signficant muscular strength and tone.

(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) *PULL BACK*—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 deck with feet about 4in 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 1in 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 161 of 1966 is hereby cancelled.

9. This order will be reprinted for posting on Notice Boards.

(DPS 311/4/115)

(*Navy Order 161 of 1966*)

UNCLASSIFIED

132—Temporary Accommodation Allowance

1. Following a review of the conditions governing payment of Temporary Accommodation Allowance the conditions have been extended to provide that where a member is accompanied on a long term posting by his wife and family at Departmental expense and has been given approval to use his private motor vehicle for travelling to the locality of his new posting, the allowance may be paid for accommodation and meal costs necessarily incurred by the member including those for his wife

and family where the time of uplift of furniture and effects precludes him from commencing travel to his destination on that day, or having commenced such travel necessarily occupies hotel or similar type accommodation on a direct route to his destination.

2. In such circumstances the total cost to the Department by way of Mileage and Temporary Accommodation Allowance will not exceed the amount which would be incurred had the member and his family travelled by the first available normal means of travel.

3. When proceeding on a removal to a new locality members should book into establishments where full board and lodging will be provided for themselves and families wherever possible. Where a member and/or his family resides in an establishment the tariff for which is on a room only, or a bed and breakfast basis, the actual cost, if such is reasonable, of normal meals taken at that establishment will be used in assessing costs for payment of Temporary Accommodation Allowance.

4. The amount of reimbursement which may be made is limited to the standard or normal charge for a conventional breakfast, lunch or dinner at the establishment in which the member was residing. Members must furnish receipts in support of claims for expenses incurred for accommodation and for meals taken at the place of accommodation.

5. Items such as laundry, newspapers, fares, fruit, milk, extra meals, food or drinks, liquor, postage, telephone or medicine will not be recognised in calculating the amount of Temporary Accommodation Allowance to be paid.

6. With effect from 1 July 1968 approval has also been given to increase the maximum rate of Temporary Rental Allowance which may be paid to a member serving in Darwin and renting furnished accommodation to an amount of $20. This approval does not give authority for personnel to change their present accommodation in order to avail themselves of this new limit, however, cases in the Darwin area in which the member is currently receiving payment of Temporary Rental Allowance of $14 per week will be reviewed.

7. NPI 231/42 (1 and 3) and 231/43 (3) should be noted pending amendment.

(HPB 252/1/39)

Section 4

EQUIPMENT, STORES AND SERVICNG

UNCLASSIFIED

133—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 142 (Ex TDL 'J').

a. *Item:* 'To improve ventilation in Fwd POs bathroom and heads by providing increased air supply from 2H28. Distribution of air supply to be improved by extending trunking to cover all areas of compartment.'

b. Landing of the torpedo sided sights is approved as weight compensation for this item.

c. *References:* (1) HMAS DUCHESS' Form AS1182 (TG103) TDL 'J' dated 7 February 1967, forwarded under cover of FOCAF Memorandum AF 1212/27/10 dated 24 February 1967.
(2) Navy Office Memorandum 1215/59/132 dated 16 March 1967.
(3) GMGID Memorandum N20-5-136 dated 21 April 1967.
(4) GMGID Message DTG 070002Z Nov 67.
(5) HMAS DUCHESS' Message DTG 140104Z Nov 67.

(CNTS 1215/59/132)

RESTRICTED

134—Gun Direction System Mark 5—TIU Mark 5 Equipment—Modifications Numbers 12, 13, 14, 15, 16, 17, 18, 19, 20, 22 and 24

1. *Ships, Establishments and Authorities Concerned* — Ships and establishments so fitted. Weapon Equipment depots.

2. **Modification Number 12**
   a. *Units affected* .. .. STABILISER MARK 2VS.
   b. *Modification* .. .. Replace existing resistor R12 by new component 5905-99-011-8248, 39K ± 5 per cent, 9W.
   c. *By whom* .. .. .. Ships staff.
   d. *Drawings* .. .. .. BR 935 (2) and (3).
   e. *Reason* .. .. .. Failures and defects reported.
   f. *Material required* .. .. Resistors are to be demanded from Naval Stores depots.

3. **Modification Number 13**
   a. *Units affected* .. .. INTERLACE 1 UNIT MARK 1 UL.
   b. *Modification* .. .. Replace existing resistors R51, R59 and R67 by new components 5905-99-021-5802, 4.7K, ¼ W.
   c. *By whom* .. .. .. Ships staff.
   d. *Drawings* .. .. .. BR 935 (2) and (3).
   e. *Reason* .. .. .. Failures and defects reported.
   f. *Material required* .. .. Resistors are to be demanded from Naval Stores depots.

4. **Modification Number 14**
   a. *Units affected* .. .. INTEGRATOR MARK 1 UA.
   b. *Modification* .. .. Replace single-band capacitor clamps (C2, C3, C10, C11) with flexible double clamps with spacers.
   c. *By whom* .. .. .. Ships staff.
   d. *Drawings* .. .. .. BR 935 (2) and (3).
   e. *Reason* .. .. .. Failures and defects reported.
   f. *Material required* .. .. Modification kits are to be demanded from Weapon Equipment Stores depots.

5. **Modification Number 15**
   a. *Units affected* .. .. STABILISER MARK 2 VS.
   b. *Modification* .. .. Replace resistor R42 by new component 5905-99-011-4684, 100K ± 5 per cent, 12W.

   Note: Modification number 15 was promulgated as item (IV) of modification number 11 (DWE 7882 refers).

6. **Modification Number 16**
   a. *Units affected* .. .. INTEGRATOR MARK 1 UA
   b. *Modification* .. .. Replace exising W/W vitreous enamelled resistors R19 and R54 by metal oxide resistors type P7, 39K ± 5 per cent, 10W (non-pattern).
   c. *By whom* .. .. .. Ships staff.
   d. *Drawings* .. .. .. BR 935 (2) and (3) plates 24 and 25.
   e. *Reason* .. .. .. Existing type liable to failure under working conditions.
   f. *Material required* .. .. Resistors are to be demanded for Weapon Equipment Stores depots.

7. **Modification Number 17 (A)** .. Not Applicable RAN.

8. **Modification Number 17 (B)**
   a. *Units affected* .. .. (1) RADAR BEARING SERVO 1 (Unit G2).
   (2) RADAR RANGE SERVO 1 (Unit H2).
   (3) DC/AC CONVERTER MARK 1 CC (Units D1 and D4).
   (4) Assembly B.
   (5) Assembly C.
   (6) Inter-cabinet wiring.
   b. *Modification* .. .. (1) RADAR BEARING SERVO 1 Convert to Mod 1.
   (2) RADAR RANGE SERVO 1 Convert to Mod 1.
   (3) DC/AC CONVERTER MARK 1 CC:
   (a) Convert to Mark 2cc.
   (b) Replace capacitors C29 and C30 by fitting 2 in number capacitors, 5910-99-011-9827, 1uf in parallel in place of each existing capacitor.
   (4) (5) (6) Assembly B, Assembly C and inter-cabinet wiring. Run additional leads.
   c. *By whom* .. .. .. Dockyard.
   d. *Drawings* .. .. .. DGW (N) (S) 296.

e. *Reason* .. .. .. To reduce radar bearing transmission cyclic error and improve accuracy of bearing and range transmissions from TIU5 to MRS3.

f. *Material required* .. .. (1) Modification kit, including all items and cable except inter-cabinet wiring is to be demanded from Weapon Equipment Stores depots.

(2) Capacitors, 5910-99-011-9827, 1uf are to be demanded from Naval Stores depots.

Note 1: DC/AC Converter Mark 2cc can replace Mark 1cc when necessary. In this case links A and B must be closed. The C/F is not used and there is no feedback from bearing in an unmodified channel.

Note 2: Modification Number 24 is to be carried out concurrently with Modification Number 17 (B).

9. **Modification Number 18**

a. *Units affected* .. .. (1) ASSEMBLY B.
(2) INTERLACE 2 Mark 2 UL.

b. *Modification* .. .. (1) ASSEMBLY B:
(a) Remove existing screened lead 138 from terminals T1/5 and 6 and connect to terminals T1/27 and 28.
(b) Run new screened lead 308 from T1/27 and 28 to Interlace 2 Socket ZD pin 1.
(c) Run new screened lead 309 from T1/5 and 6 to Interlace 2 Socket ZD pin 2.
(d) Earth lower ends of screens.
(2) INTERLACE 2 MARK 2 UL. Run new leads 209 from Plug ZD pin 1 to terminal 23 of RLA/3 and 210 from plug ZD pin 2 to terminal 22 of RLA/3.

c. *By whom* .. .. .. Ships staff.

d. *Drawings* .. .. .. Navy Order Diagram Issue 2 of 1969.

e. *Reason* .. .. .. To pass Marker brightening pulse through inhibiting relay RLA in Interlace 2 so that it appears only when JDA is switched to 20-mile range.

f. *Material required* .. .. Cable DEF 10 Type IC 0561/6145-99-910-0001.

10. **Modification Number 19**

a. *Units affected* .. .. INTERLACE 1 MARK 1 UL.

b. *Modification* .. .. Fit additional capacitor (C26) 5910-99-012-3929, 150pF ± 2 per cent 750V between pins 18 on connection strips TB8 and TB9.

c. *By whom* .. .. .. Ships staff.

d. *Drawings* .. .. .. Navy Order Diagram Issue 2 of 1969.

e. *Reason* .. .. .. To ensure 'first-time' operation of ring counter circuits.

f. *Material required* .. .. Capacitors are to be demanded from Naval Stores depots.

11. **Modification Number 20**

a. *Units affected* .. .. (1) STABILISER MARK 2 VS.
(2) POWER UNITS MARK 51P and MARK 52P.
(3) BUFFER AMPLIFIER MARK 1 AB.

b. *Modification* .. .. (1) STABILISER MARK 2 VS.
(2) POWER UNITS MARK 51P and MARK 52P. Replace existing valve retainers 5905-99-011-3585 by valve retainers 5905-99-011-3581.
(3) BUFFER AMPLIFIER MARK 1 AB. Replace existing valve retainers 5905-99-011-3588 by valve retainers 5905-99-011-3581.

c. *By whom* .. .. .. Ships staff.

d. *Drawings* .. .. .. BR 935 (3).

e. *Reason* .. .. .. Plastic yoke ring of existing valve retainers is subject to brittle fracture under prolonged heating.

f. *Material required* .. .. Valve retainers are to be demanded from Naval Stores depots.

12. **Modification Number 22**

a. *Units affected* .. .. TIU5 OPERATORS PANELS—JOYSTICK ASSEMBLY.

b. *Modification* .. .. Adjust the 8BA nut and lock nut at bottom of rate push rod to allow 0.007/0.009in vertical play of the bush carrying the contact disc.

c. *By whom* .. .. .. Ships staff.

d. *Drawings* .. .. .. BR 1136, Page 55.

e. *Reason* .. .. .. To allow the bridging contact disc freedom to adapt itself to any slight difference in level between the two semi-circular contact wires and so minimise spark wear.

f. *Material required* .. .. Nil.

13. **Modification Number 24**—To be carried out concurrently with modification number 17B

a. *Units affected* .. .. ASSEMBLY C.

b. *Modification* .. .. Fitting of a board carrying an attenuator circuit for each TIU5 channel in the terminal chamber. The SX signal is taken

through this circuit before passing to the appropriate Mark 14F amplifier in Mark 78AA.

Details:

(1) Mount the board, complete with fly leads, on RH side of terminal chamber. Four in number existing 4BA screws to be removed and replaced by the longer screws and spacers provided in the modification kit.

(2) Connect fly leads to main terminals, and reconnect existing ship wiring connections as shown on Navy Order Diagram, Issue 2 of 1969.

c. *By whom* .. .. .. Dockyard.

d. *Drawings* .. .. .. Navy Order Diagram Issue 2 of 1969.

e. *Reason* .. .. .. To improve linearity and accuracy of TIU5 transmissions to weapon systems by minimising the quadrature error in resolver output signals.

f. *Material required* .. .. Modification kits are to be demanded from Weapon Equipment Stores depots.

Note 1: On completion of modification, Mark 14F amplifiers concerned must be set up again.

Note 2: To achieve maximum benefit from this modification the phasing of DC/AC Converter should be checked and adjusted as necessary.

14. **All Modifications**

a. *When to be done* .. .. Category 1.

b. *How to be treated* .. .. As defect action.

c. *Documentation* .. .. Completion of modifications is to be recorded as follows:

(1) In relevant copy of TIU5 Manufacturers Test Results.

(2) In planned maintenance documentation.

(3) On unit modification labels.

(DWE 737/261/41)

RESTRICTED

135—Ikara Tracking Aerial Radome—Painting

1. Tests have shown that Ikara Tracking Aerial Radomes can be painted satisfactorily providing the paint application is carefully controlled and it is approved for the Radomes to be painted by Dockyards in the following manner.

Preparation

2. Lightly rub down the exterior of the Radome with 320 wet and dry to provide a key for the paint. The glass cloth laminate must not be exposed.

Painting

3. Apply two even coats of EN40 paint (epoxy enamel in matt light grey). The paint is to be sprayed on as thin as possible to cover the surface. A brush must not be used.

Re-painting

4. Before re-painting all old paint is to be removed by use of a liquid paint remover. The only material recommended for removing paint from GRP materials is paint remover to Specification DEF 1443, Pattern Number 0442/923-1717. There is a critical time for which the paint remover can safely be left on GRP and, if this is exceeded, serious damage will result. The following procedure is to be followed:

a. the paint remover shall be applied only to the painted surfaces. Extreme care must be taken to ensure that the paint remover is not applied to bare GRP surfaces;

b. when the action of the paint remover has softened the paint, usually after 10 minutes, the surfaces should be scraped with wooden scrapers. Metallic scrapers must not be used on GRP surfaces;

c. on no account should the paint remover be allowed to remain on the surface for more than 20 minutes. After this time the surfaces should be washed with clean, fresh water to remove all paint remover and softened paint. Care should be taken to avoid spreading the mixture over the bare GRP surfaces;

d. if any patches of paint remain, a second application of paint remover may be applied.

5. Ships and authorities concerned are to raise Dockyard Defect Items for the work to be carried out at the first opportunity.

6. After painting, an alignment check of the tracking aerial is to be carried out using the alignment mast followed as soon as possible by range and bearing comparison checks against the Wilranel target or helicopter.

(DWE 740/252/878)

UNCLASSIFIED

136—Introduction of Glass Fibre Materials For Curtains and Drapes in HMA Ships

1. In order to reduce the fire hazard in HMA ships it has been approved to introduce a selected range of glass fibre materials for curtains and all future requirements for new construction ships and replacements for ships under refit are to be made from this material.

2. The colour range, weave, and details of the materials selected are as follows:

Group Class	*Catalogue No*	*Description*	*Denom*	*Acctg Classn*
		Cloth, Glass, Leno, 5.8 oz/sq yd, 45in wide, Barbados Pattern *Colour*		
8305	66-031-3099	Green (moss)	yd	c
8305	66-031-3100	Grey green (celadon)	yd	c
8305	66-031-3101	Gold	yd	c
8305	66-031-3102	White	yd	c
8305	66-031-3103	Blue (peacock)	yd	c

3. The material is available on demand from Royal Edward Victualling Yard, Sydney. The present cost of the material is $1.99 per yard.

4. To facilitate the selection of materials and colours pattern samples will be held at HMA dockyards and will also be made available on request to the Superintending Victualling Store Officer, Sydney.

5. Glass fibre material should be hand washed in lukewarm water (not hot) with a pure soft soap. After rinsing excess water should be removed by wrapping in a dry material and the drapes, curtains, etc, rehung. Removal of excess water by wringing is to be avoided and the material should not be hung or pegged on a clothes line.

6. As loose glass fibre can cause skin irritation rubber gloves should be worn during washing and the curtains, etc, washed separately from other materials.

(D of V 512/69/1029)

RESTRICTED

137—Murawa M3 Motor—Remaining Life for Issue as Warshots

1. *RAN ships concerned* .. .. All IKARA fitted ships.

2. *Information and action by HMA ships and RANAD*

1. With a number of Murawa motors nearing expiration of life as a result of heavy temperature penalties being incurred on the Far East Station it has been decided to promulgate the following rules in respect of the issue of Warshot rounds:

Minimum Remaining Motor Life	
a. 12 months	For ships remaining on the Australian coast (but *see* Paragraph 2 below).
b. 27 months	For ships in strategic reserve.

2. If ships operating on the Australian coast are required to proceed to the Far East Station their outfits are to be checked to ensure that all Murawa motors in Warshot rounds have a minimum of 27 months remaining life.

(DAS 740/252/1102)

UNCLASSIFIED

138—Naval Stores—General—Degreasing Agents—General Instructions and Precautions for Use

1. The use in the RAN of Trichlorethylene 0473/4981 as a degreasing agent is to continue. General instructions and precautions for its use are detailed in this order.

Trichlorethylene

2. Trichlorethylene is a toxic substance, and must be used only under well ventilated conditions and where specified in the relevant instruction book. Trichlorethylene must not be used for general cleaning: white spirit, kerosene, or non-toxic cleaners are to be used for this purpose.

3. Commercial trichlorethylene for use in degreasing is sold under a variety of trade names. For metal degreasing, it is normally used in plant specially designed for the purpose and its use should be confined to such plant. It should not be used as a casual cleansing agent except under careful supervision in the open air or in a properly ventilated compartment. The vapour is poisonous and harmful. If inhaled in small quantities it can cause drowsiness, which may pass off in the fresh air. In larger quantities it may cause unconsciousness. The liquid is irritating to the eyes and may harm the skin by removing the natural skin greases.

Storage and Issue

4. The store from which the trichlorethylene is to be issued must be well ventilated. The container carries a warning notice drawing attention to the poisonous nature of the vapour. A notice board, warning that the vapour given off is poisonous is to be placed in the store in a position which can be easily seen by the user. When supplied in metal drums, storage should be cool and exposure to direct sunlight avoided. When stored in bottles, dark glass type should be used.

5. Trichlorethylene for use in vapour degreasing baths should not be stored for more than one year owing to the gradual development of acidity and, when possible, supply should be arranged to avoid long storage. Any solvent which has not been used within one year of the date of manufacture, as shown on the container, is to be tested in accordance with the procedure contained in BS1133, Section 6 (1953), Clause 5C. Samples for test should be sent to the Dockyard Laboratory at Garden Island or Williamstown Dockyard. On receipt of advice that the solvent has passed test, the date of test is to be painted on the container, and the contents issued by that time is to be re-tested, as above, and if passed for use, the date of the latest test endosed on the container.

Siting and Working of the Plant

6. a. Degreasing tanks should be sited in well ventilated space which is free from draughts.
   b. If the tank is installed in a pit, an exhaust fan which can draw air from the pit bottom and discharge to the open air must be fitted.
   c. Plant should be arranged so that solvent vapour cannot come into contact with flames or red-hot surfaces. If it does so, the solvent may decompose with the formation of irritating acidic gases.
   d. Ample space should be provided around the plant.
   e. Loads should be raised and lowered slowly to avoid forcing vapour out of the tank. For heavy loads a slow moving hoist with a maximum speed of 10 ft per minute should be used. Hollow articles should be given sufficient time to drain before removing them from the vapour.
   f. The lids should be kept closed except for the introduction or removal of work.
   g. The cautionary notice provided by the makers is to be displayed in a prominent position beside the plant.

Personal Protection

7. Men operating a degreasing plant should observe the following precautions:
   a. PVC gauntlet gloves should always be worn when placing work in or removing it from the tank.
   b. Avoid unnecessary breathing of the vapour. Do not bend over the tank unnecessarily and avoid breathing air which smells of trichlorethylene. Do not smoke.

c. Avoid contact of the solvent with the skin.

d. Do not enter any pit or vessel which smells of the solvent.

e. When cleaning out the plant, special precaution is necessary. The makers instructions must be strictly adhered to and it is emphasised that it should rarely be necessary to enter a tank to clean it. If it is essential to enter a pit or tank, the following precautions must be observed:

(1) Permission must be obtained from the foreman or other responsible person.

(2) If the plant is installed in a pit, the exhaust fan must be running.

(3) The plant must be thoroughly ventilated before entering.

(4) Breathing apparatus with air-line to the fresh air (eg, Pattern 0432/5665) and a life-line must be worn.

(5) A second man must be standing by.

First Aid Instructions

8. The symptoms of poisoning with trichlorethylene are drowsiness (passing into unconsciousness with prolonged exposure), headache, giddiness, heavy feeling in the legs and occasionally sickness. First aid should be rendered as follows:

a. Any person showing these effects must not be walked about but is to be removed to a pure atmosphere, laid down on his side, and kept warm with blankets and hot water bottles. Such cases may recover quickly but they should not be allowed to resume work or to exert effort: they should be taken home by car and instructed to rest for the remainder of the day.

b. In more severe cases with unconsciousness, oxygen should be given. If breathing becomes weak or irregular, artificial respiration as detailed in Appendix C of Navy Order 514 of 1966 must be started and continued until the arrival of the doctor who must be called in all cases.

c. In the case of liquid splash in the eye, the affected eye should be flooded with running water from a tap and irrigation continued for 15 minutes. If the eye is painful, or inflamed, cover with a clean dressing and bandage and send patient to a doctor.

d. If trichlorethylene liquid is swallowed, give an emetic of two tablespoonfuls of salt in half a pint of tepid water and send for the doctor.

e. If the liquid comes in contact with the skin, it should be washed off with soap and water and lanoline rubbed in.

9. Navy Order 614 of 1965 is hereby cancelled.

(DNS 512/76/62)

(Navy Orders 614 of 1965 and 514 of 1966)

UNCLASSIFIED

139—Naval Stores—Identification and Reclassification—Plastic Insulated Cable with Plastic Sheath—Changeover from PCP Sheath

(DCI (RN) 918/1966)

1. Hitherto, it has been necessary to arrange for certain plastic insulated cables to be sheathed with polychloroprene (pcp). This was because plastic insulated cables sheathed with PVC could not be satisfactorily glanded when installed in ships.

2. This difficulty of glanding has now been overcome and in consequence the cables shown in the Annex to this order have been made obsolescent, except where otherwise indicated. The plastic sheathed equivalent cables are shown in the table and will be used after existing stocks have been expended.

3. The glanding difficulties associated with PVC sheathed cables have been overcome in:

a. *Equipment Glands, Bulkhead Glands and Deck Tubes:* By the introduction of a packing compound, Pattern 0474/474040, which enables all types of sheaths to be used in these glands, and then be satisfactorily packed; and in

b. *Multiple Rubber Filled Glands:* By coating the cable sheath with Bostik Clear Primer, Pattern 0442/10695, which is non-flammable and non-toxic, where it passes through multiway rubber filled glands. The plastic sheath should first be buffed, as for rubber sheathed cables, and the primer applied and allowed to dry for two hours. This time can be reduced to a few minutes by using a hot air dryer.

4. It should be kept in mind that, while the foregoing development removes the necessity of providing PVC insulated cables with pcp sheaths, it in no way alters the inherent limitations associated with PVC such as softening at high temperatures and cold flow. This order must not be taken as a justification for any extension of the use of PVC insulated cables.

ANNEX

PCP SHEATHED CABLE

Revised Category	*AP No*	*Pattern to be used in lieu*	*Remarks*
0	0561/30062	0561/910-0004	
0	0561/30063	0561/910-0008	Oval cable; Gland washers to be provided with oval hole to suit.
0	0561/30064	0561/910-0011	
0	0561/30065	0561/910-0015	
0	0561/30066	0561/910-0019	
0	0561/30067	0561/910-0022	
0	0561/30068	0561/910-0024	
0	0561/30069	0561/910-0026	
0	0561/30070	0561/910-0032	
0	0561/30071	0561/910-0034	
0	0561/30072	0561/910-0038	
0	0561/30073	0561/910-0045	
0	0561/30074	0561/910-0046	
0	0561/30075	0561/910-0282	
0	0561/30076	0561/910-0298	
Retain	0561/30077	—	Future supplies of these cables will have PVC sheaths.
Retain	0561/30078	—	
Retain	0561/30079	—	
Retain	0561/30080	—	
Retain	0561/30081	—	
Retain	0561/30082	—	
0	0561/30083	0561/910-0012	
0	0561/30123	0561/910-0029	
0	0561/180016	0561/910-0275	
0	0561/180018	0561/910-0295	

11667/69—2

ANNEX—*continued*

Revised Category	*AP No*	*Pattern to be used in lieu*	*Remarks*
Retain	0561/180351	—	PVC sheath in future.
0	0561/180370	0561/910-0280	
Retain	0561/180373	—	PVC sheath in future.
0	0561/180387	0561/180355	
0	0561/180446	0561/910-0285	
Retain	0561/180733	—	Special, pcp sheath retained.
Retain	0561/180734	—	PVC sheath in future.
Retain	0561/180749	—	PVC sheath in future.
Retain	0561/180750	—	Special, pcp sheath retained.
Retain	0561/180763	—	PVC sheath in future.

(DNS 519/73/293)

UNCLASSIFIED

140—Stores—General—ABR 5074—RAN Catalogue of Stores—Group Classes 0241, 0243, 0253 and 0275—Change of Accounting Classifications

Navy Order 674 of 1968 is to be amended as follows:

ANNEX B:

Delete in entirety (Accounting Classification of items referred to in Annex B has been revised and items have been reclassified as Permanent).

ANNEX C:

Delete '0243/72750' (Item has been reclassified as Consumable).

(DSAP 465/52/1292)

(*Navy Order 674 of 1968*)

UNCLASSIFIED

141—Stores—General—Group Class 0275—Tools General—P-R—Change of Stock Numbers

1. With effect from 28 March 1969 the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0275	5977	Pipe cleaning tool	0275	923-8733
0275	10177	Rivetting tool	0275	14690
0275	910-5718	Rule	0275	127-5721
0275	910-5722	Rule	0275	120-9798

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/71/725)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO's 142-145/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 March 1969.

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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11666/69

CONTENTS

No	*Title*
	SECTION 2—PERSONNEL
142	Made-to-Measure Uniforms for Sailors at Melbourne, Sydney, Brisbane and Perth—1968–69.
143	Made-to-Measure Uniforms for RANNS and WRANS Officers and Wrans at Melbourne and Sydney—1968–69.
144	Naval Dockyard Police—Made-to-Measure Uniforms at Melbourne, Sydney and Perth—1968–69.
145	RAN, RANR and ASCC Officers and Chaplains Made-to-Measure Uniforms at Melbourne, Sydney, Perth and Brisbane—1968–69.

Section 2

PERSONNEL

UNCLASSIFIED

142—Made-to-Measure Uniforms for Sailors at Melbourne, Sydney, Brisbane and Perth—1968-69

1. Navy Order 632 of 1968, Paragraph 2, has been varied following amendments as follows to prices charged by the Commonwealth Government Clothing Factory, as from 1 January 1969, for made-to-measure uniforms for RAN Sailors:

Item	*CGCF Melbourne*
	$
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, CPO	32.55
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, PO	32.15
COAT, MANS, drill, white with blue facings, w/o buttons	6.20
COAT, MANS, drill, white, with gilt buttons, CPO	7.15
COAT, MANS, drill, white, with gilt buttons, PO	6.30
COAT, MANS, drill, white, without buttons, Class I and III, NAA	5.70
JACKET, MANS, cloth, cotton twill, working dress	9.15
JACKET, MANS, cloth, wool, serge No 1 working dress	12.65
JACKET, MANS, cloth, wool, serge No 2 working dress	13.25
JUMPER, MANS, cloth, wool, serge No 1	8.80
JUMPER, MANS, drill, white	3.80
RAINCOAT, MANS, sailor	29.70
TROUSER, MANS, action working	6.05
TROUSER, MANS, cloth, wool, serge No 1, Class II	10.45
TROUSER, MANS, cloth, wool, serge No 1, gymnastic	9.05
TROUSER, MANS, cloth, wool, serge No 1, working dress	12.15
TROUSER, MANS, cloth, wool, serge No 1, Class I and III	11.60
TROUSER, MANS, cloth, wool, serge No 2, working dress	12.75
TROUSER, MANS, drill, white, Class I and III	4.75
TROUSER, MANS, drill, white, Class II	4.65

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

(D of V 930/52/36)

(*Navy Order 632 of 1968*)

UNCLASSIFIED

143—Made-to-Measure Uniforms for RANNS and WRANS Officers and Wrans at Melbourne and Sydney—1968-69

1. Annex A of Navy Order 633 of 1968 has been varied following amendments, as follows, to prices charged by the Commonwealth Government Clothing Factory for made-to-measure uniforms, etc, and the introduction of cloth, wool, barathea, 58in.

ANNEX A

Commonwealth Government Clothing Factory—Made-to-Measure Uniforms for RANNS and WRANS Officers 1968–69

Item	*Price*
	$
COAT, WOMANS, cloth, wool, barathea No 1	34.90
COAT, WOMANS, cloth, wool, barathea No 2, 58in	35.50
COAT, WOMANS, cloth, wool, venetian No 1, doeskin	38.00
GREATCOAT, WOMANS, officer, with shoulder strap	*
SKIRT, WOMANS, cloth, wool, barathea No 1	10.05
SKIRT, WOMANS, cloth, wool, barathea No 2, 58in	10.40
SKIRT, WOMANS, cloth, wool, venetian No 1, doeskin	12.05
Shoulder straps, WRANS (Plain)	2.45

* To be advised

Braiding—Per coat and per pair shoulder straps for:

	$
Superintendent	3.85
Chief Officer	3.35
First Officer	3.25
Second Officer	2.85
Third Officer	2.35

Commonwealth Government Clothing Factory—Made-to-Measure Uniforms for Wrans—1968–69

Item	*Price*
	$
COAT, WOMANS, cloth, wool, twill No 1, with horn buttons	27.85
DRESS, WOMANS, white	8.60
RAINCOAT, WOMANS	26.15
SKIRT, WOMANS, cloth, wool, serge No 1	8.80
SKIRT, WOMANS, cloth, wool, twill No 1	8.80
SLACKS, WOMANS, cloth, wool	9.95
SLACKS, WOMANS, drill, blue	6.65

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

(D of V 930/52/36)

(*Navy Order 633 of 1968*)

UNCLASSIFIED

144—Naval Dockyard Police—Made-to-Measure Uniforms at Melbourne, Sydney and Perth—1968-69

1. Navy Order 634 of 1968, Paragraph 2, has been varied following amendments as follows to prices charged by the Commonwealth Government Clothing Factory, as from 1 January 1969, for made-to-measure uniforms for Naval Dockyard Police:

Item	*CGCF Melbourne*
	$
COAT, MANS, cloth, wool, serge No 2, Chief Inspector, with buttons	43.65
COAT, MANS, cloth, wool, serge No 2, Inspector, with buttons	41.45
COAT, MANS, cloth, wool, serge No 2, Police, with buttons	31.65
TROUSERS, MENS, khaki, cloth, wool/polyester Police	7.60

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

(D of V 930/52/36)

(*Navy Order 634 of 1968*)

UNCLASSIFIED

145—RAN, RANR and ASCC Officers and Chaplains Made-to-Measure Uniforms at Melbourne, Sydney, Perth and Brisbane—1968-69

1. Annexes G and H of Navy Order 635 of 1968 have been varied following amendments as follows to prices to be charged by the Commonwealth Government Clothing Factory for made-to-measure uniforms, etc, as from 1 January 1969 and the introduction of cloth, wool, barathea, No 2, 9 oz, blue, 58in.

ANNEX G

COMMONWEALTH GOVERNMENT CLOTHING FACTORY, MELBOURNE

Made-to-Measure Uniforms for RAN Officers
1968–69

Rank	*Coat, Mans, Undress, Officer*			*Coat, Mans, Undress Tail, Officer*		*Jacket, Mans, Mess Officer*		*Shoulder Straps (per pair)*
	Wool, Serge No 2	*Venetian No 1*	*Barathea No 2*	*Venetian No 1*	*Barathea No 2*	*Venetian No 1*	*Barathea No 2*	
	$	$	$	$	$	$	$	$
Midshipman (with white turn-backs) ..	36.50	41.35	38.45	49.80	46.85	39.05	36.85	3.90
Sub-Lieutenant	40.35	45.20	42.30	55.05	52.10	42.90	40.70	5.80
Lieutenant	42.90	47.75	44.85	57.60	54.65	45.45	43.25	6.35
Lieutenant-Commander	45.10	49.95	47.05	59.80	56.85	47.65	45.45	7.35
Commander	45.50	50.35	47.45	60.20	57.25	48.05	45.85	7.45
Captain	48.05	52.90	50.00	62.75	59.80	50.60	48.40	8.25
Commodore	46.05	50.90	48.00	60.75	57.80	48.60	46.40	7.60
Rear-Admiral	47.80	52.65	49.75	62.50	59.55	50.35	48.15	21.25
Vice-Admiral	50 65	55.50	52 60	65.35	62.40	53.20	51 00	21.50

Uniform for Officers—RANR, RANR(S), RANVR

The above Schedule of prices is applicable, with the addition of $1.00 per garment or set of Shoulder Straps for addition of letter 'R'.

Note: The above prices include the cost of distinctive cloth between lace where required.

Uniform for Officers—ASCC

The above schedule of prices, less:
(1) $0.20 for Uniform Coats,
(2) $0.50 per pair Shoulder Straps
} is applicable.

Note: ASCC Officers do not wear 'Australia' flashes.

Prices: Nett, FOR/FOB, Melbourne.

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Cotton, Marcella*	*Cloth, Wool and Cotton Gabardine*	*Cloth, Wool, Serge No 2*	*Barathea No 2*	*Cloth, Wool, Venetian No 1 Doeskin*
	$	$	$	$	$	$
CLOAK, BOAT	—	—	—	—	33.80	37.10
COAT, MANS, bush, drill, white (for Captain and above)	13.55	—	—	—	—	—
COAT, MANS, drill, white, officer, with gilt buttons	8.25	—	—	—	—	—
COAT, MANS, drill, white, officer, without buttons	6.90	—	—	—	—	—
JACKET, MANS, MESS, drill, white, officer, with gilt buttons	9.25	—	—	—	—	—
JACKET, MANS, MESS, drill, white, officer, without buttons	7.40	—	—	—	—	—
RAINCOAT, MANS, officer	—	—	28.45	—	—	—
TROUSERS, MENS, officer, plain ..	5.25	—	—	12.05*	13.80*	16.10*
TROUSERS, MENS, officer, mess, dress ..	—	—	—	—	13.80*	16.10*
VESTS, MANS, MESS, officer	—	4.55	—	10.30	10.80	11.55

LACE, GOLD, $\frac{3}{16}$in (complete with curl, ready for placing on cuffs) .. .. $3.25 per pair
LACE, GOLD, $\frac{1}{2}$in (complete with curl, ready for placing on shoulder) .. .. $2.10 per pair

Khaki Clothing

Officers taking up appointment in North America or South-East Asian Area

COAT, MANS, cloth, wool/polyester, khaki, with buttons .. .. $34.95 each
COAT, MANS, drill, khaki .. .. $16.20 each
TROUSERS, MENS, cloth, khaki, wool/polyester .. .. $9.10* pair
TROUSERS, MENS, drill, khaki .. .. $7.05* 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.

ANNEX H

Commonwealth Government Clothing Factory, Melbourne, Made-to-Measure Uniform for Naval Chaplains

Item	*Price*
	$
COAT, MANS, UNDRESS, black serge, cloth (without gold lace) ..	34.65
COAT, MANS, UNDRESS, Serge No 2	35.10
COAT, MANS, UNDRESS, Venetian No 1	39.95
COAT, MANS, UNDRESS, Barathea No 2	37 05
TROUSERS, MENS, black, serge, cloth	11.80
TROUSERS, MENS, Serge No 2	12.05
TROUSERS, MENS, Venetian No 1	16.10
TROUSERS, MENS, Barathea No 2	13.80

(D of V 930/52/36)

(*Navy Order 635 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 146/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
4 March 1969.

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

By direction of the Naval Board,

L. 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.

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11665/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

146—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During December 1968

1. The magazines, pamphlets and amendments to publications, etc, contained in the Annex to this order have been distributed to ships and services during December, 1968.

2. Copies of Amendments referred to in the Annex 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.

3. There was no distribution of Establishment Lists or 'SC' series in December, 1968.

ANNEX

BR AMENDMENTS

BR No	*Amendment No*
BR 2014C	Change No 3
BR 2215 (2) Addendum 1	Change No 1
BR 2226 (5)	Change No 4
BR 2297 (5C)	Change No 4
BR 2297 (10)	Change No 11
BR 2297 (10)	Change No 12
BR 2329	Change No 6
BR 2351	Change No 3
BR 2500 (1)	STN IC April, 68
BR 2500 (6)	Change No 37
BR 2501	Change No 6
ABR 5038	Change No 6
MBR 8011	Amendment No 1
MBR 8011	Amendment No 2
Far East Communication Orders	Change No 4
List of Propellant Lots Acceptable for Naval Service 1958	Amendment No 56
List of Propellant Lots Acceptable for Naval Service 1958	Amendment No 57

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aeroplane	18.9.68
Aeroplane	25.9.68
Aeroplane	2.10.68
Aeroplane	9.10.68
Aeroplane	16.10.68
Approach	Vol 14 No 4—October, 1968
Electrical Design News	Vol 13 No 12—October, 1968
Flight	19.9.68
Flight	26.9.68
Flight	3.10.68

BOOKS, MAGAZINES AND PAMPHLETS—*continued*

Publication	*Date*
Flight	10.10.68
Flight	17.10.68
Flight	24.10.68
Flight	31.10.68
Naval Ships Systems Command Technical News	Vol 17 No 5—September, 1968
Naval Ships Systems Command Technical News	Vol 17 No 6—October 1968
The RN Navy List	Appendix 1968
US Journal of the Institute of Navigation	Vol 15 No 2—June, 1968

CHANGES TO US NAVWEPS

Publication	*Change No*
OP 4 Vol 2 3rd Revision	Change 8, 1.7.68
OP 2209	Change 5, 15.1.68
OP 2579/PMS/SMS Vol 4	ACN 4–4, 15.9.68
OP 2585 PMS/SMS Vol 2	ACN 0–2, 15.8.68
OP 2585 PMS/SMS Vol 3 Part 3	ACN 5–5, 1.9.68

AMENDMENTS TO AIR PUBLICATIONS

AP No	*Leaflet or AL*
106D–4204–16C	AL 1
107B–0905–16AD–(3A)	AL 1
109A–0001–2	Leaflet AL 1246–(B 649) Alt 4
112G–0400–1	AL 6
116B–0901–1	AL 6
116D–0100-3A (N)	AL 5
116D–0102–2	Leaflet AL 33–(B 14)
116D–0102–6A	ALs 25 and 27
116D–0118–1	AL (RAN) 1
116G–0601–1	AL 25
116G–0601–6	AL (RAN) 3, AL (RAN) 2
119Q–0200–16	AL 17
1086 (1966)	Sections: 30A, 30B, 30C, 31A, 31B, 32A, 32B, 32C, 32D, 33A, 33B, 33C, 33D, 33E, 33F, 33G, 33H, 33J, 34C, 34D, 40D, 40R, 40S, Sections: 7A, 7B, 7E, 7G, 7R (combined) Section 8A, 8B, 8C (combined)
1086 Book 1 (2nd Edition)	AL 51
1182 (N) Vol 2	Leaflet AL 252–(G 56)
1182 (N) Vol 4 Parts 2 and 6	AL 31
1182C (N) Vol 1	AL 56
1182D (N) Vol 1	AL 18
1275A Vol 1 Section 17	AL 66
1275A Vol 1 Section 24	AL 138
1275G Vol 1 Part 2 (2nd Edition)	ALs 44 and 45
1275G Vol 3 Part 1	ALs 7 and 8
1275T Vol 1 Section 2	AL 12

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*Leaflet or AL*
1275T Vol 1 Section 3	AL 25
1492A Vol 1	AL 125
1538P Vol 1 and 6 Part 1	AIL 1/68
1602 Air Almanac	(January to April 1968)
1641H Vol 2 Part 1	Leaflet No B4, Leaflet No E5
1641S Vol 1 Part 2 and Vol 5	AL 50
1661 Vol 2 Part 1	Leaflet L 8
1661D Vol 1 (2nd Edition)	AL 138
1664D (2nd Edition) Vol 1 Parts 1 and 3	AL 85
1803C Vol 1	AL 66
1803D Vol 1 Book 1	AL 102
1803D Vol 1 Book 2	AL 71
1803D Vol 1 Book 3A	AL 65
1803D Vol 1 Book 4	AL 135
1803E Vol 1	ALs 189 and 190
1803F Vol 2 Part 2	AL 65
1803R Vol 1	AL 86
1803R Vol 6	AL 45
1803T Vol. 1 Book 2	AL 47 and 48
1803T Vol 1 Book 3	AL 34
1803U Vol 1 Book 1	AL 28
2239A Vol 2 Part 3	AL 125
2337 Vol 1 Book 1	ALs 105 and 106
2487A and B Vol 2	Leaflets AL 48–(B 26) Alt 1, AL 49–(B 34), AL 50–(B 35), AL 51–(B 36), AL 52–(B 37), AL 53–(B 33) Alt 1, AL 54–(A 3), AL 55–(B 38), AL 56–(B 39), AL 57–(B 40), AL 58–(B 41)
2528P Vol 2	AL (RAN) 2
2528P Vol 5 Part 6	AL (RAN) 1
2531S Vol 2	AL (RAN) 2
2531S Vol 5 Part 6 (N) Issue 1	AL (RAN) 2
2531S Vol 6	AL (RAN) 2, AL (RAN) 3
2533K Vol 5 Part 6 (N) Issue 1	AL (RAN) 2
2876ABE and H Vol 3 (4th Edition)	AL 2
2887N Vol 5 Part 6	AL 9
2890SC Vol 2	Erratum to AL 3, AL (RAN) 3
3302 Part 3 (2nd Edition)	AL 9
4117A Vol 1 and 6 Part 1	AIL 1/68
4121C Vol 2 Part 1	AL (RAN) 2
4303B Vol 1 Book 1	ALs 58 and 59
4303C Vol 1	ALs 149 and 150
4303C Vol 6	AL 50
4343A Vol 5 Part 8 (N) Issue 1	AL 17
4343B Vol 2	Leaflet AL 313–(I 3)
4343D Vol 2	Leaflet AL 159–(I 3)
4360C Vol 1	AL 38
4360C PN (3rd Edition)	AL 1
4360C Vol 2	AL 3
4483A Vol 1 Part 2 and Vol 5	AL 62 and 63
4511 Vol 1 and 6 Book 1	ALs 104 and 105
4511 Vol 1 and 6 Book 2	AL 102

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*Leaflet or AL*
4511 Vol 1 and 6 Book 3	AL 104
(RAN) 4 Vol 5 Book 2	AL 13
(RAN) 7 Vol 5 Part 2 (1968 Edition)	AL 1
(RAN) 7 Vol 5 Book 2	AL 26
(RAN) 8 Pilots Notes	AIL 31
(RAN) 8 Vol 1 Book 1	ALs 128, 132 and 133 AILs 24, 25, 26, 134 and 136 AD/MIN 019 (Issue 2)
(RAN) 8 Vol 1 Book 2	AILs 17 and 18 AD/MINS 142 and 143 Issue 3 ALs 66, 67, Err. to AL 17
(RAN) 8 Vol 1 Book 4	AIL 3
(RAN) 8 Vol 1 Book 5	AL 37
(RAN) 8 Vol 1 Book 6	AL 37 and 39
(RAN) 8 Vol 1 Book 7	AILs 13 to 20, AIL 12
(RAN) 8 Vol 1 Book 8	AL 17
(RAN) 8 Vol 2 Books 1 and 2	AIL 51 and 162
(RAN) 8 Vol 2 Book 2	AIL 163, 164, 168, 169, Errata No 68
(RAN) 8 Vol 3 Part 1	ALs 28, 29
(RAN) 8 Vol 3 Part 1 Books 1, 2 and 3	AIL 1
(RAN) 8 Vol 5 Book 1	AL 25
(RAN) 8 Vol 5 Book 2	AL 81 and 82
(RAN) 8 Vol 6 Part 1	AL 28
(RAN) 8 Vol 6 Part 2	AL 66, AIL 4
(RAN) 8 Vol 6 Part 3	AIL 66
(RAN) 9A Vol 3 Part 1	AL 9
(RAN) 9B Vol 1	AL 10 and 11
(RAN) 9B Vol 6 Parts 2A, 3 and 4A	AILs 1, 2 and 3
(RAN) 9AB Vol 2	AIL 12 and 13
(RAN) 10 Vol 1 Book 3	AL 20
(RAN) 10 Vol 1 Book 4	Erratum Nov/68
(RAN) 10 Vol 2	Mod Leaflet No 5061/5065 Issue 1 Mod Leaflet No 982 (Issue 1)
(RAN) 10 Vol 2 Book 2	AL 19
(RAN) 10 Vol 5 Parts 1, 2 and 3	AL 1
(RAN) 11 Vol 2	AL 5 and 7
(RAN) 14 Vol 5 Book 1	AL 11
(RAN) 19 Vol 1 Book 2	AL 18
(RAN) 19 Vol 2 (with MW055–1500–200–30/35 attached)	AL 34
(RAN) 19 Vol 2 Book 1	AL 36
(RAN) 19 Vol 2 Books 1 and 2	AL 35
(RAN) 19 Vol 5	AL 1
(RAN) 19 Vol 6 Book 2 (with TM55–1650–294–40 attached)	AL 2
(RAN) 37 Vol 1 Book 2	AL (RAN) 3
(RAN) 37 Vol 2	AL (RAN) 3
(RAN) 41 Vols 1 and 6	AL 1
(RAN) 100 Vol 1 Part 6	AL 6
(RAN) 100 Vol 2 Part 2	AL 6
(RAN) 100 Vol 2 Part 3	AL 4
(RAN) 100 Vol 2 Part 4	AL 3

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*Leaflet or AL*
(RAN) 100 Vol 2 Part 6	ALs 5 and 6
(RAN) 100 Vol 2 Part 7	ALs 8 and 9
(RAN) 100 Vol 2 Part 8	ALs 11, 13, 15 and 18
(RAN) 100 Vol 2 Part 9	AL 8
(RAN) 100 Vol 2 Part 10	AL 9
(RAN) 100 Vol 2 Part 11	ALs 7, 8 and 9
(RAN) 101	AL 140 and 153
(RAN) 140 (2nd Edition)	AL 1 and 2
(RAN) 500 Vol 2 Part 1	ALs 30, 32, 33 and 34
(RAN) 500 Vol 2 Part 2	AL 26, 27
(RAN) 502 Vol 5 Part 2	AL 1 and 2
(RAN) 600 Vol 2 Part 1	AL 13 and 14
(RAN) 602 Vol 5 Part 2	AL 3
(RAN) 602 Vol 5 Parts 1, 2 and 3	AL 2
AIC	52/1968, 53/1968, 54/1968
Air Clues Vol 23	No 2 Nov/68
NOTAM	HO 23/1968 HO 24/1968 HO 25/1968
Rolls Royce TSD 594	T/Letter No 135
AAP 2 GCC Appendix 18 Part 1 Section 2	AL 16
AAP 2 Table of Contents (18th Edition)	ALs 101 and 102
AAP 2 GCC F 14A (16th Edition)	AL 13
AAP 2 GCC P 1 (8th Edition)	ALs 17 and 18
AAP 2 GCC 1730 (7th Edition)	AL 14
AAP 2 GCC 4010 (7th Edition)	AL 18
AAP 2 GCC 5335 (5th Edition)	AL 11
AAP 2 GCC 5810 (9th Edition)	AL 16
AAP 2 GCC 5821 (8th Edition)	AL 40 and 41
AAP 2 GCC 5826 (9th Edition)	AL 22
AAP 2 GCC 5840 (10th Edition)	AL 21
AAP 2 GCC 5905	AL 25 and 26
AAP 2 GCC 5910	AL 28
AAP 2 GCC 5930 (11th Edition)	AL 22
AAP 2 GCC 5945	AL 15
AAP 2 GCC 5955 (9th Edition)	AL 24 and 25
AAP 2 GCC 5970	AL 16
AAP 2 GCC 5977 (10th Edition)	AL 11
AAP 2 GCC 6140 (10th Edition)	AL 10 and 12
AAP 2 GCC 6340 (10th Edition)	AL 13
AAP 2 GCC 6625 (9th Edition)	AL 19
AAP 2 GCC 6675 (11th Edition)	AL 12
AAP 2 GCC 6710 (8th Edition)	AL 13
AAP 2 GCC 8010 (9th Edition)	AL 16
AAP 316	AL 166
AAP 873	ALs 26, 27, 28 and 29
AAP 702.50 Vol 2 Part 1	AL 12
AAP 711.24 Vol 2 Parts 1 and 2	AL 35
AAP 719.80 Vol 1 Parts 1, 2 and 3, Vol 2 Parts 1 and 2, Vol 4 Part 6 and Vol 6	AL 3
AAP 721.2 Vol 2 Part 2	AL 103
AAP 721.2 Vol 4 Part 1 Book 1	AL 32

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*Leaflet or AL*
AAP 721.2 Vol 4 Part 3 Issue 2	ALs 1 and 2
AAP 721.2 Vol 6 Parts 1, 2, 3 and 4	AL 23
AAP 733.24 Vol 1 Part 1	AL 12
AAP 744.00 Vol 2 Parts 1 and 2	AL 95
AP (N) 1024 Vol 4 Part 6	AL (RAN) 7
AP (N) 1025	AL 70
NAO0–35QB–185 (0700–080–4633)	Change No 2 July 1968
NAO1–40AVC–2–1–1 (0701–090–2272)	Interim Manual Change No 9, 21.6.68
NAO1–40AVC–2–2 (0701–090–2282)	Interim Change No 9, 19.7.68
NAO1–40AVC–2–2–2 (0701–090–2302)	Interim Change No 9, 28.6.68
NAO1–40AVC–2–2 (0701–090–2282)	Interim Change No 8, 19.1.68
NAO1–40AVC–2–4 (0701–090–2342)	Interim Change No 24, 19.1.68 Change Notice 1.7.68
NAO1–40AVC–2–4–2 (0701–090–2362)	Interim Change No 6, 2.10.67
NAO1–40AVC–2–6 (0701–090–2382)	Change 1.6.68
NAO1–40AVC–2–7 (0701–090–4111)	Interim Change No 4, 16.1.68
NAO1–40AVC–2–7–2 (0701–090–4131)	Interim Change No 1, 21.6.68
NAO1–40AVC 2–8 (0701–090–2432)	Change Notice 15.6.68
NAO1–40AVC–3 (0701–090–2451)	Change Notice 15.6.68
NAO1–40AVD–2–2–1 (0701–090–4011)	Interim Change No 2, 27.11.67
NAO1–40AVD–2–2–2 (0701–090–4021)	Interim Change No 3, 2.8.68
NAO1–40AVD–2–5 (0701–090–4081)	Interim Change No 2, 16.1.68
NAO1–40AVD–2–7.1 (0701–090–4121)	Interim Change No 3, 6.9.68
NAO1–40AVD–2–8 (0701–090–4141)	Interim Change No 5, 29.8.68
NAO1–40AVD–4–2 (0701–090–4171)	Interim Change No 2, 5.8.68
NAO1–40AVD–4–4 (0701–090–4191)	Interim Change No 3, 5.8.68
NAO1–40AVD–4–5 (0701–090–4201)	Interim Change No 3, 5.8.68
NAO1–40AVD–4–7 (0701–090–4221)	Interim Change No 2, 5.8.68
NAO1–40AVD–4–8 (0701–090–4231)	Interim Change No 3, 5.8.68
NAO1–40AVE–1 (0701–090–4820)	AL (RAN) 1
NAO1–85SAD–2–4 (0701–180–1470)	Interim Change No 5, 1.7.68
NAO2A–35GN–503 (0702–080–0111)	AL (RAN) 1
NAO3–5FB–46 (0703–021–6101)	Rev Notice 1.7.67
NAO3–5FB–47 (0703–021–6111)	Rev Notice 1.7.67
NAO3–25GAC–3 (0703–060–2191)	Change 15.6.67
NAO3–25GAC–4 (0703–060–2201)	Change 15.6.67
NAO3–110DAA–17 (0703–230–0992)	Change 1.6.68
NAO3–110DAA–19 (0703–230–1011)	Rev Notice 1.12.65 Change 15.11.66
NA11–75A–40 (0711–160–0971)	Change Notice 15.7.68
NW16–30ARW66–2 (0716–070–7970)	AL (RAN) 1

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RESTRICTED

ANO 147/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
10 March 1969.

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

11732/69

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

147—Photography—Titling, Registration, Storage and Disposal of Photographic Negatives and Prints

1. 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, namely, 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

Titling of Air Films and Negatives

3. 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, ie, 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.

(1) 'Routine Training' Films—Films exposed during 'routine training' need not be titled except for those which are forwarded to other authorities.

(2) Full titling of single negatives which are not being forwarded to DNI is not necessary, but a ships negative number should be given and noted in the register (*see* Paragraph 8).

Form of Titling

4. 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.

a. *Item*

(1) Negative number.
(2) Camera position (depression angle.)
(3) Taking unit, ie, squadron number and parent ship.
(4) Service of origin.
(5) Sortie number.
(6) Date (followed by a double hyphen (=)).
(7) Time group and zone letter.
(8) Focal length.
(9) Altitude.
*(10) Kind of photography.

(11) Geographical co-ordinates. (lat/long).
(12) Descriptive title.
(13) Project number.
(14) to (19) survey and mapping data, if required.
(20) etc, additional data, if required.

b. *Last Item—Security Classification*

(1) Items (1) to (6) inclusive, form the negative reference and are to be followed by a double hyphen (=).

(2) Items (1) to (12) inclusive (except item (10)), shall be the minimum titling on each reconnaissance film/negative accompanied by acceptable electronic positioning data.

(3) The appropriate security classification shall be shown on all material produced from the original roll of film.

(4) If additional data has to be inserted it shall immediately precede the security classification which shall be the last item listed.

(5) All titling shall be permanently marked in clearly legible capital letters in such a position as to obscure the minimum of detail.

(6) When titling Air Survey and Mapping photography, items (14) to (19) are to be included as follows:

Item
(14) Camera type and serial number.
(15) Cone serial number.
(16) Lens type and serial number.
(17) Magazine type and serial number.
(18) Type and manufacturer of photographic film, and type of photographic filter used.
(19) Mean terrain elevation above mean sea level.

Example of Titling of Reconnaissance Photography

5. a. 121 F21 6 (R) RAAF 409 15 JUN 68 = 2200Z 36IN 12,000FT 1225S 13052E DARWIN ATC 68–1 SECRET.

b. The items (1) to (9) inclusive, and items (11) and (12) will always apply within the Navy Department. Items (12) and (14) to (19) inclusive, do not at present apply and item (13) will not always apply so that an example of naval titling might read as follows:

004–500 F21 805 MELB RAN 91 23 APR 68 = 2100Z 4IN 1,000FT 3457S 15033E NOWRA CONFIDENTIAL.

Explanation of Items used in Titling

6. a. *Item (1) 121—Negative Number*

(1) Denotes the 121st exposure of a consecutive sequence of exposures on a roll of film where the operator has himself numbered each separate negative.

(2) In the case of film (eg, 70mm) 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: eg, if the following numbers appear above a single frame of 70mm 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 100ft length. However, there are still two numbers shown above each frame and the first number is still to be used as the reference.

(3) Simultaneous exposures on tri-metrogon, split vertical and convergent installations shall have their adjoining exposures matched and numbered identically.

b. *Item (2) 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.

(1) *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.

(2) *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, eg:

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, eg:

First fan	1F31, 1F32, 1F33.
Second fan..	2F21, 2F22.
Third fan	3F51, 3F52, 3F54, 3F55.

(3) *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, eg,:

C1, C2.

(4) *Oblique:*

P—Port	A port 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.

(5) *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, eg,:

P (12½°), N (5°).

Note: Not required for hand held obliques.

(6) 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.

c. *Item (3) 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, eg,

805 MELB—

d. *Item (4) RAAF—Service*

Denotes photography carried out by the Royal Australian Air Force. Other Services are to utilize appropriate symbols, eg,

RAN.

e. *Item (5) 109—Sortie Number*

f. *Item (6) 15 JUN 68—Date*

Denotes the date the roll of film or negative was exposed.

g. *Item (7) 2200Z—Time Group and Zone Letter*

The time of photography is to be indicated in Greenwich Mean Time (Z).

h. *Item (8) 36IN—Focal Length of Lens*

Denotes equivalent focal length of lens indicated in inches (IN).

i. *Item (9) 12,000FT—Altitude Above Mean Sea Level in Feet (FT).*

j. *Item (10) 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.

k. *Item (11) 1225S 13052E—Geographical Co-ordinates*

(1) 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.

(2) 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.

(3) 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.

l. *Item (12) DARWIN—Descriptive Title*

Denotes the approximate place or subject of the photograph.

m. *Item (13) ATC 68–1—Project Number, Year Assigned, Code Name*

Denotes the year (1968) and the first project assigned by the highest echelon directing the project, ie, AIR TRANSPORT COMMAND, RAAF.

n. *Item (20) etc: Additional Data if Required*

o. *Last Item—Security Classification*

Denotes the security classification given the photography in accordance with existing regulations or directives.

Titling of Mosaics

7. A title including the following information is to be stencilled on the northerly side of the original of all mosaics:

a. (1) Security classification.
(2) Locality.
(3) Map sheet number.
(4) Latitude and longitude, or grid co-ordinates of corners in the following order:
(*a*) NW, NE, SW, SE, (*see* example).
(*b*) Unit taking the mosaic.
(*c*) Date.
(*d*) Scale line.
(*e*) North point.
(*f*) Copy negative number.

b. An example of the title of a mosaic is given below:

RESTRICTED
AREA—READING
TAKEN BY 805 Sqdn. 109943–177938
109915–177903
MAP SHEET No.
DATE 14.5.68
NEG. No. HMAS NOWRA G.149

200 100 0 200 400 600 800 Yds (approx)

½ nautical mile (approx)

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, ie, 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.

Registration of Air Roll Films and Negatives

8. a. *Air Roll Film and Negative Register:* This is to be arranged in columns containing the following information:

(1) First Column .. Storage tin serial number (for internal use in the Phot Sec).
(2) Second Column .. Film reference (*see* Paragraph 3 b. (1)).
(3) Third Column .. Location of photography by name latitude and longitude or map reference.
(4) Fourth Column .. Remarks—To include security classification, if any, written in red ink.
(5) Fifth Column .. Eventual disposal.

Tin No	*Film Reference*	*Location*	*Remarks*	*Disposal*
21	003–487 P (5) 805 MELB-RAN 144 15 MAR. 68 =	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.

Storage of Air Roll Films and Negatives

9. 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.

(1) Security classification of contents and tin serial number (eg, RESTRICTED—TIN7).
(2) Negative reference (Paragraph 4 b. (1) refers).
(3) Lat/Long and name of place/subject.

Example:

RESTRICTED = 003–487 P(5) 805 MELB-RAN 114, 15 MAR 68 = 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 ships negative number which appears on the negative (*see* Paragraph 3 a. and 3 b. (2)).

Section II—Ground Negatives and Prints

Disposal of Prints and Negatives

10. 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:

(1) Security classified (in accordance with R1 3922 and 3923 (3) (e)), operational, hydrographic—as soon as possible.

(2) Unclassified—every three months.

(3) 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.

Titling of Ground Negatives

11. 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 ships Ground Negative Register).

d. Date exposed.

Example: RESTRICTED—MELBOURNE G. 435 19 NOV. 1967.

Registration of Ground Negatives

12. *Ground Negative Register:* This is to be arranged in columns containing the following information—

a. First Column .. Ships negative serial number prefixed by letter 'G'.

b. Second Column .. Date exposed.

c. Third Column .. Size of negative.

d. Fourth Column .. Remarks—to include security classification, if any, written in red ink.

e. Fifth Column .. Eventual disposal.

Negative Serial No 'G'	*Date Exposed*	*Negative Size*	*Remarks*	*Eventual Disposal*
G. 619	8 Sept. 67	5 x 4	Island Superstructure	Destroyed 9 June 1968

Storage of Ground Negatives

13. 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:*

(1) 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;

(2) those which can be cut, should be dealt with as a series of single negatives (*see* 13 a. above).

Public Relations and Publicity

14. 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 dispatched by the fastest available means to the Director of Public Relations at Navy Office. After printing and appropriate distribution by DPRs 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:

(1) *Classified Negatives:* forwarded to the Secretary, Department of the Navy, for assessment by the appropriate Director.

(2) *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 provided general assistance in determining security classifications. Where doubt exists the advice of the ships 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:

(1) *Naval*	Warships. Dockyards. Naval armament depots. Experimental establishments and any subject regarding which special security instructions are issued.
(2) *Army*	Arsenals. Military depots and dumps. Major defence works. Barracks. Gasoline bulk stowage depots. Research and development establishments.
(3) *Air Force*	Air Force stations. Air Force maintenance and storage units. Experimental establishments. Gasoline bulk stowage.
(4) *Service—General* ..	Units or establishments which are not shown in the Navy, Army or Air Force List.

16. Navy Order 171 of 1966 is hereby cancelled.

ANNEX

Sortie Plots

Preparation

1. 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, ie, 'A', 'B' or 'C'.

h. Map series and sheet numbers (also, if possible, the name of the largest town near the area plotted).

i. Latitude and Longitude marked on all four sides of the plot.

j. Number of parts in plot.

Note: The sortie reference will consist of items (3) to (6) 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 1in, or more than 3½in; and the run of a single camera, not less than ½in or more than 1½in.

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.

(DNAP 164/201/5)

(*Navy Order 171 of 1966*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Registrar

RESTRICTED

ANO's 148-160/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 March 1969.

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

11733/69

RESTRICTED

CONTENTS

No *Title*

SECTION 2—PERSONNEL

148 Attorney-General's Department Auxiliary Unit—Commonwealth Police Force.
149 Scholarships for Senior Entry to the Royal Australian Naval College.
150 Travel to Australia—Claims for Shipboard Allowance.
151 Vietnam and Vietnamese Campaign Medals.

SECTION 3—OPERATIONAL AND TRAINING

152 Combined Tactical Courses at HMAS WATSON.

SECTION 4—EQUIPMENT, STORES AND SERVICING

153 Alteration and Addition Item—HMAS PARRAMATTA.
154 Alteration and Addition Item—HMAS QUEENBOROUGH.
155 Ammunition—Annual Practice Allowance.
156 Ammunition—Propellant—Landing—Destruction—Reports.
157 Ammunition—.22in Rimfire and Shot Gun Cartridges—Procurement and Supply.
158 Communications—Wireless—Direction Finding Outfit FM16—Introduction.
159 Gun Mountings—4.5in Mark 6 Series—Oil Servo Units Marks 5, 8 and 9 Series—Preservation.
160 Stores—General ABR 5074—RAN Catalogue of Stores—Group Classes—Various—Changes of Denomination of Quantity.

Section 2
PERSONNEL

UNCLASSIFIED

148—Attorney-General's Department Auxiliary Unit—Commonwealth Police Force

1. Applications are invited from ex-members of the Armed Forces who are in receipt of DFRB Pensions for employment with an Auxiliary Unit of the Commonwealth Police Force, to be known as the 'Commonwealth Security Force' and operating at selected establishments of the Department of Defence at Canberra, ACT, and Melbourne, Victoria.

2. Successful applicants will be employed at 'Exempt Employees' and engaged under the provisions of Section 8 'A' of the Commonwealth Public Service Act and will not be invested with Police powers.

Nature of Duties

3. The work involved will be of a protective security nature and will include:

a. check of passes of persons entering Commonwealth Buildings;
b. issue of temporary passes to visitors, recording times of arrival and departure, escort of visitors to Departmental offices, obtaining surrender of temporary passes;
c. delivery of classified material;
d. make security checks of offices at close of business and after working overtime;
e. issue overtime slips and take follow-up action; and
f. reporting of security breaches.

Hours of Duty

4. Duties will be of 40 hours per five day week, rostered on eight hour shifts (generally 7 am-3 pm, 3 pm-11 pm, and 11 pm-7 am) with two rest days in each seven day period.

Salary Scales

5. $2,034-2,103-2,159 (standard).
$2,262-2,331-2,387 (actual) yearly increments.

Penalty Rates

6. a.	*Shift duty:*	10 per cent extra for afternoon shifts. 25 per cent extra for night shifts.
b.	*Holiday duty:*	time and a half for rostered duty; double time for all overtime worked on a public holiday.
c.	*Saturday duty:*	time and a half for rostered duty; double time for overtime.
d.	*Sunday duty:*	for all duty on a Sunday, including overtime duty, payment will be made at double time.
e.	*For ordinary overtime duty, Monday to Friday:*	payment will be made at time and a half for the first three hours and at double time thereafter.

Training

7. An induction course as to duties to be performed supplemented by on the job training and local aspects will be arranged.

Sick Leave

8. Twelve days on full pay and 12 days on half pay each year.

Recreation Leave

9. Four weeks recreation leave each year.

Uniform

10. Uniforms of an approved pattern will be supplied.

Submission of Applications

11. Applications for appointment are to be made in the following form and addressed to the Commissioner, Commonwealth Police Force, Canberra, ACT, and interviews will be arranged on receipt.

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

TO THE COMMISSIONER,
COMMONWEALTH POLICE FORCE,
CANBERRA, ACT.

PERSONAL PARTICULARS FORM

To be completed in own handwriting by each applicant for employment with Commonwealth Security Force.

FULL NAME SURNAME IN BLOCK LETTERS OTHER NAMES

ADDRESS PHONE NO.....

DATE OF BIRTH PLACE OF BIRTH

NATIONALITY MARITAL STATUS

EDUCATIONAL STANDARDS: CIVIL.....
SERVICE.....

SERVICE DETAILS:
BRANCH OF SERVICE:
FROM: TO:
REASON FOR DISCHARGE:
RANK ON DISCHARGE:

PRESENT EMPLOYMENT:
EMPLOYERS PARTICULARS:

DETAILS OF ANY CIVIL CONVICTIONS:

Signature of applicant:.....

Date:.....

(HPB 153/1/68)

UNCLASSIFIED

149—Scholarships for Senior Entry to the Royal Australian Naval College

Navy Order 43 of 1969 is to be amended as follows:

Paragraph 5

Add new Paragraph 5

'5. Although the grant of a Royal Australian Naval Scholarship does not preclude the holding of another scholarship, it should be noted that scholarships awarded by certain other agencies do preclude the holding of a second scholarship; in other words, the candidate may find that he must be prepared to relinquish other scholarships if he accepts a Naval Scholarship.'

(HPB 310/1/3)

(*Navy Order 43 of 1969*)

UNCLASSIFIED

150—Travel to Australia—Claims for Shipboard Allowance

1. The Naval Board have decided that it is no longer necessary to refer claims for Shipboard Allowance to Navy Office in respect of travel from the United Kingdom to Australia, where Shipboard Allowance only is involved.

2. Accordingly the last sentence of Instruction 210/4 of NPI will be deleted, and NPI should be noted pending promulgation of the change.

(HPB 252/51/89)

UNCLASSIFIED

151—Vietnam and Vietnamese Campaign Medals

1. Supplies of the above medals are being received by the Department at the rate of 100 of each per week. The medals will be inscribed as received and issued to eligible members in alphabetical order. However, due to the rate of delivery some time will elapse before all eligible members have received their awards.

2. The Vietnamese Medal will be issued with a Service Ribbon Attachment Clasp for wearing with the medal and a Service Ribbon Attachment Emblem for wearing when the ribbon alone is worn. Three Service Attachment Emblems will be issued which will enable each member to maintain three sets of ribbons.

3. Some confusion exists regarding the order of wearing of the United Nations Service Medal and the Vietnamese Campaign Medal. The United Nations Service Medal is neither a British nor a foreign award, but is granted under the authority of the United Nations of which the United Kingdom and other Commonwealth countries are member nations. The United Nations Service Medal is therefore worn immediately after the British Korea Medal or if that medal has not been awarded, in order of date of award in the same way as an official war medal. The Vietnamese Campaign Medal is regarded as a foreign award and, as such, is worn in date order with other foreign awards after all other medals including Long Service and Good Conduct Medals.

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

(HPB 38/201/31)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

152—Combined Tactical Courses at HMAS WATSON

1. Combined Tactical Courses (901431) are conducted at HMAS WATSON as scheduled in the current Officers Course Programme Navy Order.

2. Experienced seaman officers of lieutenants rank and above and weapons electrical engineer officers who have tactical responsibilities are eligible to attend.

3. This course covers all aspects of naval tactics and the Naval Board attach great importance to the attendance of appropriate officers on each course. In particular, Commanding Officers and Officers of the Command Team should make every effort to attend a course before taking up their posting or during refit and maintenance periods.

(DOA 312/201/28)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

153—Alteration and Addition Item—HMAS PARRAMATTA

1. Navy Order 516 of 1967 is to be amended as follows:

2. *Delete* from the heading and the preamble the words 'HMAS PARRAMATTA', *insert in lieu* thereof 'Type 12 DEs'.

3. *Delete* the item as worded and *insert* the following *in lieu:*

a. Items—*Ships Company Galley*

(1) Resite baking oven and 50 qrt mixer forward and provide a 20in wide moulding bench with two roll out cereal bins and storage shelves under. Fit a 20in × 24in × 6ft high bread storage and cooling rack with wire woven shelves 6in apart. Fit a bulkhead mounted clamp over the moulding bench to support one 50 qrt mixing bowl, for bread proving.

(2) Resite scullery sink to port side preparation bench aft to frame 53. Provide cupboards and drawers beneath this bench for knife and implement storage, also an open fronted compartment for stowage of one garbage bin. Site meat slicer after end of this bench.

(3) Modify the galley range, by removing the port side bank of four 9in × 12in hot plates and fit one 24in × 18in griddle plate with grease drawer under. This modification would provide grilling facilities without additional weight and can be carried out by the manufacturer of the range, Sterlec NSW.

(4) Resite the deep fryer adjacent to frame 54, port side and fit a stainless steel fold down dresser shelf to the front of this fryer. Site small 15in × 12in O/D hand basin adjacent to existing CFW and HFW supplies at frame 55-54.

(5) Resite potato peeler, without peel trap, from 1 deck position to site vacated by one stock pot (Class Item 324). Separate this unit from the servery area by a 5ft high, 2½ft wide, bright metal screen.

(6) Remove existing plate storage and 18in wide servery shelf and enlarge the servery shutter and fit a 5ft wide, 19 cu ft refrigerated servery cabinet forward of the bain-marie. Cabinet to be designed with two bottom hinged doors and stainless steel servery top. Cold servery and bain-marie to be joined at the same height to prevent the ingress of liquids. Extend existing 6ft central preparation bench to 9ft length with implement storage shelf under.

(7) Fit a five module plate rack within the 11ft wide servery area sited above the serving units. Modules to be designed from stainless steel rod supported on an angle iron base, each to facilitate storage of 20 10in dinner plates. Units to be designed for loading from within the galley with plates heated in the bain-marie hot cupboard.

(8) Modify exhaust canopies over all heat producing equipment and fit grease filters.

(9) Land one DAR and one cold water unit as redundant equipment. DAR to be replaced by the 19 cu ft refrigerated servery. Cold water unit is not required for galley or bakery use and utilises valuable space.

(10) Fit flap at back of range to prevent ingress of grease, etc.

(CNTS 1224/68/582)

UNCLASSIFIED

154—Alteration and Addition Item—HMAS QUEENBOROUGH

The following Alteration and Addition Item is approved to be carried out in HMAS QUEENBOROUGH:

Class List Item No 616 (Ex TDL 'O').

a. *Item:* 'Remove existing hammock stowage port side of C/L at bulkhead 73 in 3 N Messdeck. Supply and fit a 5 cu ft Domestic Automatic Refrigerator, to Navy Office Specification SP 800, port side of C/L of bulkhead 73 in 3 N Messdeck.'

b. No weight compensation is required, but actual weight variation is to be reported on completion of the item.

c. *Reference:* HMAS QUEENBOROUGHs Form AS1182 (TG103), TDL 'O', dated 7 February 1968, forwarded under cover of FOCAF Memorandum, dated 23 February 1968.

(CNTS 1224/64/198)

RESTRICTED

155—Ammunition—Annual Practice Allowance

Navy Order 376 of 1967 is to be amended as follows:

Table B

Delete existing Table B and *insert* new Table B as follows:

TABLE B

Allowance of Seacat Missiles

The allowance of missiles will be:

a. *Work-up:*

Each aimer allowed by complement is allowed two missiles and each controller one missile during work-up, or on joining a ship fitted with Seacat, after an absence from the system of six months or more. One missile fired during a ships work-up may be a warhead missile, but Naval Board permission is required for such a firing.

b. *Continuation Training:*

Each aimer is allowed one missile every six months period of the commission. The first 'six month period' will commence six months after the completion of the ships work-up.

c. *Replacement Allowance:*

Commanding Officers may authorise the firing of a replacement missile in the event of missile failure. Such replacements may only be authorised after careful study of the circumstances and all available records confirm that the missile failed in flight. In forwarding the records, the Commanding Officers covering letter is to state that a replacement was fired.

d. *FOCAF Allowance:*

FOCAF may authorise the expenditure of up to four practice missiles per year, for contingencies not covered by the practice allowance regulations.

e. *Proof Firings:*

One per cent of total stocks of missiles will be fired for proof each year. They will be allowed in lieu of practice missiles of the normal allowance for continuation training. Ships will be informed when they are required to carry out proof firings.

Note 1: All unfired missiles are to be landed immediately the firing programme has been completed.

Note 2: Any work-up missiles not expended during work-up should be fired as soon as possible thereafter and do not affect the six month rule.

Note 3: To avoid missile wastage the missiles in 2 above are not to be fired:

a. by an aimer who is due to leave the ship within two months;

b. by a ship within two months of commencing a scheduled refit if:

(1) the aimers are leaving the ship during refit; or

(2) if the ship is scheduled to refit for longer than four months.

Note 4: No Seacat aimer will be considered to be fully qualified until he has fired two missiles satisfactorily.

Note 5: Any aimer who obtains a miss distance of more than 25ft with his first two missiles should not fire again until he has been retrained at HMAS CERBERUS.

Note 6: If an aimer fails to achieve the required standard (*see* Note 5 above) with his third missile consideration will be given to reclassifying him.

Note 7: Whenever possible aimer and controllers of ships on the Australia Station are to carry out refresher training (Course 911650) in the Seacat dome trainer at HMAS CERBERUS before practice firings are carried out.

(DSAW 725/252/19)

UNCLASSIFIED

156—Ammunition—Propellant—Landing—Destruction—Reports

(*DCI (RN) 1385/1968*)

1. Propellant of the following lots is due for withdrawal having reached age limits:

Propellant Lots Affected	*Type*	*Nature of Armament Which May be Affected*
RNC 5174	SC 103 ..	Cartridges: QF 4.5in (SL), QF 4in
RNC 5186		
RNC 5197		
RNC 5209		
RNC 5220		
RNC 5194	SC 150 ..	Cartridges: Impulse Torpedo
RNC 5206		
RNC 5217		
RNC 5179	NF 029 ..	Cartridges: QF 4.5in (SL)
RNC 5225	NF 059 ..	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNC 5193	NF/S 164-048 ..	Cartridges: QF 4.5in (SL)
RNC 5205		
RNC 5178	NF/S 198-054 ..	Cartridges: QF 4.5in (SL)
RNC 5192		
RNC 5204		
RNC 5214		
RNC 5224		
RNC 5190	HSCK/T 124-058	Cartridges: A/S Mortar, Squid
RNC 5200		

Propellant Lots Affected	*Type*		*Nature of Armament Which May be Affected*
RNC 5175	HSCK/T	134-055	Cartridges: Squid, A/S Mortar
RNC 5176			
RNC 5188			
RNC 5189			
RNC 5198			
RNC 5199			
RNC 5210			
RNC 5212			
RNC 5222			
RNP 975	SC/Z 008	..	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNP 1004			
RNP 990	SC 061	..	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNP 989	SC 103	..	Cartridges: QF 4.5in (SL), QF 4in
RNP 1002			
RNP 982	NF 029	..	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNP 994			
RNP 998			
RNP 1007			
RNP 983	NF 042	..	Cartridges: QF 4in, QF 4.5in (SL)
RNP 1011	NF 052	..	Cartridges: QF 4in (FA)
RNP 993	NF 059	..	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNP 997			
RNP 1006			
RNP 1005	NF/S 168-048	..	Cartridges: QF 4.5in (SL)
RNP 1010			
RNP 981	NF/S 198-054	..	Cartridges: QF 4.5in (SL)
RNP 992			
RNP 986	HSCK/T	134-055	Cartridges: Squid, A/S Mortar
RNP 1003			
VC 4551	N/S 198-054	..	Cartridges: QF 4.5in (SL)

2. *Action to be taken by HMA ships, establishments and proof ranges* — Return to 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 (i) refers.

3. *Action to be taken by RAN Armament Depots* — Declare for disposal. Propellant Acceptance Lists are to be amended.

(DAS 729/51/94)

UNCLASSIFIED

157—Ammunition—.22in Rimfire and Shot Gun Cartridges Procurement and Supply

1. Bulk stocks of .22in 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.

3. Navy Order 134 of 1966 is hereby cancelled.

(DAS 726/69/28)

(*Navy Order 134 of 1966*)

UNCLASSIFIED

158—Communications—Wireless—Direction Finding Outfit FM16—Introduction

(*DCI (RN) 1556/1968*)

Description

1. Medium Frequency D/F Outfit FM16 will shortly be introduced to replace Outfit FM12. Outfit FM16 is smaller than its predecessor in both weight and volume, and employs valve and printed circuit techniques. Although similar in principle and concept to Outfit FM12, a circular (rather than square) Bellini-Tosi loop aerial is used, and new cable runs are required when first fitted. FM16 is capable of both manual and automatic operation, and calibration has been greatly simplified by the provision of a unit for Quadrantal Error correction. The frequency of operation extends from 250 to 550 KHz.

Fitting

2. Outfit FM16 will be fitted in new construction vessels in addition to retrospective fitting by A and A action.

Documentation

3. a. Handbook .. .. BR 2494
   b. Calibration Instructions .. .. .. BR 2357
   c. Installation Specification .. .. .. B 1021/PRE 1
   d. E List .. .. S 1571
   e. Planned Maintenance Schedules .. .. WE 901

(D of C 16/1/94)

UNCLASSIFIED

159—Gun Mountings—4.5in Mark 6 Series—Oil Servo Units Marks 5, 8 and 9 Series—Preservation

1. 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 2in wide AP No 0462/4633. The polythene bags 36in × 54in deep, can, if necessary, be made from Polythene Sheet AP 7876—.007in thick and 54in wide.

3. Additionally, since occasions may arise when preservation of units by ships staffs before dispatch is impracticable, dockyards are to check all oil servo units for oil and for leaks, on receipt.

4. Navy Order 183 of 1966 is hereby cancelled.

(DWE 736/53/22)

(*Navy Order 183 of 1966*)

UNCLASSIFIED

160—Stores—General ABR 5074—RAN Catalogue of Stores—Group Classes—Various—Changes of Denomination of Quantity

Navy Order 540 of 1968 is to be amended as follows:

Paragraph 1

	Group Class	*Catalogue No*	*Old DQ*	*New DQ*
shown as	0221	12190-L1	FT	LN
should read	0221	121290-L1	FT	LN
shown as	0275	14690	NO	ST
should read	0275	10177	NO	ST
shown as	0476	2013	DZ	NO
should read	0476	2103	DZ	NO

(DSAP 465/52/1292)

(*Navy Order 540 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO's 161-174/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 March 1969.

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

11787/69

CONTENTS

No. *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

161 Charter of the Royal Australian Naval College.

162 Medical—Morphia—Use in Ships Not Carrying a Medical Officer.

SECTION 2—PERSONNEL

163 Downgrading of Passage Entitlement.

164 RAN Communication Sailors—Singapore.

165 RANR Bridge Watchkeeping Certificates and Helmsmen's Certificates.

SECTION 3—OPERATIONAL AND TRAINING

166 Technical Officers Writers.

SECTION 4—EQUIPMENT, STORES AND SERVICING

167 Alteration and Addition Item—HMAS HAWK.

168 Ammunition—Propellant—Landing—Destruction—Reports.

169 Ammunition—Pyrotechnics—Navigational Outfits.

170 Armament Stores—Cox Gun Equipment 411235 Bolt/Punch Ammunition Set No 2—Deletion of 411075 Punch Ammunition No 7.

171 Gun Direction System Mark 5—TIU Mark 5—Modification No 21.

172 Gun Mountings—4.5 inch Mark 6* Mod 3 Mountings—Portable Filter Units—Stowage Arrangements.

173 Naval Stores—Introduction—0434/923-5519—Valve for 0434/4012—Reducer Used in One Man Recompression Chambers 0431/L90015.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

174 Mail for HMA Ships.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

161—Charter of the Royal Australian Naval College

The Naval Board have approved the following charter defining the purpose of the Royal Australian Naval College:

> 'The aim of the Royal Australian Naval College is to prepare young men for service to their country as officers of the Royal Australian Navy, by providing a sound and well-balanced education in academic and naval subjects whilst developing the qualities of loyalty, integrity, responsibility and initiative.'

(HPB 134/1/74)

UNCLASSIFIED

162—Medical—Morphia—Use in Ships Not Carrying a Medical Officer

1. 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, ie, 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, ie, 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 AM177A (SA114).

12. Navy Order 145 of 1966 is hereby cancelled.

(MDG 327/54/13)

(Navy Order 145 of 1966)

Section 2

PERSONNEL

UNCLASSIFIED

163—Downgrading of Passage Entitlement

1. Cases have occurred recently where officers on a posting oversea for long term duty or returning from oversea on completion of their long term duty have requested to downgrade their passage entitlement and to travel economy class.

2. Authority exists under NPI 188 (3) for downgrading of a passage entitlement to be approved only where a member is posted oversea on intermediate term duty and his wife travels with him at his own expense. Downgrading in any other circumstances is outside normal policy and approval of such could only lead to the loss of an officers correct travel entitlement.

(HPB 187/1/300)

UNCLASSIFIED

164—RAN Communication Sailors—Singapore

1. Because of a shortage in numbers of General Service Radio Operators and because of the nature of the duties to be performed, it has been decided that, in future, only members of the Radio Operator Special category will be employed with the RAN Communication Detachment in Singapore.

2. Volunteers for service in Singapore will continue to be called for, but only from the Radio Special Category. Should insufficient volunteers be forthcoming, non-volunteers will be posted.

3. Navy Order 457 of 1968 is to be amended as follows:

a. **Paragraph 1**

Delete 'Communication Branch (General Service Radio and Special)' and *insert in lieu* 'Radio Operator Special Category'.

b. **Paragraph 5**

Delete 'at STC Kranji for Radio Operators' and *insert in lieu* 'for sailors'.

4. The instructions for WRANS service in Singapore remain unchanged.

(D of C 333/201/28)

(Navy Order 457 of 1968)

UNCLASSIFIED

165—RANR Bridge Watchkeeping Certificates and Helmsmens Certificates

1. ABR 5054 is to be amended as follows:

Article 0510 Paragraph 2b.

'must have completed at least 52 days training at sea in a commissioned vessel of at least minesweeper size except that up to 13 days in a craft below minesweeper size acting independently and up to 13 days in a craft below minesweeper size if in company during fully programmed exercises may be allowed to count. This certificate may be gained in 13 days training in one of HMA ships of at least minesweeper size if a Second Mates' Certificate or higher qualification is held.'

Article 0511 Paragraph 2d.

'must have completed at least 180 days training at sea in a commissioned vessel of at least minesweeper size except that up to 26 days in a craft below minesweeper size acting independently and up to 39 days in a craft below minesweeper size if in company during fully programmed exercises may be allowed to count. This certificate may be awarded to an officer possessing a Masters' Certificate (foreign going) who has completed at least 120 days training at sea including the 65 days in a craft below minesweeper size mentioned above.'

Article 1102 Paragraph 2

'The twenty hours experience may be gained in craft allocated to reserve training but the certificate can only be awarded by the Captain of one of HMA ships of minesweeper size or larger'.

(D of R 304/1/8)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

166—Technical Officers Writers

1. The syllabus for the Technical Officers Writers course has recently been revised and the course extended from ten to twelve weeks. This should ensure an improvement in the standard of knowledge of sailors proceeding to sea on completion of the course.

2. Recommended volunteers from ME (with AWC) MED (with AWCD), NAMAE, NAMW, EMAW, EMAC and EMP categories, in possession of ET1, are eligible for the course. Leading ranks of these categories are similarly eligible for the course.

3. Candidates should be of good character having regard to the security classification and other confidential nature of some of the Technical Officers Writers work.

4. To give candidates a general idea of the duties and responsibilities of the Technical Officers Writers, they are to be employed, where possible, as assistant to the Technical Officers Writers or Spare Gear Yeoman for a period of two to three weeks before being recommended. Candidates of the ME Category, are additionally, where possible, to be given one weeks instruction as assistant 'Chief of the Watch'.

5. On successful completion of the course, sailors will be posted to a TOW billet and where circumstances permit, a five day turnover period will be allowed. Soon after taking up the posting, or as convenient, arrangements are to be made for the newly qualified TOW of the Marine Engineering and Electrical categories to spend two days with the technical staff at Fleet Headquarters.

6. Details of the Course Syllabus, EDP numbers, etc, will be promulgated shortly in a new Article 0515 ABR 27 Vol II.

(D of T 311/4/140)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

167—Alteration and Addition Item HMAS HAWK

The following Alteration and Addition Item is approved to be carried out in HMAS HAWK:

Class List Item No 37 (Ex TDL 'N')

a. *Item:* 'Second brass plate to be fitted on the starboard side of stern of Ton Class Minesweepers in order to protect stern from damage.'

b. No weight compensation is required subject to total amount of ballast being fitted.

c. *Reference:* HMAS HAWKs Form AS1182 (TG103), TDL 'N', dated 10 June 1968, forwarded under cover of FOCAF Memorandum 1212/29/1, dated 5 August 1968.

(CNTS 1227/51/468)

UNCLASSIFIED

168—Ammunition—Propellant—Landing—Destruction—Reports

(*DCI (RN) 1460/1968*)

1. Propellant of the following lots is due for withdrawal having reached age limits:

Propellant Lots Affected	*Type*	*Nature of Ammunition Which May be Affected*
RNC 5232, RNC 5243, RNC 5253, RNC 5267, RNC 5268	SC 103	Cartridges: QF 4.5in (SL), QF 4in
RNC 5265	SC 140	Cartridges: Impulse Torpedo
RNC 5240, RNC 5249	SC 150	Cartridges: Impulse Torpedo
RNC 5215	NF 029	Cartridges: QF 4.5in (SL)
RNC 5262	NF 052	Cartridges: QF 4in (FA)
RNC 5257	NF 059	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNC 5236, RNC 5256, RNC 5271	NF/S 198–054	Cartridges: QF 4.5in (SL)
RNC 5233, RNC 5234, RNC 5244, RNC 5254, RNC 5255, RNC 5270	HSCK/T 134–055	Cartridges: Squid, A/S Mortar
RNP 1017	SC 061	Cartridges: QF 4.5in (SL), QF 4in (FA)
RNP 1016, RNP 1032	SC 103	Cartridges: QF 4.5in (SL), QF 4in
RNP 1019	SC/Z 008	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNP 1022	NF 029	Cartridges: QF 4.5in (SL)
RNP 1021	NF 052	Cartridges: QF 4in (FA)
RNP 1036, RNP 1041, RNP 1042	NF 059	Cartridges: QF 4in (FA), QF 4.5in (SL)
RNP 1020	NF/S 168–048	Cartridges: QF 4.5in (SL)
RNP 1040	NF/S 198–054	Cartridges: QF 4.5in (SL)

Propellant Lots Affected	*Type*	*Nature of Ammunition Which May be Affected*
MEC 178	NF 042	Cartridges: QF 4in, QF 4.5in (SL)
MEC 180	NF 029	Cartridges: QF 4in (FA), QF 4.5in (SL)

2. *Action to be taken by HMA ships and establishments* — Return to RAN Armament Depot as early as practicable. If unable to comply within three months from date of this order, report specially to DAS, NM and ER, BR 862, Article 1126 refers.

3. *Action to be taken by RAN Armament Depots* — Declare for disposal. Propellant Acceptance List is to be amended.

(DAS 729/51/91)

RESTRICTED

169—Ammunition—Pyrotechnics—Navigational Outfits

1. Navigational Outfits of Pyrotechnics etc, will be issued from RAN Armament Depots as necessary in accordance with the following scale:

Item	*HMA Ships*	
	Other than small craft	*Small craft*
397030 Cartridges 7.62mm rifle grenade (for line throwing)	30	30
357709 Cartridges 7.62mm balls in cartons	350	350
393183 Cartridges, signal 1 inch red	12	12
393014 Cartridges, signal 1 inch white	12	12
365045 Signals, distress Mark 13 Mod 0	4	4
393085 Rockets, Lifechute Mark 6	..	6
393300 Keys, case powder ML	1	1
401028 Markers, manoverboard, smoke and light Mark N1	4	2
1005–49–960–0072 Bayonet L1A2	2	2
1005–66–100–2002 Rifle L1A1 7.62mm	2	2
246071 Pistol signal 1 inch No 1 Mark 5	1	1
1005–66–100–2009 Bottle, oil Mark 5	2	2
1095–66–100–2003 Scabbard bayonet No 5 Mark 1	2	2
1005–49–960–0013 Pullthrough Mark 7	2	2
223617 Launcher, rifle grenade L1A1	2	2
223422 Line or	2	2
223500 Line nylon	2	2
223NIV Projectile (day)	6	6
222NIV Caps, spare	3	3
249176 Frog, bayonet	2	2
249157 Anklets, web undyed size (I) prs	2	2
249132 Belts, waist	2	2
24979112 Sling rifle web 46 inch long	2	2

(DAS 725/252/43)

UNCLASSIFIED

170—Armament Stores—Cox Gun Equipment 411235 Bolt/Punch Ammunition Set No 2—Deletion of 411075 Punch Ammunition No 7

1. *Authorities Concerned* — RAN Armament Depots, HMA ships and shore establishments authorised to hold Cox Gun Bolt/Punch Ammunition sets.

2. *Information* — 411075 Punch Ammunition No 7 was wrongly included as a component of 411235 Bolt/Punch Ammunition Set No 2 in Paragraph 2c. of Navy Order 473 of 1968.

3. *Action* — *Delete* 411075 Punch Ammunition No 7 from Paragraph 2c. and 2d. of Navy Order 473 of 1968.

(DAS 728/67/49)

(*Navy Order 473 of 1968*)

UNCLASSIFIED

171—Gun Direction System Mark 5—TIU Mark 5—Modification No 21

1. *Ships, establishment and authorities concerned* — Ships and establishments so fitted. Weapon Equipment Depots.

2. *Units affected* — DC/AC convertor.

3. *Modification* — To replace existing resistors R37 and R38, catalogue number 0632/011–3310, 390 ohms 3W, W/W style RWVJ with resistors, catalogue number 0632/519–9189, 390 ohms ± 1%, 1W.

4. *By whom* — Ships staff.

5. *Reason* — Unreliability of style RWVJ in TIU5 equipment conditions.

6. *Material required* — Pending availability of resistors, catalogue number 0632/519–9189, resistors, catalogue number 0632/013–5218 are to be demanded from Naval Store Depots and used in lieu. For future replacements resistors, catalogue number 0632/519–9189 are to be used.

7. *When to be done* — Category 1

8. *How to be treated* — As defect action.

9. *Documentation*	Completion of modification is to be recorded as follows: a. In relevant copy of TIU5 Manufacturers Test Results. b. In planned maintenance documentation. c. On unit modification labels.

(DWE 737/61/40)

UNCLASSIFIED

172—Gun Mountings—4.5in Mark 6* Mod 3 Mountings—Portable Filter Units—Stowage Arrangements

1. There is a requirement in 4.5in Mark 6* Mod 3 mountings, and 4.5in Mark 6* Mod 1 mountings with Class List Item 277 incorporated, to provide stowage arrangements for the portable filter, BR 226B (22), Folio 1, Section L, Index 465A, to prevent possible damage to the filter.

2. Action is being taken to modify all portable filters held in Weapon Equipment Stores Depots by fitting a portable carrier which will enable the portable filter to be stowed on either side of the mounting central trunk.

3. When available, modified portable filters will be supplied, without demand, to all ships and establishments fitted with 4.5in Mark 6* Mod 3 mountings and HMAS PARRAMATTA. On receipt of modified portable filters, unmodified units are to be returned to Weapon Equipment Stores Depots.

4. A Priority 1 Dockyard Defect Item is to be raised by ships fitted with 4.5in Mark 6* Mod 3 mountings and HMAS PARRAMATTA to have retainers, clips and tally plates, drawing N57171 Item 60, 61 and 67, fitted on the RH and LH side of the mounting central trunk in accordance with drawing N58972 Sheet 2, quoting this order as the authority.

5. When Class List Item 277 is being carried out on HMA ships YARRA and DERWENT the Defect Item listed in Paragraph 4 of this order is to be incorporated as part of the Alteration and Addition. Schedule DWE 7884 will be amended in due course to include this requirement.

(DWE 736/59/231)

UNCLASSIFIED

173—Naval Stores—Introduction—0434/923-5519—Valve for 0434/4012—Reducer Used in One Man Recompression Chambers 0431/L90015

Navy Order 850 of 1968 is to be amended as follows:

Paragraph 3, Line 2

Amend 'SVSO' *to read* 'SNSO'.

(DSAP 512/74/348)

(*Navy Order 850 of 1968*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

174—Mail for HMA Ships

1. The Postmaster-General's Department has provided a Schedule showing the arrival and departure times at Bowen, Bundaberg, Cairns, Gladstone, Hayman Island, Mackay, Maryborough, Port Alma, South Molle Island, Thursday Island, Townsville, Urangan and Weipa, Queensland, for surface and airmails. The schedule is contained in the Annex to this order.

2. Navy Orders 601 of 1966, 63, 180, 240 and 278 of 1967 are relevant.

ANNEX

Queensland

—	—	—	BOWEN	BUNDABERG	CAIRNS	—
ARRIVALS	*BY AIR* AT POST OFFICE	S	4.30p		8.15p	S
		M	9a 3p	3.45a 7.45a 2.15p	2.15p 8.15p	M
		T	10.30a 3.30p	3.45a 7.45a 12 noon 2.15p	8a 5p 8.15p	T
		W	10.30a 3p	3.45a 7.45a 8a 2.15p	8a 1.45p 8.15p	W
		T	11.15a 3.30p	3.45a 7.45a 12 noon 2.15p	8a 1.45p 4p 8.15p	T
		F	10.30a 3.30p	3.45a 7.45a 8a 2.15p	8a 4.45p 8.15p	F
		S	10.30a 4.30p	3.45a 7.45a	8a 4.30p 8.15p	S
	READY FOR COLLECTION		One hour after airmail Mon–Sat. Sunday 9a Mon	30 minutes after arrival	One hour after arrival	
	BY SURFACE AT POST OFFICE	S	2a		3.30p	S
		M	2a	3.45a 6a		M
		T	2a	3.45a 4.15a 6a	3.30p	T
		W	2a	4.15a 6a	3.30p	W
		T	2a	3.45a 4.15a 6a	3.30p	T
		F	2a	4.15a 6a	3.30p	F
		S	2a	3.45a 4.15a 6a	3.30p	S

	READY FOR COLLECTION		9a Mon–Sat	30 minutes after arrival	90 minutes after arrival	
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICE	S	9.30a			$
		M	9.30a 1p	8.15a 3.30p	5.30p 11.30a	M
		T	9.30a	8.15a 12 noon 3.30p	5.30a 10.30a 6p	T
		W	2p	8.15a 3.30p	5.30a 10.30a	W
		T	10a	8.15a 12 noon 3.30p	5.30a 10.30a	T
		F	11a	8.15a 3.30p 6p	5.30a 11.30a 6p	F
		S	10.30a	8.15a 3.30p	5.30a 11.30a 9p	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S	10a	6.15a 6p	11a	S
		M	5p	6.15a 6p	11a	M
		T	5p	6.15a 6p	11a	T
		W	5p	6p	11a	W
		T	5p	6.15a 6p	11a	T
		F	5p	6p	11a	F
		S	12 noon	6.15a 3p		S

			GLADSTONE	HAYMAN ISLAND	MACKAY	
ARRIVALS	*BY AIR* AT POST OFFICE	S		2p		S
		M	8.30a 2.45p	2.30p	6.30a 11a 2p 8.45p	M
		T	8a 1.15p	2p	6.30a 11a 2p 10p	T
		W	9a 3.15p		6.30a 11a 2p 10p	W
		T	7.45a 1.15p		6.30a 11a 2p 8.45p	T
		F	9a 4.45p	2p	6.30a 2p 10p	F
		S	9a	2.30p	6.30a 10.30a 7.30p 8.45p	S
	READY FOR COLLECTION		1–2 hours after arrival. Mail arriving 4.45p. Friday not available until 9a Sat	30 minutes after arrival Mon and Sat. One hour after arrival, Tu, Fr and Sun	1–1½ hours after arrival	
	BY SURFACE AT POST OFFICE	S		5.45p		S
		M	7.15a		9.30p	M
		T	7.15a		9.30p	T
		W	7.15a	12.15p	9.30p	W
		T	7.15a		9.30p	T
		F	7.15a	5.45p	9.30p	F
		S	7.15a		9.30p	S

DEPARTURES	READY FOR COLLECTION		9a	90 minutes after arrival	90 minutes after arrival	
	BY AIR MAIL CLOSES AT POST OFFICE	S			11.30a	S
		M	8.30a 3p	9a 5p	6a 2p	M
		T	6.30a 2.45p		6a 2p	T
		W	7.30a 2.45p		6a 2p	W
		T	6.30a 2.45p	5p	6a 2p	T
		F	9.15a 3.15p		6a 2p	F
		S	8a 12 noon	9a 5p	6a 12 noon	S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S				S
		M	3.30p 5p		5a	M
		T	3.30p 5p	9a	5a	T
		W	3.30p 5p		5a	W
		T	3.30p 5p	5p	5a	T
		F	3.30p 5p		5a	F
		S	5p		5a	S

—	—	—	MARYBOROUGH			PORT ALMA	SOUTH MOLLE ISLAND	THURSDAY ISLAND	
ARRIVALS	*BY AIR* AT POST OFFICE	S	7.20p						S
		M	7.15a	1.30p	7.05p			6.30p	M
		T	7.15a	3.40p	7.20p				T
		W	7.20a	1.30p	7.05p	Nil	Nil	6.30p	W
		T	9a	3.40p	7.20p				T
		F	7.20a	1.30p	7.05p			9.30a	F
		S	7.15a	12.45p					S
	READY FOR COLLECTION		30 minutes after arrival. Mail arriving Sunday evening not available until 4.15a Mon					90 minutes after arrival	
	BY SURFACE AT POST OFFICE	S					4p		S
		M	4.30a	5a	3.45p	4.45p	6p	*Note:* No regular services.	M
		T	4.30a	5a			4p	Mails are carried by sea	T
		W	4.30a	5a	3.45p	4.45p	6p	according to availability of	W
		T	4.30a	5a			6p	shipping. Average three times	T
		F	4.30a	5a	3.45p	4.45p	4p	weekly	F
		S	4.30a	5a			6p		S

	READY FOR COLLECTION		30 minutes after arrival			15 minutes after arrival	30 minutes after arrival		
DEPARTURES	*BY AIR* MAIL CLOSES AT POST OFFICE	S					1p		S
		M	9.15a	4.10p				5p	M
		T	9.15a	3.30p			9a		T
		W	9.15a	3.45p		Nil		5p	W
		T	7.30a	3.30p				5p	T
		F	9.15a	3.45p	6p		1p		F
		S	9.15a	1.30p					S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S					9p		S
		M	9.15a	6p		3.30p	9p		M
		T	9.15a	6p			9p		T
		W	6p			3.30p	9p	*Note:* No regular services.	W
		T	9.15a	6p			9p	Average twice weekly	T
		F	6p			3.30p	9p		F
		S	9.15a	1.30p			9p		S

QUEENSLAND—*continued*

			TOWNSVILLE	URANGAN	WEIPA	
ARRIVALS	*BY AIR* AT POST OFFICE	S	6.30a			S
		M	5a 12.10p 3.20p 7.45p		4.40p	M
		T	7a 11.25a 3p 7.45p		2.10p	T
		W	7a 12.25p 3.20p 7.45p	Nil	4.25p	W
		T	7a 11.25a 3p 7.45p			T
		F	7a 3p 7 45p		8 35a	F
		S	7a 12.30p *3.30p			S
	READY FOR COLLECTION		1–2½ hours after arrival		½–1 hour after arrival	
	BY SURFACE AT POST OFFICE	S	6.30a		No regular services. Mails by sea accord-	S
		M		9.30a	ing to availability of Shipping.	M
		T	6.30a	9.30a	At present, surface mails are being carried	T
		W	6.30a	9.30a	by Comalco aircraft from Cairns to	W
		T	6.30a	9.30a	Weipa once daily M-F usually arriving	T
		F	6.30a	9.30a	not later than 4p	F
		S	6.30a	9.30a		S
DEPARTURES	READY FOR COLLECTION		Tuesday–Saturday 3 hours after arrival. Sunday 3½ hours after arrival	10 minutes after arrival		
	BY AIR MAIL CLOSES AT POST OFFICE	S	11.30a			S
		M	6.30a 1p			M
		T	6.30a 12.30p		1p	T
		W	6.30a 1p	Nil	5p	W
		T	6.30a 12.30p			T
		F	6.30a 12.30p		9a	F
		S	6.30a 12 noon 5p			S
	BY SURFACE MAIL CLOSES AT POST OFFICE	S				S
		M	7.30p	9.15a 4p	See remarks for 'Arrivals'. Mails usually	M
		T	7.30p	9.15a 4p	close at 5p previous day	T
		W	7.30p	9.15a 4p		W
		T	7.30p	9.15a 4p		T
		F	7.30p	9.15a 4p		F
		S	1.30p	10.50a		S

(AS (NS) 68/201/22)

(*Navy Orders 601 of 1966, 63, 180, 240 and 278 of 1967*)

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Registrar
Hertens'

ANO 175/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
17 March 1969.

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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11789/69

Section 2

PERSONNEL

UNCLASSIFIED

175—Recruitment of Tradesmen and Technicians from the Electrical Industry for Training as Systems Artificers

1. The rules for establishing the technical suitability of tradesmen or technician applicants for direct entry and subsequent training as Systems Artificers have been revised and extended.

2. Trade classifications in common use in the electrical industry in Australia are shown in Annex A, together with their related duties where these are defined in the various Federal and State awards.

3. It will be apparent that many of these categories of tradesmen would not be suitable for subsequent training as Systems Artificers if their post-apprenticeship employment had been confined to the duties related to their trade. However, all tradesmen listed will be given such courses as to allow for their qualification as System Artificer.

4. On the other hand an applicants basic trade qualification may not reflect his present level of attainment in the electrical industry where many opportunities for improvement are available.

5. Additionally applications may be received from potential candidates for direct entry who have not been formally indentured to an electrical trade but who can meet, or have met the requirements laid down by the Commonwealth Public Service Board for the sub-professional grade of Technician in one of the specialisations of electrical engineering.

6. Annex B to this order contains a list of Technician categories currently recognised. This list may not be exhaustive and should not be interpreted so as to exclude an applicant who may appear to have comparable qualifications.

Acceptable Qualifications

7. All applicants for direct entry as Systems Artificer must have completed one of the following before their applications will be further considered:

a. A recognised form of indentured apprenticeship in the electrical industry, or

b. A five year period of training as a Technician-in-Training in an electrical engineering branch as provided for in the Commonwealth Public Service Act 1922-1960, or

c. The qualifying examination for appointment, promotion or transfer as Technician in an electrical engineering branch under the Commonwealth Public Service Act 1922-1960 or for civilian personnel of the Department of the Navy, or

d. The qualifying examination for appointment, promotion or transfer as Technician (Weapons) for civilian personnel of the Department of the Navy, or

e. An equivalent examination to those in Paragraph 7 c. and 7 d. set and marked by the Commodore Superintendent HMAS CERBERUS and held in that establishment.

Acceptable Experience

8. Applicants who have completed periods of formal training as specified in Paragraphs 7 a. and 7 b. must have been employed in their trained capacity for a period of three months within the last two years prior to their application, or have been undertaking full-time post-apprenticeship training in an allied field, during that period.

9. Additionally those categories of tradesmen and technicians marked 'X' in Annex A and Annex B to this order will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade. Applicants in these categories must show evidence that their post-apprenticeship training and/or practical experience has not been confined exclusively to their basic trade and that their present level of attainment in the industry meets Service requirements.

10. Applicants who have not completed periods of formal training as specified in Paragraphs 7 a. and 7 b., but who have met one of the requirements in Paragraphs 7 c. or 7 d. or 7 e. must additionally produce evidence of a minimum of one years employment at Technician level in a branch of electrical engineering or in mechanical and hydraulic control engineering, or in analogue and/or digital computer engineering.

Exemptions from Trade Test

11. Applicants who have previously passed the Commonwealth Public Service or Department of the Navy examinations for appointment, promotion or transfer as Technician in the following categories, and who have the requisite experience, in accordance with Paragraph 10, are exempted from Trade Test:

Technician Radio.
Technician (Telecommunications) Radio.
Technician (Telecommunications) Research.
Technician (Telecommunications) Telegraph.
Technician (Telecommunications).
Technician (Weapons).
Technician (Weapons Electronic).
Technician (Gyro-Compass).

12. Applicants who have held appointment as Technician as required under Paragraph 8, following five years formal training as a Technician-in-Training will however be required to undertake an appropriate Trade Test.

Applications for Trade Test

13. As in the past the Trade Test will be designed to establish that an applicant who claims certain trade or technician skills has, in fact, acquired these skills by currently accepted civilian standards of quality and efficiency.

14. Applications for Trade Test must therefore specify the civilian trade or technician category for which the Trade Test is required, and not the category of Systems Artificer for which the applicant may have expressed a preference or for which he may appear suited.

The Selection Test (Test No 8/65)

15. In addition to the Trade Test applicants other than those exempted in accordance with Paragraph 11 above, will be required to complete a Selection Test the purpose of which is to:

a. Eliminate applicants who cannot meet a basic minimum standard, before the Trade Test.

b. Facilitate selection for Artificer categories after the Trade Test.

c. Evaluate deficiencies which are to be communicated to the candidate in order that he may prepare himself for a later test should he so desire.

16. Selection Tests will be prepared by the Commodore Superintendent, HMAS CERBERUS, in two sections, namely:

a. *Section I:* An objective type test suitable for all applicants and confined to basic electrical mathematics (arithmetic, algebra and geometry) and basic electrical science (physics and chemistry) to the standard of the following public examinations:

New South Wales	Intermediate
Victoria	Intermediate
Queensland	Junior
South Australia	Intermediate
Western Australia	Junior
Tasmania	Work at third year level.

b. *Section II:* An objective type test combining a Technical Information Test and a General Test to a standard varying between Technical College Trade Course and Certificate Course level.

17. Section I of the Selection Test will be confined as far as possible to multiple choice answers or numerical answers and will be accompanied by a check sheet so that marking can be carried out at the Recruiting Centre. In this way candidates who fail can be informed immediately that their application to join the Service as a Systems Artificer would be unlikely to succeed and they can be advised as to other avenues of entry.

18. Section II of the Selection Test should only be completed if the candidate should pass Section I. Instructions preceding Section II should make it clear that this section is intended only to establish a measure of the breadth and depth of the candidates technical experience and proficiency. There will therefore be a wide range of questions and no fixed time limit. However the time taken by the candidate should be recorded on the examination paper.

19. Sections I and II should be administered and marked at the Recruiting Centre by the Naval Psychologist.

20. Completed papers for the Selection Test are to be forward to the Commodore Superintendent of Training. This will include Section I for failed candidates, so that a continuing assessment of standards may be made.

21. It is essential that the worked papers for the Selection Tests, referred to in Paragraphs 16 to 20, be forwarded to Commodore Superintendent of Training, HMAS CERBERUS, without delay, and that the results of the tests are reported to the Naval Board, copy to the NOIC concerned by signal, in order that the applicant for trade test can be advised of future arrangements without delay.

22. Candidates for Systems Artificer cannot be guaranteed a particular service category. A final recommendation will be made by the Commodore Superintendent of Training to Navy Office based upon the results of Trade and Selection Tests.

The Trade Tests

23. Trade Tests will be held in five broad categories as follows:

a. Electrical Fitters.

b. Electrical Mechanics.

c. Electrical Instrument Makers.

d. Radio Technicians.

e. Telecommunications Technicians.

24. Details of trades and basic trade skills appropriate to each category, and syllabuses for trade testing are shown in Annex C.

25. Each Trade Test will comprise three sections:

a. A written examination of three hours duration on basic and applied theory and trade practice.

b. An oral examination covering the complete syllabus.

c. A practical examination.

26. The written examination will be held at the appropriate Trade Testing Centre but will be set and marked by HMAS CERBERUS.

27. The oral and practical examinations will be set and marked by the establishment responsible for the Trade Test. The results are to be reported in terms of marks gained out of 100 together with the recommended passing mark to the Commodore Superintendent of Training.

28. The Commodore Superintendent of Training will co-ordinate results, determine the 'passing standard' (ABR 27, Volume 2, Part 1, Article 0405) and make appropriate recommendations to the Naval Board without delay.

Trade Testing Centres

29. Trade Tests will be carried out in the following Naval establishments:

HMAS CERBERUS	All categories.
HMAS NIRIMBA	Electrical Fitters. Electrical Mechanics.
Dockyard Radio Centre, Leichhardt	Electrical Instrument Makers. Radio Technicians. Telecommunications Technicians.

Technician Qualifying Examination

30. Applicants who have not qualified in any other way but who can produce evidence to the satisfaction of the Commodore Superintendent of Training that they would have a reasonable chance of passing (eg, a Technical College Certificate) may elect to undertake a Technician Qualifying Examination at HMAS CERBERUS.

31. This examination will be in all respects similar to the examinations of the Commonwealth Public Service for appointment, promotion or transfer as Technician in the various branches allied to electrical engineering or the equivalent examinations conducted by the Department of the Navy under the Naval Defence Act.

32. A candidate may elect the particular category but should his selection be one marked 'X' in Annex B it will be necessary to establish by additional testing based upon the appropriate Trade Test syllabus that the candidates knowledge meets Service requirements in accordance with Paragraph 9.

33. Details of the Commonwealth Public Service examinations including rules, syllabuses and recommended tests are published from time to time in the Commonwealth Gazette. The information is also available from Public Service Inspectors or Directors of Posts and Telegraphs, in the case of PMG designations.

11789/69—2

34. Details of the Department of the Navy examinations are available on application to Navy Office, but these should only be obtained for candidates whose experience has been gained in Naval work, eg, at a dockyard.

Transfers

35. The names of serving sailors who fulfill the foregoing requirements for entry as Systems Artificers, who wish to transfer, and who are recommended, are to be reported to the Naval Board.

36. Navy Order 410 of 1965 is hereby cancelled.

ANNEX A

RECRUITMENT OF TRADESMEN FROM THE ELECTRICAL INDUSTRY IN AUSTRALIA

The following is an interim guide to trade classifications in use within the electrical industry in Australia, related duties being shown where these are stated in relevant awards.

This information is being verified by state branches of the Department of Labour and National Service and any variations arising therefrom will be promulgated on receipt.

GROUP A

(Federal Metal Trades and Aircraft Industries Awards)

Trade Classification	*Related Duties*
1. Electrical Fitter and/or Armature Winder (except the making of parts by specialised processes and the assembling thereof)	A fitter mainly engaged in making, fitting or repairing electrical machines, instruments or appliances, who in the course of his work applies electrical knowledge.
2. X Electrical Mechanic	A tradesman mainly engaged on electrical installation, repair and maintenance work.
3. X Electroplater 1st Class ..	An adult employee who maintains the solutions used and is responsible for the electroplating of ware.
4. X Refrigeration Mechanic or Serviceman	—
5. Radio Tradesman	An adult employee engaged on radio work which requires the application of general trade experience gained through apprenticeship or equivalent training in that work but does not include an employee engaged solely as a radio tester or final tester and fault finder.
6. X Telegraph Mechanic and/or Serviceman	—

Note: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

ANNEX A—*continued*

Trade Classification	*Related Duties*
7. X Battery Fitter	An adult employee wholly engaged in the erection, overhauling or repairing of storage batteries.
8. Electrical Instrument Maker and/or Repairer	An adult employee employed in an electrical supply undertaking who is required to design, test, repair and build electrical measuring and/or recording appliances and/or instruments (not including consumers' meters) and carry out experiments on same in a workshop or laboratory.
9. Electrician-in-Charge of Electric Supply Undertakings	—
10. Electrician-in-Charge of Plant and/or Installation	—
11. Installation Inspector and/or Tester	—
12. Shift Electrician	—
13. Aircraft Electrician	A tradesman qualified to assemble or dismantle electrical apparatus, to determine mechanical or electrical accuracies, to correct any mechanical or electrical inaccuracies, to carry out necessary adjustments and tests and fabricate parts of such fittings.
14. Ground Engineer or Aircraft Mechanic (Electrical)	—

Note: The Federal Metal Trades Award does not apply in Western Australia.

GROUP B

(From various State awards)

Trade Classification	*State*	*Related Duties*
15. Electrical Fitter ..	WA*	A worker employed in making, repairing, altering, assembling, testing, winding or wiring electrical machines, instruments, meters or other apparatus other than wires leading thereto, but a worker whose duty consists of placing electrodes in 'neon' tubes sealed by the worker shall not be deemed for that reason to be an electrical fitter, provided however that a worker employed as a meter tester shall not be classed as an electrical fitter.

Note: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

Note: * South West Districts of Western Australia.

ANNEX A—*continued*

Trade Classification	*State*	*Related Duties*
16. Electrical Fitter ..	WA†	A worker employed in making, repairing, altering, assembling, testing, winding or wiring electrical machines, instruments, meters or other apparatus other than wires leading thereto. The work of an electrical fitter shall not be tested by a worker of a lower grade.
17. Electrical Fitter and Mechanic	NSW	—
18. Sub-station Fitter ..	NSW	—
19. X Showroom Repair Fitter	NSW	—
20. X Battery Fitter ..	WA*	A tradesman engaged in the erection, overhauling and repairing of storage batteries.
21. Sub-station Maintenance Fitter	NSW	—
22. X Electrical Mechanic (Air-conditioning)	NSW	—
23. X Battery Mechanic ..	NSW	—
24. X Electrical Mechanic (Automotive)	Qld	A tradesman mainly employed wiring, rewiring, installing, maintaining and/or repairing the electrical equipment of motor vehicles, trucks, tractors and the like.
25. Electrician-in-Charge of Installation Class I	Qld	An electrical fitter or electrical mechanic who has to run a self-contained electrical generating plant of a *minimum* capacity of 35 kilowatts and attend to the installation generally.
26. Electrician-in-Charge of Installation Class II	Qld	An electrical fitter or electrical mechanic who has to run a self-contained electrical generating plant of a *maximum* capacity of 35 kilowatts and attend to the installation generally.
27. Installation Electrician ..	Qld	An electrical mechanic or electrical fitter who has practically complete charge of general maintenance, alteration and repair work of an installation and carries out the orders of an employer having no knowledge of the electrical trade, and not carrying on any business in the trade as a partner or otherwise or carries out the orders of an employers engineer or other officer who is not a practical electrician.

Note: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

Note: † Northern and Eastern Districts of Western Australia.
* South West Districts of Western Australia.

ANNEX A—*continued*

Trade Classification	*State*	*Related Duties*
28. Power Station Electrician	NSW	—
29. X Auto Electrician ..	NSW	—
30. Mine Electrician ..	Qld	An employee with the qualifications of an electrical fitter and/or an electrical mechanic who in addition is qualified and employed as a mine electrician in accordance with the requirements of the local Coal Mining Acts.
31. Shift Electrician Class I ..	Qld	An employee with the qualifications of an electrical fitter or an electrical mechanic who during his shift is in charge of generators or switch boards or, in addition, of other electrical apparatus in the generating or sub-station with a *minimum* capacity of 150 kilowatts.
32. Shift Electrician Class II	Qld	An employee with the qualifications of a journeyman who during his shift is in charge of generators or switch boards, or, in addition of other electrical apparatus in a generating or sub-station with a *maximum* capacity of 150 kilowatts.
33. Distribution System Operator Class I	Qld	An employee of the Brisbane City Council with the qualification of an electrical fitter or electrical mechanic employed in the System Operation Branch of the Department of Electricity who during his shift is responsible under direction for operating or attending switch gear and/or apparatus connected with restoration or maintenance of electricity supply on a distribution system or consumers installation.
34. Distribution System Operator Class II	Qld	An employee of the Brisbane City Council with the qualifications of an electrical fitter or electrical mechanic employed in the System Operation Branch of the Department of Electricity who during his shift will be required, under direction, to operate or attend switchgear and/or apparatus in cases where competent assistance (as defined by local Regulations) is not required, or connected with restoration or maintenance of electricity on a distribution system or consumers installation.

Note: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

ANNEX A—*continued*

Trade Classification	*State*	*Related Duties*
35. Sub-station and/or Control Room Operator (Brisbane City Council)	Qld	An employee with the qualifications of an electrical fitter employed at Valley sub-station in the Department of Transport whose duties shall include the following: a. maintenance, repair, construction, reconstruction and routine and emergency testing and operations in any Department of Transport sub-station or control room; b. routine and emergency operations, including the location and clearance of faults and breakdowns in the Department of Transport tram and trolley bus overhead system, and low tension high tension and pilot cable networks, in accordance with the Electric Light and Power Regulations; c. operations in connection with the failure and restoration of any power supply to the Department of Transport; d. any duties previously carried out by Department of Transport sub-station shift fitters.
36. Control Room Operator ..	NSW	—
37. Radio Mechanic ..	Tas	A person engaged in repairing or assembling Radio equipment, sets, or appliances and public address systems.
38. Television Mechanic ..	Tas	—
39. Radio Mechanic or Fitter	NSW	—
40. X Meter Repairer and Tester	NSW	—
41. X Meter Inspector ..	NSW	—
42. X Service Marker ..	NSW	—
43. X Electrical Installer ..	WA*	A worker engaged in the installation of electric lighting, electric meters, bells, telephones, or motors and apparatus used in connection therewith and includes a worker engaged in the running, repairing and testing of wires used for lighting,

Note: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

Note: * South West Districts of Western Australia.

ANNEX A—*continued*

Trade Classification	*State*	*Related Duties*
		heating or power purposes. The term does not include a worker who fixes a motor on a concrete bed or who erects meter frames for the support of apparatus used in connection with the generation or distribution of electricity, provided however that a worker employed as a linesman or meter fixer shall not be classed as an electrical installer.
44. X Electroplater First Class	WA*	An adult worker who maintains the solutions used and is responsible for the electroplating of ware.
45. X Electroplater Second Class	WA*	An adult worker not responsible for the solutions used and engaged mainly on electroplating (including work on the barret-plating system).

ANNEX B

RECRUITMENT OF TECHNICIANS EMPLOYED IN THE ELECTRICAL, RADIO AND TELECOMMUNICATIONS DUTIES IN AUSTRALIA

1. In addition to the traditional indentured trades which support the electrical industry there are a number of categories of technicians whose training and experience make them suitable for recruitment as artificers in the Naval Service.

2. These technicians are mainly trained and employed within the Commonwealth Public Service. Their training is sub-professional in nature lying somewhat beyond the scope of conventional trade training in theoretical aspects but lacking some of the practical training of an indentured trade.

3. Just as training of apprentices is supplemented by Trades Courses sponsored by the Technical Colleges so the training of technicians may be supplemented by Certificate Courses also sponsored by the Technical Colleges or by Departmental Schools. Possession of a Technical College Certificate is not however evidence that a candidate has completed a formal training as Technician.

4. Formal training of Technicians is undertaken by certain Commonwealth Departments on a basis approved by the Commonwealth Public Service Board.

Note: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

Note: * South West Districts of Western Australia.

ANNEX B—*continued*

5. Candidates for training who are between 15 years and 18 years of age (for Tasmanian Candidates 16 years to 18 years), are required to pass a qualifying examination in:

Subject	*Duration*
Elementary Mathematics	60 minutes
Elementary Science	60 minutes
Technical Information Test	30 minutes
General Test	30 minutes

6. The examinations in Elementary Mathematics and Elementary Science are based on the work in schools leading to the following examinations:

New South Wales	Intermediate.
Victoria	Intermediate.
Queensland	Junior.
South Australia	Intermediate.
Western Australia	Junior.
Tasmania	Third Year level.

7. Successful candidates undergo a five year departmental training course consisting of instruction in Departmental Schools and training on the job. During this period they are categorised as 'Technicians in training' being advanced to Technicians on satisfactory completion of the course.

8. Additionally candidates at least 20 years and 11 months old and who have a satisfactory background of theoretical and practical training may qualify as Technicians on passing an examination.

9. The examination consists of three sections as follows:

Subject	*Duration*
Section 1—Written	3 hours
Section 2—Oral	—
Section 3—Practical	—

10. To pass, candidates must gain 60 per cent of the aggregate maximum marks allotted for the three sections of the examination. Candidates must gain 35 per cent in Section 1 to be eligible to proceed with Sections 2 and 3.

ANNEX B—*continued*

11. The following categories of Technician are trained in, or admitted to the Commonwealth Public Service in accordance with the above rules:

Technician Category	*Dept*	*Duties*
1. Technician (Radio)	DCA PMG Navy	Communications, radio navigation aids, electrical instruments, control equipment (line telecommunications) radar.
2. X Technicians (telecommunications) Telephone	PMG	Standard and long-line telephony.
3. Technicians (telecommunications) Telegraph	PMG	Manual and machine telegraph equipment.
4. Technicians (telecommunications) Radio	PMG	MF and HF broadcast, transmission and reception, studio equipment, telephone equipment.
5. Technician (telecommunications) Research	PMG	Electrical measurements at audio and radio frequencies. Telephony, telegraphy and simultaneous transmissions. Long-line transmission, electro-acoustics.
6. Technicians (telecommunications)	DCA Navy	Machine telegraphy, teletype and associated equipment.
7. Technician (Weapons)	Navy	Electrical and electronic principles. Gyros. Computation. Weapon and control systems, *or* Mechanical and hydraulic principles. Gyros. Computation. Weapon and control systems.
8. Technician (Gyro compass)	Navy	Gyro compasses. Transmission systems. Power conversion machinery. Electrical measuring and testing equipment.
9. Technician (Weapon Electronic)	Navy	Radar. Machine telegraphy. Gyro-stabilisation. Computation. Weapon control systems. Prediction tracking and auto follow.

Note 1: Candidates who claim to have held the classification of Technician (Tradesman)—a PMG Category—should be considered as for tradesmen of appropriate category.

Note 2: Tradesmen and Technicians marked X will be required to demonstrate a theoretical and practical knowledge well beyond the limited scope of their basic trade.

ANNEX C

TRADE TESTS FOR TECHNICIANS AND TRADESMEN WHO ARE APPLICANTS FOR ENTRY AS SYSTEMS ARTIFICERS

Composition of Trade Test

1. Each of the five broad categories of Trade Test will comprise three sections:

a. A written examination of three hours duration on basic and applied theory and trade practice.

b. An oral examination covering the complete syllabus, except where specified to the contrary.

c. A practical examination.

The Written Examination

2. The written examination will be of three hours duration and to a passing mark of approximately 65 per cent. The standard will be generally in accordance with the publications recommended for study or reference in the appropriate detailed syllabus.

The Oral Examination

3. Candidates may be required to answer any question put to them by the examiner during the various phases of their practical work. These questions will be designed to supplement the practical work in determining the candidates knowledge of the subject of the syllabus and also to ensure that the candidate understands fully what he is doing and what is required of him in his practical tests.

The Practical Examination

4. Practical examinations not involving fitting and the use of machine tools will be of not less than four hours duration and will be designed to test the candidates in each of the following:

a. Use of basic tools and basic test equipment, and a knowledge of appropriate workshop practices.

b. Electrical tests and measurements of a quantitative and qualitative nature and diagnostic procedures.

c. Tuning, alignment and the establishment of performance characteristics and efficiency.

d. Routine maintenance and repair procedures.

5. Basic test equipment will include use of multi-purpose meters, meggers bridges and simple indicating devices. Quantitative and qualitative measurements will involve selection of the most suitable instrument for a particular function, examination of wave-forms elimination of instrument errors or compensation therefor, measurement of distortion, gain, harmonic content, etc.

6. Practical fitting and turning tests will be of about 15 hours and 12 hours total duration respectively.

Choice of Equipment

7. Candidates should be offered a reasonable choice of conventional equipments for their practical examinations and should be permitted access to the equipment and relevant handbooks for a period not exceeding one hour before proceeding with the practical examination.

ANNEX C—*continued*

Syllabus for Trade Test of Electrical Fitters (Trade Test No 9/65)

8. a. *Categories Involved:*

Electrical Fitter and Armature Winder
Electrical Fitter
Electrical Fitter and Mechanic
Sub-station Fitter
Sub-station Maintenance Fitter.

Categories whose basic trade was electrical fitter, eg, Technician (Tradesman), Installation Electrician, Mine Electrician, Shift Electrician where in each case they had qualified as an electrical fitter.

b. *Basic Trade Duties*—The duties of this group include all classes of electrical fitting and all things incidental thereto including:

(1) The correct method of use of bench and machine tools commonly used in the trade.

(2) The making, fitting and repairing of electrical machines, instruments and apparatus.

c. *Basic Trade Skills*—The basic trade skill is fitting and turning work which requires the application of electrical knowledge.

d. *Trade Test Syllabus.*

(1) *Written Examination.*

(a) *Electrical Technology:* Principles of direct and alternating current electricity, magnetic amplifiers, electrical calculations connected with AC and DC.

(b) *Electronics:* Electron theory, thermionic emission, operation of diode and triode, grid control rectifiers, elements of electronic circuitry in simple amplifiers and rectifiers, semi-conductors.

(c) *Instruments:* Measurement of current, potential difference, energy, and power, sources of error.

(d) *Power:* Batteries, DC generators and motors, armature, armature windings, magnetic circuits, air gap, field windings, interpoles, output, efficiency, operation, parallel running.

AC generators and motors, power factor, single and three phase systems, transformers.

Starters, controllers, breakers, switchboards, protective devices, stabilisers.

(2) *Oral Examination.* Questions will be based on the complete syllabus including practical work.

(3) *Practical Examination.* The practical examination will include work from within the following range:

(a) A standard test in fitting, turning and the use of machine tools.

(b) Electrical and mechanical tests and measurements relating to the charactertistics, performance, power and efficiency of electrical machines.

(c) Identification of various types of machines, their windings, the location and isolation of faults and methods of testing and repair.

ANNEX C—*continued*

(4) *Recommended Text Books.*

(a) The Services Text Book of Electrical Engineering (so far as the various volumes relate to the syllabus).

(b) Fowler's Mechanics' and Machinists' Pocket Book.

(c) Fowler's Electrical Engineers' Pocket Book.

Syllabus for Trade Test of Electrical Mechanics (Trade Test No 10/65)

9. a. *Categories Involved:*

Electrical Mechanic
Telegraph Mechanic
Electrical Mechanic (air conditioning)
Electrical Mechanic (automotive)
Auto Electrician (no electronics)
Electrical Installer
Refrigeration Mechanic (no electronics)
Electroplater
Installation Inspector and/or tester
Battery Mechanic
Battery Fitter
Auto Electrician
*Technician (Telecommunications) Telephone

Categories whose basic skill was as Electrical Mechanic, eg, Technician (Tradesman), Installation Electrician, Mine Electrician where in each case they had qualified as an electrical mechanic.

Note: * indicates *ex*-Technician-in-Training only.

b. *Basic Trade Duties:*

The duties of this group include:

(1) The affixing, placing, jointing or running of electrical conductors of all kinds and for all purposes from the point of supply to the point of utilisation.

(2) The fixing of all kinds of conduits, ducts and other means of protecting and covering electrical conductors.

(3) The connecting up of generators, alternators, motors, transformers, electrical control gear, and distribution boards.

(4) The connecting up of electrical instruments, meters and electrical apparatus at the points of supply and utilisation for power, lighting, heating and smelting.

(5) The connecting up of radio apparatus, telephones and bells.

(6) The erection, overhauling and repairing of storage batteries.

(7) The installation of electrical plant including the erection and connecting up of switchboards.

(8) The effecting of repairs of an electrical nature to machines, installations or appliances where it is necessary to carry out the work on the site or where such repairs are incidental to such work.

(9) The correct setting out of electrical wiring installations and the testing of electrical installations and electrical appliances.

ANNEX C—*continued*

c. *Basic Trade Skills:*

(1) The basic trade skill is electrical wiring, rewiring, installing, maintaining and repairing electrical equipment. Specialised areas would include space-heating and space-cooling, automatic starting, control and regulating equipment and circuit protective devices.

(2) The distinguishing feature of this electrical trade group is the wide range of basic workshop practices involved, including filing, drilling, tapping, marking-out, jointing, soldering and insulating conductors, sweating bus-bars and lugging cables.

d. *Trade Test Syllabus:*

(1) *Written Examination.*

(a) *Electrical Technology:* Principles of direct and alternating current electricity, magnetic amplifiers, electrical calculations connected with AC and DC.

(b) *Electronics:* Electron theory, thermionic emission, operation of diode and triode, grid control rectifiers, elements of electronic circuitry in simple amplifiers and rectifiers, semi-conductors.

(c) *Instruments:* Measurement of current potential difference, energy and power, sources of error, fault location in reticulation systems.

(d) *Power:* SAA wiring rules, circuit protective devices, inverse time relays, etc, duplicate and tie feeders, phase balancing and power factor correction, sub-station equipment, air conditioning and space heating, constant current regulators, voltage regulators, line voltage stabilisers, switchboards, breakers. Automatic starting, changeover and stopping of emergency power plants, starting, loading and paralleling of generators and alternators, batteries and their use, charging and maintenance.

(2) *Oral Examination.* Questions will be based on the complete syllabus including practical work.

(3) *Practical Examination.* The practical examination will include a choice from within the following range:

(a) Use of hand and portable power tools, forming, lacing and terminating cables, and the assembly wiring adjusting and testing of conventional electrical apparatus on racks and panels.

(b) Electrical tests and measurements relating to power, performance and efficiency of single and three phase appliances.

(c) The setting and adjusting of circuit protective devices, the operation of switchgear, loading, paralleling and unloading generators and alternators.

(d) Power conversion, rectification, batteries, battery charging, electrochemical processes, refrigeration and heating.

(e) Line communications, telephony, telegraphy and indicating appliances, hummers, buzzers, bells, remote indicating devices, automatic warning devices, and data collecting and recording devices.

(4) *Recommended Text Books.*

(a) The Services Text Book of Electrical Engineering so far as the various volumes relate to the syllabus.

(b) SAA Wiring Rules.

(c) Fowler's Electrical Engineer's Pocket Book.

ANNEX C—*continued*

Syllabus for Trade Test of Electrical Instrument Makers (Trade Test No 11/65)

10. a. *Categories Involved:*
Electrical Instrument Maker and/or Repairer
Aircraft Electrician
Ground Engineer or Aircraft Mechanic (Electrical)
Categories whose basic trade was electrical instrument making, eg, Meter Repairer and Tester, Meter Inspector, where, in each case, they had qualified as an Instrument Maker.

b. *Basic Trade Duties:* The duties of this group include:

(1) The design, testing, repairing and building of electrical measuring and/or recording appliances and/or instruments and the carrying out of workshop or laboratory experiments on same.

(2) To dismantle and assemble electrical apparatus, to determine mechanical or electrical inaccuracies, to carry out necessary adjustments and tests and to fabricate parts of such fittings.

c. *Basic Trade Skills:* The basic trade skills include the design of apparatus (based on standard units) and the precision fabrication of small parts to very fine tolerances.

d. *Trade Test Syllabus:*

(1) *Written Examination.* The written examination will contain a wide choice of questions within the following syllabus:

(a) *Electrical Technology:* Principles of direct and alternating current electricity, magnetism, electro-magnetism, electrical calculations connected with AC and DC.

(b) *Electronics:* Electron theory, thermionic emission, operation of diode and triode, cathode ray tubes, elements of electronic circuitry in instruments, AC and DC amplifiers, photo-electricity, piezo-electricity, ionisation, radiation.

(c) *Instruments:*
Electrical instruments depending upon magnetic, electrostatic, heating, induction and electrolytic effects.
The measurement of current potential, energy and power. Power, audio, rf and video frequencies.
Industrial control, radiological and photometric instruments, electrometers, dosimeters, ionisation meters, neutron monitors.
Optical instruments.
Galvanometer type indicators, recorders and controllers.
Meteorological instruments.
Introscopes and periscopes.
Auto-callimators, block levels, clinometers, dividing engines.
Gyroscopes.
Servos, tacho-generators, potentiometers.
Flight data systems, ratio-meters.

(2) *Practical Examination.* Section 3 of the Trade Test will include a choice from within the following range appropriate to the candidates experience and training:

(a) The use of hand tools, power tools and precision instruments appropriate to trade.

ANNEX C—*continued*

(b) The selection, use and calibration of ammeters, voltmeters, galvanometers, bridge meggers. The Wheatstone and Varley bridges and the Murray loop for fault localisation.

(c) The electrical design and baseboard construction of an instrument to give a specified accuracy and full-scale deflection, given a choice of basic meter movements and a range of components.

(d) Instrument repair adjustment and calibration involving simple part fabrication for a choice of optical, electrical, or mechanical instruments including recording devices.

(e) The selection of appropriate units and components assembly on a standard rack, meter-unit wiring, calibration and setting to work for the measurement at appropriate frequency of capacitance, inductance and impedance within specified range and tolerance.

(f) The selection of appropriate units and components and assembly as a laboratory instrument bay to display visually in conventional form the characteristics of a specified electronic valve or semi-conducting device, or of a standard valve stage or circuit element (eg, an oscillator or multivibrator).

(g) The selection of appropriate units and components and assembly as a laboratory instrument bay to test mechanically a specified unit from within a range of relays, tachometers, counters and remote indicators, barometers, pressure transmitters, bellows action or Bourdon tube instruments, fluid flow meters, etc.

(h) The adjustment of an optical or magnetic recording or projecting system and routine testing for performance and response.

(3) *Recommended Text Books.*
Services Text Book of Electrical Engineering.
Services Text Book of Radio.
(so far as the various volumes relate to the syllabus).

Syllabus for Trade Test of Radio Tradesmen and Radio Technicians (Trade Test No 12/65)

11. a. *Categories Involved:*
Radio Tradesman
Radio Mechanic or Fitter
Radio Mechanic
Television Mechanic
*Technician (Radio)
*Technician (Telecommunications)—Research
*Technician (Telecommunications)—Radio.
Note: * indicates *ex*-Technician-in-Training only.

b. *Basic Trade Duties:* The duties of this group include:

(1) The manufacture, erection, installation, repair and maintenance of all types of radio equipment, apparatus, or appliance including design, testing and performance measuring as carried out in the laboratory.

(2) The correct use of the various instruments, hand tools and machine tools used in the trade in the making and testing of parts.

ANNEX C—*continued*

(3) The assembly and repair of public address systems and television appliances.

Note: An employee engaged solely as a radio tester or final tester and fault finder is not regarded as a radio tradesman.

c. *Basic Trade Skills:* The basic trade skills are predominantly electronic and radio and include a design component based on the use of standard circuit elements, the baseboard assembly and testing of laboratory prototype circuits, etc.

d. *Trade Test Syllabus:*

(1) *Written Examination.* A choice, within the following range, appropriate to the candidates experience and training:

(a) *Sound:* Nature and quality, frequency, harmonics, interference, reflection, refraction, beats, Dopplers principle, Fouriers theorem.

(b) *Electrical Technology:* Principles of direct and alternating current electricity, magnetism, electro-magnetism, electrical calculations connected with AC and DC.

(c) *Electronics:* Thermionic valve characteristics, rf and af amplifiers, thermionic valve oscillators, germanium and silicon crystal diodes, junction transistor, transistor amplification.

(d) *Instruments:* Moving coil, moving iron, rectifiers, electrostatic and thermocouple instruments, thermionic valve voltmeters, cathode ray oscillographs, Q meters, heterodyne frequency meters, crystal calibrators, beat frequency audio oscillators, signal generators, rf carrier noise and distortion measuring equipment.

(e) *Radio and Telegraph Equipment:* Transmitting circuit principles, receiver circuit principles, applied telegraph principles, radar circuit principles, frequency modulation principles, pulse techniques, VHF techniques in communication and navigational aids, maintenance practices.

(f) *Radiating Systems and Antennae:* Elementary theory of wave propagation, direct and indirect rays, skip distance, types of radiator and antennae, transmission lines, earth systems, aircraft warning lighting, lightning protection.

(g) *Power Supplies:* Filament, bias and anode supply equipment, circuit protective devices, SAA Wiring Rules (Radio Code).

(h) *Control Equipment:* Operation, maintenance, functions and use of relays, copper oxide rectifiers, switches and relay-sets used for remote control of transmitters and receivers, intercom phones and amplifiers, manual and machine telegraph equipment.

(2) *Oral Examination.* Questions will be chosen from within the complete syllabus including practical work, the choice being governed by candidates background.

(3) *Practical Examination.* The practical examination will include a choice from within the following range:

(a) Use of hand and portable power tools. Forming, lacing and terminating cables. Assembly, wiring, adjusting and testing of conventional radio or audio equipment on a rack, chassis or panel.

ANNEX C—*continued*

(b) Assembly from a range of components in experimental form on baseboards and testing for satisfactory operation of a specified unit or circuit stage, eg, mf amplifier, rf oscillator, modulator, detector.

(c) Maintenance of communication radio receivers including removal of faults and performance tests utilising signal generators.

(d) Maintenance and adjustment of signalling, switching and communication circuits including headphones, microphones, loud speakers, key switches, relays, jacks, filters, etc.

(e) DC measurements using ammeters, voltmeters, galvanometers, bridge megger, Varley bridge and Murray loop. AC measurements at commercial power frequencies using ammeters, voltmeters, watt-meters and frequency meters.

(f) Setting up test circuits and conducting transmission measurements at audio frequencies on control lines, amplifiers, networks, transformers, etc, necessitating the use of thermo-junction ammeters, rectifier voltmeters, power level indicators, oscillators and impedance matching networks.

(g) Measurement of electrical characteristics of components at radio frequencies. Coupling at radio frequencies of rf oscillators, transmission lines and aerials, and adjusting for maximum energy transfer.

(h) Testing and maintenance of primary and secondary batteries, battery chargers, rotary and static power converters, load characteristics electrical efficiency and ripple content.

(4) *Recommended Text Books.*

The Services Text Book of Radio so far as these volumes relate to the syllabus.
Radio Laboratory Handbook—Scroggie.
ARRL Radio Amateur's Handbook.

Syllabus for Trade Test of Telecommunications Technicians (Trade Test No 13/65)

12. a. *Categories Involved:*

*Technicians (Telecommunications) Telegraph.
*Technicians (Telecommunications).

Note: * indicates *ex*-Technician-in-Training only.

b. *Basic Trade Duties:* The duties of this group include: Manual and machine telegraphy, electrical measurements at audio and radio frequencies, electro-acoustics, acoustics and electronic amplification.

c. *Basic Trade Skills:* Basic skills include using machine and bench tools and general workshop facilities as related to telegraph work, ie, turning, fitting, drilling, filing, hardening, tempering, soldering, making internal and external threads using measuring instruments and gauges, making simple tools and working either to samples or dimensioned drawings.

d. *Trade Test Syllabus:*

(1) *Written Examination.*

(a) *Basic Electro-mechanical Theory:* Direct current and alternating current electricity and magnetism, resistance, inductance and capacitance.

ANNEX C—*continued*

(b) *Mechanics:* Elementary principles, mechanical advantage, levers, springs, torque, gears, friction, lubrication, properties of metals.

(c) *Electronics:* Properties of electron tubes, amplification factor, mutual conductance and plate resistance. General properties of transistors and crystal diodes, current gain, front to back ratio. General properties of gas tubes and voltage regulators.

(d) *Power Sources:* Mechanical—single phase electric motors, speed governors, single phase synchronous motors. Electrical—batteries, transformers, rectifiers, static inverters.

(e) *Acoustics:* Elementary principles, sound absorbing and reflecting materials, characteristics of noise, methods of noise suppression.

(f) *Machine Telegraphy:* Principles, start stop machines, typing reperforator, receiving machines, page printer receiving machines, transmitter distributors single and multi-gang, speed measurement and adjustment. Distortion measurement and adjustment principles of operation of telephone and telegraph relays, automatic switches. General knowledge of telegraph signalling and switching circuitry and automatic message numbering equipment.

(2) *Oral Examination.* Questions will be based on the complete syllabus including practical work.

(3) *Practical Examination.* The practical examination will include:

(a) A standard test in fitting and turning, and the use of machine tools.

(b) Testing of electrical components, equipment and circuits in common use in machine telegraph installations, inter-unit cabling and wiring and use of circuit diagrams.

(c) Maintenance and repairs to mechanical, electrical and electronic equipment used in machine telegraphy including distortion monitoring and error correction equipment.

(d) Location and removal of faults, measurements of performance and adjustment to within tolerances of machine telegraph equipment.

(e) Electrical performance measurements, tests and diagnostic procedures involving the selection and use of moving coil, moving iron, rectifier, electro-static and thermocouple instruments, thermionic valve voltmeters, cathode ray oscillographs, Q meters, heterodyne frequency meters, crystal calibrators, signal generators, beat frequency audio oscillators, noise and distortion measuring equipment.

(f) *Recommended Text Books:*
Fowler's Electrical Engineer's Pocket Book.
Fowler's Mechanics and Machinists Pocket Book.
ARRL Handbook (1957 or later) Ch 2, 3 and 4.
Teletype Equipment Handbook.

(D of T 307/201/46)

(*Navy Order 410 of 1965*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 176/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
17 March 1969.

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

By direction of the Naval Board,

L. 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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Section 2
PERSONNEL

UNCLASSIFIED

176—Naval Reserve Regulations and Instructions—Amendment

1. The Annex to this order supersedes Part X (Instructions 131 to 153 inclusive) of Naval Reserve Regulations. The Annex will also be issued by RANR Circular Memorandum to all holders of NRR & I as change No 7.

2. It is understood that not all ships and establishments now hold this publication. A rewrite is being progressed, distribution being timed to coincide with the introduction of the Unified Reserve referred to in Navy Order 41 of 1969.

3. However, in view of the large number of Reserve and CNF personnel carrying out naval service throughout the year, the following information concerning discipline is promulgated for information and necessary action.

ANNEX

NAVAL RESERVE REGULATIONS AND INSTRUCTIONS

PART X—DISCIPLINE

131. Application of the Naval Discipline Act and ABR 5016

1. The application of the Naval Discipline Act to members of The Reserve and Citizen Naval Forces is governed by section 34 of the Naval Defence Act and section 111 of the Naval Discipline Act.

2. A member of the RANER or CNF is subject to the Naval Discipline Act while on duty or in uniform.

3. For the purposes of Paragraph 2 a member of the RANER or CNF shall be deemed to be on duty:

a. From the time appointed for him to report or attend at a specified place for any naval service that he is required to render by or under the Naval Defence Act or any other Act until he is duly released or discharged from that service;

b. While doing any act in his capacity as a member of the RANER or CNF as the case may be, or with any intended reference to that capacity;

c. While under arrest or otherwise in Naval custody; and

d. While undergoing a sentence of imprisonment or detention in a place appointed by the Governor-General under the Defence Act.

4. Chapters 18, 19 and 20 of ABR 5016 apply to members of the RANER and CNF unless otherwise provided in these Instructions.

132. Definitions

1. a. *Continuous Full Time Naval Service:* means that period for which a member is posted to one of HMA ships or establishments under the terms of Naval Defence Act section 32 (6) in the case of members of the RANER or section 32A (3) in the case of members of the CNF. Such service may be for training or to fill a PNF vacancy.

b. *Part Time Naval Service:* is service other than continuous full time naval service.

133. Knowledge of Regulations Regarding Discipline

The Captain is to ensure that the Articles of War (Form AS282 (LP119)) are available at all times for perusal by members. He is to cause suitable extracts from them to be read to sailors from time to time.

134. Part Time Naval Service—Command

A member of the RANER or CNF when performing part time naval service will be under the command of the Captain. The Captain may, in accordance with ABR 5016 Article 1931A (a) delegate to a Reserve Officer authority to award punishment.

135. Maintenance of Good Order

1. It is the duty of every officer, chief petty officer, petty officer and leading rank sailor to ensure that order and regularity are preserved whether he is on duty or not. He is to give orders to such persons junior to him as are necessary to enable him to carry out his duty.

2. Officers and sailors are to show respect and obedience to their superior officers. They are at all times to discharge every part of their duty with zeal and alacrity and should strive to promote the welfare of the Naval Service.

3. Officers and sailors are to endeavour to repress all cursing, swearing, drunkenness and dissolute conduct. They are to abstain from gaming, rioting, quarrelling and from abusive language, especially to inferiors, and are at all times to exert their influence against the disparagement of religion and the encouragement of vice and immorality.

136. Salutes and Marks of Respect

Members are to pay the customary marks of respect to all officers of the Naval Forces and to officers of the Army and Air Force and foreign officers, when in uniform.

137. Officers, Chief Petty Officers and Petty Officers

1. Officers, chief petty officers and petty officers are not to be publicly admonished in the presence of subordinates.

2. Captains are to make every effort to keep chief petty officers and petty officers distinct from the lower ranks and imbue them with a proper sense of their disciplinary relations towards their subordinates.

3. At all musters chief petty officers and petty officers are to fall in separately.

4. All members are to use the prefix 'Chief Petty Officer' or 'Petty Officer' when addressing such sailors.

138. Good Service Badges—When Not Mobilised

1. RANR sailors may be awarded good service badges, not exceeding three in number in respect of service in the RANR.

2. These badges are intended to reward efficient service and good conduct during a sailors service in the Naval Reserves and may be awarded only under the authority of the Captain. All awards, deprivations and restoration of good service badges are to be noted in a sailors Certificate of Service.

3. The first badge may be awarded after four years qualifying service as prescribed in Clause (4) of this article, the second after eight years such service and the third after 12 years such service, provided that for the two years service immediately preceding an award the mans conduct must have been as 'very good'.

4. The whole of a mans service in the Royal Australian Naval Service, other than that served as a cadet, shall count as qualifying service for award of good service badges except:

a. that portion of time in the Permanent Naval Forces on mobilised service as a RANR sailor for which good conduct badges have been awarded and retained by the sailor on engagement or re-engagement in the RANR;

b. time prior to absence from membership of the RANR for five years or more;

c. time during which he failed to qualify as efficient;

d. any year during which his conduct was recorded as being lower than 'very good'.

5. A sailor may be deprived of one or more good service badges as a penalty for an offence, which in the opinion of the Captain or the Commanding Officer of one of HMA ships or establishments, is of sufficient gravity to warrant such action. A punishment warrant is not required but prior approval of the Director should be obtained for the deprivation of a good service badge. A higher conduct assessment than 'good' is not to be awarded to a sailor for the year in which he is deprived of a good service badge.

6. The Captain may restore badges of which a sailor has been deprived after the sailor has completed six months 'very good' service for each badge deprived.

7. A record is to be kept in each Reserve Training Establishment showing all deprivations of badges, and the offence for which these penalties have been inflicted.

139. Good Service Badges—When Mobilised by Proclamation

1. During mobilised service the award of good service badges is suspended and the provisions of Regulations and Instructions for the RAN in relation to the award of Good Conduct Badges apply.

2. On mobilisation a sailor is to wear all good service badges that he has been awarded. A sailor may be deprived of such badges, and they may be restored, by the Captain of the ship or establishment in which he is serving under the conditions prescribed in this article.

3. A sailor may be deprived of one or more good service badges for an offence committed during mobilised service, which in the opinion of the Captain is of sufficient gravity to warrant such a course. Form AS271 (PD104) Warrant for Punishment is required.

4. If a sailor is deprived of a good service badge during mobilised service, a conduct assessment of VG* may be awarded if appropriate. The peace time rule that a conduct assessment higher than 'good' is not to be awarded to a sailor for the year/training period in which he has been deprived of a good service badge does not apply during mobilised service.

5. The award, deprivation and restoration of good service badges is to be noted on the Certificate of Service.

140. Good Conduct Badges

1. Sailors of all components of the RANER and CNF shall be eligible for the award of good conduct badges as prescribed for the PNF in respect of mobilised service as a Reservist and of former active service in the Armed Services of a Commonwealth country. The award, deprivation and restoration of such badges shall be governed by the same conditions as for men of the Royal Australian Navy.

2. Continuous training, voluntary service, or service in a PNF vacancy shall not count towards the award or restoration of good conduct badges.

3. Sailors entitled to wear good conduct badges may also wear good service badges in conjunction with them, but the combined number must not exceed three.

141. Complaints, How to be Made

1. If a member has cause to think himself aggrieved, the procedure prescribed in the Regulations and Instructions for the Royal Australian Navy is to be followed.

2. Where the grounds for complaint occur in a Reserve Training Establishment, complaints are to be represented in the first place through the Divisional Officer, to the Commanding Officer (Reserves), and subsequently as the case may require, to the Captain and finally to the Director.

3. Where the cause for complaint occurs in one of HMA ships or establishments during training or service the procedure shall be strictly in accordance with that prescribed in the Regulations and Instructions for the Royal Australian Navy. Complaints under this paragraph should be lodged prior to discharge at the termination of training or service in order that they can be investigated expeditiously, but a member should not be retained beyond the expiration of his period of training or service for this purpose.

4. Unattached members are permitted to make any necessary representation in writing direct to the Director.

142. Record of Character

1. Annually at 30 June, the conduct of every RANR sailor is to be recorded in his Certificate of Service by the Captain or an officer deputed by him.

2. All RANER and CNF sailors carrying out continuous full time service are to have their conduct assessed at the completion of such service.

3. The rules of assessment of conduct are those prescribed in Regulations and Instructions for the RAN.

143. Discipline

1. When rendering naval service, a member is subject to the Naval Discipline Act in the same manner as a member of the Permanent Naval Forces. In addition, a sailor in possession of a good service badge may, if he is rendering mobilised service, be deprived of the badge in accordance with article 139, or if he is rendering any other form of naval service, be deprived of the badge in accordance with article 138 (5).

2. When a member is found guilty of an offence, the following points are to be borne in mind when considering the appropriate punishment:

a. Under section 111 of the Naval Discipline Act, a member undergoing a sentence of imprisonment or detention remains subject to the Act and may be retained in the place of confinement for the duration of the punishment notwithstanding that the period for which he volunteered to serve has expired.

b. A member sentenced to any other continuing punishment (confinement in cells, reduction to the second class for conduct, stoppage of leave, extra work and drill) cannot, merely in order to complete the sentence, be retained after the expiration of the period for which he volunteered to serve.

In appropriate cases, a fine will be a more practicable punishment than the continuing punishments referred to in Paragraph 6.

3. Where the punishment of deprivation of a good service badge or any more severe punishment is imposed on a sailor by the Captain of a Reserve Training Establishment, the punishment imposed is to be reported on Form RANR62.

4. Under section 111 of the Naval Discipline Act a member who is under arrest or in custody awaiting trial may be retained after the expiration of the period for which he volunteered to serve. So far as practicable all disciplinary action should be completed before the period of training or naval service expires. Any case where it appears to be necessary to retain a member in this way is to be reported to the Naval Board beforehand.

144. Report of Arrest by Civil Power When Not Mobilised

1. It is the duty of any RANER or CNF officer or sailor arrested by a civil power to report the fact forthwith, in the case of members attached to a Reserve Training Establishment, to his Captain and in the case of unattached members, to the Director.

2. If at any subsequent trial of a sailor, an offence has been found proved against him, the Captain or Director is to report the details to the Naval Board. Such reports should state whether the sailor was arrested in uniform or charged in his capacity as a reservist, and whether in the opinion of the reporting officer the offender has brought discredit to the Service.

3. In appropriate cases, the report may include a recommendation for consequential administrative action, namely:

a. Discharge.

b. An inferior court assessment on the next occasion of assessment.

4. A similar report is to be forwarded in every case in which an offence is found by the civil power to have been proved against an officer. An officer who brings discredit on the Service or is otherwise considered unfit to retain his commission or appointment as a result of a conviction by civil power is liable to have his commission cancelled at the discretion of the Governor-General.

5. A sailor is not to be discharged or given an inferior conduct assessment in consequence of a civil offence without the approval of the Naval Board.

145. Deserters and Dismissals

1. A RANER or CNF sailor who fails to join his ship when called up for continuous full time service or to notify the Captain of his inability to attend, is, unless the reasons for his non-attendance are considered satisfactory, liable to be treated as a deserter from the Naval Forces.

2. All discharges of RANR sailors are to be made by the Captain of their own Reserve Training Establishments. Where it is recommended that their training or service should be terminated or that they should be discharged from the CNF, such sailors should rejoin their own Reserve Training Establishments in sufficient time for the Captain to carry out the discharge routine within the approved period of training or service.

3. The kit of members who are checked to absence on the termination of their service or training should be forwarded to the Reserve Training Establishment, or if this is not practicable, to the nearest establishment with a baggage store. The kit of RANER and RANR sailors should be forwarded to the nearest establishment with a baggage store.

146-153. Spare

(D of R 321/1/31)

(Navy Order 41 of 1969)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO's 177-191/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24 March 1969.

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

By direction of the Naval Board,

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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12326/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

177 Australian Services Representation Overseas.

SECTION 2—PERSONNEL

178 Child Allowance—Members Serving Overseas.

179 Royal Australian Naval College Golf Club.

180 Royal Australian Naval Emergency Reserve—Conditions of Service.

181 Sheila McClemans Trophy.

182 Surgical, Orthopaedic and Artificial Aids and Appliances.

SECTION 4—EQUIPMENT, STORES AND SERVICING

183 Alteration and Addition Item—HMAS MORESBY.

184 Alteration and Addition Item—HMAS VENDETTA.

185 Alteration and Addition Items—RAN DDGs.

186 Ammunition—Cartridges Power—Aircraft—Cartridges Cable Cutter No 2 Mark 1—Extension of Life.

187 Cloth for Officers Uniforms.

188 Mark 12 Arresting Gear—Split Rope Sockets—Instructions for Usage and Testing of Spring Retaining Rings—HMAS MELBOURNE.

189 Normalair—Breathing Apparatus—Inspection and Testing.

190 Stores (General)—Denominations of Quantity.

191 Stores (General)—Issues to HMA Ships and Establishments from RAN Store Depots.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

177—Australian Services Representation Overseas

1. Annex 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, logreq, etc.

Correspondence

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

4. Signal communications will be made in accordance with RANCOs Article 1027.

5. Annex B to this order gives the 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 Orders 48 of 1967, 139 and 836 of 1968 are hereby cancelled.

ANNEX A

Australian Services Attaches and Advisers Overseas—March 1969

Burma	Group Captain J. H. D. Blackwell, Services Attache, Australian Embassy, 88 Strand Road, RANGOON, BURMA.
Cambodia	Lieutenant-Colonel R. F. Morison, Services Attache, Australian Embassy, 94 Moha Vithei Preah Norodom, PHNOM PENH, CAMBODIA.
India	Captain L. J. McInerney, RAN, Services Adviser, Australian High Commission, 1/50-G Shantipath, Chanakyapuri, NEW DELHI, INDIA.
Indonesia	Captain W. J. Lovell, RAN, Naval Attache, DJAKARTA, c/o Department of External Affairs, CANBERRA, ACT 2600.

ANNEX A—*continued*

Japan	Captain B. S. Murray, RAN, Services Attache, Australian Embassy, 1–14 Mita 2–Chome, Minato-Ku, TOKYO, JAPAN.
Korea	Wing Commander J. A. Gibbins, Services Attache, Australian Embassy, 32–10 Songwol-dong, Sudae Moon-koo, SEOUL, KOREA.
Laos	Lieutenant-Colonel F. S. B. Peach, OBE, Services Attache, Australian Embassy, Quartier Phone Xay, VIENTIANE, LAOS.
Malaysia	Group Captain J. C. Thorp, Services Adviser, Australian High Commission, 44 Jalan Ampang, KUALA LUMPUR, MALAYSIA.
New Zealand	Captain J. A. Gledhill, RAN, Australian Defence Representative, Australian High Commission, ICI House, 4th Floor, Molesworth Street, WELLINGTON, N.Z. *Postal address:* PO Box 12145, WELLINGTON, N.Z.
Pakistan	Colonel E. H. Smith, DSO, Services Adviser, Australian High Commission, Union Bank Building (2nd Floor), 54 Haider Road, RAWALPINDI, PAKISTAN.
Philippines	Wing Commander K. J. E. McPhan, Services Attache, Australian Embassy, L & S Building (7th Floor), 1414 Roxas Boulevard, MANILA, PHILIPPINES.
Singapore	Captain J. L. W. Merson, RAN Services Adviser to the Australian High Commissioner Singapore, Australian High Commission, Thorneycroft House, 201 Clemenceau Avenue, SINGAPORE.

ANNEX A—*continued*

Thailand	Colonel D. H. Crompton, OBE, Services Attache, Australian Embassy, Anglo-Thai Building, 64 Silom Road, BANGKOK, THAILAND.
Vietnam	Colonel J. W. Norrie, OBE, Military and Naval Attache, Australian Embassy, Caravelle Building (7th Floor), Place Lam Son, SAIGON, VIETNAM.
United Kingdom	Commodore R. A. H. Millar, RAN, Australian Naval Representative, United Kingdom, Australia House, The Strand, LONDON W.C. 2.
United States of America ..	Commodore B. H. Loxton, RAN, Naval Attache, 9th Floor, Paramount Building, 1735 Eye Street, N.W. WASHINGTON, DC, 20006.

ANNEX B

Australian Military Advisers Representative (ASMAR)

Colonel W. D. Jamieson,
Australian Military Advisers' Representative (ASMAR),
SEATO Headquarters,
BANGKOK, THAILAND.

(DNI 22/201/67)

(*Navy Orders 48 of 1967, 139 and 836 of 1968*)

Section 2

PERSONNEL

UNCLASSIFIED

178—Child Allowance—Members Serving Oversea

1. The conditions governing payment of Child Allowance have been amended to provide the following:

> Where the child is over the age of 16 years and undergoing full-time education at secondary level, the allowance may now be continued to the end of the school year during which the child reaches 20 years of age.

2. The effective date of this variation is 1 January 1969. This date will also apply in cases where entitlement to payment of this allowance had previously ceased but eligibility had been restored by application of the new provision.

3. The following provisions applicable to payment of the allowance should be noted:

a. Education at secondary level does not include education at an institution other than a secondary school (eg, excludes Technical and Business Colleges). However, where a child wishes to progress to an Australian University the Naval Board may determine as acceptable, a level of formal instruction designed to qualify that child to enter an Australian University located in the home State to which the member will return on completion of the oversea posting.

b. School year means the period of formal tuition excluding the end of school year vacation.

4. NPI 105/302 should be noted pending amendment.

(HPB 253/40/155)

UNCLASSIFIED

179—Royal Australian Naval College Golf Club

1. 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 applications accompanied by a remittance of $3.50 for a years membership, should be forwarded to:

The Hon Secretary,
RANC Golf Club
HMAS CRESWELL
JERVIS BAY ACT 2540.

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

5. Navy Order 466 of 1966 is hereby cancelled.

(DPS (A) 108/1/22)

(Navy Order 466 of 1966)

UNCLASSIFIED

180—Royal Australian Naval Emergency Reserve—Conditions of Service

Navy Order 77 of 1968 is to be amended as follows:

a. **Paragraph 75:**

Delete existing paragraph and *insert* in lieu:

'75. Each scale is sub-divided into three sections as follows:

a. Basic kit of members on transfer or enlistment.

b. Additional items for tropical wear. These items are only to be issued when considered necessary by the Commanding Officer.

c. Additional items required for continuous service in excess of three months duration.'

b. **Annex A—Scale 1 b.—Officers:**

Amend heading *to read:*

'b. Additional Items for Tropical Wear.'

c. **Annex A—Scale 2 b.—Sailors I and III:**

b. Additional Items for Sailors Indicated.

Amend Sub-paragraph (5) heading *to read:*

'(5) *Sick Berth Assistants and Dental Assistants.*'

d. **Annex A—Scale 2 c.—Sailors I and III:**

Amend Sub-paragraph c. *to read:*

'c. **Additional Items for Tropical Wear.**

Badges and shoulder flashes, Australia	As necessary
Shirts, mens, white, tropical (one with button) ..	No 2
Shorts, mens, blue	Pr 2
Shorts, mens, tropical, white	Pr 2
Stockings, mens, blue	Pr 2
Stockings, mens, white (CPOs and confirmed POs only)	Pr 1
Shoes, dress, canvas, white, (CPOs and confirmed POs only)	Pr 1'

e. **Annex A—Scale 3 c.—Sailors, Class II Clothing:**

Amend Sub-paragraph c. heading *to read:*

'c. **Additional Items for Tropical Wear.'**

f. **Annex A—Scale 3 d.—Sailors Class II Clothing:**

Add new item to list:

'd. Socks, mens, black .. .. Pr 1'

(D of R 302/51/57)

(Navy Order 77 of 1968)

UNCLASSIFIED

181—Sheila McClemans Trophy

1. 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 1968, to the WRANS Units in the Australian Capital Territory, HMAS HARMAN.

2. Navy Order 265 of 1968 is hereby cancelled.

(HPB 138/6/43)

(Navy Order 265 of 1968)

UNCLASSIFIED

182—Surgical, Orthopaedic and Artificial Aids and Appliances

1. Navy Order 534 of 1966 is to be amended as follows:

Paragraph 7 e.

Add the following 'The charge of $30 will cease as from 1 July 1969.'

2. ABR 1991 will be amended in due course.

(MDG 1009/51/11)

(Navy Order 534 of 1966)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

183—Alteration and Addition Item—HMAS MORESBY

Navy Order 221 of 1968 is to be amended as follows:

Delete original wording of item and *insert* the following *in lieu*:

a. *Item:* 'To supply and fit an electrically operated heavy duty bathythermograph and bottom sampling winch on the starboard side of the quarter deck in lieu of the existing bathythermograph winch. Winch to be manufactured in accordance with Navy Office specification number 841 and Electrical Specification number 1325'.

(CNTS 1228/52/143)

(*Navy Order 221 of 1968*)

RESTRICTED

184—Alteration and Addition Item—HMAS VENDETTA

The following Alteration and Addition Item is approved to be carried out in HMAS VENDETTA:

Class List Item No 94 (Ex TDL 'NDBH')

a. *Item:* 'To modify the existing air conditioning arrangements for waveguide drying in radar installation types (AC ships only) by:

a. fitting AP 210073 air conditioning unit in lieu of existing AP 531771 air conditioning unit,

b. providing 440 volt 60 cycles 3 phase (approximately 40 watts) AC mains supply for motor supply from nearest convenient source.'

(CNTS 1211/251/124)

UNCLASSIFIED

185—Alteration and Addition Items—RAN DDGs

Navy Order 884 of 1968 is to be amended as follows:

f Item 28:

Delete: 'To concert A1/SPG–51B' and *insert* the following *in lieu:* 'To convert AN/SPG–51B'.

(CNTS 740/56/5)

(*Navy Order 884 of 1968*)

UNCLASSIFIED

186—Ammunition—Cartridges Power—Aircraft—Cartridges Cable Cutter No 2 Mark 1—Extension of Life

(*DCI (RN) 1498/1968*)

1. *Item* .. .. .. 369021 Cartridge Cable Cutter No 2 Mark 1.

2. *Life Extension* .. .. The shelf life of 369021 Cartridges notified in Navy Order 530 of 1968 as three years has been increased to five years.

3. *Amendment to packaging* .. The packaging of 369021 Cartridges has been changed to one cartridge per cylinder A520 and two cylinders A520 per box H3.

(DAS 727/251/66)

(*Navy Order 530 of 1968*)

UNCLASSIFIED

187—Cloth for Officers Uniforms

1. A new wool barathea material, weight 9.0 oz per square yard, has been introduced to replace the following materials which are at present used in the manufacture of officers uniforms:

Catalogue No 10590—Cloth, wool, venetian No 1 (doeskin)
10500—Cloth, wool, barathea No 1

2. The new material is available on demand from Royal Edward Victualling Yard, Sydney, under the following Catalogue number and nomenclature:

Catalogue No 10501—Cloth, wool, barathea No 2, 9 oz, 58 inch, blue.

The issuing price is $4.85 per yard.

3. Cloth, venetian No 1, will be available for repayment issue until stocks are exhausted. Cloth, wool, serge No 2, will continue to be available.

4. The scales of officers uniforms contained in ABR 93, Manual of Victualling Stores, Part II, Section 2, will be amended.

5. Details of prices charged by current contractors for garments manufactured from the new material will be promulgated separately.

6. The rates of gratuity payable to officers (NPI 171 and 172) will be amended.

(D of V 917/98/137)

UNCLASSIFIED

188—Mark 12 Arresting Gear—Split Rope Sockets—Instructions for Usage and Testing of Spring Retaining Rings—HMAS MELBOURNE

The current design of split rope socket spring retaining ring was introduced into operational service in August 1966. Experience obtained since that time has prompted the introduction of the following instructions, which are effective from the date of this order:

a. Retaining springs fitted to split rope sockets are to be examined in situ at the commencement of each days flying operations, and must be replaced if considered in any way defective.

b. Retaining springs are not to be used for more than 15 aircraft arrestments, and if removed for any reason whatsoever, prior to this number of engagements, must be not refitted.

c. Immediately after removal from the rope socket, springs are to be marked with red paint, and are to be forwarded to MSD Sydney, as convenient, for subsequent retesting by the Dockyard Laboratory.

d. The Dockyard Laboratory is to carry out metallurgical tests on both new and used retaining springs prior to issue to the ship. The tests are to ensure that the springs are free from cracks, are not brittle, and have not been damaged or fatigued.

e. Each spring is to be colour coded immediately after testing. Serviceable springs are to be marked with green paint and should be returned to MSD for subsequent reissue.

f. Unserviceable springs are to be marked with white paint and must be mutilated or destroyed as soon as practicable after testing.

g. Serviceable springs which have been previously used are to have all traces of red paint removed prior to marking with green paint.

h. Every precaution is to be taken to ensure that defective springs cannot be mixed with serviceable springs.

(ACDC 400/202/581)

UNCLASSIFIED

189—Normalair—Breathing Apparatus—Inspection and Testing

The following Planned Maintenance Schedule for Normalair Breathing Apparatus is promulgated pending its inclusion in relevant publications.

Weekly

W. 1. Check the pressure of air cylinders fitted to set. Recharge any cylinders showing less than 700 psi, to 1800 psi.

W. 2. Inspect the whole apparatus visually for defects.

W. 3. Whenever a cylinder is recharged, check the correctness of pressure gauge.

Monthly

M. 1. Disconnect the air cylinder and test the cylinder valve under fresh water for leaks.

M. 2. Test demand valve for correct operation, rectify any faults.

M. 3. Re-assemble the apparatus and check that all washers are in place.

M. 4. Test all joints on the high pressure side of the reducing valve for leaks.

M. 5. Test all joints on the low pressure side of the reducing valve for leaks.

Quarterly

Q. 1. Wash out face-piece with a weak (3%) solution of IZAL disinfectant and dry out thoroughly.

Q. 2. Wash out breathing tubes, inspect for leaks and signs of perishing.

Biennial

B. 1. All air cylinders to be water pressure tested in accordance with current instructions (Survey on D/Y Form AS331.)

On All Occasions After Use

1. If used under water, strip and thoroughly wash the apparatus in fresh water.

2. Carry out Q. 1.

3. Recharge air cylinders.

(DNSD 400/2/796)

UNCLASSIFIED

190—Stores (General)—Denominations of Quantity

1. Denominations of quantity, and their approved abbreviations used in the RAN, RN and USN differ in many instances, and it is essential that the correct denominations and abbreviations be used at all times.

2. Annex 'A' to this order details, in alphabetical order, the denominations used and the applicable approved code used by each authority. The denominations listed are only applicable to those authorities for which a code is shown in the columns concerned.

3. Annex B lists all approved D of Q codes in alphabetical order and shows the relevant denominations. The applicability is shown by the insertion of an 'X' under the heading of the authorities to which the code is applicable.

4. When ordering or demanding supplies from the RN or USN the denominations and approved codes used by the respective authority as shown in the columns of Annex A must be used.

5. On receipt, the items are to be brought to account using the appropriate RAN code as detailed in Annex A.

ANNEX A

Alphabetical List of Denominations

	RAN	*RN*	*USN*
A			
Ampoule	AM		AM
Assembly	AY		AY
Assortment	AT		AT
B			
Bag	BG	BG	BG
Bale	BE		BE
Ball	BA		BA
Bar	BR		BR
Barrel	BL		BL
Block	BC		BC
Board Foot	BF		BF
Bolt	BY		BO
Book	BK	BK	BK
Bottle	BO	BO	BT
Box	BX	BX	BX
Brick	BI		BI
Bunch	BH		BH
Bundle	BD		BD
Bushel	BU	BU	BU
C			
Cake	CK		CK
Can	CN	CN	CN
Canister	KA		CX
Capsule	CA		CP
Carat	KR		KR
Carboy	CB		CB
Carton	CR		CT
Cartridge	KY		CA
Case	CS		CS
Cask	KS		KS
Centigramme	CG		CG
Centimetre	CM	CM	CM
Chain	KK		KK

ANNEX A—*continued*

	RAN	*RN*	*USN*
C—*continued*			
Chest	CH		CH
Coil	CO	CO	CL
Cone	CE		CE
Container	CW		CO
Cop	CP	CP	
Cord	KD		KD
Crate	KP		CR
Cubic-Centimetre	CC	CC	CC
Cubic-Foot	CF	CF	CF
Cubic Inch	CI		CI
Cubic Metre	CZ		CZ
Cubic Yard	CY	CY	CD
Cwt	CT	CT	HW
Cylinder	CL	CL	CY
D			
Decagramme	DC		DC
Decigramme	DG		DG
Decilitre	DL		DL
Decimetre	DE		DE
Deck	DK		DK
Dispenser	DI		DI
Dozen	DZ	DZ	DZ
Dramme	DR		DM
Dropper	DO		
Drum	DM	DM	DR
E			
Each	*See* number	*See* number	EA
Envelope	EN		EN
F			
Fathom	FM	FM	
Fifteen	XV		XV
Fifty	LL		LL
Five	VX		VX
Five Hundred	VC		VC
Five Thousand	VM		VM
Flask	FL		FL
Fluid Ounce	FO	FO	
Font	FN		FO
Foot	FT	FT	FT
Foot Run	FR	FR	
Four	IV		IV
G			
Gallon US	GU		GL
Gallon Imperial	GL	GL	GB
Gill	GI		GI
Glass	GA		GS
Grain	GR	GR	GN
Gramme	GM	GM	GM
Great Gross	GG		GG
Gross	GS	GS	GR
Gross Box	GX		
Group	GP		GP
H			
Half-Dozen	DH		DH
Half-Gross	HG		HG
Half Pound	PH		PH
Hank	HK		HK
Head	HE		HE
Hide	HI		HI
Hogshead	HH		HH
Hundred	HU	HU	HD
Hundred Feet	HF		HF
Hundred Pounds	HP		HP
Hundred Square Ft	HS		HS
Hundred Weight	CT	CT	HW
Hundred Yards	HY		HY
I			
Inch	IN	IN	IN
Ingot	IG		IG
J			
Jar	JR		JR
Jug	JG		JG
K			
Keg	KE	KE	KE
Kilogramme	KG		KG
Kilometre	KM		KM
Kit	KT		KT
L			
Length	LN	LN	LG
Linear Foot	LF		LF
Link	LK		LK
Linear Yard	LY		LY
Litre	LR		LI
Load	LD	LD	
Long Ton	LT		LT
Lot	LO		LO
M			
Magazine	MA		MA
Meal	ME		ME
Metre	MR		MR
Mile	MI		MI
Milligramme	MG	MG	MG

ANNEX A—*continued*

	RAN	*RN*	*USN*
M—*continued*			
Millilitre	ML	ML	ML
Millimetre	MM	MM	MM
Minim	MN		
N			
Net Ton	NT		NT
Number	NO	NO	*See* Each
O			
Ounce	OZ	OZ	OZ
Outfit	OT		OT
P			
Pack	PP		PK
Packet	PK	PK	PZ
Package	PG		PG
Pad	PD		PD
Pail	PL		PL
Pair	PR	PR	PR
Panel	PN		PN
Paper	PA		PA
Peck	PE		PE
Pennyweight	DW		DW
Piece	PC		PC
Pint	PT	PT	PT
Plate	PM		PM
Pouch	PO		PO
Pound	LB	LB	LB
Pyramid	PY		PY
Q			
Quart US	QU		QT
Quart Imperial	QT	QT	QI
Quire	QR	QR	QR
R			
Ration	RA		RA
Ream	RM		RM
Reel	RE	RE	RL
Ribbon	RN		RN
Roll	RO	RO	RO
Round	RD		RD
S			
Sack	SA		SA
Section	SC		SC
Set	ST	ST	SE
Shaker	SR		SR
Sheet	SH	SH	SH
Short Ton	TS		ST
Shot	SO		SO
Skein	SK		SK
Skid	SW		SD
Slab	SB		SB
Sleeve	SV		SV
Spool	SL		SL
Square	SQ		SQ
Square Foot	SF	SF	SF
Square Inch	SI	SI	SI
Square Metre	SM		SM
Square Yard	SY	SY	SY
Stack	SS		SS
Standard	SD	SD	
Stick	SX		SX
Stock	SZ		SZ
Strip	SP		SP
Suit	SU		SU
Syringe	SG		SG
T			
Tablet	TT		TT
Tape	TP		TP
Ten	TE	TE	XX
Ten Barrels	TL		TL
Thousand	TH	TH	MX
Thousand Barrels	MB		MB
Thousand Cubic Feet	MC		MC
Thousand Feet	MF		MF
Tin	TI	TI	TI
Ton	TO	TO	TN
Tray	TR		TR
Troy Ounce	TW		TO
Tub	TY		TB
Tube	TB	TB	TU
Twenty	AX		AX
Twenty-five	AV		AV
Two	II		II
Two Hundred Fifty	AA		AA
U			
Unit	UN		UN
USP Unit	US		US
V			
Vial	VI		VI
Volume	VO		
W			
Wafer	WF		WF
Winchester Quart	WQ	WQ	
Wine Gallon	WG		WG
Y			
Yard	YD	YD	YD

ANNEX B

Alphabetical List of Denomination Codes

D of Q Code	D of Q	RAN	RN	USN
AA	Two Hundred Fifty	X		X
AM	Ampoule	X		X
AT	Assortment	X		X
AV	Twenty-five	X		X
AX	Twenty	X		X
AY	Assembly	X		X
BA	Ball	X		X
BC	Block	X		X
BD	Bundle	X		X
BE	Bale	X		X
BF	Board Foot	X		X
BG	Bag	X	X	X
BH	Bunch	X		X
BI	Brick	X		X
BK	Book	X	X	X
BL	Barrel	X		X
BO	Bottle	X	X	
	Bolt			X
BR	Bar	X		X
BT	Bottle			X
BU	Bushell	X	X	X
BY	Bolt	X		
BX	Box	X	X	X
CA	Capsule	X		
	Cartridge			X
CB	Carboy	X		X
CC	Cubic-Centimetre	X	X	X
CD	Cubic Yard			X
CE	Cone	X		X
CF	Cubic-Foot	X	X	X
CG	Centigramme	X		X
CH	Chest	X		X
CI	Cubic-Inch	X		X
CK	Cake	X		X
CL	Cylinder	X	X	
	Coil			X
CM	Centimetre	X	X	X
CN	Can	X	X	X
CO	Container			X
	Coil	X	X	
CP	Cop	X	X	
	Capsule			X
CR	Carton	X		
	Crate			X
CS	Case	X		X
CT	Cwt(Hundred Weight)	X	X	
	Carton			X
CW	Container	X		
CX	Canister			X
CY	Cubic Yard	X	X	
	Cylinder			X
CZ	Cubic-Metre	X		X
DC	Decagramme	X		X
DE	Decimetre	X		X
DG	Decigramme	X		X
DH	Half-Dozen	X		X
DI	Dispenser	X		X
DK	Deck	X		X
DL	Decilitre	X		X
DM	Drum	X	X	
	Dramme			X
DO	Dropper	X		
DR	Dramme	X		
	Drum			X
DW	Pennyweight	X		X
DZ	Dozen	X	X	X
EA	Each			X
EN	Envelope	X		X
FL	Flask	X		X
FM	Fathom	X	X	
FN	Font	X		
FO	Fluid Ounce	X	X	
	Font			X
FR	Foot Run	X	X	
FT	Foot	X	X	X
GA	Glass	X		
GB	Imperial Gallon			X
GG	Great Gross	X		X
GI	Gill	X		X
GL	Gallon (Imperial)	X	X	
	Gallon (US)			X
GM	Gramme	X	X	X
GN	Grain			X
GP	Group	X		X
GR	Grain	X	X	
	Gross			X
GS	Gross	X	X	
	Glass			X
GU	Gallon (US)	X		
GX	Gross Box	X		
HD	Hundred			X
HE	Head	X		X
HF	Hundred Feet	X		X
HG	Half Gross	X		X
HH	Hogshead	X		X
HI	Hide	X		X
HK	Hank	X		X
HP	Hundred Pounds	X		X
HS	Hundred Square Feet	X		X
HU	Hundred	X	X	
HW	Hundredweight			X
HY	Hundred Yards	X		X
IG	Ingot	X		X
II	Two	X		X
IN	Inch	X	X	X
IV	Four	X		X
JG	Jug	X		X
JR	Jar	X		X
KA	Canister	X		
KD	Cord	X		X
KE	Keg	X	X	X
KG	Kilogramme	X		X
KK	Chain	X		X
KM	Kilometre	X		X
KP	Crate	X		
KR	Carat	X		X
KS	Cask	X		X
KT	Kit	X		X
KY	Cartridge	X		
LB	Pound	X	X	X
LD	Load	X	X	

ANNEX B—*continued*

D of Q Code	D of Q	RAN	RN	USN
LF	Linear Foot	X		X
LG	Length			X
LI	Litre			X
LK	Link	X		X
LL	Fifty	X		X
LN	Length	X	X	
LO	Lot	X		X
LR	Litre	X		
LT	Long Ton	X		X
LY	Linear Yard	X		X
MA	Magazine	X		X
MB	Thousand Barrels	X		X
MC	Thousand Cubic Ft	X		X
ME	Meal	X		X
MF	Thousand Feet	X		X
MG	Milligramme	X	X	X
MI	Mile	X		X
ML	Millilitre	X	X	X
MM	Millimetre	X	X	X
MN	Minim	X		
MR	Metre	X		X
MX	Thousands			X
NO	Number	X	X	
NT	Net Ton	X		X
OT	Outfit	X		X
OZ	Ounce	X	X	X
PA	Paper	X		X
PC	Piece	X		X
PD	Pad	X		X
PE	Peck	X		X
PG	Package	X		X
PH	Half Pound	X		X
PK	Packet	X	X	
	Pack			X
PL	Pail	X		X
PM	Plate	X		X
PN	Panel	X		X
PO	Pouch	X		X
PP	Pack	X		
PR	Pair	X	X	X
PT	Pint	X	X	X
PY	Pyramid	X		X
PZ	Packet			X
QI	Imperial Quart			X
QR	Quire	X	X	X
QT	Imperial Quart	X	X	
	US Quart			X
QU	US Quart	X		
RA	Ration	X		X
RD	Round	X		X
RE	Reel	X	X	
RL	Reel			X
RM	Ream	X		X
RN	Ribbon	X		X
RO	Roll	X	X	X
SA	Sack	X		X
SB	Slab	X		X
SC	Section	X		X
SD	Standard	X	X	
	Skid			X
SE	Set			X
SF	Square Foot	X	X	X
SG	Syringe	X		X
SH	Sheet	X	X	X
SI	Square Inch	X	X	X
SK	Skein	X		X
SL	Spool	X		X
SM	Square Metre	X		X
SO	Shot	X		X
SP	Strip	X		X
SQ	Square	X		X
SR	Shaker	X		X
SS	Stack	X		X
ST	Set	X	X	
	Short Ton			X
SU	Suit	X		X
SV	Sleeve	X		X
SW	Skid	X		
SX	Stick	X		X
SY	Square Yard	X	X	X
SZ	Stock	X		X
TB	Tube	X	X	
	Tub			X
TE	Ten	X	X	
TH	Thousand	X	X	
TI	Tin	X	X	X
TL	Ten Barrels	X		X
TN	Ton			X
TO	Ton	X	X	
	Troy Ounce			X
TP	Tape	X		X
TR	Tray	X		X
TS	Short Ton	X		
TT	Tablet	X		X
TU	Tube			X
TY	Tub	X		
TW	Troy Ounce	X		
UN	Unit	X		X
US	USP Unit	X		X
VC	Five Hundred	X		X
VI	Vial	X		X
VM	Five Thousand	X		X
VO	Volume	X		
VX	Five	X		X
WF	Wafer	X		X
WG	Wine Gallon	X		X
WQ	Winchester Quart	X	X	
XV	Fifteen	X		X
XX	Ten			X
YD	Yard	X	X	X

UNCLASSIFIED

191—Stores (General)—Issues to HMA Ships and Establishments from RAN Stores Depots

Navy Order 449 of 1968 is to be amended as follows:

Paragraph 3 b. (1)

Add 'In the case of ammunition, guided missiles and torpedoes and associated stores, where special conditions for storing and destoring exist, direct liaison should be established by the ship with the Naval Armament Depot concerned.'

(DSAP 400/1/413)

(*Navy Order 449 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO's 192-202/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24 March 1969.

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

By direction of the Naval Board,

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

12351/69

CONTENTS

No *Title*

SECTION 2—PERSONNEL

192 Division of Responsibilities for Weapon and Weapon Systems in Submarines.

193 Fees and Allowances for Part-time Medical Services and Ancillary Medical Services.

194 Members on Long and Intermediate Term Duty Overseas—Travelling Allowance.

195 Posting Policy—Sea and Operational Service in the Far East Area.

196 RAN College—Deterioration of Progress of Subordinate Officers under Training—Modified Procedure.

SECTION 3—OPERATIONAL AND TRAINING

197 Diving on or in Vicinity of Ships Bottom.

SECTION 4—EQUIPMENT, STORES AND SERVICING

198 Alteration and Addition Item—HMAS PALUMA.

199 Alteration and Addition Item—HMAS VAMPIRE.

200 Alteration and Addition Item—Ton Class Minesweepers/Minehunters.

201 Fires and Firefighting—Policy for Firefighting Equipment in Switchboard Rooms.

202 Gun Mountings—4.5in Mark 6 Series Mountings—Recovery Performance.

Section 2

PERSONNEL

UNCLASSIFIED

192—Division of Responsibilities for Weapons and Weapon Systems in Submarines

Navy Order 62 of 1969 is to be amended as follows:

Paragraph 3 b.

Delete 'Torpedo Maintenance' and *insert* the following *in lieu:* 'Torpedo Control System Mark 7 or 9'.

(DOA 331/201/227)

(*Navy Order 62 of 1969*)

UNCLASSIFIED

193—Fees and Allowances for Part-time Medical Services and Ancillary Medical Services

Navy Order 857 of 1968 is to be amended as follows:

Annex A

Item 2—Occupational Therapists:

Insert the following: 'Mileage allowance for travel by private transport is payable at 12 cents a mile each way'.

Annex D

Delete in its entirety.

(MDG 327/61/37)

(*Navy Order 857 of 1968*)

UNCLASSIFIED

194—Members on Long and Intermediate Term Duty Overseas—Travelling Allowance

Navy Order 42 of 1969 is to be amended as follows:

Paragraph 2

After Sub-paragraph b. of Paragraph 2 *add* the following:

'c. South Africa and Tanzania from 19 December 1966;

d. Ghana from 8 February 1968;

e. Burma, Ceylon, India and Pakistan from 29 May 1968;

f. Other countries from 2 July 1968;

g. Austria from 24 July 1968; and

h. Canada, Mexico and the United States of America from 25 July 1968.'

12351/69—2

Paragraph 3

Add new Paragraph 3 as under and *re-number* Paragraph 3 as 4:

'3. Separate rates of Travelling Allowance for Finland, Singapore and South Vietnam have been discontinued and with effect from 1 August 1968 the rate for "other countries" is applicable.'

(HPB 252/4/46)

(*Navy Order 42 of 1969*)

UNCLASSIFIED

195—Posting Policy—Sea and Operational Service in the Far East Area

1. The Naval Board appreciate that frequent periods of unaccompanied service in the Far East area may create domestic difficulties in some cases, particularly in those branches and categories which enjoy relatively short periods of shore services. To alleviate the strain on family life it has been decided to restrict the frequency of service of each sailor in billets involving service in the Far East.

2. The following principles will be adhered to as closely as possible depending upon the manning situation of the branches and categories concerned:

a. *Service in Ships Operating in Vietnam Waters:*

The normal maximum service will be two tours of duty during a sailor's service (each tour is normally of six months duration).

b. *Strategic Reserve Service:*

Maximum of two tours in the Far East of approximately six months each, in each turn of sea service.

c. *CDT3:*

Maximum service to be one operational tour (six months approximately).

d. *RANHFV:*

Maximum service to be one operational tour (12 months approximately).

3. Sailors will be selected for initial service in the above areas/units in accordance with normal posting practice and the principles in Paragraph 2 above. When reliefs are required at short notice for vacancies caused by medical categories, promotions, etc, or when ships programmes are altered for operational reasons at short notice these principles may be varied, in which case volunteers to serve for periods in excess of those in Paragraph 2 will be called for before postings are finalised.

(DMT 333/8/311)

UNCLASSIFIED

196—RAN College—Deterioration of Progress of Subordinate Officers under Training—Modified Procedure

1. The Naval Board have approved modification to the procedure of Warnings following deterioration of progress of Subordinate Officers under the administration of the Royal Australian Naval College, Jervis Bay.

2. Until further notice subordinate officers who fail, after being placed under Captains Warning to reach the standard required either academically, professionally or from a character and leadership point of view will be informed by the Captain, RAN College, that they are being placed under Captains Report to the Naval Board.

They will be warned that failure to improve will result in a recommendation to the Naval Board for their immediate withdrawal from training. The deterioration in a subordinate officers training progress at RAN College will therefore be measured as follows:

a. Captains Warning of inadequate progress.

b. Captains Report to the Naval Board; and Warning that failure to improve within a specified period will result in a recommendation for the subordinate officers immediate withdrawal from training.

c. Captains Recommendation to the Naval Board that the subordinate officer be withdrawn.

The Captain, RAN College, will be responsible for informing the parents of those under 21 years of age of the position in writing each time action is taken under a., b. or c. above.

3. The Captains Report to the Naval Board will replace the Naval Board Warning in the context of RAN Subordinate Officer training administered by the College, but its significance will remain the same. It will in essence continue to be a warning of the possibility of withdrawal from training.

4. When a subordinate officer leaves the RAN College under Captains Report, the Captain, RAN College, will advise the new Administrative Authority of the need to send reports on the officers progress to the Naval Board.

5. This procedure is the normal procedure to be followed but on account of unacceptable conduct or serious disciplinary offences the Naval Board may approve the summary withdrawal of a subordinate officer.

(DOA 321/1/36)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

197—Diving on or in Vicinity of Ships Bottom

1. When divers are required to dive on or in the immediate vicinity of a ships bottom, such as during dock operations, the officer-in-charge is to inform the Engineer Officer of the ship before the diver goes down and is to ensure that he has full knowledge of the area in which the diver is operating.

Look-outs

2. A look-out is always to be stationed on each side of the ship. Divers should not normally go down one side of the ship and up the other except when free swimming.

Diving in Vicinity of Propellers

3. When work is on or in the vicinity of propellers, the propellers are to be locked or the hand turning gear engaged. In ships where this cannot be done, other suitable arrangements to ensure that the propellers are not moved are to be made. If it is required to dive in the vicinity of a ships propellers during the Shutting Down or Cooling periods, the special precautions laid down in the following paragraph are to be observed.

Diving in Vicinity of Main Inlets

4. Due to the possible suction effect on divers and their air pipes when diving in the vicinity of main inlets, the Diving Supervisor is to ensure that diving in the vicinity of main inlets is only permitted under the following conditions:

a. The lifeline is kept well in hand.

b. The diver himself is to take extra precautions against being dragged into the inlet.

c. A reliable engine room sailor is stationed by the control valves of each main circulating pump and he is to ensure the main circulating pump is run at the safe speed for diving as laid down for the class of ship.

d. When it is necessary for divers using self-contained equipment or SSBA to work for prolonged periods adjacent to or on main inlets the main circulating pumps should wherever possible, be stopped and the main inlet and discharge valves shut.

Work in Vicinity of Ships Stabilizers

5. Before divers are allowed to work in the vicinity of ships stabilizers, the Engineer and Weapons Electrical Engineer Officers of the ship are to be informed and the following action is to be taken and reported to the Diving Supervisor:

a. The stabilizer breaker is to be opened at the switchboard and a warning board reading 'DO NOT CLOSE—DIVER OVERBOARD' is to be fixed to the breaker handle.

b. Additionally, where possible, the stabilizer is to be housed and the locking-pin inserted.

Diving in Vicinity of Propellers During Shutting Down or Cooling Periods

6. a. *Shutting Down Period.* This is applicable to all steam turbine-driven ships; it will only be for a few minutes duration for some ships, but may be considerably longer for others, especially large vessels. During this period intermittent or slow continuous turning under steam is normally employed and there is a risk that propellers may turn momentarily at a speed which could be extremely dangerous to divers in the vicinity; no diving, therefore, is to take place under the ships when steam is on the turbines.

In EMERGENCY ONLY, diving may take place on or in the vicinity of the propellers during the shutting down period provided that all the conditions in (1) to (5) inclusive are observed. For such diving, the instructions given in BR 3000, Article 1301.4, may be ignored, but a close liaison between the Engineer Officer and the Diving Supervisor is essential.

(1) Engine Room throttle and nozzle valves are to be shut tight and lashed and, where possible, additional isolating valves in the main steam supply are to be shut.

(2) Turning gear is to be engaged and shafts turned continuously or at frequent intervals as appropriate to the class of ship.

(3) Divers are not to enter the water until the Engineer Officer has informed the Diving Supervisor that steam has been shut off from the engines and turning gear engaged.

(4) The divers employed underwater are to be in practice as described in ABR 155 Article 0535 (2). Only in extreme emergency are divers with less than this degree of practice to be employed underwater.

(5) Divers are to operate in pairs, either within visual distance of each other or connected by a buddy line. The divers and attendants are to be warned that propellers are being turned and that great care is to be taken that neither the lifeline nor the buddy line is caught around a propeller blade.

b. *Turbine Cooling Period.* During this period the requirement to turn propellers is as follows:

(1) *All Ships with Pre-Daring Class Machinery.* The requirement to turn turbines normally only arises when main engines are required again within 12 hours. The rotor is turned by hand or by turning gear through 90 degrees at frequent intervals for the first two hours, then only occasionally. The angular movement of the propeller itself on each occasion is in the region of 7-12 degrees.

(2) *Daring and Later Classes of Ship.* Electric turning gear is in continuous use throughout the cooling period which may be up to four hours or longer in certain circumstances. The rate of turning the propellers is approximately one revolution in five minutes.

During the cooling period in both (1) and (2) diving on or near the propellers is perfectly safe provided that reasonable care is taken. The Diving Supervisor is to inform the Engineer Officer that a diving operation is intended and subject to the latters confirmation, diving may take place subject to the regulations in Paragraph 6 a. (4) and (5).

7. ABR 155 Article 0538 will be amended.

(DUW 177/201/24)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

198—Alteration and Addition Item—HMAS PALUMA

Navy Order 880 of 1968 is to be amended as follows:

Class List Item No

Delete 'Class List Item No 3' and *insert in lieu* 'Class List Item No 11'.

(CNTS 1236/251/130)

(Navy Order 880 of 1968)

RESTRICTED

199—Alteration and Addition Item—HMAS VAMPIRE

The following Alteration and Addition Item is approved to be carried out in HMAS VAMPIRE:

Class List Item No 157 (Ex TDL 'DA').

a. *Item:* 'To stow:

(1) One type 622, one SOLAS and one linkline portable radio equipment in the 2nd wireless office.

(2) Two type 634 transceivers, one SOLAS and one linkline radio equipment in upper UHF office flat.

(3) Four TMC-214 transceivers in the MSO under the desk adjacent to the safe.'

b. No weight compensation will be required for the item but details of weight added are to be forwarded to Navy Office on completion of the work.

c. *References:* (1) FOCAF Memorandum AF 517/1/69 dated 8 January 1968.
(2) HMAS VAMPIREs Form AS1182 (TG103), TDL 'DA' dated 8 May 1968, forwarded under cover of FOCAF Memorandum 1212/59/15 dated 14 August 1968.

(CNTS 1215/56/443)

UNCLASSIFIED

200—Alteration and Addition Item—Ton Class Minesweepers/Minehunters

The following Alteration and Addition Item is approved to be carried out in the Ton Class Minesweepers/Minehunters:

Class List Item No 38 (Ex TDL 'O').

a. *Item:* 'To modify the 40/60 magazine spray system to meet the requirements of NM and ER Article 1004, Paragraph 2 and AX 142 Item 5.9. An additional spray nozzle is required forward in the magazines to cover the forward stowages.'

b. No weight compensation is required for the item.

c. *Reference:* HMAS WATERHENs Form AS1182 (TG103), TDL 'O' dated 26 September 1968 forwarded under cover of FOCAF Memorandum dated 21 November 1968.

(CNTS 1426/16/10)

RESTRICTED

201—Fires and Firefighting—Policy for Firefighting Equipment in Switchboard Rooms

(DCI (RN) 29/1968)

1. CO_2 extinguishers should always be used as the primary method of firefighting in switchboard rooms as the use of this gas reduces the risk of unnecessary damage to electrical equipment.

2. However, trials have conclusively proved that the use of fresh water portable extinguishers to attack fires involving live electrical equipment at normal ships voltages, ie, 440 volt AC, 220 volt DC, 440 Volt DC or 880 volt DC is safe and effective provided the extinguisher nozzle is held not less than 18in from any live part of the equipment. A water spray will give more protection than a jet and should normally be used.

3. The following policy for fighting fires in switchboard rooms is therefore promulgated for general adoption in all HMA ships (including submarines):

a. When dealing with fires in switchgear the first action should be to switch off or isolate the area from the source of power if this is possible. Whether or not this is achieved, the following drill should be carried out:
(1) Discharge the CO_2 extinguisher behind the switchboard in the general direction of the incident.
(2) If heat, smoke, etc, continues to be generated, then water cooling with the portable extinguisher should be concentrated on the outside of the switchboard to allow removal of cover plates. This should be done under the control of a responsible electrical officer or sailor. To facilitate removal of cover plates in ships with enclosed switchboards, T box spanners to fit the cover plate bolts together with a suitable stowage should be provided near the switchboard.

(3) The seat of the fire should then be attacked with the portable water extinguisher as directed by a responsible electrical officer or sailor.

b. For any other fires in the switchboard room a portable CO_2 extinguisher fitted with a flexible hose and hand applicator should be used in preference to a water extinguisher to avoid unnecessary damage to electrical equipment.

4. BR 2170 (Ship NBCD Manual) Vol 1 and BR 1257 (Ship Firefighting Manual) will be amended in due course.

(DNSD 1446/1/64)

RESTRICTED

202—Gun Mountings—4.5in Mark 6 Series Mountings—Recovery Performance

Introduction

1. The object of this order is to clarify and amplify definitions and tolerances applicable to the throw-off and recovery performance of 4.5in 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 effects 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 where T secs then the maximum possible rate of fire is at 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, ie, 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, eg, incorrect setting of course/fine change-over angle, differing maximum resetter volts on the two systems, faulty gun-order lines, etc.

Tolerances

6. 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 the final alignment.

8. The initial throw-off is determined primarily by the mechanical/hydraulic characteristics of the output drive, eg, 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, ie, 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*
4.5in Mark 6* and 6* Mod 1	40 min	20 min
4.5in Mark 6* Mod 3	60 min	20 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.

Tuning

9. 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.

4.5in Mark 6* Mod 3

10. Tuning of these mountings is to be carried out in accordance with the instructions contained in Chapter 2 of BR 1857 (3) the hand book for 4.5in Mark 6* Mod 3 Mountings. The BR will be issued 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) HATs and SATs (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.

4.5in Mark 6* Mod 1

12. 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 4.5in 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. On receipt of this order until further notice, ships with 4.5in 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, ie, the differential output current of the amplifier in mA for 6 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 min misalignment. It is stressed that amplifier sensitivity or gain expressed as a percentage based upon arbitary dial readings is of little value for comparison purposes or as working data.

4.5in Mark 6*

13. 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 Pargaraph 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.

Final Installation and Acceptance Firings

15. 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.

Pre-refit Trials

16. 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 74 (b). The pen recordings of the Recovery Firings should be annotated with all relevant auto control data and forwarded with the Pre-refit Trials Report.

Post-refit Trials

17. 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 Ships 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.

Standard Settings

19. In the case of 4.5in 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.

Control of Mounting

20. 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.

Recordings

21. 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 three 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 ½in per second.

Conditions Under Which Firings Should be Made

22. a. *Elevation Motion:*

(1) 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.

(2) 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°/sec, two rounds to be fired, one from each gun. When training left at 2°/sec, two rounds to be fired, one from each gun. The bearing on which the guns are fired is not critical.

Reports

23. Reports on experience gained with the foregoing procedures will be called for in due course from administrative and repair authorities.

24. Navy Order 138 of 1966 is hereby cancelled.

(DWE 736/259/75)

(*Navy Order 138 of 1966*)

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ANO's 203-209/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24 March 1969.

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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12352/69

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CONTENTS

No *Title*

SECTION 4—EQUIPMENT, STORES AND SERVICING

203 NBCD—General—Exercises—Use of Smoke Generators Between Decks.

204 NBCD—Nuclear Explosions—Radiation Problems in Machinery Spaces.

205 NBCD—Nuclear Explosions—Shelter from Radiation Effects.

206 NBCD—Radiation Hazards—Guidance on the Institution of Radiological Countermeasures.

207 NBCD—Radiation Hazards—Protection Afforded in Ships from Residual Radiation.

208 NBCD—Radiation Hazards—Use of Radiac Survey Meter No 2 for Personnel Monitoring.

209 NBCD—Radiological Monitoring Organisation and Techniques.

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

203—NBCD—General—Exercises—Use of Smoke Generators Between Decks

(*DCI (RN) 466/1968*)

1. It has been reported that Generators, Smoke, Y4, supplied for use in NBCD exercises, have a deleterious effect on electronic equipment and may also stain paintwork and white clothing.

2. Certain precautions to be observed when using these generators are laid down in BR 2170 (Ship NBCD Manual, Vol 1), Chapter 31. In addition, care is to be taken that they are not used in unventilated compartments, in compartments containing electronic equipment or in the vicinity of clothing stores.

3. From reports received, it does not appear to be generally realized that the No 16 generator produces a smoke which is toxic, especially in badly ventilated spaces. In order to allow a large margin of safety when carrying out drills, the use of No 16 smoke generators is to be restricted in accordance with the following table:

Maximum number of generators used simultaneously	*Minimum volume of compartment concerned in cubic feet*	
	Poor ventilation (one change per hour or less)	*Good ventilation (six changes per hour or more)*
1	5,700	4,500
2	11,500	9,000
3	17,000	13,500

Note: 1. The above figures are applicable where unprotected personnel are exposed to the fumes for a period not exceeding five minutes. For longer exposures the number of generators used should be reduced.

2. Where personnel are protected by respirators no danger arises except, perhaps, if large numbers of generators are inadvertently lighted sinultaneously.

3. When using the generators in ventilated compartments it should be borne in mind that in pockets of still air a casualty risk may arise.

4. During burning some hot residue is scattered; the No 16 generator should therefore not be functioned in the vicinity of flammable material.

(DNSD 1624/2/43)

RESTRICTED

204—NBCD—Nuclear Explosions—Radiation Problems in Machinery Spaces

1. It is considered important that radiation problems are well understood by all personnel who may be required to operate in areas of radioactivity.

2. The radioactive hazard in machinery spaces is complicated by the very large quantities of air which are required for combustion and for ventilation. If the ship is subject to fallout, contaminated materials are likely to be drawn in and will be deposited in the air systems and in the compartments themselves. The resultant level of contamination will depend on the radiation intensity and the duration of fallout. The Command will probably endeavour to steam out of the fallout area as quickly as possible and to this end, maximum power may be required. It is therefore possible that crash-stopping and closing down of one unit to avoid contamination may be unacceptable. The action which should be taken will vary according to the arrangement of the machinery. The recommended procedures are set forth below.

Open Stokeholds

3. a. In ships with open stokeholds and trunked air to boilers, the problem is relatively simple. Provided the ventilation for habitability purposes is stopped no contamination should enter the compartment, except a small amount from unavoidable casing leakage. The boiler air system will be contaminated and some gamma radiation must be expected from it. Strict monitoring will be necessary to establish whether the compartment should be evacuated or times on watch limited.

b. Shutting down the habitability ventilation will result in an immediate rise in temperature in the compartment. Depending on the ambient temperature outside, on the sea water temperature and on the steam conditions and geometery of the machinery, conditions may soon become very unpleasant. From trials so far carried out, it seems probable that this will happen after about 30 minutes in temperate climates and less than 15 minutes in the tropics. Human endurance under such conditions depends largely on the wet bulb temperature so that it is of the greatest importance to eliminate steam leaks. Some relief can be obtained by getting as low down in the compartment as possible and watchkeepers should be instructed accordingly. Recirculation of the air does more harm than good by distributing the hotter air from the upper levels, but gentle air movement from table or double bottom fans may be found helpful.

c. Because of the strictly limited endurance under closed-down conditions, it is important that habitability ventilation to machinery compartments is not shut down until the last possible moment.

d. In arranging reliefs for watchkeepers after closing down it must be remembered that reliefs will be going below into very hot conditions and will have a lesser endurance than the men they are relieving. The area inside the access will be one of the hottest positions and men must be instructed to get low down as quickly as possible. All metal parts will be very hot and men must be fully covered by overalls and must wear gloves. As it is unlikely that boiler air casings will be completely airtight, respirators should be worn until monitoring shows them to be unnecessary.

Engine Rooms and Auxiliary Machinery Compartments

4. The situation in engine rooms and auxiliary machinery compartments is similar to that in open stokeholds and the same instructions should apply. Respirators will not normally be required unless the space has become inadvertently contaminated. Conditions

in general should be less severe than in open stokeholds owing to the presence of cool masses such as condensers, and main inlets. Before remaining in them for long periods, such positions must be monitored to ensure that contaminated sea water has not produced a gamma radiation hazard in the vicinity.

Other Machinery

5. Any machinery in open stokeholds or in main or auxiliary machinery compartments which uses air and which must be run in action or for steaming, should have a trunked air supply. If this is not the case, the compartment cannot be closed down and must be treated as a closed stokehold. Even if fitted with trunked air supplies, these machines may constitute a gamma radiation hazard when contaminated and watchkeepers should keep as far away from them as possible.

Closed Stokeholds

6. a. In ships with closed stokeholds, contamination of the entire stokehold together with the forced draught fans and associated trunking and the boiler air systems is inevitable in most types of fallout. If the radiation intensity of the fallout is high or the quantity large, as it may be in positions just outside the radius of serious damage, the hazard in the boiler rooms may be very serious. It may be necessary to set the controls and evacuate the compartment, only visiting it for a few minutes at a time to make vital adjustments. Anyone entering the compartment or remaining must wear full protective clothing and respirator.

b. The deposition of most of the contamination entering the boiler room will depend on the geometry of the machinery and ventilation layout. Fans and fan chambers, positions in the direct air stream and the furnace itself are likely to be most heavily contaminated. After heavy fallout, levels of radiation will preclude normal watchkeeping for a considerable time and a rigidly controlled system of short watches and visits must be introduced to keep the accumulated doses of watchkeepers as low as possible. The number of men on watch must be reduced to a minimum. It must be remembered that until the ship is decontaminated, men off watch may still receive some radiation from deposits on the weather deck and permissible watchkeeping dosages must allow for this. Because of the necessity for frequent changes of watches the organisation should cater for the early reading of the personal dosimeters of engine room personnel.

Access to Machinery Spaces

7. a. In ships where access to closed stokeholds is from the citadel, arrangements must be made to prevent the spread of contamination by men coming off watch. In some small ships, access to some machinery spaces is from the weather deck and men coming off watch can enter the citadel through the normal citadel access. Men going on watch may take contamination into the compartment with them, but this will not matter in closed stokeholds which will already be contaminated.

b. However, in open stokeholds and other machinery compartments, spreading of contamination from the outside must be avoided. The best use should be made of lobbies and other cover for improvised cleansing; overshoes and other simple coverings, which can be discarded before entering the clean area, should be improvised if not already available.

Evaporators

8. Distilling plants should be shut down while in an area of fallout or in waters known to be contaminated. There is unlikely to be any direct danger in distilling to make up feed, but the distilling plant will become contaminated and will require decontamination. Under no circumstances should water be distilled from ships tanks under conditions of fallout or when the ship is in contaminated sea water.

12352/69—2

New Construction

9. All new construction ships are being provided with trunked air to boilers, diesels and gas turbines and with remote control of main and auxiliary machinery and boilers from a position in the citadel. In such ships, machinery spaces can be closed down and should remain contamination free. Visits need only be limited by thermal conditions and by possible gamma radiation hazards from furnace air systems, etc.

Ingestion Hazard

10. Eating, drinking and smoking must be strictly prohibited in any compartment known to be even slightly contaminated.

11. The above information has been promulgated pending incorporation in relevant Books of Reference.

(DNSD 1600/212/33)

RESTRICTED

205—NBCD—Nuclear Explosions—Shelter from Radiation Effects

Introduction

1. Experience gained in the RN during tests of nuclear weapons and trials simulating radiation effects from nuclear weapons have shown that men can obtain considerable protection by taking shelter within the ship. The degree of protection varies according to the type of radiation, the influence of contamination on, or within, the ship, and the shielding effect of structure, internal fittings, armour, etc. It should be borne in mind that shielding from radiation effects is only one aspect of a wider problem of operating under fallout conditions.

Initial Radiation

2. On detonation, a nuclear weapon emits some radiations for a relatively short time. These initial radiations include heat, light, neutrons and gamma radiation. The term 'initial radiation' is normally used by definition to refer to all radiation emitted during the first minute after burst. The duration of the heat and light radiation will be for about three seconds for a megaton explosion but significant gamma radiation will continue for about 20 seconds. The neutron dose, however, will be virtually complete after one-tenth of a second for weapons of all yields. In the case of megaton weapons the effective range of the heat and blast is greater than that of the gamma radiation, but with kiloton weapons these ranges are of the same order. As the yield of the weapon decreases, the neutron dose becomes relatively more significant. In the unfortunate circumstance of anyone looking directly towards the point of burst, the heat and light flash will produce permanent blindness at a range greater than any other effect. More probably, the observer will not be looking directly at the weapon and the blindness will be only temporary, though a permanent blindness patch may develop within the field of view.

3. In all cases, sheltering under cover or below decks will give a measure of protection from all initial radiation effects. In the case of gamma radiation, which can penetrate structure to a considerable extent, men in positions towards the burst are likely to receive more radiation than those in parts of the ship remote from the burst. The penetrating powers of neutrons through steel are even greater than those of gamma rays but a water barrier shields against them, and therefore maximum protection against all penetrating radiation will be found below the water line. However, since little time is available to seek shelter, the protection given may be largely a matter of good fortune.

4. Personnel caught in the open must take immediate action to obtain any nearby shelter that is available, ie, they should take advantage of any convenient bulkhead, turret or screen to interpose as much shielding as possible between themselves and the source of

radiation. They should lie down as flat as possible and should protect their heads by placing the hands on the back of the neck and shielding the head and face with the inside of the arms. The eyes must be kept closed. This position should be maintained until the blast wave has passed. On no account should any man look into the sky or attempt to follow the course of a falling object. The results of such misguided action have been mentioned in Paragraph 2 above. Speed is essential and no time should be wasted in attempting to gain shelter at a distance. Ships companies are to be exercised in this procedure as part of the normal training.

Residual Radiation

5. A nuclear weapon detonated high in the air raises no contamination problem in ships. Bursts on or near the surface of the land or sea will, however, result in the production of a great number of radioactive substances whose nature and intensity will depend on the type of material drawn into the explosion. The radioactive material resulting may be so fine as to be invisible, or large enough to appear in the form of radioactive dust, mist or rain and may be scattered over wide areas or concentrated in a local cloud or base surge. It may be air borne or sea borne.

6. Radiation from fresh fallout contamination may be as great as, or greater than, that from the initial radiation. At great distances from very large yield surface burst weapons which are well outside the range of initial radiation, considerable radiation may be received from fallout contamination. Such radiation, unlike the initial radiation, continues for a relatively long time.

7. The greatest short-term hazard from the residual radiation is from its gamma radiation component. This, like the initial radiation, can penetrate the ships structure to a considerable extent. Protection from it can also be obtained in the same way by sheltering below decks or by interposing as much shielding as possible. However, the residual radiation, unlike the initial radiation, can be reduced in so far as it arises from a deposit on the ship, by decontamination. It should be noted, however, that the gamma radiation may not be due solely to the fallout deposit upon the ship, as a considerable amount may also be received from the fallout cloud, particularly during the period shortly after a near burst of a weapon on or below the sea.

8. Even if the external gamma radiation dose be reduced either by decontamination or by seeking shelter, a hazard may still exist from any fallout material which has been allowed to remain upon, or close to the skin. This hazard will arise from the poorly penetrating beta radiation and in cases of heavy contamination upon the bare skin or upon light weight clothing covering the skin, incapacitation due to superficial beta burns may develop without any other observable effects of radiation. The beta effects on the skin alone will not be lethal and may cause only mild discomfort. Protective clothing, eg, oilskins, overalls and foul weather clothing, provides good protection against the skin burns from fallout contamination by both acting as shielding against the poorly penetrating beta radiation and by preventing contamination itself from adhering to the skin; where the skin is contaminated it should be washed clear of fallout material. These items will shortly be supplemented by water/grease repellant barrier skin creams which, although ineffective as shielding material, will enable the contamination to be more easily removed. It must be remembered that pre-wetting provides major protection by preventing the fallout material from adhering to the ship.

9. No significant increase in the short term hazard is likely to arise from inhaling or ingesting radioactive fallout material. However, since radioactive materials in the body may produce ill effects in the course of time, care should be taken to avoid swallowing fallout material and breathing air laden with radioactive materials, but complete protection from inhalation (and indirectly from ingestion) is given by the Service respirator which should be worn by exposed personnel during fallout. It should be stressed that inhalation and ingestion of fallout are unlikely to produce immediate effects.

10. Protective clothing and respirators should not be worn inside the ship citadel, because the latter provides complete protection against all these hazards except against that caused by penetrating external gamma and neutron radiation.

11. In general, the nature of the fallout is such that any measures which exclude dust or rain will be equally effective against fallout material. However, it should be noted that radioactive fallout can, under certain circumstances, take the form of fine mist or aerosol and, as such, may achieve a similar degree of penetration to that of CW agents.

Factors Affecting Selection of Shelter Stations

12. The following factors must be considered when selecting positions to be used as shelter stations:

a. *Shipboard contamination*—Residual contamination may be trapped in pockets in the ship and form local 'hot-spots' for example, fallout material entering boilers through the air supply and accumulating on the combustion surfaces. Similar contamination may build up in filters. When shelter positions are being determined therefore, likely 'hot-spots' must be avoided as far as possible.

b. *Shielding effect of structure*—The shielding afforded by ships structure will vary according to the position of contamination on the exposed surfaces, and the direction of any radiation received from the radioactive cloud. The calculations are extremely complex but it can be safely stated that the shielding effect will be better than the figure obtained by a simple calculation based on considerations of bulkhead or deck thickness only.

c. *Dose-rate*—The dose rate arising from fallout received at a point upon the open deck of a ship at sea will be considerably less than the dose rate in similar contaminating circumstances on land, since very little contribution will be received from the fallout which has fallen into the sea.

d. *Pre-wetting*—A further factor relating to the selection of shelter stations will be the effectiveness of pre-wetting rigs, and, particularly in ships with improvised rigs, positions should be avoided below parts of decks known to be inadequately covered.

e. *Warning of Fallout*—Since some warning of the onset of fallout can be expected before the arrival of heavy contamination, although in some cases this may only be a matter of minutes, a shelter procedure must be organised.

f. *Communications*—The necessity for an effective recall organisation will restrict the choice of positions for shelter stations to those to which orders may be passed from Command or HQ1 by main broadcast, armament broadcast or telephones. Special communications to shelter stations will not be provided; ships will, therefore, have to make full use of the existing internal communications provided, or rig up such temporary field telephones as may be required.

Position of Shelter Stations

13. Ideally, men should take shelter low down in the ship and as near the centre line as possible. In practice, it is necessary to have as many decks and bulkheads between men and the source of the gamma radiation as will reduce the dose received under shelter to safe limits. However, it is essential that the selected positions are readily accessible without unduly compromising the water-tight integrity of the ship and that control of the ships company is maintained while at shelter stations, so that men can be recalled to man essential fighting positions if necessary.

14. It may be that the degree of shelter obtained at a mans action station, or watch-keeping position differs only slightly from that obtainable at a shelter station, particularly in small ships. Consideration must therefore be given to the degree of shelter available at hand before planning remote shelter positions. In new designs the ships layout will provide

for a maximum amount of protection to be afforded to action and watchkeeping quarters by so arranging their positions that shielding is obtained, wherever possible, without the need for going to shelter stations.

15. While it is not feasible in this order to lay down the exact compartments to be used for each kind of ship, the following guide is intended to assist Commanding Officers when preparing their organisation:

a. *Aircraft Carriers*—The hangars are usually outside the citadel and are not gas tight. Compartments, eg, mess decks and flats, one or two decks below the hangars should normally be chosen, but it may be necessary if aircraft have to be operated at short notice, for flight deck parties to shelter in the hangers, etc. In carriers the use of aircraft lifts as a rapid means of getting men below should be considered.

b. *Destroyers and Frigates*—Lower mess decks and flats on 3 deck below the superstructure will be of value as shelter positions.

Organisation

16. In general it is not possible to allocate a shelter station to each individual. Each quarter should be allocated its shelter position, for use when at action stations, but allowances must be made for shelter procedure to be instituted at other times, when men, not closed up, must proceed to the nearest shelter position.

17. The ships organisation should aim at getting all hands, except those required for special duties, into some shelter as quickly as possible with the least possible effect on the watertight integrity of the ship, and to get openings which affect the citadel closed. Shelter routes must be planned accordingly, and should be clearly marked although this may not be necessary in small ships.

18. When warning time permits, a pre-shelter party should be detailed to prepare the shelter routes by removing all clips, except one, on selected doors and hatches. Arrangements must be made to ensure that such doors and hatches are properly closed when the men have gone through to shelter.

Assuming Shelter Stations

19. In deciding when to order shelter stations, the Command must consider both the operational requirement and the principal effects of radiation on the ships company, not all of whom will necessarily be dangerously exposed. The maximum number of men should be under cover at the time any fallout hazard is significant, but this may not always be practicable.

20. The effects of radiation are given in Annexs A and B to this order. If the decision has been made to retain all, or a part of, the ships company at their action stations during fallout, it may be necessary to amend this decision as monitoring reports are made. The interpretation made of these reports in relation to the table of radiation effects must be related to the tactical threat existing at the time.

21. Where it is necessary for certain quarters to remain manned, accepting a radiological hazard, officers and men at such stations may need to be relieved so that they do not receive a dangerously high radiation dose. Alternatively, it may be possible to arrange for these quarters to be visited on a sortie basis, to make adjustments to machinery or to reload armament. Care must be taken that the integrity of the citadel is not unduly compromised.

Stay-time Tables

22. Calculations as to the safe length of stay in any position could be made by using the Radiac Slide Rule or Stay-time Tables in conjunction with readings of survey meters. The Stay-time Tables are shown in Navy Order 209 of 1969. In isolated positions, eg,

directors, gun crews, shelters, etc, selected men should be issued with quartz fibre dosimeters and instructed to report the total dose occasionally, so that an estimate of their degree of safety may be obtained.

23. This method is more accurate than the use of Radiac Slide Rule or Stay-time Tables, which are necessarily approximate. These tables do, however, give a useful guide to the limits of exposure in widely differing circumstances.

24. As reports of their radiation dosages are received from selected officers and men, (Navy Order 209 of 1969 Paragraphs 8–10), it can be seen whether further protection is required. If dangerous doses are received at shelter stations, men can be sent into compartments with a higher degree of protection, lower down in the ship, but this will probably lead to loss of control. If this should become necessary and the ship has been subjected to shock, it is essential to test for flooding before opening up a compartment. Although this may mean a short delay, the risk of major flooding cannot be accepted.

Machinery Spaces

25. The problem in machinery spaces is complicated by the very large quantities of air which are required for combustion and ventilation. The action to be taken is dealt with in Navy Order 204 of 1969 (*NBCD—Nuclear Explosions—Radiation Problems in Machinery Spaces*).

Breaking out of Shelter Stations

26. Orders for shelter procedure must also include an organisation for recalling hands to man positions as required. The procedure to be followed will depend on the circumstances. If, for example, shelter has been taken from gamma radiation from an airborne radioactive cloud at some distance, there will be no residual contamination. If the ship has been contaminated, decontamination and washing down should be carried out as soon as operational circumstances allow. The monitoring organisation will be required to assess the hazard and to follow progress of decontamination. Cleansing procedure will be required for those men who may be contaminated.

Available Data Upon Which this Order is Based

27. It is important to remember that the underlying assumption throughout this order is that the fallout is encountered at considerable distances. In such cases, time will be available to carry out the procedures described. If fallout is received from a nearby kiloton burst then some modification may be necessary. At the present time information on this type of burst is meagre. When further information on nuclear effects generally is available, the procedure to counter the effects of a nearby kiloton burst will require further examination and consideration. The common sense procedure described in Paragraph 4 should be, however followed by those personnel caught in the open.

Summary

28. a. Adequate shelter can be obtained in existing ships from the radiation effects of kiloton and megaton weapons outside the range at which the destruction of ships is to be expected.

b. The numbers of men allowed near exposed positions must be kept to a minimum when nuclear attack is probable.

c. An organisation should be included in the ships orders for taking shelter and for manning (even on a reduced or sortie basis) essential quarters.

d. The monitoring organisation must be used to determine the degree of danger.

e. Full use must be made of pre-wetting.

f. Decontamination and cleansing measures will later be required as operational circumstances allow.

ANNEX A

ACUTE EFFECTS OF WHOLE BODY PENETRATING IONIZING RADIATION ON HUMAN BEINGS.

Effects of Radiation Doses

1. No hard and fast rules can be laid down for estimating casualties from radiation. There are so many variable factors which influence the incidence of casualties, such as wide variation in human response to radiation, time over which the dose is accumulated and variation in shielding, that the most that can be attempted is to give the Command some idea of the immediate operational effect.

2. Recovery of the body, in any period less than a week, is so small that a total dose received in such a period must be looked on as a straightforward accumulated dose without recovery or, in other words an acute dose. On the other hand, the time which will lapse before particular symptoms make themselves apparent will increase with the length of time over which the dose is accumulated. For instance, a dose of 300 rad taken in 1 hour will probably cause nausea and vomiting in about 4 hours. If the same dose is taken over about 3 days, the onset of the symptoms will obviously be delayed. In the table which follows, therefore, the times of onset of the various effects must be adjusted according to the time over which the dose is received, from an hour or two up to one week, although the effects themselves, when they do show, will be substantially the same.

3. The table is intended to help in forming an opinion on the effects of doses on the operational position in the immediate future. No attempt has been made to predict the proportion of casualties or deaths in the different ranges. The only guidance on this point which can safely be given is that with an acute dosage of somewhere between 300 and 500 rad it is likely that up to about half those so affected will die, and with an acute dose of over 600 rad it is probable that most will die. Individuals vary considerably in their susceptibility to this type of injury. On the other hand, with a dose of up to 250 rad although there will be a number of casualties there should be no early deaths and, unless there are complications, probably few deaths at all. Any attempt at more accurate prediction is valueless and may be misleading, and even the foregoing must be treated with reserve because of the variations mentioned above.

4. With regard to long term effects, it is obvious that all radiation is harmful but that the long term hazard increases with increasing dose.

Acute Dose (up to 1 week)	*Effects*
Up to 150 rad ..	No acute effects or incapacitation; some long term hazards increasingly serious with increasing dose
150–250 rad ..	Nausea and vomiting within 24 hours; little incapacitation after 2 days
250–350 rad ..	Nausea and vomiting in under 4 hours; some will die within 2–4 weeks after a sympton free period of 2 days–2 weeks; survivors will be ill for some weeks
350–600 rad ..	Nausea and vomiting in under 2 hours; majority of deaths in 2–4 weeks; survivors will be incapacitated for about 4 months
600 rad upwards	Nausea and vomiting almost immediately; most will die within 1 week

ANNEX A—*continued*

5. For the purpose of this order a 'rad' may be defined as the absorbed dose of any nuclear radiation which is accompanied by the liberation of 100 ergs of energy per gram of absorbing material.

6. Future instruments will be calibrated to read in rads/hour. In the meantime, on existing instruments the roentgen reading may be assumed to have the same effects as the equivalent in rads, as the numerical differences will be within the limits of accuracy of the instruments.

ANNEX B

BETA TABLE

Acute Effects of Ionizing Radiation on Skin

Estimated Dose required in 1 week	*Effects*
0– 600 rad ..	No acute effects
600– 2,000 rad ..	Moderate early erythema
2,000– 4,000 rad ..	Early erythema under 24 hours Skin breakdown in 2 weeks
4,000– 10,000 rad ..	Severe erythema in 24 hours Severe skin breakdown in 1–2 weeks
10,000– 30,000 rad ..	Severe erythema in 4 hours. Severe skin breakdown in 1–2 weeks
30,000–100,000 rad ..	Immediate skin blistering (less than 1 day)

This table has no immediate value as beta measuring instruments have not yet been introduced. When these instruments are introduced this table should be used to relate the total dose to the resulting effects on human skin.

(DNSD 1623/202/13)

(*Navy Orders 204 and 209 of 1969*)

UNCLASSIFIED

206—NBCD—Radiation Hazards—Guidance on the Institution of Radiological Countermeasures

1. The measures to reduce the radiation hazard during and after a contaminating attack, ie:

Closing Down (including shutting down machinery);

Pre-wetting;

Shelter Procedure;

Decontamination;

involve the reduction of the fighting efficiency of the ship to a greater or lesser degree. The extent to which any of the above countermeasures can be implemented must be decided by the Command in the light of the operational situation and a knowledge of the individual ships capabilities and requirements. In arriving at this decision, the Command must balance the need to maintain operational efficiency against the likelihood of radiation casualties at once or in the near future.

2. Acute radiation doses of less than 150r are unlikely to cause operational casualties, while doses much in excess of 150r will probably incapacitate within a short period. Thus a ship may be forced to break off an action if doses of 350r or more are received by key personnel, or forced to withdraw from a longer operation if 150r is exceeded.

3. The concept of a 'War Working Dose' hitherto accepted is liable to be misleading, since circumstances vary so widely that no dose can be laid down until the radiation hazard has been ascertained and balanced against operational demands.

4. During and immediately after the deposition of contamination, which is referred to as the 'action phase', when the radiation hazard cannot be accurately foretold, no upper limit of dose can be set. The prime object of the Command and the Radiological Protection Officer (RPO) must be to keep the radiation dosage as low as possible under the circumstances (eg, by ordering men to lower positions or arranging reliefs).

5. The subsequent phase of 'operational recovery' begins when the hazard has been measured, the dose received to date by the various sections of the ships company is known, and decontamination is being progressed. It is during this phase that the Command, bearing in mind the requirements of a ship in the near future, can lay down for the RPO guidance a 'planning dose' which should not be exceeded over the period under consideration. Under some circumstances, it might be necessary to specify different Planning Doses for different sections of the ship's company (eg, armament or machinery space personnel). This Planning Dose must be revised in the light of subsequent attacks or changes in the operational situation.

6. The table describing the effects of an acute radiation dose received in a period of up to one week (Navy Order 205 of 1969, Annex A) will be of value in estimating the results likely to follow exposure of a ships company to known doses of initial radiation from a nuclear explosion or to large doses of external gamma radiation from fallout. However, some guidance is necessary to evaluate the significance of dose-rates from fallout measured at any particular time.

7. The table in the Annex has been compiled to show three levels of dose-rate at various times after burst. These levels have been derived upon the following assumptions:

a. The decay of activity follows the conventional and conservative '$T^{-1.2}$ law.

b. None of the fallout is removed by pre-wetting, decontamination or any other process.

c. Exposure of individuals is continuous, ie, 24 hours/day, 7 days/week.

d. Exposure of individuals is indefinite, ie, for a lifetime.

8. The three levels of radiation intensity are defined as follows:

Normal—Continuous and indefinite exposure to these levels at the times given will result in doses no greater than the maximum allowed to persons occupationally exposed to radiation hazards in peace-time, ie, those recommended by the International Commission Radiological Protection and endorsed by the Medical Research Council. These maximum permissible doses are 3r in 13 weeks or 5r in a year. Procedures for the reduction of fission product contamination to below these levels should be of low priority, comparable in importance with other measures of good housekeeping.

Exceptional—Continuous and indefinite exposure of individuals to these levels may be made under exceptional circumstances without the risk of any short-term effects being observed.

Critical—These are the maximum levels for continuous and indefinite exposure, beginning at the appropriate times, at which acute effects will just not be produced in any individuals so exposed. The diversion of effort to achieve a reduction of radiation levels to values below these would not be justified in any critical operational circumstances.

9. In making use of this table, Commanding Officers must bear in mind the past 'radiological history' of the ships company and the possibility of future exposure to new attacks.

ANNEX

LEVELS OF EXTERNAL GAMMA RADIATION FROM FALLOUT ACCEPTABLE FOR UNLIMITED STAY-TIME UNDER VARIOUS SERVICE CONDITIONS

Time After Burst	*Normal*	*Exceptional*	*Critical*
15 min	3 rads/hr	20 rads/hr	150 rads/hr
20	2	15	110
30	1.5	10	75
45	1	7	50
1 hour	0.75	5.5	40
2	0.4	3.0	20
4	0.2	1.5	10
6	0.15	1	8
12	*75* mrads/hr	0.6	4.5
1 day	*40*	0.3	2.5
2	*25*	0.2	1.5
4	*13*	0.1	1
1 week	*9*	*75* mrads/hr	0.65
2	*5*	*50*	0.45
3	*4*	*40*	0.4
5	*3*	*30*	0.3
10	*2.5*	*25*	0.25
20	*1*	*15*	0.2
1 year	*0.5*	*10*	0.15

(DNSD 1600/212/24)

(*Navy Order 205 of 1969*)

RESTRICTED

207—NBCD—Radiation Hazards—Protection Afforded in Ships from Residual Radiation

1. The protection afforded to a man in any particular ship will depend upon the position of the man concerned and the pattern of the residual contamination. In particular the extent to which contamination adheres to exposed vertical surfaces will influence the protection factor to a considerable extent, especially in the larger ships. The occurrence of hot spots will also be important for positions near the weather surfaces, especially in the smaller ships.

2. Definite information on the extent to which contamination will adhere to vertical surfaces is meagre, but it is believed that in the majority of cases this will be small. The one exception may be contamination from an underwater weapon burst in shallow water which

distributes considerable amounts of bottom material. Serious contamination of the vertical surfaces in such circumstances is likely to be plainly visible to the eye, but is likely to be confined to the windward surfaces.

3. In the majority of cases of distant fallout from land surface-burst megaton weapons, it may be assumed that the residual contamination on vertical surfaces will be unimportant. In such cases the protection factors, estimated from the results of trials carried out in representative ships in which contamination of the weather surfaces was simulated, are as follow:

a. *Aircraft Carrier without Armoured Flight Deck:*

Island Structure Upper	5–10
Island Structure Lower	10–20
No 2 Deck	10–20
No 3 Deck	50–70
No 4 Deck	70–90
No 5 Deck	100–150
No 6 Deck	200–300

b. *Destroyer or Frigate:*

Compass Platform (01 Deck)	2–3
Operations Room (1 Deck)	3–10
No 2 Deck (below superstructure)	15–30
No 3 Deck (below superstructure)	50–100
No 4 Deck (below superstructure)	100–300

4. In the rare circumstances of contamination by fallout material which also adheres to the side of the ship, the above figures will remain unchanged except for the following positions for which the protection factors given above should be divided by two:

Aircraft Carrier	Lower Island structure only.
Destroyer or Frigate	All positions except 01 and 1 Deck.

5. These shielding factors should be used for planning purposes in lieu of those given in BR 2170, Chapter 26, Paragraph 13, but must only be regarded as giving an indication of the order of magnitude of the shielding factor. They are, in fact, valuable for the selection of shelter positions and for realistic planning of exercises, but reliance should not be placed on them for the calculation of doses or dose-rates from instrument readings obtained in other positions.

(DNSD 1600/212/34)

RESTRICTED

208—NBCD—Radiation Hazards—Use of Radiac Survey Meter No 2 for Personnel Monitoring

1. Following contamination by a nuclear explosion, shipboard monitoring of personnel will most probably be carried out in the presence of background gamma radiation from radioactive contamination adhering to the ships weatherdeck surfaces. The Contamination Meter No 1 AP 055/911–0107 at present in service cannot be used in gamma backgrounds exceeding a few mr/hr and it is therefore to be replaced by a Beta sensitive gamma compensated instrument which is now being developed.

2. As an interim measure, pending the delivery of new instruments and subject to certain obvious physical limitations, the Radiac Survey Meter No 2 Pattern 0552/911–0130 can be used for monitoring personnel under these operational conditions of gamma background by

taking two measurements 2 cms from the body, one with and one without the Beta window open. The difference between the two meter readings thus obtained gives a measure of the Beta dose rate to the skin using the relationship:

1 rad/hr measured ≏ 12.9 rads/hr to the skin.

3. The Contamination Meter No 1 is still of use for indicating the arrival of fallout or entry into a fallout area and for personnel monitoring in well shielded positions such as secondary cleansing stations

(DNSD 519/253/18)

RESTRICTED

209—NBCD—Radiological Monitoring Organisation and Techniques

1. Experience gained in trials has shown that the organisation for monitoring laid down in BR 2170 (Ship NBCD Manual) requires some amendment. Annex A to this order sets out the new organisation, and the opportunity has also been taken to give additional guidance on methods of monitoring, so far as present knowledge allows, which will be incorporated in BR 2171, Part 4.

2. This order is to be regarded as cancelling the instructions on monitoring organisation contained in BR 2170. Admiralty has advised that amendments to BR 2170 will be issued in due course.

ANNEX A

Monitoring Organisation

1. Following a nuclear explosion, the NBCD monitoring organisation will be called upon to provide any or all of the following:

a. Assessment of the effect on personnel of the initial radiations.
b. Warning of the arrival of contamination from fallout.
c. A record of the build-up and an assessment of the effects of the Transit Dose.
d. Survey to assess contamination on completion of fallout.
e. Checking on the progress of decontamination.
f. Monitoring of personnel for contamination of body or clothing.

The requirements for fulfilling each of these tasks are given in detail in succeeding paragraphs.

Assessment of Initial Radiation

2. In the high states of readiness, Quartz-Fibre Dosimeters should be distributed to key personnel whose action stations will ensure that readings can be obtained from as many positions in the ship as possible. Officers and men whose action stations are in the more exposed positions should be issued with dosimeters of the higher ranges.

3. When ordered after the explosion, these key personnel should pass the readings of their QF Dosimeters to HQ1. These readings will enable the Radiological Protection Officer (RPO) to make an approximate initial assessment of the doses received by personnel in various parts of the ship. This information will assist the Command in estimating the effects of the explosion on fighting efficiency.

4. It is inadvisable to make the passing of dosimeter readings an automatic procedure after an explosion, since this may impede communications on more immediate hazards such as blast or fire.

ANNEX A—*continued*

5. When individual (Phosphate Glass) dosimeters are available, an organisation must be framed to cater for these to be read and the doses recorded at the first opportunity after the explosion. Since the reader instruments are relatively bulky and dependent on power supplies, it will be necessary for men to report to the reader positions, being relieved from their stations as the situation permits. When this has been done a complete picture of the 'radiological health' of the ships company can be produced for the Command by the RPO and the Medical Officer.

Warning of Arrival of Fallout

6. In high states of NBC readiness and pending the general introduction of the Ship Installed Radiac Systems (SIRS) in the Fleet, a contamination meter should be placed with its probe in an exposed position high in the ship (eg, on the compass platform in ships with an open bridge). The instrument should be switched on and kept on and kept under observation at all times when contamination is likely. Any increase in the readings above the normal background will indicate the approach or onset of fallout. In siting the probe care must be taken to avoid unnecessary background from the radioactive luminous paint used on instruments and telephone control boxes in the vicinity. Similarly, unnecessary alarm will be caused unless care is taken that men wearing luminous watches do not approach the probe too closely.

7. After the ship has been contaminated by fallout, it will be necessary to ensure that warning is received of any renewed deposition, either from the same explosion or another burst. Due to the varying intensities of contamination encountered in different parts of the ship, monitors employed on survey may not be aware that an increase in reading is due to fresh contamination. As soon as possible after the initial deposition has ceased, therefore, a contamination meter or a survey meter (depending on the intensity encountered) should be placed in a fixed position high in the ship and kept under observation for any increase in reading.

Recording Transit Dose

8. During the period of deposition of fallout, the dose-rate will fluctuate, gradually increasing to a peak and then falling off as decay predominates over any further deposition. During this period the build-up of the Transit Dose must be assessed by calling for readings of QF Dosimeters from personnel in selected positions throughout the ship. These personnel will be those issued with QF Dosimeters for recording the dose from initial radiations and care is therefore necessary in selecting them to ensure that adequate coverage of both action stations and shelter stations is obtained. Monitors should be included since the dosimeters will afterwards be required by them during survey.

9. The frequency of reporting readings will depend on the situation. In the early stages it is advisable to call for reports at fairly short intervals until the situation is clearer. The intervals can either be expressed in terms of time or as increases in dose (eg, Report every two minutes or Report every increase of 5r).

10. As these reports are received it will be possible to judge the adequacy of shelter positions, and men can be ordered to positions lower in the ship if necessary. Similarly, the relief of men manning essential positions can be organised. Care must be taken to differentiate between the Transit Dose and any previous dose (eg, from initial radiations) the sum of which will appear on the dosimeter.

11. Throughout the transit period a constant check must be kept on the dose-rate so that a steady fall in average reading denoting the approach of the end of fallout will be noticed. The average reading is important as quite large fluctuations in fallout intensity may be recorded. This is best achieved by reading a survey meter in HQ1, but in conditions

of light fallout, or where HQ1 is well shielded, a more exposed position must be chosen and the readings reported to HQ1. Whichever is decided, the readings must all be taken from the same position.

Survey after Cessation of Fallout

12. The primary requirement after fallout has ceased is to obtain dose-rate readings in positions which must be manned for fighting the ship according to the tactical situation at the time. These may include both exposed positions (eg, AA armament, A/S armament, or Flight Deck) and positions between decks (eg, Operations Room ABCD positions, or shelter stations). The Command must inform the RPO of the requirements in the light of the tactical situation, and the RPO must then order monitoring of the required positions.

13. This is best achieved by considering beforehand the stations which will have to be monitored for fighting the ship under, say, two or three different conditions which will depend on the type of ship (eg, AA Action Stations, A/S Action Stations, Flying Stations, etc). The number of monitoring parties will depend on the number of survey meters available, but should be as many as possible to reduce the time taken and keep the exposure of each party to the minimum. A route must be laid down for each party under each set of chosen conditions which will allow them to obtain the required readings in the shortest time with the least risk of compromising the citadel.

14. Dose-rate readings must be taken in the positions which men are actually required to occupy (eg, at a gun in the breechworkers position, at the aimers seats, etc) the survey meter being held at about waist height to record the dose-rate which will be of greatest significance to the man occupying the position. The initial reports should give only the highest reading encountered at any station.

15. From these reports the RPO will be able to advise the Command on the subsequent action to be taken (ie, the implications of immediate remanning of these stations or remaining in shelter, or the need for decontamination, either selective or general, before remanning).

16. As soon as the operational situation permits, a detailed survey of the whole ship must be made, priority being given to those positions most likely to be used. In many positions this detailed survey may have to be combined with monitoring in support of decontamination.

Checking Progress of Decontamination

17. When decontamination is ordered in any position, dose-rate readings must be made before, during and after the operation. Monitors should accompany decontamination parties, not only to advise on their personal protection, but to locate hot spots and direct decontamination on them. The readings taken during decontamination will enable the RPO to assess its effectiveness, taking into account radioactive decay. Where necessary, fresh procedures can be ordered, or effort transferred to more profitable areas.

Monitoring of Personnel

18. It is unlikely, in the early stages after contamination, that the present contamination meters will be of any value, as they will be swamped by the high gamma background. Every man likely to have been contaminated should therefore undergo the complete cleansing routine, and men should not be monitored at the cleansing stations until the background permits the use of the contamination meter.

19. Instructions for the use of the contamination meter for personnel monitoring are contained in the instrument handbook. It is emphasised that only when the instrument is used in the way described can any value be placed on its readings to decide whether a man is 'dirty' or 'clean'. The use of the probe for 'frisking' is of value only in providing an idea of the location of contamination.

Monitoring Techniques

20. *Location of Contamination*—Contamination from fallout can be expected to collect on the upperworks, in open machinery spaces, in open ventilation systems, and on the underwater surface of the hull and in saltwater systems. In general, contamination of the weather surfaces and machinery spaces will present the most immediate hazard, the hazard from other sources presenting more of a long-term habitability problem which is likely to be slight by operational standards.

21. Contamination of the upperworks is likely to be irregular and unpredictable depending on the air stream over the surface the effectiveness of pre-wetting, and the type of contamination. Intensities may vary by as much as a factor of 100 between different positions. Hot spots (areas of more than average intensity) are likely where:

a. Pre-wetting has been ineffective.
b. Poor drainage exists.
c. Debris has collected.
d. The surface is absorbent (eg, rusty, greasy or scorched).
e. Damage has occurred.

22. In machinery spaces contamination is likely to collect in places in the way of the air stream and just out of it, where the air velocity is reduced and settling can occur. Greasy surfaces and lagging are likely to retain contamination. (*See* Navy Order 204 of 1969.)

Methods of Survey

23. The method of making the initial survey of predetermined positions has already been described in Paragraph 14. As soon as the situation allows, a more detailed survey must be made. On large external areas (eg, the flight deck), readings should be taken about every 25 feet. In smaller areas the distance should be decreased, and particular attention paid to possible hot spots and irregular shaped objects and structures, such as hatches, gunmountings, and canvas covers. It is important that the distance of the survey meter from the object being monitored should be constant for all readings, and all monitors must be instructed in a common drill.

24. The location of a hot spot is best achieved by holding the survey meter close to the body and turning round slowly. If the reading drops by about 25 per cent. or more, the hot spot is probably behind the monitor. The instrument should then be moved in the direction indicated; the reading should be more than doubled if a hot spot exists. In the later stages of decontamination when the survey meter beta window flap may be opened without risk of contaminating the instrument or the operators' hands, the beta indicating facilities may be used to locate the position of hot spots with greater precision than is possible using the body-shield method described above.

25. When monitoring compartments, readings should first be taken in the watchkeeping positions. In large spaces or unmanned compartments readings should then be taken in the centre and in each corner to obtain an average figure.

26. The detailed survey of the interior of the ship must include a search for contamination which may have penetrated the citadel. Priority should be given to the citadel boundaries, especially near damage, at cleansing stations, at the entrances to machinery spaces, etc. Here it is important to distinguish between a positive reading due to gamma radiation emanating from contamination outside the compartment and one due to contamination actually within the compartment. Readings should therefore be taken with the survey meter beta window closed and open, with the instrument held close to the surface being monitored. Any increase in reading when the window is open will denote that contamination is present within a short distance (ie, on the surface being investigated). This survey to detect, and if possible prevent, the tracking of contamination into the citadel must continue at intervals until final clearance of the ship can be given.

ANNEX A—*continued*

Composition

27. Monitoring teams for survey should consist basically of two men—one, the monitor, to take readings, and the other, his assistant, to record and report, and to mark off hot spots, etc. Personnel should be selected from NBCD parties, quarters crews, and engine room personnel, the general principle being that a team should be primarily responsible for their own 'part of ship', although this will not always be possible because of the operational situation. As many teams as possible should be trained to allow frequent reliefs if the situation permits, thus spreading exposure evenly over the majority of the ships company.

Personal Protection

28. Monitoring teams, and all personnel in contaminated areas must protect themselves against the internal radiation hazard. Unless special instructions are given to the contrary, protective clothing and respirators must be worn, and men must pass through the cleansing routine before entering the citadel.

29. Protection from unnecessary exposure to external radiation can only be achieved by preliminary training designed to ensure that monitors remain exposed only for the minimum time necessary to complete their work. Each monitor must carry a QF Dosimeter, and the RPO must specify the dose which is not to be exceeded during a sortie, basing this on the acceptable figure laid down by the Command for the particular situation. During the initial monitoring a maximum permissible dose-rate should also be given to the monitors to ensure that they do not hazard themselves unnecessarily. This figure will vary according to the circumstances, but, as a guide, it should be safe to allow monitors to work up to a dose-rate figure of twice the allowable total dose for periods of up to 30 minutes.

Monitoring Reports

30. Reports from monitors employed on the initial survey must be passed in standard form:

'Time—Position—Dose-rate—Total dose—Remarks'.

Unnecessary words must be omitted, but to avoid possible confusion a distinction must be retained between reports of total dose and dose-rate. A typical report might be as follows:

'1645—Y Turret—Dose-rate 56—My dose 20—Moving to CRBFD'.

31. During the detailed survey more lengthy reports will probably be necessary. It will be of assistance in surveying large areas if the monitoring team are supplied with a deck plan with certain positions at which readings are to be taken marked and tallied by letter or number. It is imperative that reports be brief and concise if the Monitoring Plotter and the communications systems are to cope with the traffic.

Machinery Spaces

32. The Engineer Officer is responsible for the machinery spaces, including the evacuation or re-entry of these compartments, seeking the advice of the RPO as necessary. Reports from machinery space monitors must therefore be made direct to the Engineer Officer in HQ2, and from there relayed to the Monitoring Plotter in HQ1. Some modification may be needed if an MCR is in a space other than HQ2. In either case ships orders must make provision for passing reports and information to a responsible officer when the EO is absent from HQ2. In other respects the monitoring of machinery spaces will follow the same principles as other positions; an initial survey of places at which watchkeepers must be stationed, followed by a detailed survey later.

Monitoring Calculations

33. As stated in Paragraph 8, the deposition of fallout is shown as a gradual rise in dose-rate to a peak, followed by a steady fall after deposition has diminished to the extent that radioactive decay has become predominant. Theoretically, the intensity of radiation

ANNEX A—*continued*

at any time of undisturbed fallout material is proportional to $T^{-1.2}$ or $T^{-1.3}$, where 'T' is the time since the burst. In practice, the decay rate as measured on board will be affected by many factors, such as:

a. The operation of pre-wetting.
b. Fresh deposition of fallout, either from the same or another explosion.
c. The mixture of fission products being different from that anticipated.
d. Removal of the fallout material by decontamination, or by wind or weather, and its dispersion in the sea.

It is therefore desirable that dose-rate readings from one particular position (say HQ1) should be plotted against time after burst as a graph, preferably using logarithmic scales on both axes. This will afford a useful check on the decay rate and will provide a fairly reliable indication of the deposition of further fallout.

34. The Radiac Slide Rule has been designed to enable calculations of dose and dose-rates to be made for decay rates according to $T^{-1.2}$ and $T^{-1.3}$ laws. Instructions for its use are contained in BR 2171, Part 1.

35. In order to allow simple and rapid calculation of the time taken to accumulate certain doses under varying conditions of intensity and time after burst, a table has been prepared according to the $T^{-1.2}$ law. This 'Stay Time' table, with instructions for its use, has been printed in Annex B to this order. For use on board it is recommended, to avoid confusion and error, that separate tables are produced for each total dose, the appropriate table being brought out when the maximum permissible dose has been decided.

36. In action it may be found more effective to make use of mental calculations to produce a rough but rapid answer which can be checked with instrument readings later. The rough rules which follow will normally give a conservative ('safe') estimate at sea. It should be stressed that they refer to contamination resulting from a single explosion only.

37. Use is made in these rules of the term 'Apparent Half-life'. This is defined as the time taken for the intensity of radiation from contamination to decay to one-half of its original value. The term 'Apparent' is used because the contamination actually consists of a large number of radioactive elements, each with its own half-life, and because the apparent half-life changes according to the age of the contamination.

38. The approximate rules relating to Total Dose are as follows:

a. Decay rate .. .. Doubling the time since the burst will halve the intensity.
b. Apparent half-life .. Equals time since detonation, hence:
c. Time of burst .. Find the apparent half-life by two readings of intensity. The time of burst equals one apparent half-life before the first reading.
d. Total dose .. .. Dose received during a period less than one-half of an apparent half-life equals the intensity at time of entry × length of stay in hours.

39. Approximate rules relating to Dose Rate may conveniently be given as a 'Seven-fold rule', ie, an increase in time by a factor of seven reduces the dose rate by a fraction of 10. This is shown in the following table:

Time after burst	*Dose rate in r/hr* *Seven-fold rule*	$T^{-1.2}$ *rule*
1 hour	10,000	10,000
7 hours	1,000	970
49 hours (ie, approximately 2 days) ..	100	97
2 weeks (approximately)	10	9.3
3 months (approximately)	1	1.1

ANNEX A—*continued*

Application to Small Ships

40. The organization and procedures described in the preceding paragraphs can be applied directly in small ships, disregarding references to those positions (eg, HQ2) which apply solely to larger ships, and simplifying the organisation as necessary.

Training

41. It will be apparent from the foregoing that training of monitoring teams in ships should be concentrated on practising each team in its role of initial monitoring under various conditions, to ensure that all necessary positions are covered in the shortest time, and in training monitors and communication numbers in the passing of monitoring reports.

42. It is also essential, if the RPO is to advise the Command correctly on the action which should be taken under varying circumstances, that he should have available certain basic data applicable to the ship. These figures can be obtained during NBCD exercises, and every opportunity should be taken of exercising these procedures and correcting the figures obtained from them. Examples of the figures required are:

a. Time taken to reman AA/AS/Flying Stations, etc, from Shelter Stations.

b. Time taken to carry out initial monitoring of these stations or of the whole ship.

c. Number of men required to carry out an initial hosing down of these stations or of the whole ship, making use of the maximum number of hoses which can be used without losing pressure.

d. Time taken to carry out the initial hosing down under varying conditions. Pending further trials on decontamination procedures, calculations should be based on a rate of progress of 100 square feet/minute per hose.

Note: Although hosing down is a part of decontamination procedure it must be borne in mind that this only reduces contamination by a small factor if pre-wetting has worked efficiently, and that bodily removal of contaminated items such as cordage, timber, etc, may more effectively reduce the readings on the upper deck.

e. Time taken to pass the number of men exposed for b. and c. through the complete cleansing routine.

ANNEX B

STAY-TIME TABLE

1. The Stay-Time Table presents in tabular form the times for which men can remain exposed in a contaminated area without exceeding doses of 25r, 50r, 100r, 150r and 250r, under varying conditions of intensity and time after burst. The times have been rounded off to the nearest (safe) 5 minutes for short periods of 'stay-time' and 15 minutes for longer periods.

Directions for Use

2. Enter the top of the table with the measured dose-rate opposite the dose which is not to be exceeded. Go down the column, and opposite the time after burst at which the measurement was made will be found the 'stay-time'.

Example:

Dose-rate at H + 1 hour: 60r/hr Dose not to exceed: 50r

Time of stay: 1 hr 20 min

ANNEX B—*continued*

STAY-TIME TABLE

Exposure Dose	*Dose Rate (R/Hr)*												
	2.5	5	6	7.5	10	12	20	25	30	35	50	60	75	120	250
25r	∞	∞	∞	∞	∞	∞	4w	2½d	10¼	4¼	3¼	2	1–40	1–10	0–50
50r	46w	8w	46w	15w	4w	4w	2½d	10¼	4¼	3¼	2	1–40	1–10	0–50	0–30
100r	4w	2½d	1w	1w	3½d	2½d	1d	5¼	2¼	1–40	1–10	1–00	0–50	0–30	0–15
150r	1w	1d	2d	1d	1d	1d	16	3¼	1–40	1–10	1–00	0–55	0–45	0–25	0–10
250r	2d	16	1d	9¼	13¾	7¼	5¼	2¼	1–20	1–00	0–55	0–50	0–40	0–20	0–10

Stay Times (w = week, d = day, other values hrs–mins)

Time After Burst															
10 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
15 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
20 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
25 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
30 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
40 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
50 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
60 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
80 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
100 mins	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
2 hrs	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
2½ hrs	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
3 hrs	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
4 hrs	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
6 hrs	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
12 hrs	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
1 day	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞
1 week	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞	∞

(DNSD 1600/212/36)

(*Navy Order 204 of 1969*)

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ANO's 210-226/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2 April 1969.

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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13068/69

CONTENTS

No — *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

210 Holdings of Support Craft in RAN.

211 RAN Diving Training Research Committee.

212 RI—List of Navy Orders Affecting.

SECTION 2—PERSONNEL

213 Attendance at Criminal Courts—Dress.

214 Made-to-Measure Uniforms for RANNS and WRANS Officers and Wrans at Melbourne and Sydney—1968–69.

215 Officers—Division of Responsibilities Between User Officers and Weapon Electrical Engineer Officers.

216 RAN, RANR and ASCC Officers and Chaplains Made-to-Measure Uniforms at Melbourne, Sydney, Perth and Brisbane 1968–69.

217 Review of Travelling Allowance After 21 Days in One Place.

218 Ships Sporting Colours.

SECTION 4—EQUIPMENT, STORES AND SERVICING

219 Alteration and Addition Item—Type 12 Destroyer Escorts.

220 Flying Clothing and Personal Flying Equipment—Scale of Allowance.

221 Guided Weapons—Seacat Missile Mark 1 Mod 1.

222 Naval Stores—Introduction—Linemans Safety Belts.

223 Office Copiers—Use of Black Ink.

224 Stores General—ABR 5074—RAN Catalogue of Stores—Group Classes—Various—Change of Stock Numbers.

225 Stores—General—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers.

226 Stores—General—Identification and Reclassification—Transfer of Miscellaneous Steel Tubing from Group Class 0216 to Group Class 0218.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

210—Holdings of Support Craft in RAN

Navy Order 638 of 1968 is to be amended as follows:

Annex *Page 4*

Delete all reference to 'YW' Water Barges and *insert* the following *in lieu:*

Class Designation in accordance with Navy Order 522 of 1968 or Type of Craft	*Hull No of Individual Craft*	*Reg No of Individual Craft*	*Authority to whom Allocated*	*Remarks/ Name*
'YW' Water Barge, self-propelled	Y283	MWL 251	NOIC WA	On charter
	Y285	MWL 254	FOICEA	
	Y287	MWL 256	NOIC VIC	Re-allocated to NOIC/ PNG after Refit Dec. 1968
	Y288 ..	MWL 257	FOICEA	

CNTS 1236/251/135

(*Navy Orders 522 and 638 of 1968*)

UNCLASSIFIED

211—RAN Diving Training Research Committee

1. The Naval Board have approved the formation of the RAN Diving Training Research Committee, which is to conduct continual review and analysis, and to forward recommendations to the Naval Board, into the failure rate and training of Clearance Diver personnel.

Composition of Committee

2. This committee is to comprise a working party consisting of the Diving Training Officer, HMAS PENGUIN, the Officer-in-Charge School of Underwater Medicine and an East Australia Area Psychologist, with FOICEAs Base MCD Officer acting as Chairman.

Areas of Research

3. The RAN Diving Training Research Committee is to conduct research into the selection of Clearance Diver personnel and their initial and continuation clearance diver training, within the following parameters:

a. *Job Analysis*

To determine the standard of training required, proposing amendments to syllabuses where necessary.

This does not, however, preclude the Commanding Officer, HMAS PENGUIN, from forwarding proposed amendments to syllabuses through the normal channels.

13068/69—2

b. *Training*

(1) To determine the length of courses required.

(2) To ensure correct instructional techniques are being applied.

(3) To review methods of assessments on course.

c. *Background Information*

(1) To conduct an analysis of questionnaires on candidates.

(2) To conduct a follow-up survey on Psychologist SCR 1 data covering test scores, biographical data, dip scores and selection comments.

(3) To draw on available overseas experience.

d. *Physical and Physiological Factors*

Continuous research into physical and physiological factors.

e. *Selection*

To determine correct selection techniques which should be varied, as necessary, as follow-up information becomes available.

f. *Permanent Records*

To hold permanent records in a standardised format, on all Clearance Diver candidates, to assist future research.

Assistance from other RAN Sources

4. The Chairman of the RAN Diving Training Research Committee may apply to the Director-General of Training at Navy Office for the assistance of the Training Research Organisation into any areas of research it may consider necessary.

Reports

5. The Committee is to forward quarterly progress reports through FOICEA, irrespective of the frequency of its meetings, to enable the Naval Board to state any research priorities it may have.

(D of T 303/221/97)

UNCLASSIFIED

212—RI—List of Navy Orders Affecting

1. With reference to Page iv of RI, the following list shows those Navy Orders in force on 31 December 1968 which amend or amplify RI (as corrected up to Amendment No 16):

RI Article	*Navy Order*	*RI Article*	*Navy Order*
0235	142/1968	1239	525/1967
0306	142/1968	1522	450/1967, 158/1968
0323	142/1968	1525	158/1968
Chapter 5	117/1966, 16/1966, 95/1967	1571	308/1967
1001	735/1968	Chapter 18, Sections VI–VIII	542/1967
1022	706/1968	Chapter 19, Part II	816/1968
1023	571/1966	Chapter 20, Part III	
1071	378/1966, 257/1966	2039C	272/1968
		2093A	100/1968
Chapter 10, Sections III–IV	811/1968	2908	142/1968
1232	634/1967, 525/1967	Chapter 29, Part IV	508/1968
		3507	606/1968

RI Article	*Navy Order*	*RI Article*	*Navy Order*
3591, 3592, 3593, 3594	79/1968	1672	185/1968
4487	487/1966	1702	337/1968
Chapter 53	432/1968	1734	489/1968
5605	808/1968, 116/1968	1842	445/1967
5801	97/1968	1846	124/1968
6261	281/1967	1850A, 1850B	150/1968
APP 1D	430/1968	APP 5A	498/1966, 14/1967, 88/1968
APP 4A	323/1966	APP 10A	378/1966
APP 4B	535/1967, 497/1966	APP 26B	493/1967
1602	273/1968	APP 29A	468/1968
1661	171/1968	APP 45A	136/1967, 535/1967

2. Navy Order 40 of 1969 is hereby cancelled.

(CEO (GS) 465/3/4)

(*Navy Order 40 of 1969*)

Section 2

PERSONNEL

UNCLASSIFIED

213—Attendance at Criminal Courts—Dress

1. When an officer or sailor is required to appear in court either as a witness or as an accused it is to be left to the discretion of the individual concerned, advised by his Captain, as to whether he should appear in plain clothes or in uniform.

2. The normal dress for officers attending court to watch the trial of an officer or sailor is uniform although if the Commanding Officer has a particular reason for desiring an officer to wear plain clothes he may so direct.

3. RI will be amended in due course. QR and AI 2041 is relevant.

(DNLS 153/1/62)

UNCLASSIFIED

214—Made-to-Measure Uniforms for RANNS and WRANS Officers and Wrans at Melbourne and Sydney—1968-69

As a result of the introduction of Cloth, wool, barathea, No 2, 9oz blue 58in, Annexes B and C of Navy Order 633 of 1968 are to be amended to include the following items:

ANNEX B

Bishop and White Pty Ltd Sydney—Made-to-Measure Uniforms for RANNS and WRANS Officers and Wrans—1968–69

Item	*Price*
	$
RANNS Officers—	
CAPE, WOMANS, cloth, wool, barathea No 2	19.50
COAT, WOMANS, cloth, wool, barathea No 2	36.00
SKIRT, WOMANS, cloth, wool, barathea No 2	15.50
WRANS Officers—	
COAT, WOMANS, cloth, wool, barathea No 2	36.65
SKIRT, WOMANS, cloth, wool, barathea No 2	15.50

ANNEX C

I. L. Wise, Melbourne—Made-to-Measure Uniforms for RANNS and WRANS Officers and Wrans—1968–69

Item	*Price*
	$
RANNS Officers—	
COAT, WOMANS, cloth, wool, barathea No 2	28.95
SKIRT, WOMANS, cloth, wool, barathea No 2	11.90
WRANS Officers—	
COAT, WOMANS, cloth, wool, barathea No 2	28.95
SKIRT, WOMANS, cloth, wool, barathea No 2	11.90

(D of V 930/52/36)

(Navy Order 633 of 1968)

UNCLASSIFIED

215—Officers—Division of Responsibilities Between User Officers and Weapon Electrical Engineer Officers

1. Navy Order 690 of 1965 confirmed the introduction of the Weapon Electrical sub-specialisation for officers. This Order also provided instruction on the consequential division of responsibilities to be discharged by user officers, and Weapon Electrical Engineer Officers, in so far as Weapons, Weapon Systems and Radio Equipment were concerned.

2. Experience has shown since this reorganisation was introduced that the division of responsibilities has proved to be satisfactory in practice. In consequence it is intended that this should remain as it stands, and Annexes A and B to this Order confirm the responsibilities of the officers concerned, and will be included in RI in due course.

3. It is intended that in future the responsibilities now laid down for the Air Engineer Officer in so far as air ordnance duties are concerned will be discharged by the Weapon Electrical Engineer Officer. This change will take place when suitably trained officers are available, and therefore until further notice the responsibility of the AE Officer in this regard remains unchanged.

ANNEX A

Responsibility for Weapons, Weapon Systems and Radio Equipment

The broad division of responsibility under the Command for weapons, weapon systems and radio equipment is as follows:

a. The Seaman Officer concerned continues to be responsible for:
   (1) The use of weapons, radio and other tactical equipment.
   (2) The operational training, efficiency and readiness of the weapon system operators.
   (3) Advising on the tactical use of weapons, radio and other tactical equipment.
   (4) The custody, safety, stowage and movement of all explosives except when these responsibilities are assumed by a Technical Officer as outlined in Sub-paragraphs b. (2) and c. (3) below.
   (5) Custody and safety of small arms and ancillary equipment.

b. The Weapon Electrical Engineer Officer is responsible for:
   (1) The custody, maintenance, efficiency and availability of weapons, radio and other tactical equipment.
   (2) The custody, safety, stowage and movement of explosives when they have been delivered for assembly in, or are an integral part of a guided weapon, or other electronically controlled device which requires maintenance, testing or skilled fitting.
   (3) Technical advice and training.

c. The Air Engineer Officer posted for air ordnance duties is responsible for:
   (1) The availability and efficiency of air weapon installations and aircraft weapons which require maintenance, testing and skilled fitting.
   (2) Loading, and unloading of all air weapons on to, and from aircraft.
   (3) The custody and safety, stowage and movement of air explosives during testing and assembly in, or where they are an integral part of a weapon or other electronically controlled device which requires maintenance, testing or skilled fitting and the custody and safety of other explosives when they have been delivered at an assembly point for attachment to aircraft.

13068/69—3

ANNEX B

Responsibilities of the Weapon Electrical Engineer Officer

The Weapon Electrical Engineer Officer is responsible to the command for:

a. Material responsibility for weapons, including mechanical, electrical, radio and other tactical systems and equipment required to fight the ship. He is the professional authority in the field of electrical engineering.

b. The custody, safety, stowage and movement of explosives when they have been delivered for assembly in, or are integral parts of a guided weapon or other electronically controlled devices which require maintenance, testing or skilled fitting.

c. Maintenance of all radio equipment and electrical and electronic systems fitted to aircraft.

d. The efficiency, availability, maintenance and custody of the systems concerned. The correct functioning of all radio and navigational equipment and internal communications necessary for the safety of the ship or aircraft are to receive his special attention. On all occasions before getting under way, he is to satisfy himself that such equipment is functioning correctly and is to make a report to this effect to the Captain.

e. Divisional duties, training and supervision of the work of all sailors in the Weapon and Electrical Engineering Department.

f. Ensuring that the maintenance programme and repair requirements for weapons, weapon systems, electrical and radio equipment are efficiently related to operational and exercise requirements; he is to keep in close touch with the officers concerned.

g. The generation, distribution and control of electric power (excluding the prime mover).

h. Ensuring (in conjunction with the Marine Engineer Officer) that a sufficient reserve of power is available to meet all requirements which can be foreseen; due regard being paid to economy and to the existing circumstances.

i. All electric motors and associated equipment connected with main propulsion and auxiliary machinery.

j. The equipment associated with the distribution of electric power including primary supply cable to equipment.

k. All electric lighting, heating and other power circuits.

(DOA 303/201/43)

(*Navy Order 690 of 1965*)

UNCLASSIFIED

216—RAN, RANR and ASCC Officers and Chaplains Made-to-Measure Uniforms at Melbourne, Sydney, Perth and Brisbane—1968-69

As a result of the introduction of Cloth, wool, barathea, No 2, 9oz blue 58in, Annexes A, D, E, and F of Navy Order 635 of 1968 are to be amended to include the following items:

ANNEX A

Evans and Cohen Pty Ltd, Sydney—Made-to-Measure Uniforms for Officers—1968–69

Rank	*Cloth, Wool, Barathea No 2*		
	Coat, Undress	*Coat, Undress, Tail*	*Jacket Mens*
	$	$	$
RAN:			
Officer (unlaced)	34.48	—	—
Sub-Lieutenant	44.31	—	40.85
Lieutenant	47.86	—	44.32
Lieutenant-Commander	51.10	—	45.38
Commander	51.34	—	49.52
Captain	54.56	90.41	50.81
Rear-Admiral	57.07	90.74	55.62
RANR:			
Sub-Lieutenant	44.71	—	41.25
Lieutenant	48.26	—	44.72
Lieutenant-Commander	51.50	—	45.78
Commander	51.74	—	49.92
ASCC:			
Sub-Lieutenant	45.04	—	40.30
Lieutenant	48.89	—	42.20

All Ranks

Item	*Price*
	$
TROUSERS, MENS, officer, cloth, barathea No 2	16.27
TROUSERS, MENS, mess, cloth, wool, barathea No 2	16.27
VEST, MANS, mess, officer	11.26

ANNEX D

Carter and Foley Pty Ltd, Perth—Made-to-Measure Uniforms for Officers 1968–69

All Ranks	*Cloth Wool Barathea No 2*
	$
COAT, MANS, undress, officer (unlaced)	40.50
TROUSERS, MENS, officer	14.00

ANNEX E

I. L. Wise, Melbourne—Made-to-Measure Uniforms for Officers 1968–69

All Ranks	*Cloth Wool Barathea No 2*
	$
UNIFORM, undress (unlaced)	50.47
UNIFORM, MANS, mess, (comprises jacket, vest and coat)	60.47

ANNEX F

M. Lieboff & Son, Brisbane—Made-to-Measure Uniforms for Officers 1968–69

All Ranks	*Cloth, Cotton, Drill White*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Venetian No 1*	*Cloth, Wool, Barathea No 2*
	$	$	$	$
COAT, MANS, cloth, wool, officer (unlaced)	—	37.86	42.76	40.00
COAT, MANS, drill, white, with gilt buttons (excluding shoulder straps)	16.03	—	—	—
COAT, MANS, drill, white, without gilt buttons (excluding shoulder straps)	15.14	—	—	—
TROUSERS, MENS, cloth, wool	—	14.49	17.87	15.80
TROUSERS, drill, white	9.15	—	—	—

(D of V 930/52/36)

(Navy Order 635 of 1968)

UNCLASSIFIED

217—Review of Travelling Allowance After 21 Days in One Place

1. Where a member of the Royal Australian Navy on detached duty resides continuously in the same place for 21 days and it has been decided on review that the rate of Travelling Allowance payable is to be varied, for the purpose of the provisions of NPI 201/2, 203/4 and 206/1 the period of 21 days ceases at midnight on the 21st day of residence at the temporary place of duty.

2. NPI should be noted pending amendment.

(HPB 252/7/9)

UNCLASSIFIED

218—Ships Sporting Colours

1. The colour and design combinations which are shown in the Annex to this order are permanently allocated to ships and establishments for the purchase of future sporting uniform requirements, ie, 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 ships badge may be worn on the left breast or the ships 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 253, 410, 520, 594 of 1966 and 143 and 218 of 1968 are hereby cancelled.

ANNEX

HMA 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 1in white hoops 4in 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
ENCOUNTER	Red with one broad navy blue and gold band	Red with navy blue and gold hoops

HMA Ship/Establishment	*Jumpers*	*Socks*
FLEET	Royal blue with gold hoops	Royal blue with 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
OTWAY	Black with broad white vee	Black with white tops
OXLEY	Black with broad red vee	Black—red tops
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	Narrow bands of black and yellow
PLATYPUS	Red and gold quarters	Gold with red tops
QUEENBOROUGH	Light blue with black numbers and black Q badge on left breast	Blue with black tops
RUSHCUTTER	Green and gold hoops	Green and gold hoops
STALWART	Maroon with gold shoulders, maroon circle on left breast containing gold acorn	Maroon and gold hoops
STUART	Navy blue with 1in 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

(DPS (A) 138/6/31)

(*Navy Orders 253, 410, 520, 594 of 1966, 143 and 218 of 1968*)

Section 4
EQUIPMENT, STORES AND SERVICING

RESTRICTED

219—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in Type 12 Destroyer Escorts:

Class List Item No 371 (Ex TDL 'NFFC')

a. *Item:* 'To fit a Pattern 13000 safe in the seacat power room in accordance with drawing DGW (N) (S) 159.'

b. The item cannot be undertaken in HMA Ships STUART and DERWENT until the weight moratorium is lifted. Weight compensation of 150 lbs at Number 1 Deck level or above is required for HMA ships YARRA and PARRAMATTA.

c. *Reference:* DCI 'A' Series Number A 23/67 Item Number 324.

(CNTS 1224/251/735)

UNCLASSIFIED

220—Flying Clothing and Personal Flying Equipment—Scale of Allowances

Navy Order 88 of 1967 is to be amended as follows:

APPENDIX

Part II—Naval and Air Stores

After Item 21, *add* the following item:

6605-66-027-6444	Low Altitude Navigation Key Template	No	1 No per Skyhawk Pilot

(DSAP 917/61/136)

(*Navy Order 88 of 1967*)

RESTRICTED

221—Guided Weapons—Seacat Missile Mark 1 Mod 1

1. The Mark 1 Mod 1 Seacat Missile will be entering RAN service in 1969.
2. The Mod 1 missile differs from the Mod 0 missile in the following respects:
   a. *Smokeless Boost Charge*—To assist the aimer in seeing the target during the gathering phase.
   b. *Improved Motor Ignition System*—To reduce the possibility of a misfire or hangfire.
   c. (1) *Modified Motor Composition*—Two types of motors are available for Mod 1 missiles and are identified by type numbers K44A and K50A.
      (2) Type K44A has a modified boost motor composition to give longer storage life to the boost motor.
      (3) Type K50A has a modified boost and sustainer motor composition to give longer storage life of the motor, also a relaxation in the restrictions in time on the launcher in high temperatures has been given (refer Navy Order 516 of 1968). This type of motor will be fitted to Mod 1 missiles as stocks become available, but until outfits issued to ships comprise all Mod 1 missiles fitted with this type of motor, current restrictions affecting time on the launcher in high temperatures are to remain in force.

d. *Side Access to Missile Receiver Crystals*—To give greater flexibility of allocation of frequencies and greater reliability by elimination of frequency setting circuits. Only one crystal is fitted in each missile.

e. *Transistorised Electronics*—To increase reliability. This also has increased the space available for the warhead. The requirement for missile valve heating is eliminated thus simplifying drill at the Launcher Control Console.

f. *Warhead*—The warhead has been changed from the continuous rod type, which contained 5 lb of high explosive, to a blast type containing 38 lb of high explosive.

3. RAN Seacat fitted ships will be supplied with Mod 1 missiles as stocks become available and the necessary modifications to the GWS 20 system are completed. Outfits will not be mixed, ie, only Mod 0 or Mod 1 missiles will be carried in outfit. Cannister Base rims of the Mod 1 Operational Missile will be painted red whilst the cannister base rim of the Mod 1 Practice Missile will be painted yellow.

4. With the exception of HMAS STALWART, Mod 0 missiles will be issued for practice to all ships in order that stocks of Mod 0 missiles will be expended as quickly as possible, thus allowing all ships to be modified for and issued with Mod 1 missiles as soon as possible. Ships (other than HMAS STALWART) will have to retain the capability of testing Mod 0 missiles.

5. The flight characteristics of the Mod 1 missile are identical to the Mod 0, eg, speed and maximum effective range. However, the 40 lb blast warhead has considerably improved the single shot kill probability. A performance summary is given in CB 03189 (66) Table 7.

6. Crystals will not be fitted in Mod 1 Operational Missiles when issued but are to be fitted or changed by ships staff using simple tools which will be supplied by SASO when crystals are issued. Crystals are to be removed and retained on board when these missiles are landed. Instructions for fitting and removing crystals are contained in BR 2500 (A) (1). Practice Mod 1 missiles will be issued with crystals fitted.

7. The greater flexibility of frequency allocation afforded by the ability to change operational (and practice) frequencies means that ships will carry spare crystals. Examples of frequencies with crystal allocation is shown in the table below:

a. *30 Missile Ships:*

Operational frequency	31 crystals
Standby frequency	30 crystals
2nd Standby frequency	30 crystals
Practice frequency	5 crystals for testing

b. *20 Missile Ships:*

Operational frequency	21 crystals
Standby frequency	20 crystals
2nd Standby frequency	20 crystals
Practice Frequency	5 crystals for testing

c. *2 System Ships allocation, eg, HMAS STALWART:*

Operational frequency	23 crystals
Operational frequency	23 crystals
Standby frequency	22 crystals
Practice frequency	10 crystals

8. Handbooks for the Mod 1 missile, together with the ship overall test record sheet will be supplied without demand. Relevant Handbooks are:

BR 2500 (A) (1) (Missile—Technical Description)

BR 2500 (A) (2) (Shipborne Test Equipment and Test Procedures)

The ship overall test record sheet will be numbered TW 137. Other Handbooks for the Guided Weapon System Mark 20 will be amended in due dourse.

9. The shipborne missile test equipment for the Mod 1 missile differs from that used for the Mod 0 in that it is smaller, portable and employs a numerical method of recording wing angles during testing. This simplifies the method of assessing test results. Details are contained in BR 2500 (A) (2).

10. The motor igniter for Sealyham motors in most Mod 0 missiles is the K3A type, store No 860340. For motors in Mod 1 missiles it is the K51 type, store No 860344. These two igniters are not interchangeable. Later Mod 0 missile motors will also use the K51 igniters. The K51 type igniter cannot be fitted or changed on board ship. Where igniters are fitted, the words 'fitted ign prim' will be stamped on the outside edge of the cannister base.

11. The following fleet modifications are being introduced so that drill and indications will be as common as practicable for both Mods of missile:

a. *Launcher Console* (*Equipment Mod No 4*) *Common to all Seacat Systems*—A tally will be fitted at the Missile Ready Lamps reading 'Frequency Set Mod 0 missiles Only'. These lamps indicate that the selected frequency has been set in the missile and this indication will not be available from a Mod 1 missile. Minor wiring changes are involved with this modification.

b. *GWS 20 Directors and GWS Console* (*Equipment Mods No 9 and No 4*)—Existing Missile Ready Lamps will be tallied 'Missile Loaded'. These lamps will burn for both Mod 0 and Mod 1 missiles when the platforms are loaded. There is therefore no check available to Seacat Controllers that missile frequency has been set for Mod 0 missiles.

With these modifications incorporated it is therefore necessary when firing Mod 0 missiles for the Launcher Console operator to report to the Seacat controller when missiles are ready, ie, the correct frequency has been selected. Further, the console firing intercept switch should not be closed even on receipt of the order 'Engage' until at least one missile frequency has been set and that missile has been selected. Ships wiring changes are also involved in these modifications (Seacat Ancillary Equipment Mod No 5 refers).

12. The relevant drill books for GWS 20 and M44/1 will be amended to provide the following:

a. Drill for firing Mod 1 missiles from equipment modified in accordance with Paragraph 11.

b. Drill for firing Mod 0 missiles from equipment modified in accordance with Paragraph 11.

c. Drill for firing Mod 0 missiles from unmodified equipment (current drill).

(DAS 740/252/973)

(*Navy Order 516 of 1968*)

UNCLASSIFIED

222—Naval Stores—Introduction—Linemans Safety Belts

1. The following item has been introduced:

Group Class	*Catalogue No*	*Description*	*Acctg Classn*
4240	66–026–5074	Belt safety linemans; Mfr Code Z0043 ..	P

2. The above item supersedes Linesman Safety Belts G/C 0476 Catalogue Nos 14819 and 4132 currently in use. Unless special circumstances apply supply of the new type belt will only be effected when stocks of the superseded items become exhausted.

(DSAP 514/62/295)

UNCLASSIFIED

223—Office Copiers—Use of Black Ink

1. It has been ascertained that black ink, having a carbon content, gives better results than blue or violet colours, when copied by the Thermofax process.

2. Purchases and issues of stamp pads and stamp pad ink will be restricted to black in future unless a specific requirement exists for alternative colours.

(D of V 462/53/347)

UNCLASSIFIED

224—Stores General—ABR 5074—RAN Catalogue of Stores—Group Classes—Various—Change of Stock Numbers

1. With effect from 24 April 1969, the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0100	L54625	Huon pine	0100	L54622
0100	L92356	Oregon pine	0100	L92355
0100	L92439	Radiata pine	0100	L92449
0414	8506	Milboard	0414	923–0598
0414	8502	Milboard	0414	923–0594
0414	8503	Milboard	0414	923–0595
0414	8500	Milboard	0414	923–0592
0414	8501	Milboard	0414	923–0593
0414	8504	Milboard	0414	923–0596
0414	8505	Milboard	0414	923–0597
0415	415124	Key, lever	0415	923–3847
0473	409	White lead	0473	942–3131
0473	8592	Pigment	0473	942–9232
0473	8595	Pigment	0473	942–9227
0473	8596	Pigment	0473	942–9233
0473	8757	Pigment	0473	942–9244
0473	8759	Pigment	0473	942–9246
0473	8760	Pigment	0473	942–9247
0473	8762	Pigment	0473	942–9250
0473	8763	Pigment	0473	942–9251
0473	8764	Pigment	0473	942–9242
0473	8765	Pigment	0473	942–9252
0474	10084	Compound	0474	942–6900

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 465/52/1292)

UNCLASSIFIED

225—Stores General—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers and Item Names

1. With effect from 24 April 1969, the Stock Numbers and Item Names of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0413	9	Rubber sheet	0413	923–8928
0413	53	Eyeshield	0413	924–3494
0413	54	Eyeshield	0413	924–3495
0413	55	Eyeshield	0413	924–3497
0413	152	Rubber strip	0413	923–8931
0413	153	Rubber strip	0413	923–8932
0413	154	Rubber strip	0413	923–8933
0413	155	Rubber strip	0413	923–8934
0413	157	Rubber strip	0413	923–8935
0413	261	Gasket	0413	923–8751
0413	262	Gasket	0413	923–8752
0413	263	Bushing, rubber	0413	923–7032
0413	264	Bushing, rubber	0413	923–7031
0413	326	Seal	0413	924–2282
0413	327	Packing, preformed	0413	923–9272
0413	331	Seal	0413	924–2291
0413	338	Washer, non-metallic	0413	923–9324
0413	340	Washer, non-metallic	0413	923–9319
0413	341	Washer, shouldered	0413	923–9341
0413	342	Shield	0413	924–2207
0413	343	Washer, non-metallic	0413	923–9318
4013	352	Seal, rubber, channel	0413	924–2212
0413	403	Hose, air duct	0413	923–8762
0413	404	Hose, air duct	0413	923–8763
0413	781	Bushing, rubber	0413	923–8805
0413	782	Seal, rubber, channel	0413	923–9667
0413	796	Seal, rubber, channel	0413	923–9669
0413	797	Seal, rubber, channel	0413	923–9670
0413	814	Seal, rubber, channel	0413	923–9677
0413	815	Seal, rubber, channel	0413	923–9678
0413	1193	Washer, shouldered	0413	923–8822
0413	1194	Washer, shouldered	0413	923–8823
0413	1195	Washer, shouldered	0413	923–8824
0413	1220	Washer, shouldered	0413	924–2274
0413	1221	Washer, shouldered	0413	924–2277
0413	1223	Washer, shouldered	0413	924–2276
0413	1231	Bushing, rubber	0413	923–9370
0413	1232	Bushing, rubber	0413	923–9371
0413	1233	Bushing, rubber	0413	923–9372
0413	1234	Bushing, rubber	0413	923–9373
0413	1235	Bushing, rubber	0413	923–9374
0413	1238	Washer, non-metallic	0413	923–7033
0413	1239	Washer, non-metallic	0413	923–7034
0413	1240	Washer, non-metallic	0413	923–7035

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	1241	Washer, non-metallic	0413	923–7036
0413	2138	Mount, resilient	0413	923–5857
0413	2140	Mount, resilient	0413	923–5856
0413	2141	Mount, resilient	0413	923–5855
0413	2142	Mount, resilient	0413	923–5854
0413	2143	Mount, resilient	0413	923–5853
0413	2145	Mount, resilient	0413	923–5967
0413	2146	Mount, resilient	0413	923–5859
0413	2157	Disc, solid, plain	0413	923–8877
0413	2179	Washer, shouldered	0413	924–2275
0413	2186	Bushing, rubber	0413	923–8806
0413	2187	Washer, non-metallic	0413	923–8804
0413	2188	Washer, non-metallic	0413	923–8807
0413	2242	Packing assembly	0413	923–9357
0413	2243	Seal	0413	923–9738
0413	2244	Seal	0413	923–9735
0413	2245	Seal	0413	923–9736
0413	2246	Seal	0413	924–2290
0413	2247	Ring	0413	923–5825
0413	2356	Bushing, rubber	0413	924–2233
0413	2357	Bushing, rubber	0413	924–2234
0413	2358	Washer, non-metallic	0413	924–2235
0413	2362	Bushing, rubber	0413	924–2238
0413	2363	Bushing, rubber	0413	924–2239
0413	2364	Bushing, rubber	0413	924–2241
0413	2365	Washer, non-metallic	0413	924–2242
0413	2366	Bushing, rubber	0413	924–2243
0413	2367	Bushing, rubber	0413	924–2244
0413	2369	Washer, non-metallic	0413	924–2246
0413	2373	Washer, non-metallic	0413	924–2250
0413	2376	Washer, non-metallic	0413	924–2253
0413	2378	Bushing, rubber	0413	924–2256
0413	2379	Bushing, rubber	0413	924–2257
0413	2381	Washer, non-metallic	0413	924–2259
0413	2400	Plug	0413	923–9273
0413	2406	Plug	0413	923–9278
0413	2407	Plug	0413	923–9279
0413	2408	Plug	0413	923–9280
0413	2410	Tubing, rubber	0413	923–9282
0413	2411	Tubing, rubber	0413	923–9283
0413	2412	Tubing, rubber	0413	923–9284
0413	2420	Tubing, rubber	0413	923–9285
0413	2422	Tubing, rubber	0413	923–9286
0413	2423	Tubing, rubber	0413	923–9287
0413	2425	Tubing, rubber	0413	923–9288
0413	2427	Tubing, rubber	0413	923–9289
0413	2429	Tubing, rubber	0413	923–9290
0413	2430	Tubing, rubber	0413	923–9291
0413	2432	Hose, rubber	0413	923–8769
0413	2433	Hose, rubber	0413	923–8770
0413	2434	Hose, rubber	0413	923–8771

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	2435	Hose, rubber	0413	923–8772
0413	2443	Hose, rubber	0413	923–8777
0413	2447	Hose, rubber	0413	923–8778
0413	2460	Hose, rubber	0413	923–8779
0413	2480	Seal	0413	924–2292
0413	2482	Washer, non-metallic	0413	923–9321
0413	2483	Seal	0413	923–9665
0413	2488	Packing, preformed	0413	923–9271
0413	2500	Gasket	0413	924–4299
0413	2535	Seal	0413	923–9268
0413	2536	Washer, non-metallic	0413	923–9712
0413	2540	Washer, non-metallic	0413	923–8798
0413	2553	Hose, PVC	0413	923–7051
0413	2556	Hose, PVC	0413	923–7038
0413	2559	Hose, PVC	0413	923–8780
0413	2560	Packing, preformed	0413	923–2223
0413	2561	Tube	0413	923–7018
0413	2562	Tube	0413	923–7019
0413	2563	Tube	0413	923–7020
0413	2564	Hose PVC	0413	923–7049
0413	2565	Hose PVC	0413	923–7050
0413	2580	Bushing, rubber	0413	924–2208
0413	2593	Sleeve	0413	924–2225
0413	2594	Sleeve	0413	924–2220
0413	2595	Sleeve	0413	924–2221
0413	2596	Tubing, rubber	0413	923–8750
0413	2600	Gasket	0413	924–2203
0413	2602	Pad	0413	924–2305
0413	2603	Tubing, rubber	0413	923–9681
0413	2604	Gasket	0413	924–2284
0413	2625	Sleeve	0413	924–2222
0413	2660	Rubber channel	0413	923–5840
0413	2678	Rubber sheet	0413	924–3509
0413	2679	Rubber sheet	0413	924–3510
0413	2687	Washer, non-metallic	0413	923–9328
0413	2688	Washer, non-metallic	0413	923–9335
0413	2689	Washer, non-metallic	0413	923–9329
0413	2760	Washer, non-metallic	0413	923–8803
0413	2770	Bushing, rubber	0413	923–8808
0413	2778	Ring	0413	923–8881
0413	2779	Ring	0413	923–8880
0413	2782	Ring	0413	923–8955
0413	2783	Ring	0413	923–8954
0413	2784	Ring	0413	923–8876
0413	2790	Ring	0413	923–8872
0413	2795	Ring	0413	923–8868
0413	2796	Ring	0413	923–8867
0413	2797	Ring	0413	923–8866
0413	2800	Ring	0413	923–8863
0413	2801	Ring	0413	923–8862
0413	2803	Ring	0413	923–8860

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	2804	Ring	0413	923–8859
0413	2827	Rubber round section	0413	923–8946
0413	2828	Rubber round section	0413	923–8947
0413	2829	Rubber round section	0413	923–8948
0413	2830	Rubber round section	0413	923–8949
0413	2831	Rubber round section	0413	923–8950
0413	2832	Rubber round section	0413	923–8951
0413	2833	Rubber round section	0413	923–8952
0413	2834	Rubber round section	0413	923–8953
0413	2913	Rubber strip	0413	923–8943
0413	2914	Rubber strip	0413	923–8942
0413	2915	Rubber strip	0413	923–8941
0413	2916	Rubber strip	0413	923–8940
0413	2917	Rubber strip	0413	923–8939
0413	2918	Rubber strip	0413	923–8938
0413	2919	Rubber strip	0413	923–8937
0413	2920	Rubber strip	0413	923–8936
0413	3500	Hose	0413	923–8765
0413	4467	Bushing, rubber	0413	923–9314
0413	4470	Patch	0413	923–5980
0413	4471	Patch	0413	923–5981
0413	4473	Patch	0413	923–5983
0413	4602	Rubber sheet	0413	923–8914
0413	4603	Rubber sheet	0413	923–8915
0413	4604	Rubber sheet	0413	923–8916
0413	4605	Rubber sheet	0413	923–8917
0413	4606	Rubber sheet	0413	923–8918
0413	4607	Rubber sheet	0413	923–8919
0413	4608	Rubber sheet	0413	923–8920
0413	4788	Washer, non-metallic	0413	923–9713
0413	4790	Packing, preformed	0413	923–9344
0413	4792	Washer, non-metallic	0413	923–9336
0413	4824	Rubber sheet	0413	924–3511
0413	4836	Quill, ebonite	0413	923–5990
0413	4837	Quill, ebonite	0413	923–5989
0413	4906	Packing, preformed	0413	924–3499
0413	4907	Bushing, rubber	0413	924–3502
0413	4924	Bumper, rubber	0413	923–5969
0413	4925	Bumper, rubber	0413	923–5970
0413	4926	Bumper, rubber	0413	923–5971
0413	5008	Seal	0413	924–2295
0413	5122	Seal	0413	924–2298
0413	5124	Seal	0413	924–2300
0413	5125	Seal	0413	924–2301
0413	5126	Seal	0413	924–2302
0413	5127	Seal	0413	924–2303
0413	5130	Tubing, rubber	0413	923–7029
0413	5643	Disc	0413	923–8878
0413	5644	Washer, non-metallic	0413	923–8800
0413	5646	Washer, non-metallic	0413	923–8802
0413	5647	Washer, non-metallic	0413	923–8801

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	5649	Ring	0413	923–9256
0413	5650	Washer, non-metallic	0413	923–8799
0413	5990	Mount resilient	0413	923–5846
0413	5992	Mount resilient	0413	923–5847
0413	5993	Mount resilient	0413	923–5848
0413	5994	Mount resilient	0413	923–5849
0413	5995	Mount resilient	0413	923–5850
0413	5998	Cap	0413	923–5839
0413	5999	Cap	0413	923–5838
0413	6102	Mount resilient	0413	923–5858
0413	6283	Packing, preformed	0413	923–9355
0413	6530	Rubber, strip	0413	923–8944
0413	6985	Rubber, channel	0413	923–5841
0413	6986	Rubber, channel	0413	923–5842
0413	6987	Rubber, channel	0413	923–5843
0413	6988	Rubber, channel	0413	923–5844
0413	6989	Rubber, channel	0413	923–5845
0413	6991	Seal	0413	924–4286
0413	7139	Cone	0413	923–9740
0413	7178	Rubber sheet	0413	923–8929
0413	7415	Diaphragm	0413	923–9292
0413	7416	Diaphragm	0413	923–9293
0413	7417	Diaphragm	0413	923–9294
0413	7418	Diaphragm	0413	923–9295
0413	7419	Diaphragm	0413	923–9296
0413	7680	Diaphragm	0413	924–2229
0413	7681	Diaphragm	0413	924–2230
0413	7682	Diaphragm	0413	924–2231
0413	7820	Bushing, rubber	0413	923–8825
0413	7821	Bushing, rubber	0413	923–8826
0413	7822	Bushing, rubber	0413	923–8827
0413	7823	Bushing, rubber	0413	923–8828
0413	7828	Washer, non-metallic	0413	923–8833
0413	7834	Bushing, rubber	0413	923–8839
0413	7836	Bushing, rubber	0413	923–8841
0413	7837	Bushing, rubber	0413	923–8842
0413	7838	Bushing, rubber	0413	923–8843
0413	7839	Bushing, rubber	0413	923–8844
0413	7840	Bushing, rubber	0413	923–8845
0413	7841	Bushing, rubber	0413	923–8846
0413	7847	Rubber sheet	0413	923–9359
0413	7849	Bushing, rubber	0413	923–8855
0413	7850	Bushing, rubber	0413	923–8852
0413	7851	Bushing, rubber	0413	923–8854
0413	7853	Bushing, rubber	0413	923–8856
0413	7854	Bushing, rubber	0413	923–8853
0413	7855	Bushing, rubber	0413	923–8857
0413	8012	Seal	0413	924–2294
0413	8013	Seal	0413	924–2293
0413	8022	Washer, non-metallic	0413	923–9325
0413	8027	Seal	0413	924–2211

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	8521	Rubber sheet	0413	923–8912
0413	8522	Rubber sheet	0413	923–8913
0413	8525	Rubber sheet	0413	923–8892
0413	8526	Rubber sheet	0413	923–8893
0413	8527	Rubber sheet	0413	923–8894
0413	8528	Rubber sheet	0413	923–8895
0413	8529	Rubber sheet	0413	923–8896
0413	8530	Rubber sheet	0413	923–8897
0413	8531	Rubber sheet	0413	923–8898
0413	8532	Rubber sheet	0413	923–8899
0413	8533	Rubber sheet	0413	923–8900
0413	8534	Rubber sheet	0413	923–8901
0413	8535	Rubber sheet	0413	923–8902
0413	8536	Rubber sheet	0413	923–8903
0413	8540	Rubber sheet	0413	923–8904
0413	8541	Rubber sheet	0413	923–8905
0413	8542	Rubber sheet	0413	923–8906
0413	8543	Rubber sheet	0413	923–8907
0413	8545	Rubber sheet	0413	923–8909
0413	8550	Rubber sheet	0413	923–8923
0413	8551	Rubber sheet	0413	923–8924
0413	8552	Rubber sheet	0413	923–8925
0413	8553	Rubber sheet	0413	923–8926
0413	8554	Rubber sheet	0413	923–8927
0413	8560	Rubber, round section	0413	923–8885
0413	8562	Rubber, round section	0413	923–8887
0413	8658	Fibre sheet	0413	924–3503
0413	8569	Fibre sheet	0413	924–3504
0413	8570	Fibre sheet	0413	924–3505
0413	8571	Fibre sheet	0413	924–3506
0413	8572	Fibre sheet	0413	924–3507
0413	8826	Washer, non-metallic	0413	923–8814
0413	9030	Washer, non-metallic	0413	923–9326
0413	10401	Ring	0413	923–7730
0413	10402	Ring	0413	923–7731
0413	10403	Ring	0413	923–7732
0413	10404	Ring	0413	923–7733
0413	10405	Ring	0413	923–7734
0413	10406	Ring	0413	923–7735
0413	10407	Ring	0413	923–7736
0413	10408	Ring	0413	923–7737
0413	10409	Ring	0413	923–7738
0413	10410	Ring	0413	923–7739
0413	10411	Ring	0413	923–7740
0413	10412	Ring	0413	923–7741
0413	10413	Ring	0413	923–7742
0413	10414	Ring	0413	923–7743
0413	10415	Ring	0413	923–7748
0413	10416	Ring	0413	923–7744
0413	10417	Ring	0413	923–7745
0413	10418	Ring	0413	923–7746

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	10419	Ring	0413	923–7747
0413	10420	Ring	0413	923–4059
0413	10421	Ring	0413	923–7749
0413	10422	Ring	0413	923–7750
0413	10423	Ring	0413	923–7751
0413	10424	Ring	0413	923–7752
0413	10425	Ring	0413	923–7753
0413	10426	Ring	0413	923–7754
0413	10427	Ring	0413	923–7755
0413	10428	Ring	0413	923–7756
0413	10429	Ring	0413	923–7757
0413	10430	Ring	0413	923–7758
0413	10431	Ring	0413	923–7759
0413	10432	Ring	0413	923–7760
0413	10433	Ring	0413	923–7761
0413	10434	Ring	0413	923–7762
0413	10435	Ring	0413	923–7763
0413	10436	Ring	0413	923–9349
0413	10437	Ring	0413	923–7764
0413	10438	Ring	0413	923–7765
0413	10439	Ring	0413	923–7766
0413	10440	Ring	0413	923–7767
0413	10441	Ring	0413	923–7768
0413	10442	Ring	0413	923–7769
0413	10443	Ring	0413	923–7770
0413	10444	Ring	0413	923–7771
0413	10445	Ring	0413	923–7772
0413	10446	Ring	0413	923–7773
0413	10447	Ring	0413	923–7774
0413	10448	Ring	0413	923–7775
0413	10449	Ring	0413	923–7776
0413	10450	Ring	0413	923–7822
0413	10451	Ring	0413	923–7777
0413	10452	Ring	0413	923–7778
0413	10453	Ring	0413	923–7779
0413	10454	Ring	0413	923–7780
0413	10455	Ring	0413	923–7781
0413	10456	Ring	0413	923–7782
0413	10457	Ring	0413	923–7783
0413	10458	Ring	0413	923–7784
0413	10459	Ring	0413	923–7785
0413	10460	Ring	0413	923–7786
0413	10461	Ring	0413	923–7787
0413	10462	Ring	0413	923–7788
0413	10463	Ring	0413	923–7789
0413	10464	Ring	0413	923–7790
0413	10465	Ring	0413	923–7791
0413	10466	Ring	0413	923–7792
0413	10467	Ring	0413	923–7793
0413	10468	Ring	0413	923–7794
0413	10469	Ring	0413	923–7795

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	10470	Ring	0413	923–7796
0413	10471	Ring	0413	923–7797
0413	10472	Ring	0413	923–7798
0413	10473	Ring	0413	923–7799
0413	10474	Ring	0413	923–7800
0413	10475	Ring	0413	923–7801
0413	10476	Ring	0413	923–7802
0413	10477	Ring	0413	923–7803
0413	10478	Ring	0413	923–7804
0413	10479	Ring	0413	923–7805
0413	10480	Ring	0413	923–7806
0413	10481	Ring	0413	923–7807
0413	10482	Ring	0413	923–7808
0413	10483	Ring	0413	923–7809
0413	10484	Ring	0413	923–7810
0413	10485	Ring	0413	923–7811
0413	10486	Ring	0413	923–7812
0413	10487	Ring	0413	923–7813
0413	10488	Ring	0413	923–7814
0413	10489	Ring	0413	923–7815
0413	10490	Ring	0413	923–7816
0413	10491	Ring	0413	923–7817
0413	10492	Ring	0413	923–7818
0413	10493	Ring	0413	923–7819
0413	10494	Ring	0413	923–9383
0413	10495	Ring	0413	923–7820
0413	10496	Ring	0413	923–7821
0413	10504	Seal	0413	923–9737
0413	10508	Seal	0413	924–3512
0413	190585	Disc	0413	923–9376
0413	190586	Disc	0413	923–9377
0413	190587	Disc	0413	923–9378
0413	190588	Disc	0413	923–9379
0413	190589	Disc	0413	923–9380
0413	190590	Disc	0413	923–9381
0413	190817	Packing, preformed	0413	923–9356
0413	190824	Packing assembly	0413	923–9358
0413	190840	Seal	0413	923–9726
0413	190841	Seal	0413	923–9724
0413	190842	Seal	0413	923–9723
0413	190843	Seal	0413	923–9725
0413	190920	Seal	0413	923–9730
0413	190921	Seal	0413	923–9728
0413	191030	Ring	0413	923–5829
0413	193652	Packing piece	0413	923–9343
0413	193727	Packing, preformed	0413	923–9361
0413	218450	Ring	0413	921–8450
0413	413087	Rubber strip	0413	923–8945
0413	413088	Gasket	0413	924–3508
0413	413090	Gasket	0413	924–4297
0413	413091	Gasket	0413	924–4298

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	413093	Battery box	0413	923–7021
0413	413118	Seal	0413	923–9339
0413	413120	Washer, non-metallic	0413	924–2232
0413	413121	Gasket	0413	923–9719
0413	413122	Gasket	0413	923–9720
0413	413130	Packing, preformed	0413	924–2289
0413	413131	Ring	0413	923–5820
0413	413148	Ring	0413	924–4309

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 512/56/438)

UNCLASSIFIED

226—Stores General—Identification and Reclassification—Transfer of Miscellaneous Steel Tubing from Group Class 0216 to Group Class 0218

(DCI (RN) 823/1967)

1 The following tubing and piping are to be transferred from Group Class 0216 to a new Group Class 0218 with effect from 24 April 1969.

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0216	54	Door, handhole	0216	923–7281
0216	9652	Plug	0216	923–6006
0216	9670	Gasket	0216	923–6003
0216	11525	Piping, steel	0218	571–1836
0216	11537	Piping, steel	0218	571–1850
0216	11541–L180	Piping, steel	0218	571–1854–L180
0216	11543	Piping, steel	0218	571–1856
0216	11549–L180	Piping, steel	0218	571–1862–L180
0216	11550–L180	Piping, steel	0218	571–1863–L180
0216	11526	Piping, steel	0218	571–1839
0216	11533	Piping, steel	0218	571–1846
0216	11534	Piping, steel	0218	571–1847
0216	11536	Piping, steel	0218	571–1849
0216	11537–L192	Piping, steel	0218	571–1850–L192
0216	11542	Piping, steel	0218	571–1855
0216	11559–L1	Piping, steel	0218	11559–L1
0216	11579–L144	Piping, steel	0218	571–1773–L144
0216	11580–L144	Piping, steel	0218	571–1774–L144
0216	11581–L144	Piping, steel	0218	571–1775–L144
0216	11583–L144	Piping, steel	0218	571–1777–L144
0216	11585–L144	Piping, steel	0218	571–1778–L144

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0216	11599	Piping, steel	0218	571–1841
0216	11600	Piping, steel	0218	571–1844
0216	11605	Piping, steel	0218	571–1838
0216	12140	Piping, steel	0218	571–1822
0216	12141	Piping, steel	0218	571–1823
0216	16656	Piping, steel	0218	571–1821
0216	16657	Piping, steel	0218	571–1824
0216	17487	Piping, steel	0218	571–1825
0216	17488	Piping, steel	0218	571–1827
0216	17489	Piping, steel	0218	571–1829
0216	17490	Piping, steel	0218	571–1831
0216	17491	Piping, steel	0218	571–1834
0216	L95900	Branch	0218	L95900
0216	L95901	Branch	0218	L95901
0216	L95902	Branch	0218	L95902
0216	L95903	Branch	0218	L95903
0216	L95904	Branch	0218	L95904
0216	L95905	Branch	0218	L95905
0216	L95906	Flange	0218	L95906
0216	L95907	Flange	0218	L95907
0216	L95908	Flange	0218	L95908
0216	L95909	Flange	0218	L95909
0216	L95910	Flange	0218	L95910
0216	L95911	Flange	0218	L95911
0216	L95912	Pipe bend	0218	L95912
0216	L95913	Pipe bend	0218	L95913
0216	L95914	Pipe bend	0218	L95914
0216	L95915	Pipe bend	0218	L95915
0216	L95916	Pipe bend	0218	L95916
0216	L95917	Pipe bend	0218	L95917
0216	L95918	Pipe bend	0218	L95918
0216	L95919	Pipe bend	0218	L95919
0216	L95920	Pipe bend	0218	L95920
0216	L95921	Pipe bend	0218	L95921
0216	L95922	Pipe bend	0218	L95922
0216	L95923	Pipe bend	0218	L95923
0216	L95924	Pipe bend	0218	L95924
0216	L95925	Pipe bend	0218	L95925
0216	L95926	Pipe bend	0218	L95926
0216	L95927	Pipe bend	0218	L95927
0216	L95928	Pipe bend	0218	L95928
0216	L95929	Pipe	0218	L95929
0216	L95930	Pipe	0218	L95930
0216	L95931	Pipe	0218	L95931
0216	L95932	Pipe	0218	L95932
0216	L95933	Pipe	0218	L95933
0216	L95934	Pipe	0218	L95934
0216	L95935	Seal	0218	L95935
0216	L95936	Seal	0218	L95936
0216	L95937	Seal	0218	L95937
0216	L95938	Seal	0218	L95938

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0216	L95939	Seal	0218	L95939
0216	L95940	Seal	0218	L95940
0216	L95941	Seal	0218	L95941
0216	L95942	Seal	0218	L95942
0216	L95943	Seal	0218	L95943
0216	L95944	Seal	0218	L95944
0216	L95945	Seal	0218	L95945
0216	L95946	Seal	0218	L95946
0216	L95947	Seal	0218	L95947
0216	L95948	Seal	0218	L95948
0216	L95949	Seal	0218	L95949
0216	L95950	Seal	0218	L95950
0216	L95951	Seal	0218	L95951
0216	L95952	Seal	0218	L95952
0216	L95953	Seal	0218	L95953
0216	L95954	Seal	0218	L95954
0216	L95955	Seal	0218	L95955

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/61/299)

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ANO's 227-242/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7 April 1969.

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

By direction of the Naval Board,

L. 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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13232/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

227 ANZAAS Conference, 1969.

228 Charges for Radio Telegrams, Radio Telephone Calls, etc, Originating in HMA Ships.

229 Western Australia Leave Travel.

SECTION 2—PERSONNEL

230 Members on Long and Intermediate Term Duty Overseas—Travelling Allowance.

231 Passages to the United Kingdom for Royal Naval Loan and Exchange Officers and Ratings and Admiralty Civilian Staff.

232 Short Term Duty Travelling Allowance.

233 The Thurlow Navigation Award.

SECTION 4—EQUIPMENT, STORES AND SERVICING

234 Alteration and Addition Item—HMAS MELBOURNE.

235 Alteration and Addition Item—HMAS MORESBY.

236 Ammunition—Pyrotechnics in Liferafts.

237 Diving and NBCD Equipment—Cylinders for Gas Analysis.

238 Naval Stores—Allowances—Sea Air Rescue Beacon 5825-99-952-6482—(Short Title SARBE Mark 3).

239 Phosphoric Acid Pre-treatment Solution.

240 Special-to-contents Cases and Containers.

241 Stores General—Group Class 5805—Telephone and Telegraph Equipment—Change of Stock Numbers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

242 ABR 5063—Electronic Data Processing—Volume 6—Data Transcription and Communications in EDP.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

227—ANZAAS Conference, 1969

1. The forty-first Congress of the Australian and New Zealand Association for the Advancement of Science will be held in Adelaide on 18–22 August 1969. A limited number of billets are available to nominees of the Department of the Navy.

2. The following subjects will be covered: Physics, Chemistry, Geology, Architecture and Town Planning, Engineering, Pharmaceutical Science, Optometry, Mathematical Science, Zoology, Botany, Agriculture and Forestry, Microbiology and Immunology, Physiology and Nutrition, Veterinary Science, Biochemistry, Plant Pathology, Geographical Sciences, Education Psychology, Economics, Anthropology and History.

3. Nominations to attend this conference are required to reach Navy Office by 15 April 1969 and may be for either service or civilian personnel. Nominations should be accompanied by supporting reasons showing the particular value to the Navy of 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)

UNCLASSIFIED

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

1. 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.

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 in accordance with MBR 8544—Handbook for Radio Operators in the Maritime Mobile Service Part 3. Official messages are to be prefixed with the word ETAT. The letters CDE are to be entered in the remarks column of Form AS1326 (to be replaced by CM112) 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:

(1) First three minutes or part thereof .. .. = $2.00

(2) Each additional minute .. .. .. = $0.67 cents

(3) Report charge for an ineffective call .. .. = $0.20 cents

13232/69—2

b. Outside the area in a.:
(1) First three minutes or part thereof .. .. = $5.00
(2) Each additional minute .. .. .. = $1.67
(3) Report charge for an ineffective call .. .. = $0.27 cents

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, ie, 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):
(1) $NZ0.50 per minute.
(2) Report charge $NZ0.20.

b. Outside the area in a.:
(1) $NZ1.00 per minute.
(2) Report charge $NZ0.40.

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 connection 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.

9. Navy Orders 82 of 1966 and 36 of 1967 are hereby cancelled.

(DNA 16/51/25)

(*Navy Orders 82 of 1966 and 36 of 1967*)

UNCLASSIFIED

229—Western Australia Leave Travel

1. In order to reduce the disruption to course programmes and inconvenience to personnel travelling to and from Western Australia for leave to a minimum, it has been decided to promulgate fixed dates on which to plan future air charter flights to and from Western Australia. The following dates, on or about which air charter flights will be arranged, are based on a four week leave period commencing at the end of the second week in December.

12.12.69	9.1.70
11.12.70	8.1.71
10.12.71	7.1.72
15.12.72	12.1.73
14.12.73	11.1.74

2. Authorities concerned are to plan annual course programmes which will permit leave travel to and from Western Australia to be undertaken as in Paragraph 1 with a minimum of inconvenience.

(D of T 1430/4/81)

Section 2

PERSONNEL

UNCLASSIFIED

230—Members on Long and Intermediate Term Duty Overseas—Travelling Allowance

1. The rates of Travelling Allowance as shown in Navy Order 42 of 1969 and amended by Navy Order 194 of 1969 are further amended as follows:

Table B: *Delete* the rates of Travelling Allowance for Japan, Philippines, South Korea and Thailand and *insert* the following in lieu. *Add* new rates for Taiwan.

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE or Above*
Japan	Yen ..	3,800	4,100	4,400
Philippines ..	Pesos ..	27	31	35
South Korea ..	Won ..	2,400	2,600	2,800
Taiwan	$NT ..	240	255	270
Thailand ..	Baht ..	150	160	170

Table C: *Delete* rates for Taiwan.

Paragraph 2:

After Sub-paragraph h. of Paragraph 2 *add* the following:

i. Japan, Philippines, South Korea, Taiwan, and Thailand from 28 October 1968.

2. NPI 105/315 should be noted pending amendment.

(HPB 252/4/46)

(*Navy Orders 42 and 194 of 1969*)

UNCLASSIFIED

231—Passages to the United Kingdom for Royal Naval Loan and Exchange Officers and Ratings and Admiralty Civilian Staff

1. Consequent on a recent amendment to Naval Pay Instruction 233/3 there is now no requirement to forward the information referred to in RI Article 1741.

2. RI Article 1741 is, therefore, to be regarded as cancelled; formal amendment to RI will be issued in due course.

(DMD 465/4/520)

UNCLASSIFIED

232—Short Term Duty Travelling Allowance

1. The rates of Short Term Duty Travelling Allowance as shown in Navy Order 25 of 1969 are to be amended as follows:

Table A: *Amend* existing rates for Hong Kong, Philippines, Taiwan and Thailand with effect from 28 October 1968:

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE or Above*
Hong Kong ..	$HK ..	110	125	140
Philippines ..	Pesos ..	65	78	91
Taiwan	$NT ..	700	780	860
Thailand ..	Baht ..	400	480	560

Table B: *Amend* existing rates for Japan and South Korea with effect from 28 October 1968:

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDRE or Above*
Japan	Yen ..	4,950	5,400	5,850
South Korea ..	Won ..	3,100	3,300	3,500

2. The conditions governing payment of Short Term Duty Travelling Allowance as shown in NPI 209/1 to 209/3 and amended by Navy Order 420 of 1968 are further amended by *deleting* Paragraphs 5 and 6 of the Navy Order and *inserting* the following in lieu:

'5. Where a member travels oversea by air, Shipboard or Short Term Duty Travelling Allowance will be calculated as appropriate from one and a half hours before the scheduled departure of the overseas aircraft and will cease at the time the member leaves the overseas carrier. Where a member travels by sea, payment of Shipboard or Short Term Duty Travelling Allowance as appropriate will commence from the time the member actually joins the overseas carrier.

6. " Within Australia " rates of Travelling Allowance are not payable concurrently with overseas rates of Travelling Allowance.'

3. NPI 209 et seq will be amended in due course.

(HPB 252/7/26)

(*Navy Orders 420 of 1968 and 25 of 1969*)

UNCLASSIFIED

233—The Thurlow Navigation Award

1. 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 15 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:

a. An outstanding invention or design involving any type of equipment which applies to the science of air or surface navigation.

b. Any outstanding method developed for use in air or surface navigation.

c. Outstanding research or study along air or surface navigation lines.

d. 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.'

3. 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 2 February of each year.

4. Navy Order 254 of 1966 is hereby cancelled.

(AS (NS) 38/3/3)

(*Navy Order 254 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

234—Alteration and Addition Item—HMAS MELBOURNE

Navy Order 305 of 1966 is to be amended as follows:

Delete wording of item and *substitute* the following in lieu:

a. *Item:* 'To fit ceremonial flood-lighting by quartz iodine lamps in accordance with Garden Island drawing 656/51 (Navy Office Drawing 221/393) and Garden Island Drawing 561/887.'

b. *Reference:* GMGID Letter N20.1 145 dated 21 June 1967.

(CNTS 1213/52/234)

(*Navy Order 305 of 1966*)

UNCLASSIFIED

235—Alteration and Addition Item—HMAS MORESBY

The following Alteration and Addition Items are approved to be carried out in HMAS MORESBY.

Class List Item Number 51 (Ex TDL 'AQ').

a. *Item:* 'To remove 24 volt helo starting equipment'.

Class List Item Number 52 (Ex TDL 'AS').

b. *Item:* 'To fit a switch and fuse panel in the aircraft workshop, adjacent to the workbench, supplied from a 28 volt DC rectifier.'

c. Weight compensation of 150 lbs at number 1 deck or above is required for item number 52 (Ex TDL 'AS'), and weight variations involved in item number 51 (Ex TDL 'AQ') are to be reported on completion of the work.

d. *References:* (1) HMAS MORESBYs Form AS 1182 (TG103), TDL 'AQ', dated 13 October 1965, forwarded under cover of FOCAF Memorandum AF 1936/26 dated 29 October 1965.

(2) HMAS MORESBYs Form AS1182 (TG103), TDL 'AS', dated 13 October 1965 forwarded under cover of FOCAF Memorandum AF 1936/28 dated 3 November 1965.

(3) Navy Office Memorandum 1228/52/123 (Ex 1228/51/65) dated 9 February 1967.

(4) HMAS MORESBYs Memorandum 162/19 dated 1 April 1967, forwarded under cover of FOCAF Memorandum AF 1212/37/31 dated 14 April 1967.

(CNTS 1228/52/123)

UNCLASSIFIED

236—Ammunition—Pyrotechnics in Liferafts

(*DCI (RN) 392/1968*)

1. Ships in commission having GRP containers holding liferafts with Pyrotechnics:

a. If in hand for 35 days or less, the container can remain onboard providing no work is done on stowages and that no welding or burning takes place within 20 ft radius of the stowages.

b. If in hand for longer than 35 days, unless the Naval Officer-in-Charge of the area in which the ship is undergoing repair or refit has approved an extension, the container should be handed into custody of (S) NSO who will hold in a separate store.

2. When liferafts are landed for servicing or repair, the seal of the container is to be broken and pyrotechnics removed by (Superintending) Naval Store Officer or a representative of Director of Armament Supply and returned to Director of Armament Supply Store.

3. BR 2101 will be amended accordingly.

(DAS 700/55/76)

UNCLASSIFIED

237—Diving and NBCD Equipment—Cylinders for Gas Analysis

1. 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 227 of 1966 is hereby cancelled.

(DWE 400/2/161)

(*Navy Order 227 of 1966*)

UNCLASSIFIED

238—Naval Stores—Allowances—Sea Air Rescue Beacon 5825-99-952-6482—(Short Title SARBE Mark 3)

Navy Order 38 of 1969 is to be amended as follows:

Paragraph 3 a.

Amend Cat No *to read* 5825–99–952–6815.

Paragraph 3 d.

Amend Cat No *to read* 10L/952–6544.

(DSAP 519/259/233)

(*Navy Order 38 of 1969*)

UNCLASSIFIED

239—Phosphoric Acid Pre-treatment Solution

1. During a recent investigation into unfavourable reports concerning the efficiency of phosphoric acid pre-treatment solution (MIS 131) it was established that failures of paint coatings could be attributed to the misuse of the solution.

2. It is emphasised that whilst phosphoric acid is a phosphating agent, and as such is a corrosion inhibitor, MIS 131 contains detergents and thickening agents which provide other properties.

3. Once the solution has achieved its purpose, ie, inhibiting the surface (usually between six (6) and twenty-four (24) hours) the residue must be removed from the surface by washing with fresh water, the surface completely dried, and the primer applied. Failure to carry out this procedure results in the surface re-absorbing moisture necessitating further surface preparation.

4. Full instructions covering the use of phosphoric acid pre-treatment solution are contained in ABR 19, Article 4010. However phosphoric acid pre-treatment solution shall not be used for pre-treating surfaces in underwater areas, and Sections 4007 (2) and 5007 (12) (a.) (ii) of ABR 19 will be amended accordingly.

(ACDC 465/1/1394).

UNCLASSIFIED

240—Special-to-contents Cases and Containers

Navy Order 397 of 1968 is to be amended as follows:

Paragraph 2.

Delete and *insert* the following in lieu:

'2. Ammunition packages containing explosives will continue to be identified by their Explosive Group Labels or Contents Labels. Those containing non-explosives will be identified by their Contents Labels only, except when they are shipped in vessels outside Navy control, in which case they will be stencilled with the letters 'NA' in blue in addition. Due to the volume of ammunition packages in use, and the fact that return procedures are well established, additional branding is not required.'

(DSAP 456/51/92)

UNCLASSIFIED

241—Stores General—Group Class 5805—Telephone and Telegraph Equipment—Change of Stock Numbers

1. As a result of advice received from Denmark in respect of RAN Inventory Items of Danish Origin for the Model 2206 Great Northern Telegraph Converter, the Danish Codification Bureau has advised NATO Stock Numbers for a number of the components.

2. Annex 'A' lists change of stock number from Local Stock Number to NATO Stock Numbers.

3. For the remaining items the Danish Codification Bureau has advised that NATO stock numbers have not been assigned, and that it does not intend to codify the items. Accordingly Defence Stock Numbers (DSNs) have been assigned and Annex 'B' lists the changes from LSNs to DSNs.

4. Action is to be taken to adjust accounts in accordance with ABR 4 (Naval Storekeeping Manual), Article 1815, with effect from 29 April 1969.

5. ABR 5074 RAN Catalogue of Stores will be amended.

ANNEX A

Change of Stock Number from Local Stock Number to NATO Stock Number

		New Stock Number	
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
22–L25615	5805	22–230–5268	Punch Block Base
22–L25645	5805	22–230–5273	Feed Rake Guide Pin
22–L25653	5805	22–230–5623	Locking Carriage Link (LH)
22–L25655	5805	22–230–5624	Link Adjusting Nut 2BA
22–L25662	5805	22–230–5270	Returning Bar Link
22–L25668	5805	22–230–5275	Elevator Lever Link Unit Space Stop Bar Locking
22–L25681	5805	22–230–5269	Carriage
22–L25696	5805	22–230–4706	Cross Bar Rack
22–L25702	5805	22–230–5272	5 Unit Bar Rack (RH)
22–L25728	5805	22–230–4704	Pecker Springs
22–L25756	5805	22–230–4705	Start Button
22–L25758	5805	22–230–5626	Tape Guide
22–L25761	5805	22–230–4703	Tape Guide Spring Pin
22–L25762	5805	22–230–4702	Tape Guide Spring

ANNEX B

Change of Stock Number from Local Stock Numbers to Defence Stock Numbers

		New Stock Number	
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
22–L25601	5805	66–030–6192	Pulley
22–L25602	5940	66–030–6194	Terminal Block
22–L25603	5305	66–030–6200	Motor Fixing Screw
22–L25604	5940	66–030–6193	Terminal Block
22–L25605	6240	66–030–6191	Lamp, Glow
22–L25606	5805	66–030–6219	Protector Strap, Control Lamp
22–L25607	5910	66–030–6201	Capacitor, Fixed
22–L25608	5910	66–030–6195	Clamp Bracket

ANNEX B—*continued*

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
22–L25609	5805	66–030–3071	Shim 0.5 mm
22–L25610	5805	66–030–6197	Shim 1 mm
22–L25611	5805	66–030–6202	Cutting Drawer Rail
22–L25612	5805	66–030–6203	Cutting Drawer Spring
22–L25613	5805	66–030–6204	Cutting Drawer
22–L25614	5805	66–030–6205	Key 18 mm Long
22–L25616	5805	66–030–6206	Bearing Block
22–L25617	5805	66–030–6207	Key for Driving Spindle
22–L25618	5805	66–030–6198	Ball Bearing Retaining Plate
22–L25619	5805	66–030–6208	Flywheel
22–L25620	5310	66–030–6209	Nut, Flywheel
22–L25621	5805	66–030–6210	Check Lever Spindle Bearing LH
22–L25622	5805	66–030–6211	Punch Block Cam Lever
22–L25623	5805	66–030–6212	Locking Carriage Cam Lever
22–L25624	5805	66–031–3070	Spacing Cam Lever
22–L25625	5805	66–030–6213	Actuating Cam Lever
22–L25626	5805	66–030–6214	Return Bar Cam Lever
22–L25627	5805	66–030–6215	Take Feed Cam Lever
22–L25628	5805	66–030–6216	Pecker Returning Cam Lever
22–L25629	5805	66–030–6217	Elevator Cam Lever
22–L25630	5805	66–030–6218	Die Back Plate
22–L25631	5805	66–030–6220	Paper Guide Clip Bottom
22–L25632	5805	66–030–6221	Paper Guide Clip Top
22–L25633	5805	66–030–6222	Paper Guide Retaining Clip
22–L25634	5805	66–030–6223	Punch Block
22–L25635	5805	66–030–6224	Punch Block Distance Piece
22–L25636	5805	66–030–6225	Punch Block Link (A)
22–L25637	5805	66–030–6226	Punch Support
22–L25638	5310	66–030–6227	Tape Bellcrank Washer
22–L25639	5805	66–030–6228	Tape Retention Pawl Bracket
22–L25640	5805	66–030–6229	Punch Block Link Bracket
22–L25641	5805	66–030–6230	Punch Block Link Bracket Shim
22–L25642	5805	66–030–6231	Space Stop Bracket
22–L25643	5315	66–030–6232	Space Stop Bracket Hinge Pin
22–L25644	5305	66–030–6233	Space Stop Bracket Adjusting Screw
22–L25646	5805	66–030–6234	Spacing Cam Lever Link LH
22–L25647	5805	66–030–6235	Spacing Cam Lever Link (RH Left Hand Thread)
22–L25648	5310	66–030–6236	Spacing Cam Lever Link Nut
22–L25649	5310	66–030–6237	Locknut (RH Thread) 4BA
22–L25650	5310	66–030–6238	Locknut (LH Thread) 4BA
22–L25651	5315	66–030–6239	Spacing Cam Lever Link Pin
22–L25652	5805	66–030–6240	Cutting Guide
22–L25654	5805	66–030–6241	Locking Carriage Link (LH)
22–L25656	5310	66–030–6242	Lock Nut (RH Thread) 2BA
22–L25657	5310	66–030–6243	Lock Nut (LH Thread) 2BA
22–L25658	5805	66–030–6244	Actuating Lever Link (LH)
22–L25659	5805	66–030–6245	Right Hand Link
22–L25660	5805	66–030–6246	Pecker Returning Lever Link (LH)
22–L25661	5805	66–030–6247	Pecker Returning Lever Link (RH)

ANNEX B—*continued*

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
22–L25663	5310	66–030–6248	Returning Bar Adjusting Nut
22–L25664	5805	66–030–6249	Returning Bar Spring
22–L25665	5805	66–030–6250	Tape Feed Lever Link (LH)
22–L25666	5805	66–030–6251	Elevator Cam Link Lever
22–L25667	5805	66–030–6252	Elevator Cam Lever Link Head (RH Thread)
22–L25669	5805	66–030–6253	Pawl Abutment Check Lever Spindle
22–L25670	5805	66–030–6254	Clamping Ring
22–L25671	5805	66–030–6255	Master Start Stop Lever Spring
22–L25672	5805	66–030–6256	Master Start Stop Lever Spring
22–L25673	3120	66–030–6257	Elevator Lever Oil Retaining Bearing
22–L25674	5805	66–030–6258	Withdrawing Bracket
22–L25675	5805	66–030–6259	Withdrawing Bar Bracket (Long)
22–L25676	5805	66–030–6260	Retaining Plate Support
22–L25677	5805	66–030–6261	Space Stop Shock Absorber
22–L25678	5805	66–030–6262	Space Stop Retaining Plate
22–L25679	5805	66–030–6263	Comb Bar Rack
22–L25680	5805	66–030–6264	Spring Anchor and Rack
22–L25682	5805	66–030–6265	Locking Pawl Pivot
22–L25683	5805	66–030–6266	Locking Pawl Adjustable Strip
22–L25684	5805	66–030–6267	Locking Pawl Adjustable Clamp
22–L25685	5805	66–030–6268	Locking Carriage Bearing Block
22–L25686	5310	66–030–6269	Locking Link Pin Washer
22–L25687	5805	66–030–6270	5 Unit Bar Rack
22–L25688	5805	66–030–6271	Comb Bar Support
22–L25689	5805	66–030–6272	Comb Retaining Plate Eccentric
22–L25690	5805	66–030–6273	Comb Retaining Plate (LH)
22–L25691	5805	66–030–6274	Comb Retaining Plate (RH)
22–L25692	5805	66–030–6275	Cross Bar Lubrication Clamp
22–L25693	5805	66–030–6276	Cross Bar Guide
22–L25694	5805	66–030–6277	Cross Bar Clamp
22–L25695	5805	66–030–6278	5 Unit Bar Support
22–L25697	5315	66–030–6279	Cross Bar Rack Pin
22–L25698	5805	66–030–6280	Key for Cross Bar Rack
22–L25699	5805	66–030–6281	Space Stop Bar Spring
22–L25700	5805	66–030–6282	Space Stop Bar Spring Anchor
22–L25701	5805	66–030–6283	Guide Rack (RH)
22–L25703	5805	66–030–6284	5 Unit Bar Rack Shim
22–L25704	5805	66–030–6285	5 Unit Bar Rack Shim
22–L25705	5805	66–030–6286	Returning Bar
22–L25706	5805	66–030–6287	Returning Bar Face Plate Shim
22–L25707	5805	66–030–6288	Returning Bar Bracket
22–L25708	3120	66–030–6289	Check Lever Spindle Bearing (RH)
22–L25709	3120	66–030–6290	Check Lever Spindle Bearing Centre
22–L25710	5805	66–030–6291	Actuating Lever Link Returning Plate
22–L25711	5805	66–030–6292	Tumbler Bearing
22–L25712	5805	66–030–6293	Tumbler Spring Anchor
22–L25713	5305	66–030–6294	Tumbler Spring Anchor Screw
22–L25714	5805	66–030–6295	Elevator Guide
22–L25715	5805	66–030–6296	Elevator Lever (LH)

ANNEX B—*continued*

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
22–L25716	5805	66–030–6297	Elevator Lever (RH)
22–L25717	5805	66–030–6298	Cross Bar Bottom Guide
22–L25718	5805	66–030–6299	Cross Bar Spring Anchor
22–L25719	5805	66–031–3000	Cross Bar Spring Anchor Bridge
22–L25720	5805	66–031–3001	Tape Feed Lever Spindle and Coupling
22–L25721	5315	66–031–3002	Tape Feed Lever Pin
22–L25722	5310	66–031–3003	Tape Feed Lever Spindle Washer
22–L25723	5805	66–031–3004	Base for 5 Unit Section
22–L25724	5805	66–031–3005	Front Plate
22–L25725	5805	66–031–3006	Back Plate
22–L25726	5805	66–031–3007	Side Plate
22–L25727	5805	66–031–3008	Tape Guide Bottom
22–L25729	5805	66–031–3009	Pecker Spring Anchor
22–L25730	5805	66–031–3010	Pecker Guide Bridge
22–L25731	5805	66–031–3011	Pecker Returning Lever Spindle and Feed Lever Shaft Boss
22–L25732	5805	66–031–3012	Pecker Returning Lever Spindle
22–L25733	5805	66–031–3013	Space Counting Trip Lever Check
22–L25734	5805	66–031–3014	Pecker Returning Lever
22–L25735	5805	66–031–3015	Feed Pawl Eccentric Stop
22–L25736	5805	66–031–3016	Feed Pawl Lever Shaft
22–L25737	5805	66–031–3017	Feed Pawl Lever
22–L25738	5805	66–031–3018	Space Counting Trip Lever and Cutting Guide Top Cover Spring
22–L25739	5805	66–031–3019	Space Counting Trip Lever Spring Anchor
22–L25740	5805	66–031–3020	Space Counting Ratchet Combination (8 Centre Holes)
22–L25741	5805	66–031–3021	Jockey Spring
22–L25742	5805	66–031–3022	Jockey Lever Eccentric
22–L25743	5805	66–031–3023	Tape Control Intermediate Lever and Start Pivot Stop Lever
22–L25744	5805	66–031–3024	Tape Control Intermediate Lever
22–L25745	5805	66–031–3025	Start Button Lever
22–L25746	5805	66–031–3026	Start Button Lever Distance
22–L25747	5805	66–031–3027	Stop Lever
22–L25748	5805	66–031–3028	Stop Lever Distance Boss
22–L25749	5805	66–031–3029	Stop Lever Eccentric Stop
22–L25750	5805	66–031–3030	Stop Lever Spring
22–L25751	5805	66–031–3031	Pecker Check Lever (Space)
22–L25752	5805	66–031–3032	Pecker Check Lever (Spacing) Ring
22–L25753	5805	66–031–3033	Pecker Check Lever Distance Boss
22–L25754	5805	66–031–3034	Actuating Lever Carriage
22–L25755	5805	66–031–3035	Actuating Lever Spindle
22–L25757	5805	66–031–3036	Start Button Spring
22–L25759	5805	66–031–3037	Tape Guide Support
22–L25760	5805	66–031–3038	Tape Guide Spindle
22–L25763	5805	66–031–3039	Unit Mechanism Dust Cover
22–L25764	5805	66–031–3040	Unit Mechanism Dust Cover Edging
22–L25765	5805	66–031–3041	Tape Wheel Support
22–L25766	5305	66–031–3042	Tape Wheel Support Clamp Screw

ANNEX B—*continued*

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
22–L25767	5305	66–031–3043	Tape Wheel Support Finger Screw
22–L25768	5805	66–031–3044	Tape Guide Bracket
22–L25769	5805	66–031–3045	Tape Guide Bracket Spring
22–L25770	5315	66–031–3046	Tape Guide Pivot Pin
22–L25771	5805	66–031–3047	Tape Wheel Spindle
22–L25772	5310	66–031–3048	Tape Wheel Spindle Washer
22–L25773	5805	66–031–3049	Tape Wheel Guard
22–L25774	5805	66–031–3050	Break Arm Spring
22–L25775	5310	66–031–3051	Spring Washer
22–L25776	5805	66–031–3052	Inner Tape Wheel Boss
22–L25777	5805	66–031–3053	Inner Tape Flange
22–L25778	5305	66–031–3054	Tape Wheel Dowel Screw
22–L25779	5805	66–031–3055	Outer Tape Wheel Boss
22–L25780	5805	66–031–3056	Brass Disc
22–L25781	5805	66–031–3057	Tape Roll Centre
22–L25782	5805	66–031–3058	Outer Tape Wheel Flange
22–L25783	5805	66–031–3059	Cover
22–L25784	5355	66–031–3060	Knob
22–L25785	5315	66–031–3061	Bumper Pin
22–L25786	5805	66–031–3062	Bottom Cover Plate
22–L25787	5805	66–031–3063	Bottom Cover Plate Holder
22–L25788	5805	66–031–3064	Tape Guide Platform Adjustable
22–L43760	5805	66–031–3065	Adjustable Guide Way
22–L43761	5805	66–031–3066	Adjustable Guide Way Locking Knob
22–L43762	5805	66–031–3067	Locking Knob Spring
22–L43763	5305	66–031–3068	Locking Knob Screw
22–L43764	5805	66–031–3069	Tape Guide

5805–22–L18029 Converter Model 2206 complete with Tool Kit Part No 2206/2350 is to be corrected to two stock numbers and held on charge as follows:

5805–66–030–6199 Converter Telegraph Model 2206

5805–22–230–3208 Tool Kit, Telegraph Converter Part No 2206/1250

(DSAP 519/70/257)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

242—ABR 5063—Electronic Data Processing—Volume 6—Data Transcription and Communications in EDP

ABR 5063—Electronic Data Processing—Volume 6—Data Transcription and Communications in EDP, has now been introduced. Distribution is being effected by the Superintending Victualling Stores Officer (Stationery Section) Sydney, as detailed in the annex to this order, without demand. Subsequent demands for copies of this publication should be made on the Superintending Victualling Store Officer (Stationery Section) Sydney, Store Depot Code 5819.

ANNEX

ABR 5063—Volume 6

Data Transcription and Communications in EDP Distribution List

Navy Office

Minister	1
Secretary	1
1NM	1
2NM	1
3NM	1
4NM	1
FAS (E & G)	1
FAS (F & M)	1
AS (EDP)	109
CEO (GS) (Library)	1
OIC Registry	1
Registrar	1
ALO (Melbourne)	1

HMA Ships and Establishments

FOCAF (HQ)	1
FOCAF (SEA)	1
HMAS ANZAC	2
HMAS BANKS	1
HMAS BASS	1
HMAS BRISBANE	2
HMAS DERWENT	2
HMAS DIAMANTINA	1
HMAS DUCHESS	2
HMAS HOBART	2
HMAS KIMBLA	1
HMAS MELBOURNE	4
HMAS MORESBY	1
HMAS PALUMA	1
HMAS PARRAMATTA	2
HMAS PERTH	2
HMAS QUEENBOROUGH	2
HMAS STALWART	4
HMAS STUART	2
HMAS SUPPLY	4
HMAS SWAN	2
HMAS SYDNEY	4
HMAS TORRENS	2
HMAS VAMPIRE	2
HMAS VENDETTA	2
HMAS YARRA	2
HMAS ALBATROSS	4
HMAS ALBATROSS (for Data Transcription Office)	4
HMAS CARPENTARIA	1
HMAS CERBERUS	6
HMAS CERBERUS (for Data Transcription Office)	5
HMAS CERBERUS (for Training)	24
HMAS CRESWELL	4
HMAS ENCOUNTER	1
HMAS HARMAN	2
HMAS HARMAN (for Data Transcription Office)	1
HMAS HUON	1
HMAS KUTTABUL	4
HMAS KUTTABUL (for Data Transcription Office)	1
HMAS LEEUWIN	4
HMAS LEEUWIN (for Data Transcription Office)	2
HMAS LONSDALE	2
HMAS LONSDALE (for Data Transcription Office)	1
HMAS MELVILLE	6
HMAS MELVILLE (for Data Transcription Office)	2
HMAS MORETON	1
HMAS NIRIMBA	4
HMAS NIRIMBA (for Data Transcription Office)	2
HMAS PENGUIN	4
HMAS PENGUIN (for Data Transcription Office)	1
HMAS PLATYPUS	2
HMAS PLATYPUS (for Data Transcription Office	1
HMAS PLATYPUS (for Use by Submarines)	4
HMAS RUSHCUTTER	1
HMAS TARANGAU	4
HMAS TARANGAU (for Data Transcription Office)	2
HMAS WARATAH	1
HMAS WATERHEN	2
HMAS WATERHEN (for Data Transcription Office)	1
HMAS WATERHEN (for use by Tenders)	10

East Australia Area

FOICEA	1
Supervisor (Data Preparation)—EDP Data Terminal GID	12
Supervisor—GI DTO	1
Internal Audit	1
SVSO—for DTO REVY	1

East Australia Area—*continued*

SVSO—for DTO Randwick	1
SVSO (Stationery Section)—for DTO Northgate House	1
SNSO—for DTO GEN Naval Stores GID	1

Victoria

NOIC (NA)	1

New Guinea

NOIC (NG)	1
D/NOIC (NG)	1

Western Australia

NOIC (WA)	1

Queensland

NOIC (QLD)	1

South Australia

NOIC (SA)	1

Tasmania

NOIC (TAS)	1

Other Issued

ANRUK	1	2
MOD (Navy)	1	
ANA (Washington)	1	3
RCN	1	
USN	1	
RNZLO Canberra		1
RNLO BDLS Canberra		1
Dept of Defence		1
Dept of Army		1
Dept of Air		1
Defence Library		1
Auditor-General, Canberra		1
Chief Auditor, Victoria		1
Chief Auditor, Queensland		1
Chief Auditor, Western Australia		1
Chief Auditor, South Australia		1
Chief Auditor, Northern Territory		1
Chief Auditor, Tasmania		1
Chief Auditor, Territory of Papua-New Guinea		1

Future Issues

Data Transcription Offices
1 copy per operator

(AS (EDP) 465/6/52)

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ANO 243/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
7 April 1969.

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

13229/69

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

243—Electronic Data Processing—Unit Identification Code

1. A code known as the Unit Identification Code has been established to identify all units required to report data to or receive information from the NAVY EDP Centre. The format of the code is four numeric digits the last being a check digit used in the Navy EDP Centre for validation purposes. The Annexes to this order list the codes allocated in both numeric and alphabetic sequence.

2. The main use of the code is for the identification of the source of messages, the addressee of a transaction, and the consignee of store issues. Details of the code are contained in the various volumes of ABR 5063—Electronic Data Processing.

3. Any requirement for the allocation of new codes should be notified to Navy Office.

4. Navy Orders 157 and 339 of 1968 are hereby cancelled.

ANNEX A

Unit Identification Code—Alphabetical Listing

Unit Identification Codes (Source Codes) are arranged below in alphabetical order within the following categories:

1. Ships, Submarines, Patrol Craft, Air Squadrons, other Mobile Units.
2. HMA Shore Establishments and W/T Stations.
3. Overseas Units/Postings.
4. Other Postings Sources.
5. Navy Office Branches and Directorates.
6. Other Authorities, Directorates, Etc.
7. Dockyards, Store and Repair Depots, Oil Fuel Installations.
8. External Supply, Repair and Maintenance Sources.
9. Sea Cadet Corps, Reserve Cadet Units.

Unit	*Code*
1. HMA Ships	
HMAS ANZAC	1074
HMAS ARUNTA	1120
HMAS BANKS	1880
HMAS BARCOO	1910
HMAS BASS	1872
BOONAROO	2542
HMAS BRISBANE	1090
HMAS CASTLEMAINE	1988
HMAS CULGOA	1902
HMAS CURLEW (WATERHEN)	1422
HMAS DERWENT	1244
HMAS DIAMANTINA	1856
HMAS DUCHESS	1066

ANNEX A—*continued*

Unit	*Code*
HMA Ships—*continued*	
HMAS EMU	1961
HMAS GASCOYNE	1864
HMAS GULL (WATERHEN)	1414
HMAS HAWK (WATERHEN)	1406
HMAS HOBART	1082
HMAS IBIS (WATERHEN)	1430
JEPARIT	2534
HMAS KANGAROO	1945
HMAS KARA KARA	1953
HMAS KIMBLA (LONSDALE)	1899
HMAS KOALA	1937
HMAS MELBOURNE	1007
HMAS MORESBY	1821
HMAS PALUMA (WATERHEN)	1848
HMAS PARRAMATTA	1201
HMAS PERTH	1104
HMAS QUEENBOROUGH	1252
HMAS QUIBERON	1279
HMAS QUICKMATCH	1260
HMAS SNIPE (WATERHEN)	1449
HMAS SPRIGHTLY	1929
HMAS STALWART	1996
HMAS STUART	1228
HMAS SUPPLY	1813
HMAS SWAN	1287
HMAS SYDNEY	1805
HMAS TEAL (WATERHEN)	1457
HMAS TOBRUK	1112
HMAS TORRENS	1295
HMAS VAMPIRE	1058
HMAS VENDETTA	1031
HMAS VOYAGER	1686
HMAS WARREGO	1015
HMAS WOOMERA	1694
HMAS YARRA	1236
Submarines	
HMAS ONSLOW	1678
HMAS OTWAY (PLATYPUS)	1643
HMAS OVENS	1651
HMAS OXLEY (PLATYPUS)	1635
HMS TABARD	1627
HMS TACITURN	1619
HMS TRUMP (PLATYPUS)	1600
Patrol Craft	
HMAS ACUTE (CERBERUS)	2364
HMAS ADROIT (MORETON)	2372
HMAS ADVANCE (MELVILLE)	2380
HMAS AITAPE (TARANGAU)	2356
HMAS ARCHER (WATERHEN)	2399

13229/69—2

ANNEX A—*continued*

Unit	*Code*
Patrol Craft—*continued*	
HMAS ARDENT (WATERHEN)	2402
HMAS ARROW (LONSDALE)	2410
HMAS ASSAIL (WATERHEN)	2429
HMAS ATTACK (MELVILLE)	2437
HMAS AWARE	2445
HMAS BANDOLIER	2453
HMAS BARBETTE	2461
HMAS BARRICADE (WATERHEN)	2496
HMAS BAYONET	2518
HMAS BOMBARD	2488
HMAS BUCCANEER	2526
HMAS LADAVA	2348
HMAS LAE (TARANGAU)	2313
HMAS MADANG	2321
HAMS SAMARAI (TARANGAU)	2305
Air Squadrons	
723 Squadron	2100
724 Squadron	2119
724 Squadron 'B' Flight	2151
725 Squadron	2127
725 Squadron 'B' Flight	2186
805 Squadron	2208
805 Squadron 'B' Flight	2267
808 Squadron	2232
816 Squadron	2135
816 Squadron 'B' Flight	2178
817 Squadron	2143
817 Squadron 'B' Flight	2194
850 Squadron	2216
851 Squadron	2224
HMAS MELBOURNE Air Group	2259
RAN Vietnam Helicopter Flight	2240
Other Mobile Units	
Clearance Diving Team 1 (CDT 1)	2984
Clearance Diving Team 3 (CDT 3)	2992
2. HMA Shore Establishments and W/T Stations	
HMAS ALBATROSS	3018
Belconnen Transmitting Station	3220
HMAS CARPENTARIA	3506
HMAS CERBERUS	3026
HMAS CRESWELL	3034
Darwin NAVCOMMSTA	3239
HMAS ENCOUNTER	3042
HMAS HARMAN	3050
HMAS HUON	3069
HMAS KUTTABUL	3077
HMAS KUTTABUL II	3085

ANNEX A—*continued*

Unit	*Code*
HMA Shore Establishments and W/T Stations—*continued*	
HMAS LEEUWIN	3093
HMA London Depot	3522
HMAS LONSDALE	3107
HMAS MELVILLE	3115
HMAS MORETON	3123
Navy Office (HMAS HARMAN)	4774
Navy Office (HMAS LONSDALE)	5002
HMAS NIRIMBA	3131
HMAS PENGUIN	3158
HMAS PLATYPUS (Post-1964)	3166
RAN Liaison Officer, Northwest Cape	3247
HMAS RUSHCUTTER	3174
HMAS TARANGAU	3182
HMAS TORRENS (Pre-1964)	3190
HMAS WARATAH	3514
HMAS WATERHEN	3204
HMAS WATSON	3212
3. Overseas Units/Postings	
ALO Korea	3638
Australian Defence Liaison Officer, Singapore	3786
Defence Representative, NZ	3646
HMA London Depot	3522
HMAS CARPENTARIA	3506
HMAS WARATAH	3514
HMNZS PHILOMEL	3727
HMS MULL OF KINTYRE	3719
HMS TAMAR	3735
HMS TERROR	3700
HMS TRIUMPH	3743
KD MALAYA	3751
Naval Staff Officer, COMAFV	3778
SEATO Planning Staff, Bangkok	3530
Service Attache, Bangkok	3611
Service Attache, Djakarta	3549
Service Attache, Manila	3565
Service Attache, New Delhi	3557
Service Attache, Saigon	3573
Service Attache, Tokyo	3581
RAN Comms DET, C/o RAF Seletar	3654
4. Other Postings Sources	
Exchange—RCN	5584
Exchange—RN	5592
Exchange—RNZN	5606
Exchange—USN	5576
Loan—RCN	5533
Loan—RMN	5517
Loan—RN	5541
Loan—RNZN	5568

ANNEX A—*continued*

	Unit	*Code*
Other Postings Sources—*continued*		
Loan—USN		5525
RCN—		5630
RMN		5614
RN		5649
RNZN		5657
RUN		5509
SHORE		5835
USN		5622
5. Navy Office Branches and Directorates		
Navy Office		4774
ACNB		4006
1NM (CNS)		4014
2NM (CNP)		4022
3NM (CNTS)		4030
4NM (C of S)		4049
Secretary		4057
ACAE	—Assistant Chief of Naval Technical Services (Aircraft Engineering)	4901
ACDC	—Assistant Chief of Naval Technical Services (Design and Construction Division)	4340
ACMD	—Assistant Chief of Naval Technical Services (Maintenance Division)	4448
ACTP	—Assistant Chief of Naval Technical Services (Technical Planning Division)	4391
A/DFSD	—Assistant Director of Fleet Supply Duties	5916
ALO (MELB)	—Administrative and Liaison Officer (MELB)	4758
Archives Branch, Melbourne		5037
AS (CE)	—Assistant Secretary (Civil Establishments)	4618
AS (EDP)	—Assistant Secretary (Electronic Data Processing)	4626
AS (F)	—Assistant Secretary (Finance)	4693
AS (NS)	—Assistant Secretary (Naval Staff)	4634
Barracks Officer, Navy Office, Canberra		5304
Barracks Officer, Albert Park Barracks		5800
CA/NTS	—Civil Assistant (Finance and Administration)/Naval Technical Services	4502
Central Registry (Melbourne)		5045
CEO (GS)	—Chief Executive Officer (General Services)	4642
Controller of Supply		5738
CONS	—Co-ordinator of Naval Safety	4197
DAPO	—Director of Appointments and Postings (Officers)	4235
DAS	—Director of Armament Supply	4553
DCNS	—Deputy Chief of Naval Staff	4081
DEA	—Director of Estimates and Audit	4715
DFSD	—Director of Fleet Supply Duties	4510
DFWS	—Director of Fleet Work Study	4286
DGM	—Director-General of Manpower	4219
DMD	—Director of Movement Division	4588
DMED	—Director of Marine Engineering and Dockyards	4472
DMS	—Director of Machinery and Spares	5703

ANNEX A—*continued*

	Unit	*Code*
Navy Office Branches and Directorates—*continued*		
DNA	—Director of Navy Accounts	4707
DNAP	—Director of Naval Air Policy	4138
DNES	—Director of Naval Education Service	4316
DNI	—Director of Naval Intelligence	4146
DNLS	—Director of Naval Legal Services	4324
DNQA/CINO	—Director of Naval Quality Assurance/Chief Inspector of Naval Ordnance	4480
DNR	—Director of Naval Recruiting	4294
DNS	—Director of Naval Stores	4529
DNSD	—Director of Navigation and Staff Duties	5266
DNW	—Director of Naval Works	4561
DNWS	—Director of Naval Weather Service	4154
DO & M	—Director (Organisation Classfication and Methods)	4650
D of C	—Director of Communications	4170
D of O	—Director of Operations	4162
D of P	—Director of Plans	4103
D of S (AIR)	—Director of Air Stores	5711
D of T	—Director of Training	4243
D of V	—Director of Victualling	4537
DPR	—Director of Public Relations	4669
DPSYCH	—Director of Psychological Services	4332
DRNP	—Director Naval Reserves and Naval Dockyard Police	4227
DSAP	—Director of Supply Administration and Planning	5339
DSAP (M)	—Director of Supply Administration and Planning (Melbourne)	5797
DSAW	—Director of Surface and Air Weapons	5274
DSMP	—Director of Submarine Policy	5290
DSMR	—Director of Submarine Maintenance and Repair	4499
DSP	—Director of Sailors Postings	4545
DSS	—Director of Scientific Services	4200
DUW	—Director of Underwater Weapons	5282
DWE	—Director of Weapons and Electrical Engineering	4464
DWRANS	—Director of Womens Royal Australian Naval Services	4278
FAS (EG)	—First Assistant Secretary (Establishments and General)	4596
FAS (F & M)	—First Assistant Secretary (Finance and Materiel)	4685
HPB	—Head of Naval Personnel Branch	4677
MDG	—Medical Director-General	4308
PEE	—Principal Electrical Engineer	4375
PE (M & S)	—Principal Engineer (Materials and Standards)	4383
PME	—Principal Mechanical Engineer	4367
PNA	—Principal Naval Architect	4359
Registry, Navy Office, Canberra		5827
Registry, Navy Office, Melbourne		5045
SEO (MAT)	—Senior Executive Officer (Materiel)	4723
6. Other Authorities, Etc		
SEA	—Area Secretary (East Australia Area), Garden Island	4731
Area Finance Branch, Garden Island, Sydney		4944
Area Secretariat, Garden Island, Sydney		4952

ANNEX A—*continued*

Unit		*Code*
Other Authorities, Etc—*continued*		
Barracks Officer, Navy Office, Canberra		5304
Barracks Officer, Albert Park Barracks		5800
CGCF	—Commonwealth Government Clothing Factory, South Melbourne	0515
COFP	—Captain of the Port, Sydney	4839
CINDP	—Chief Inspector, Naval Dockyard Police, Garden Island, Sydney	4847
CSS	—Chief Superintendent Supply, Sydney	5789
Civil Personnel Branch, Garden Island		4960
DA (M)	—Distributing Authority, Melbourne	4790
Director RAN, AJASS, Nowra		4898
EDP Centre, Navy Office, Canberra		4782
EDP Centre, Garden Island, Sydney		5355
FOCAF (HQ)		4073
FOCAF (SEA)		4065
FOICEA (STAFF)		4812
FOICEA		4820
GOSI EAA	—General Overseer and Superintendent of Inspection, East Australia Area, Garden Island, Sydney	4979
GOSI VIC	—General Overseer and Superintendent of Inspection, Maribyrnong, Victoria	5029
GMGID	—General Manager, Garden Island Dockyard, Garden Island, Sydney	4987
Greenwich House		5053
HYDRO	—Hydrographer, Garden Island, Sydney	4189
INO (S)	—Inspector of Naval Ordnance, Sydney	4855
INO (M)	—Inspector of Naval Ordnance, Melbourne	5320
Internal Audit Section, Canberra		5347
Internal Audit Section, Sydney		5770
Internal Audit Section, Melbourne		5312
Joint Services Medical Centre, Canberra		4766
Maralinga Weapons Project		5134
MA	—Master Attendant, Garden Island	4936
Naval Agent, Cairns		5207
Naval Agent, Townsville		5193
NOIC NAA	—Naval Officer-in-Charge North Australia Area	5215
NOIC PNG	—Naval Officer-in-Charge Papua-New Guinea	5231
NOIC QLD	—Naval Officer-in-Charge Queensland	5169
NOIC SA	—Naval Officer-in-Charge South Australia	5061
NOIC TAS	—Naval Officer-in-Charge Tasmania	5142
NOIC VIC	—Naval Officer-in-Charge Victoria, Victoria Barracks, Melbourne	4995
NOIC WA	—Naval Officer-in-Charge Western Australia	5096
Naval Staff Office, Brisbane		5177
Naval Staff Office, Darwin		5223
Naval Staff Office, Fremantle		5118
Naval Staff Office, Hobart		5150
Naval Staff Office, Melbourne		5010
Naval Staff Office, Port Adelaide		5088
NTS	—Naval Technical Services Branch (Annexe), Sydney	4804
PNO (C)	—Principal Naval Overseer, Cockatoo Island	4863

ANNEX A—*continued*

Unit		*Code*
Other Authorities, Etc—*continued*		
PNO (Q)	—Principal Naval Overseer, Queensland	5185
RANRL	—Royal Australian Navy Research Laboratory, Newbeach Road, Edgecliff, Sydney	4871
RANTAU	—RAN Trials and Assessing Unit, Garden Island	5746
Recruiting Staff Officer, Sydney		5258
REVY	—Royal Edward Victualling Yard Mobile Van, Pyrmont	5762
SAMR	—Superintendent of Aircraft Maintenance and Repair	5754
SASO	—Superintending Armament Store Officer, Spectacle Island, Sydney	0450
SMSO	—Superintending Machinery and Spares Officer, Bundock Street, Randwick, Sydney	0469
SNSO	—Superintending Naval Store Officer, Garden Island, Sydney	0442
SSA	—Superintendent of Supply Administration, 'Jenner', Wylde Street, Potts Point, Sydney	0493
SSO (AIR)	—Superintending Store Officer (Air), Bundock Street, Randwick, Sydney	0477
SVSO	—Superintending Victualling Store Officer, REV Yard, Pyrmont, Sydney	0485
WRE	—Weapons Research Establishment, Salisbury	5126

7. **Dockyards Store and Repair Depots; Oil Fuel Installations**

Armament and Weapon Equipment Depot, Byford		0221
Armament and Weapon Equipment Depot, Maribyrnong		0205
Bunnerong, Motor Transport Establishment		0116
Byford, Armament and Weapon Equipment Depot		0221
Cockatoo Island Dock and Engineering Company		0507
Garden Island, General Naval Store Depot		0027
Garden Island, Gunwharf and Weapon Equipment Depot		0035
Garden Island, HMA Naval Dockyard		0019
GMGID	—General Manager Garden Island Dockyard—Administrative	6009
GID	—Contractors on Dockyard Projects	6211
GID	—Contractors on HMAS HOBART	6246
GID	—Contractors on HMAS MELBOURNE	6238
GID	—Finance Division	6068
GID	—Material Planning	6173
GID	—Personnel Division	6041
GID	—Planning Division	6017
GID	—Plant Group	6157
GID	—Production Division—Administrative	6025
GID	—Production Group 1—Ship Metal	6076
GID	—Production Group 1—Ship Wood	6084
GID	—Production Group 2—Machining	6092
GID	—Production Group 2—Fitting	6106
GID	—Production Group 3—Electrical	6114
GID	—Production Group 4—Electronics—Garden Island	6122
GID	—Production Group 4—Electronics—Leichhardt	4928
GID	—Production Group 5—Weapons	6130
GID	—Production Group 6—Dock	6149

ANNEX A—*continued*

Unit	*Code*
Dockyards Store and Repair Depots; Oil Fuel Installations—*continued*	
GID —Services Group	6165
GID —Technical Services Division	6033
General Naval Store Depot, Garden Island	0027
Gunwharf and Weapon Equipment Depot, Garden Island	0035
Kingswood Magazine Depot	0140
Leichhardt Radio Store Depot	0337
Maribyrnong Armament and Weapon Equipment Depot	0205
Naval Dockyard, Garden Island	0019
Naval Dockyard, Williamstown	0175
Naval Store Depot, HMA Dockyard, Williamstown	0191
Naval Store Depot, HMA Dockyard, Garden Island	0027
Northgate House (SVSO Stationery Section)	5819
North Sydney Torpedo Depot	0159
Oil Fuel Installation, Bulimba	0264
Oil Fuel Installation, Cairns	0272
Oil Fuel Installation, Chowder Bay	0167
Oil Fuel Installation, Darwin	0299
Oil Fuel Installation, Fremantle	0248
Oil Fuel Installation, Hobart	0256
Oil Fuel Installation, Manus Island	0302
Oil Fuel Installation, Port Moresby	0310
Oil Fuel Installation, Townsville	0280
Oil Fuel Installation, HMA Dockyard, Williamstown	0213
Port Melbourne, Victualling Depot	0183
Pyrmont, Royal Edward Victualling Yard	0124
Radio Store Depot, Leichhardt	0337
Radio and Electrical Store Depot, Woolloomooloo	0094
Randwick, Air Store Depot	0043
Randwick, Machinery and Spares Depot	0051
Randwick, Medical and Dental Store	0078
Randwick, Victualling Depot	0086
SASO —Royal Australian Navy Armament Depot, Box 138, Auburn, NSW 2144	0132
Stationery Section of SVSO	5819
Victualling Depot, Port Melbourne	0183
Victualling Depot, Randwick	0086
Victualling Depot, Royal Edward Victualling Yard, Pyrmont	0124
Williamstown, HMA Naval Dockyard	0175
Woolloomooloo Radio and Electrical Store Depot	0094

8. External, Supply, Repair and Maintenance Sources

Airborne Accessories and Sales, Greenacre	8079
Bendix Corp Aust Pty Ltd, Rockdale, NSW 2216	8052
Collins Radio, Melbourne	8184
Conveyancer Fork Trucks, Zetland	8087
Dunlop Aviation Aust, Bayswater, VIC 3153	8141
Executive Air Services Pty Ltd, Essendon, VIC 3041	8109
Godfrey Engineering (Aust) Pty Ltd, Niddrie	8125
Graviner (Aust) Pty Ltd, Moorabbin	8095
Hawker De Havilland (Aviation), Bankstown	8001

ANNEX A—*continued*

Unit	*Code*
External, Supply, Repair and Maintenance Sources—*continued*	
Hawker De Havilland (Engineering), Lidcombe	8028
Lucas Rotax (Aust) Pty Ltd, Zetland	8060
NIC Instrument Coy, Marrickville, NSW 2204	8036
NIC Instrument Coy, Essendon, VIC 3041	8176
Normalair-Garrett Pty Ltd, Airport West, VIC 3040	8133
QANTAS Empire Airways Ltd, Mascot, NSW	8044
Quality Control Branch, NSW Field Office, Randwick	8192
RFD, Moorabbin	8117
Smith Industries Pty Ltd, South Melbourne, VIC 3205	8168
External Uncoded Consignee	9989

9. Sea Cadet Corps, Naval Reserve Cadet Units

ASCC ACT Divisional Headquarters	7803
ASCC NSW Divisional Headquarters	7730
ASCC NT Divisional Headquarters	7811
ASCC QLD Divisional Headquarters	7757
ASCC SA Divisional Headquarters	7773
ASCC TAS Divisional Headquarters	7765
ASCC VIC Divisional Headquarters	7749
ASCC WA Divisional Headquarters	7781
Naval Reserve Cadet HQ—In HMAS WATSON	7250
St Ives High School (NRC), Sydney, NSW	7196
Sydney Grammar School (NRC), Sydney, NSW	7226
The Scots College (NRC), Sydney, NSW	7218
TS ADELAIDE (ASCC), Adelaide, SA	7609
TS ALBATROSS (ASCC), Wollongong, NSW	7129
TS BARWON (ASCC), Geelong, VIC	7005
TS BEDFORD (ASCC), Kwinana Beach, WA	7528
TS BENDIGO (ASCC), Bendigo, VIC	7021
TS BUNDABERG (ASCC), Bundaberg, QLD	7323
TS CANBERRA (ASCC), Canberra, ACT	7706
TS CONDAMINE (ASCC), Manly, NSW	7102
TS CORAL SEA (ASCC), Townsville, QLD	7382
TS DERWENT (ASCC), Hobart, TAS	7404
TS EMU (ASCC), Burnie, TAS	7420
TS ENDEAVOUR (ASCC), Cairns, QLD	7331
TS ESPERANCE (ASCC), Dover, TAS	7455
TS FLINDERS (ASCC), Port Lincoln, SA	7617
TS GAMBIER (ASCC), Mount Gambier, SA	7625
TS GAYUNDAH (ASCC), Brisbane, QLD	7307
TS HAWKESBURY (ASCC), Gosford, NSW	7242
TS HENTY (ASCC), Portland, VIC	7064
TS LATROBE (ASCC), Yallourn, VIC	7080
TS LEVEN (ASCC), Ulverstone, TAS	7439
TS MAGNUS (ASCC), Church of England Grammar, Brisbane, QLD	7315
TS MELBOURNE (ASCC), Albert Park, VIC	7048
TS MERSEY (ASCC), Devonport, TAS	7447
TS MILDURA (ASCC), Mildura, VIC	7072
TS MORROW (ASCC), Geraldton, WA	7544
TS PALUMA (ASCC), Stafford, QLD	7374

ANNEX A—*continued*

Unit	*Code*
Sea Cadet Corps, Naval Reserve Cadet Units—*continued*	
TS PARRAMATTA (ASCC), Parramatta, NSW	7188
TS PERTH (ASCC), Fremantle, WA	7501
TS PIONEER (ASCC), Mackay, QLD	7358
TS SHROPSHIRE (ASCC), Canterbury, NSW	7153
TS SIRIUS (ASCC), Arncliffe, NSW	7161
TS SYDNEY (ASCC), Snapper Island, NSW	7110
TS TAMAR (ASCC), Launceston, TAS	7412
TS TOBRUK (ASCC), Newcastle, NSW	7145
TS TYALGUM (ASCC), Southport, QLD	7366
TS VANCOUVER (ASCC), Albany, WA	7536
TS VOYAGER (ASCC), Williamstown, VIC	7056
TS WARRAMUNGA (ASCC), Darwin, NT	7714
TS WARREGO (ASCC), Woolwich, NSW	7137

ANNEX B

Unit Identification Code—Numerical Listing

Unit Identification Codes (Source Codes) are arranged below in numerical sequence:

øø19	HMA Naval Dockyard, Garden Island
øø27	General Naval Store Depot, Garden Island
øø35	Gunwharf and Weapon Equipment Depot, Garden Island
øø43	Air Store Depot, Randwick
øø51	Machinery and Spares Depot, Randwick
øø78	Medical and Dental Store, Randwick
øø86	Victualling Depot, Randwick
øø94	Radio and Electrical Store Depot, Wolloomooloo
ø116	Motor Transport Establishment, Bunnerong
ø124	Royal Edward Victualling Yard, Pyrmont
ø132	SASO RANAD, Box 138, Auburn, NSW 2144
ø140	Magazine Depot, Kingswood
ø159	Torpedo Depot, North Sydney
ø167	Oil Fuel Installation, Chowder Bay
ø175	HMA Naval Dockyard, Williamstown
ø183	Victualling Depot, Port Melbourne
ø191	Naval Store Depot, HMA Dockyard, Williamstown
ø205	Armament and Weapon Equipment Depot, Maribyrnong
ø213	Oil Fuel Installation, HMA Dockyard, Williamstown
ø221	Armament and Weapon Equipment Depot, Byford
ø248	Oil Fuel Installation, Fremantle
ø256	Oil Fuel Installation, Hobart
ø264	Oil Fuel Installation, Bulimba
ø272	Oil Fuel Installation, Cairns
ø280	Oil Fuel Installation, Townsville
ø299	Oil Fuel Installation, Darwin
ø302	Oil Fuel Installation, Manus
ø310	Oil Fuel Installation, Port Moresby
ø337	Radio Store Depot, Leichhardt
ø442	SNSO, Garden Island, Sydney

ANNEX B—*continued*

ø450	SASO, Spectacle Island, Sydney
ø469	SMSO, Bundock Street, Randwick, Sydney
ø477	SSO (Air), Bundock Street, Randwick, Sydney
ø485	SVSO REV Yard, Pyrmont, Sydney
ø493	SSA 'JENNER', Wylde Street, Potts Point, Sydney
ø507	Cockatoo Island Dock and Engineering Co
ø515	CGCF, Miles Street, South Melbourne
1007	HMAS MELBOURNE
1015	HMAS WARREGO
1031	HMAS VENDETTA
1058	HMAS VAMPIRE
1066	HMAS DUCHESS
1074	HMAS ANZAC
1082	HMAS HOBART
1090	HMAS BRISBANE
1104	HMAS PERTH
1112	HMAS TOBRUK
1120	HMAS ARUNTA
1201	HMAS PARRAMATTA
1228	HMAS STUART
1236	HMAS YARRA
1244	HMAS DERWENT
1252	HMAS QUEENBOROUGH
1260	HMAS QUICKMATCH
1279	HMAS QUIBERON
1287	HMAS SWAN
1295	HMAS TORRENS
1406	HMAS HAWK (WATERHEN)
1414	HMAS GULL (WATERHEN)
1422	HMAS CURLEW (WATERHEN)
1430	HMAS IBIS (WATERHEN)
1449	HMAS SNIPE (WATERHEN)
1457	HMAS TEAL (WATERHEN)
1600	HMAS TRUMP (PLATYPUS)
1619	HMAS TACITURN
1627	HMAS TABARD
1635	HMAS OXLEY (PLATYPUS)
1643	HMAS OTWAY (PLATYPUS)
1651	HMAS OVENS
1678	HMAS ONSLOW
1686	HMAS VOYAGER
1694	HMAS WOOMERA
1805	HMAS SYDNEY
1813	HMAS SUPPLY
1821	HMAS MORESBY
1848	HMAS PALUMA (WATERHEN)
1856	HMAS DIAMANTINA
1864	HMAS GASCOYNE
1872	HMAS BASS
1880	HMAS BANKS
1899	HMAS KIMBLA (LONSDALE)
1902	HMAS CULGOA
1910	HMAS BARCOO

ANNEX B—*continued*

1929	HMAS SPRIGHTLY
1937	HMAS KOALA
1945	HMAS KANGAROO
1953	HMAS KARA KARA
1961	HMAS EMU
1988	HMAS CASTLEMAINE
1996	HMAS STALWART
2100	723 Squadron
2119	724 Squadron
2127	725 Squadron
2135	816 Squadron
2143	817 Squadron
2151	724 Squadron 'B' Flight
2178	816 Squadron 'B' Flight
2186	725 Squadron 'B' Flight
2194	817 Squadron 'B' Flight
2208	805 Squadron
2216	850 Squadron
2224	851 Squadron
2232	808 Squadron
2240	RAN Vietnam Helicopter Flight
2259	HMAS MELBOURNE Air Group
2267	805 Squadron 'B' Flight
2305	HMAS SAMARAI (TARANGAU)
2313	HMAS LAE (TARANGAU)
2321	HMAS MADANG
2348	HMAS LADAVA
2356	HMAS AITAPE (TARANGAU)
2364	HMAS ACUTE (CERBERUS)
2372	HMAS ADROIT (MORETON)
2380	HMAS ADVANCE (MELVILLE)
2399	HMAS ARCHER (WATERHEN)
2402	HMAS ARDENT (WATERHEN)
2410	HMAS ARROW (LONSDALE)
2429	HMAS ASSAIL (WATERHEN)
2437	HMAS ATTACK (MELVILLE)
2445	HMAS AWARE
2453	HMAS BANDOLIER
2461	HMAS BARBETTE
2488	HMAS BOMBARD
2496	HMAS BARRICADE (WATERHEN)
2518	HMAS BAYONET
2526	HMAS BUCCANEER
2534	JEPARIT
2542	BOONAROO
2984	Clearance Diving Team 1 (CDT1)
2992	Clearance Diving Team 3 (CDT3)
3018	HMAS ALBATROSS
3026	HMAS CERBERUS
3034	HMAS CRESWELL
3042	HMAS ENCOUNTER
3050	HMAS HARMAN
3069	HMAS HUON

ANNEX B—*continued*

3077	HMAS KUTTABUL
3085	HMAS KUTTABUL II
3093	HMAS LEEUWIN
3107	HMAS LONSDALE
3115	HMAS MELVILLE
3123	HMAS MORETON
3131	HMAS NIRIMBA
3158	HMAS PENGUIN
3166	HMAS PLATYPUS (Post-1964)
3174	HMAS RUSHCUTTER
3182	HMAS TARANGAU
3190	HMAS TORRENS (Pre-1964)
3204	HMAS WATERHEN
3212	HMAS WATSON
3220	Belconnen Transmitting Station
3239	NAVCOMMSTA Darwin
3247	RAN Liaison Officer, Northwest Cape
3506	HMAS CARPENTARIA
3514	HMAS WARATAH
3522	HMA London Depot
3530	SEATO Planning Staff, Bangkok
3549	Service Attache, Djakarta
3557	Service Attache, New Delhi
3565	Service Attache, Manila
3573	Service Attache, Saigon
3581	Service Attache, Tokyo
3611	Service Attache, Bangkok
3638	ALO, Korea
3646	Defence Representative, NZ
3654	RANCD, C/o RAF Seletar
3700	HMS TERROR
3719	HMAS MULL OF KINTYRE
3727	HMNZS PHILOMEL
3735	HMS TAMAR
3743	HMS TRIUMPH
3751	KD Malaya
3778	NSO COMAFV
3786	Australian Defence Liaison Officer, Singapore
4006	ACNB
4014	1NM (CNS)
4022	2NM (CNP)
4030	3NM (CNTS)
4049	4NM (C of S)
4057	Secretary
4065	FOCAF (SEA)
4073	FOCAF HQ
4081	DCNS, Navy Office, Canberra
4103	D of P
4138	DNAP, Navy Office, Canberra
4146	DNI, Navy Office, Canberra
4154	DNWS, Docker House, Mort Street, Braddon, ACT
4162	D of O
4170	D of C

ANNEX B—*continued*

4189	Hydrographer, Garden Island, Sydney
4197	CONS, Anzac West, Anzac Parade, Parkes, ACT
4200	DSS, Navy Office, Canberra
4219	DGM, Navy Office, Canberra
4227	DRNP, Anzac West, Anzac Parade, Parkes, ACT
4235	DAPO
4243	D of T
4278	D/WRANS
4286	DFWS, Navy Office, Canberra
4294	DNR, Navy Office, Canberra
4308	MDG, Victoria Barracks, Melbourne
4316	DNES, Docker House, Mort Street, Braddon, ACT
4324	DNLS
4332	DPSYCH
4340	ACDC
4359	PNA, Navy Office, Canberra
4367	PME, Navy Office, Canberra
4375	PEE, Navy Office, Canberra
4384	PE (M and S), Navy Office, Canberra
4391	ACTP, Navy Office, Canberra
4413	AOR
4421	ATIS
4448	ACMD, Navy Office, Canberra
4464	DWE, Navy Office, Canberra
4472	DMED, Navy Office, Canberra
4480	DNQA/CINO, Anzac West, Anzac Parade, Parkes, ACT
4499	DSMR, Anzac West, Anzac Parade, Parkes, ACT
4502	CA/NTS, Navy Office, Canberra
4510	DFSD, Navy Office, Canberra
4529	DNS, Albert Park Barracks, Melbourne
4537	D of V, Victoria Barracks, Melbourne
4545	DSP, Navy Office, Canberra
4553	DAS, Navy Office, Canberra
4561	DNW, Navy Office, Canberra
4588	DMD, Victoria Barracks, Melbourne
4596	FAS (E and G), Navy Office, Canberra
4618	AS (CE), Navy Office, Canberra
4626	AS (EDP), Navy Office, Canberra
4634	AS (NS), Navy Office, Canberra
4642	CEO (GS), Navy Office, Canberra
4650	DO and M, Navy Office, Canberra
4669	DPR
4677	HPB
4685	FAS (F and M), Navy Office, Canberra
4693	AS (F), Navy Office, Canberra
4707	DNA, Albert Park Barracks, Melbourne
4715	DEA, Navy Office, Canberra
4723	SEO (MAT), Navy Office, Canberra
4731	AREA SEC (EAA), Garden Island, Sydney
4758	ALO (MELB), Victoria Barracks, Melbourne
4766	Joint Services Medical Centre, Canberra
4774	Navy Office
4790	DA (M) Distributing Authority, Melbourne

ANNEX B—*continued*

4804	NTS Branch (Annexe), Sydney
4812	FOICEA Staff
4820	FOICEA
4839	C of P, Captain of the Port, Sydney
4847	CINDP, Chief Inspector NDP, Garden Island
4855	INO, Sydney
4863	Principal Naval Overseer, Cockatoo Island
4871	RANRL, Newbeach Road, Edgecliff, Sydney
4898	Director, RAN AJASS, Nowra
4901	ACAE
4928	GID—PDN Group 4—Electronics—Leichhardt
4936	Master Attendant, Garden Island
4944	Area Finance Branch, Garden Island
4952	Area Secretariat, Garden Island
4960	Civil Personnel Branch, Garden Island
4979	GOSI EAA, Garden Island
4987	GMGID, Garden Island
4995	NOIC, Victoria Barracks, Melbourne
5002	Navy Office (HMAS LONSDALE)
5010	Naval Staff Office, Melbourne
5029	GOSI, VIC
5037	Archives Branch, Melbourne
5045	Central Registry, Melbourne
5053	Greenwich House
5061	NOIC, SA
5088	Naval Staff Office, Port Adelaide
5096	NOIC, WA
5118	Naval Staff Office, Fremantle
5126	WRE, Salisbury
5134	Maralinga Weapons Project
5142	NOIC, TAS
5150	Naval Staff Office, Hobart
5169	NOIC, Queensland
5177	Naval Staff Office, Brisbane
5193	Naval Agent, Townsville
5207	Naval Agent, Cairns
5215	NOIC, NAA
5223	NSO, Darwin
5231	NOIC, NG
5258	Recruiting Staff Officer, Sydney
5266	DNSD
5274	DSAW
5282	DUW
5290	DSMP
5304	Barracks Officer, Navy Office, Fyshwick, ACT
5312	Internal Audit Section, Melbourne
5320	INO, Melbourne
5339	DSAP (Canberra)
5347	Internal Audit Section, Canberra
5355	GIEDP Centre
5509	RUN
5517	Loan—RMN
5525	Loan—USN

ANNEX B—*continued*

5533	Loan—RCN
5541	Loan—RN
5568	Loan—RNZN
5576	Exchange—USN
5584	Exchange—RCN
5592	Exchange—RN
5606	Exchange—RNZN
5614	RMN
5622	USN
5630	RCN
5649	RN
5657	RNZN
5703	DMS
5711	D of S (AIR)
5738	Controller of Supply
5746	RANTAU, RAN Trials and Assessing Unit, Garden Island
5754	SAMR
5762	Revy Pyrmont Mobile Van
5770	Internal Audit Section, Sydney
5789	CSS, Chief Superintendent of Supply, Sydney
5797	DSAP (M)
5800	Barracks Officer, Albert Park Barracks
5819	Stationery Section of SVSO, Sydney
5827	The Registry, Navy Office, Canberra
5835	SHORE
5916	A/D FSD (MELB)
6009	GMGID—Administrative
6017	GID—Planning Division
6025	GID—Production Division—Administrative
6033	GID—Technical Services Division
6041	GID—Personnel Division
6068	GID—Finance Division
6076	GID—PDN Group 1—Ship Metal
6084	GID—PDN Group 1—Ship Wood
6092	GID—PDN Group 2—Machining
6106	GID—PDN Group 2—Fitting
6114	GID—PDN Group 3—Electrical
6122	GID—PDN Group 4—Electronics—Garden Island
6130	GID—PDN Group 5—Weapons
6149	GID—PDN Group 6—Dock
6157	GID—Plant Group
6165	GID—Services Group
6173	GID—Material Planning
6211	GID—Contractors on Dockyard Projects
6238	GID—Contractors on HMAS MELBOURNE
6246	GID—Contractors on HMAS HOBART
7005	TS BARWON, Geelong, VIC ASCC Unit
7021	TS BENDIGO, Bendigo, VIC ASCC Unit
7048	TS MELBOURNE, Albert Park, VIC ASCC Unit
7056	TS VOYAGER, Williamstown, VIC ASCC Unit
7064	TS HENTY, Portland, VIC ASCC Unit
7072	TS MILDURA, Mildura, VIC ASCC Unit
7080	TS LATROBE, Yallourn, VIC ASCC Unit

ANNEX B—*continued*

7102	TS CONDAMINE, Manly, NSW ASCC Unit
7110	TS SYDNEY, Snapper Island, NSW ASCC Unit
7129	TS ALBATROSS, Wollongong, NSW ASCC Unit
7137	TS WARREGO, Woolwich, NSW ASCC Unit
7145	TS TOBRUK, Newcastle, NSW ASCC Unit
7153	TS SHROPSHIRE, Canterbury, NSW ASCC Unit
7161	TS SIRIUS, Arncliffe, NSW ASCC Unit
7188	TS PARRAMATTA, Parramatta, NSW ASCC Unit
7196	St Ives High School, Sydney, NSW NRC Unit
7218	The Scots College, Sydney, NSW NRC Unit
7226	Sydney Grammar, Sydney, NSW NRC Unit
7242	TS HAWKESBURY, ASCC Gosford, NSW
7250	Naval Reserve Cadet HQ in HMAS WATSON
7307	TS GAYUNDAH, Brisbane, QLD ASCC Unit
7315	TS MAGNUS, Brisbane, C of E Grammar ASCC Unit
7323	TS BUNDABERG, Bundaberg, QLD ASCC Unit
7331	TS ENDEAVOUR, Cairns, QLD ASCC Unit
7358	TS PIONEER, Mackay, QLD ASCC Unit
7366	TS TYALGUM, Southport, QLD ASCC Unit
7374	TS PALUMA, Stafford, QLD ASCC Unit
7382	TS CORAL SEA, Townsville, QLD ASCC Unit
7404	TS DERWENT, Hobart, TAS ASCC Unit
7412	TS TAMAR, Launceston, TAS ASCC Unit
7420	TS EMU, Burnie, TAS ASCC Unit
7439	TS LEVEN, Ulverstone, TAS ASCC Unit
7447	TS MERSEY, Devonport, TAS ASCC Unit
7455	TS ESPERANCE, Dover, TAS ASCC Unit
7501	TS PERTH, Fremantle, WA ASCC Unit
7528	TS BEDFORD, Kwinana Beach, WA ASCC Unit
7536	TS VANCOUVER, Albany, WA ASCC Unit
7544	TS MORROW, Geraldton, WA ASCC Unit
7609	TS ADELAIDE, Adelaide, SA ASCC Unit
7617	TS FLINDERS, Port Lincoln, SA ASCC Unit
7625	TS GAMBIER, Mount Gambier, SA ASCC Unit
7706	TS CANBERRA, Canberra, ACT ASCC Unit
7714	TS WARRAMUNGA, Darwin, NT ASCC Unit
7730	ASCC NSW Division Headquarters
7749	ASCC VIC Divisional Headquarters
7757	ASCC QLD Divisional Headquarters
7765	ASCC TAS Divisional Headquarters
7773	ASCC SA Divisional Headquarters
7781	ASCC WA Divisional Headquarters
7803	ASCC ACT Divisional Headquarters
7811	ASCC NT Divisional Headquarters
8001	Hawker De Havilland (Aviation), Bankstown
8028	Hawker De Havilland (Engineering), Lidcombe
8036	NIC Instrument Coy, Marrickville, NSW 2204
8044	QANTAS Empire Airways Ltd, Mascot
8052	Bendix Corp, Aust Pty Ltd, Rockdale, NSW 2216
8060	Lucas Rotax (Aust) Pty Ltd, Zetland
8079	Airborne Accessories and Sales, Greenacre
8087	Conveyancer Fork Trucks, Zetland
8095	Graviner (Aust) Pty Ltd, Moorabbin

ANNEX B—*continued*

8109	Executive Air Services Pty Ltd, Essendon
8117	RFD, Moorabbin
8125	Godfrey Engineering (Aust) Pty Ltd, Niddrie
8133	Normalair-Garrett Pty Ltd, Airport West, VIC 3040
8141	Dunlop Aviation Aust, Bayswater, VIC 3153
8168	Smith Industries Pty Ltd, South Melbourne, VIC 3205
8176	NIC Instrument Coy, Essendon, VIC 3041
8184	Collins Radio, Melbourne
8192	Quality Control Branch NSW Field Office, Randwick
9989	External Uncoded Consignee

(AS (EDP) 178/1/119)

(*Navy Orders 157 and 339 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 244/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
7 April 1969.

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

13230/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

244—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During January 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC series contained in the Annex to this order have been distributed to ships and services during January 1969.

2. Copies of amendments referred to in the Annex 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.

ANNEX

BR AMENDMENTS

Publication No	*Amendment No*
ABR 155	Change No 1
BR 862	Change No 9
BR 935 (3)	Change No 3
BR 935 (3)	Change No 4
BR 1030 (2)	Change No 3
BR 1152	Change No 9
BR 1152	Change No 10
BR 1538	Change No 17
BR 1870 (1)	Change No 11
BR 1870 (2)	Change No 11
BR 1950	Change No 17
BR 2014B	Change No 0
BR 2014B	Change No 10
BR 2062 (2)	Change No 8
BR 2297 (5C)	Change No 2
BR 2297 (5C)	Amendment No 1
BR 2297 (6A)	Change No 12
BR 2500 (5)	Change No 24
BR 2500 (5)	Change No 25
BR 2500 (5)	Change No 26
BR 2500 (5)	Change No 27
BR 2500 (5)	Change No 28
BR 3002 (1)	Change No 16
BR 3208	Change No 7
BR 3208	Change No 8
BR 3601	Change No 57
ABR 5074 Naval Stores	Class Group 0213 Change No 3
ABR 5074 Naval Stores	Class Group 0242 Change No 2
ABR 5074 Naval Stores	Class Group 0272 Change No 2
MBR 8020 CN77DP	Issue 1 dated July 1968
MBR 8020 CN78DP	Issue 1 dated July 1968
MBR 8020 CN79DP	Issue 1 dated July 1968
MBR 8020 CN80DP	Issue 1 dated July 1968
MBR 8020 CN81DP	Issue 1 dated July 1968

BR AMENDMENTS—*continued*

Publication No	*Amendment No*
MBR 8020 CN82DP	Issue 1 dated July 1968
MBR 8020 CN83DP	Issue 1 dated July 1968
MBR 8020 CN84DP	Issue 1 dated July 1968
MBR 8020 CN85DP	Issue 1 dated July 1968
MBR 8020 CN86DP	Issue 1 dated July 1968
MBR 8020 CN87DP	Issue 1 dated July 1968
MBR 8020 CN88DP	Issue 1 dated July 1968
MBR 8020 CN89DP	Issue 1 dated July 1968
MBR 8020 CN90DP	Issue 1 dated July 1968
MBR 8020 CN91DP	Issue 1 dated July 1968
MBR 8020 CN92DP	Issue 1 dated July 1968
MBR 8020 CN101DP	Issue 1 dated July 1968
MBR 8020 CN102DP	Issue 1 dated July 1968
MBR 8020 CN114DP	Issue 1 dated August 1968
MBR 8020 CN115F	Issue 1 dated August 1968
MBR 8020 CN116DP	Issue 1 dated August 1968
MBR 8020 CN117DP	Issue 1 dated August 1968
MBR 8020 CN117F	Issue 1 dated August 1968
MBR 8020 CN118DP	Issue 1 dated August 1968
MBR 8020 CN119F	Issue 1 dated August 1968
MBR 8020 CN120DP	Issue 1 dated August 1968
MBR 8020 CN121DP	Issue 1 dated August 1968
MBR 8020 CN122DP	Issue 1 dated August 1968
MBR 8020 CN123DP	Issue 1 dated August 1968
MBR 8020 CN127DP	Issue 1 dated August 1968
MBR 8020 CN131F	Issue 1 dated August 1968
MBR 8020 CN247F	Issue 1 dated August 1968
MBR 8020 CN248F	Issue 1 dated August 1968
MBR 8020 CN250F	Issue 1 dated August 1968
MBR 8020 CN251F	Issue 1 dated August 1968
MBR 8020 CN252F	Issue 1 dated August 1968
MBR 8020 CN253F	Issue 1 dated August 1968
MBR 8020 CN254F	Issue 1 dated August 1968
MBR 8020 CN297F	Issue 1 dated August 1968
MBR 8020 CN298F	Issue 1 dated August 1968
MBR 8020 CV7193-7276	Amendment No 1
MBR 8020 CV7193-7276	Amendment No 2
MBR 8020 CV7333-7334	Amendment No 2
MBR 8020 CV7371-3	Issue 1A dated June 1968
MBR 8020 CV7430	Issue 2A dated September 1967
MBR 8020 CV7431	Issue 2A dated September 1967
MBR 8020 CV7476	Amendment 4 dated March 1968
MBR 8020 CV7492	Amendment 5 dated December 1967
MBR 8020 CV7492	Amendment 6 dated December 1967
MBR 8020 CV7493	Amendment 4 dated December 1967
MBR 8020 CV7582-84	Issue 2 dated December 1967
MBR 8020 CV7582-84	Issue 2A dated March 1967
MBR 8020 CV7585-87	Issue 2 dated March 1968
MBR 8020 CV7588	Amendment 2 dated December 1967
MBR 8020 CV7588	Amendment 3 dated May 1968
MBR 8020 CV7642-3	Amendment 3 dated March 1968
MBR 8020 CV7654-58	Amendment 1 dated December 1967

BR AMENDMENTS—*continued*

Publication No	*Amendment No*
MBR 8020 CV7669-72	Amendment 2 dated September 1967
MBR 8020 CV7669-72	Amendment 3 dated May 1968
MBR 8020 CV7673-76	Amendment 2 dated September 1967
MBR 8020 CV7673-76	Amendment 3 dated May 1968
MBR 8020 CV7678-7721	Amendment 1 dated May 1968
MBR 8020 CV7748-55	Amendment 1 dated December 1967
MBR 8020 CV7762	Issue 1 dated December 1967
MBR 8020 CV7763-66	Issue 1 dated September 1967
MBR 8020 CV7763-66	Amendment 1 dated March 1968
MBR 8020 CV7763-66	Amendment 2 dated May 1968
MBR 8020 CV7767-70	Amendment 1 dated March 1968
MBR 8020 CV7767-70	Issue 1 dated September 1967
MBR 8020 CV7767-70	Amendment 2 dated May 1968

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Approach	November 1968
Components Bulletin	April 1968
Components Bulletin	June 1968
Components Bulletin	August 1968
Components Bulletin	September 1968
Electrical Design News Vol 13 No 14	25 November 1968
HMSO List of Government Publications	Issued August 1968
HMSO List of Government Publications	Issued September 1968
Personnel Practice Bulletin Vol 24 No 4	December 1968

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
AP 109A-0001-2	AL 1247-(B 747) Alt 2
AP 112G-0102-1	AL 4
AP 112G-1113-1	AL 3
AP 116G-0601-6	Errata to Supplement No 5
AP 116G-0601-6 Part 4	AL 20, Appendix 1 to AL 20, 21 and 22
AP 1182 (N) Vol 2	Leaflet AL 253-(G 57)
AP 1275A Vol 1 Section 18	AIL 1/68
AP 1275A Vol 1 Section 20	AL 132 and 133
AP 1275A Vol 1 Section 26	AL 63 and 64
AP 1275A Vol 2	Leaflet AL 255-(H 22)
AP 1275A Vol 2	Leaflet AL 253-(H 20) Alt 1
AP 1464G Vol 2 Part 1	Leaflet 116 Cancelled Leaflet AP 1464G/5 Cancelled Leaflet AP 1464G/16 Cancelled Leaflet AP 1464G/17
AP 1641H Vol 2 Part 1	Leaflet E 6
AP 1641P Vol 1 Part 2 and Vol 5	AL 95
AP 1661B Vol 1 (2nd Edition)	AL 147
AP 1661C Vol 1 (2nd Edition)	AL 111
AP 1661D Vol 1 (2nd Edition)	AL 137
AP 1661E Vol 1 (2nd Edition)	AL 167

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AP 1661F Vol 1	AIL 4/68
AP 1664A Vol 1 Book 1	AL 78
AP 1664A (2nd Edition) Vol 1 Book 2	AL 60
AP 1803F Vol 1 Book 1	AL 68
AP 1803R Vol 1	AL 87
AP 1803S Vol 1 Book 2	AL 80 and 81
AP 2554E Vol 2	Leaflet AL 27-(A 3)
AP 2876E Vol 2	Leaflet AL 28-(B 19) Alt 1
AP 4303E Vol 1	AL 91 and 93
AP 4343 Vol 1	AL 219
AP 4343B Vol 6	Corrigendum 1/68
AP 4343D Vol 1 Book 5	AIL 1/68
AP 4343D Vol 6 Book 5	AIL 1/68
AP 4343E Vol 5 Part 6 (N) Issue 1	AL 8
AP 4515E Vol 3 (1st Edition)	AL 18
AP 4677A and B Vol 2	Leaflet AL 36-(B 27) Leaflet AL 34-(B 26)
AP (RAN) 8 Vol 5 Book 2	AL 65
AP (RAN) 9A Vol 3 Part 1	AL 10
AP (RAN) 9A Vol 6 Part 4A	AL 38, AIL/8 and 9
AP (RAN) 9B Vol 6 Part 1	AL 7, AIL/2
AP (RAN) 9AB Vol 2	AL 4, T/Letters No 67, 68 69, 70 and 71
AP (RAN) 9AB Vol 6 Parts 2B and 4B	AL 20 and 21
AP (RAN) 11 Vol 1	AL 2 (with Temp Rev 21 attached)
AP (RAN) 11 Vol 2	AL 8
AP (RAN) 14 Vol 5	AL 1
AP (RAN) 19 Vol 2 Book 1	AL 37
AP (RAN) 42 Vol 1	AL 2
AP (RAN) 45 Vols 1 and 6	AL (RAN) 2
AP (RAN) 100 Vol 2 Part 7	AL 13
AP (RAN) 100 Vol 2 Part 8	AL 14, 15, 19 and 21
AP (RAN) 100 Vol 2 Part 10	AL 10, 11 and 12
AP (RAN) 100 Vol 2 Part 11	AL 11
AP (RAN) 102 Issue 2	AL 30
AP (RAN) 500 Vol 2 Part 1	AL 28, 29 and 31
AP (RAN) 500 Vol 2 Part 2	AL 28
AP (RAN) 502 Vol 5 Parts 1, 2 and 3	AL 3
AP (RAN) 503 Vol 1	AL 1
AP (RAN) 600 Vol 2 Part 1	AL 15 and 16
AP (RAN) 600 Vol 2 Part 3	AL 10
AP (RAN) 603 Vol 1	AL 1
Air Navigation Orders	AL 67
Retrospective Mod Booklet Book 1	AL 16
Retrospective Mod Booklet Book 2	AL 11
Retrospective Mod Booklet Book 3	AL 11
Retrospective Mod Booklet Book 4	AL 11
AAP 2 Appendix 18 (2nd Edition)	AL 17 and 18
AAP 2 GCC T of C (18th Edition)	AL 103 and 104
AAP 2 GCC F 14A (16th Edition)	AL 14
AAP 2 GCC F 14C (10th Edition)	AL 18
AAP 2 GCC 4010 (7th Edition)	AL 19
AAP 2 GCC 4510 (5th Edition)	AL 13

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AAP 2 GCC 5305 (8th Edition)	AL 29
AAP 2 GCC 5670 (5th Edition)	AL 6
AAP 2 GCC 5820 (9th Edition)	AL 21
AAP 2 GCC 5825 (9th Edition)	AL 19
AAP 2 GCC 5826 (9th Edition)	AL 23
AAP 2 GCC 5840 (10th Edition)	AL 21
AAP 2 GCC 5895 (8th Edition)	AL 16
AAP 2 GCC 5905 (9th Edition)	AL 27 and 28
AAP 2 GCC 5920 (11th Edition)	AL 13
AAP 2 GCC 5930 (11th Edition)	AL 23 and 24
AAP 2 GCC 5940 (9th Edition)	AL 17
AAP 2 GCC 5945 (10th Edition)	AL 17
AAP 2 GCC 5950 (9th Edition)	AL 18 and 19
AAP 2 GCC 5955 (9th Edition)	AL 25
AAP 2 GCC 5960 (8th Edition)	AL 47
AAP 2 GCC 5961 (4th Edition)	AL 10 and 11
AAP 2 GCC 5965 (10th Edition)	AL 17
AAP 2 GCC 5970 (9th Edition)	AL 18
AAP 2 GCC 5977 (11th Edition)	AL 13
AAP 2 GCC 5985 (11th Edition)	AL 18
AAP 2 GCC 5990 (9th Edition)	AL 18
AAP 2 GCC 5995 (10th Edition)	AL 17
AAP 2 GCC 6135 (9th Edition)	AL 12
AAP 2 GCC 6340 (11th Edition)	AL 15
AAP 2 GCC 6940 (8th Edition)	AL 15
AAP 2 GCC 8120 (10th Edition)	AL 16
AAP 897	AL 34
AAP 702-1 Book 1 Part 1	AL 208
AAP 711-16 Vol 2 Part 2	AL (RAN) 2
AAP 721-2 Vol 2 Part 2	AL 100
AAP 731-65 Vol 2 Part 1	AL 50
AAP 733-21 Vol 1	AL 51
AAP 751-0 Vol 2 Parts 1 and 2	AL 54
AAP 751-31 Vols 1 and 6	AL 17
NAO1-40AVC-2-2 (0701-090-2282)	Change Notice 1.9.68
NAO1-40AVD-2-4 (0701-090-4061)	AL (RAN) 1
NAO1-40AVD-4-1 (0701-090-4161)	Interim Change No 2, 18.7.68 Interim Change No 3, 5.8.68
NAO1-40AVD-4-6 (0701-090-4211)	Interim Man Change No 3, 5.8.68 Interim Man Change No 4, 30.8.68
NAO1-40AVD-4-8 (0701-090-4231)	Interim Man Change No 4, 30.8.68
NAO1-40AVE-2-9 (0701-090-4740)	AL (RAN) 1
NWO1-85SAD-2-6 (0701-180-1491)	AL (RAN) 1
NAO1-85SAD-2-8 (0701-180-1520)	AL (RAN) 1
NAO1-85SAD-2-11 (0701-180-1570)	AL (RAN) 1
NAO1-85SAD-4-1 (0701-180-5180)	AL (RAN) 1
NAO1-85SAD-4-2 (0701-180-5190)	AL (RAN) 1
NAO1-85SAD-4-4 (0701-180-5210)	AL (RAN) 1
NAO1-85SAD-4-8 (0701-180-5250)	AL (RAN) 1
NAO2A-35GN-504 (0702-080-0130)	Revision Notice 1.7.68
NAO3-11OAD-23 (0703-230-3410)	AL (RAN) 1
NA16-30APN 97-3 (0716-070-3470)	AL (RAN) 2

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
NAVORD OP 2213 (1st Rev)	Change No 17, 1.8.68
MWO55-1520-211-30/35	Change No 3, 16.5.68
TM55-1520-210-35P-2	Change No 1, 14.5.68
TM55-1520-210-35P-4	Change No 1, 29.5.68

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ANOs 245-257/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 April 1969.

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

By direction of the Naval Board,

L. Kandau.

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

13792/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

245 RAN School of Underwater Medicine—Functions and Courses of Instruction.

SECTION 2—PERSONNEL

246 Pulmonary Barotrauma—Divers.

247 Travel Overseas—Visa Requirement.

SECTION 3—OPERATIONAL AND TRAINING

248 Training—4.5in Mark 6 Series—Turret Drill.

SECTION 4—EQUIPMENT, STORES AND SERVICING

249 Alteration and Addition Item—HMAS DIAMANTINA.

250 Alteration and Addition Item—HMA Ships VAMPIRE, VENDETTA and QUEENBOROUGH.

251 Diving—High Pressure Cylinders—Aluminium Alloy—Extension of Proof Test and Revised Painting Instructions.

252 Guided Weapons—Ohmmeter Safety, Battery Powered N4 Mark 1—Introduction.

253 Guns OQF 40/60—Maintenance of Barrels and Chambers.

254 Weapon Systems—Return of Test Equipment.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

255 Dispatch of Mail to NOIC PNG, CO HMAS TARANGAU and Attached Patrol Boats.

256 Wrapping of Parcels—Procedure.

SECTION 6—ESTABLISHMENTS

257 Fire Precautions—Electrical Fires in Establishments.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

245—RAN School of Underwater Medicine—Functions and Courses of Instruction

1. The RAN School of Underwater Medicine is established at HMAS PENGUIN to advise on medical matters pertaining to diving and submarines and to fulfil an instructional role in the principles and practice of medicine as applied to the special requirements of diving and submarines. The School is also to conduct research into the medical aspects of diving and the effects of underwater environment on the naval diver.

2. The School has the following instructional functions:

a. To give lectures and demonstrations to officers and sailors undertaking diving courses at HMAS PENGUIN. Such lectures and demonstrations form an integral part of the diving courses and cover:

(1) Basic anatomy and physiology (as related to body systems affected by diving).

(2) The symptoms and signs, prevention and treatment of underwater accidents.

(3) The techniques of mouth-to-mouth resuscitation and external cardiac massage as used in the resuscitation of the apparently drowned.

b. To provide an acquaintance course of two weeks duration in Underwater Medicine for Medical Officers, covering the following:

(1) Instruction in the diagnosis and treatment of common ailments of divers (such as aural barotrauma).

(2) Instruction in the medical management of uncomplicated diving accidents.

(3) Discussions and lectures on the major branches of Underwater Medicine.

(4) Practical diving.

(5) A four week course, on request, for a more detailed expose of these topics.

c. To provide a six months course for sailors of the Sick Berth Branch to qualify for the specialist qualifications in Underwater Medicine. Details of this course are contained in ABR 27 Chapter 18 Article 1829.

d. To provide an acquaintance course in Underwater Medicine of three days duration for Captains and Executive Officers of ships and establishments. The aim of this course is to outline the major medical problems and the hazards of diving.

Investigations

3. a. The School is to be consulted on the investigation of the medical aspects of diving accidents and is to conduct investigations into those aspects of diving courses such as trainee selection, failure rates, safety and physical fitness, which have a medical bias.

b. The investigation and testing of diving and ancillary equipment from the point of view of physiological acceptability, is to be referred to the School.

4. The research role of the School is carried out under three main categories:

a. Research into the prevention and treatment of the common ailments of divers, which result in trainees failing diving courses.

b. Laboratory research, in which medical knowledge and laboratory techniques are applied to the solution of Underwater Medical problems as they affect the Naval Service. Such problems include oxygen toxity, nitrogen narcosis, carbon dioxide intoxication, decompression sickness and the physiological, pathological and psychological changes that do or can occur when a diver enters the underwater environment.

c. Field work such as the conduct of dangerous marine life surveys in co-operation with civil authorities. At present work under this heading is limited to the recording and collating of data.

Co-operation with the Diving School and the Submarine Establishment

5. The School of Underwater Medicine is to work in close co-operation with Diving School and Submarine Establishment and to advise on medical matters relating to diving and submarines when requested to do so by these establishments. Submarine suitability tests are conducted at the school when required by the Naval Board. In these tests volunteers for submarines are medically examined, interviewed by a naval psychologist and dived to 100ft in the recompression chamber.

Treatment of Civilians with High Pressure Oxygen

6. Until such time as the large metropolitan hospitals in the Sydney area become equipped with hyperbaric oxygen units, the School is authorised to provide emergency treatment in the form of hyperbaric oxygen in the recompression chamber for civilians suffering from serious conditions, such as carbon monoxide poisoning, which may benefit from this form of treatment.

Correspondence

7. The Officer-in-Charge, School of Underwater Medicine, is authorised to correspond as follows:

a. Directly with the Medical Director-General on medical and scientific matters. In addition he has authority to visit and correspond with academic staff of University Departments, scientific, medical and para-medical organisations to obtain expert advice in a given research project. All such contacts are to be reported to the Medical Director-General.

b. Directly with the Officer-in-Charge, School of Aviation Medicine, on scientific problems.

c. With those authorities listed in item (f), Appendix 52A of RI, for the exchange of professional and technical information.

8. The Command Medical Officer, East Australia Area, is to be kept informed of the activities of the School of Underwater Medicine.

Staffing and Equipment

9. The Officer-in-Charge, School of Underwater Medicine, is to make recommendations with regard to staffing and equipment requirements through the Officer-in-Charge, Diving School, to the Captain, HMAS PENGUIN, copy to the Medical Officer-in-Charge, RAN Hospital, HMAS PENGUIN, as necessary.

(MDG 1426/51/384)

Section 2

PERSONNEL

UNCLASSIFIED

246—Pulmonary Barotrauma—Divers

1. All divers who develop pulmonary barotrauma, or its consequences (pneumothorax, surgical emphysema or air embolism) are to be declared medically unfit for diving.

2. When the patients clinical condition permits he is to be transferred to the RAN Hospital, HMAS PENGUIN, and respiratory studies are to be arranged by the School of Underwater Medicine.

3. On completion of investigations the member is to be brought before a medical board of survey to determine his future medical fitness for diving. Where possible the Officer-in-Charge, School of Underwater Medicine, is to be a member of the medical board.

4. ABR 1991 and ABR 155 will be amended.

(MDG 327/53/174)

UNCLASSIFIED

247—Travel Overseas—Visa Requirement

1. Several cases have occurred recently where service personnel have arrived in Bangkok without visas for Thailand.

2. All members travelling overseas, on duty or on leave, in circumstances which require the use of a passport are to ensure that any necessary visas are obtained prior to departure for the countries to be visited. RI Article 1734 (6) is relevant.

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

(HPB 63/3/96)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

248—Training—4.5in Mark 6 Series—Turret Drill

1. 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 4.5in turrets.

2. Drill as detailed below is to be carried out in future.

3. Drill books will be amended in due course.

Equipment Required

4. 4.5in 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.

Personnel

5. 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 atached 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 numbers 2 and 3 and controls the drill.

7. Hoists are loaded and kept supplied, gunbay crew operating clear hoist levers for the last four rounds.

8. At the order 'Salvoes' 2 and 3 load as normal, Number 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.

10. Navy Order 206 of 1966 is hereby cancelled.

(DWE 736/259/52)

(*Navy Order 206 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

249—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 650 (Ex TDL 'BWA').

a. *Item:* 'To fit a heavy duty bathythermograph winch at "X" deck level as indicated on Navy Office Sketch No. 165/841.'

b. No weight compensation is required for the item.

c. *Reference:* HMAS DIAMANTINAs Form AS1182 (TG103), TDL 'BWA', dated 4 September 1968, forwarded under cover of NOIC WA Memorandum 56/8/33, dated 24 September 1968.

(CNTS 1224/56/214)

RESTRICTED

250—Alteration and Addition Item—HMA Ships VAMPIRE, VENDETTA and QUEENBOROUGH

The following Alteration and Addition Item is approved to be carried out in the undermentioned ships:

Type 12 Destroyer Escorts—Item No 385 (Ex TDL 'NFFH').
HMA Ships VAMPIRE and VENDETTA—Item No 160 (Ex TDL 'NDCP').
HMAS QUEENBOROUGH—Item No 621 (Ex TDL 'NQBJ').

a. *Item:* 'To remove 10V and 60V batteries, mounting arrangements and associated cabling from charging and distribution panel. Weight surrender to be reported to Navy Office.'

b. The item will result in an estimated weight saving of 400 lb.

(CNTS 1224/251/687)

UNCLASSIFIED

251—Diving—High Pressure Cylinders—Aluminium Alloy—Extension of Proof Test and Revised Painting Instructions

Navy Order 849 of 1968 is to be amended as follows:

Under heading **Paragraph 2a:**

Amend 'SVSO' *to read* 'SNSO'.

(DSAP 400/1/237)

(*Navy Order 849 of 1968*)

RESTRICTED

252—Guided Weapons—Ohmmeter Safety, Battery Powered N4 Mark 1—Introduction

Navy Order 806 of 1968 is to be amended as follows:

Paragraph 9:

Under Heading Accounting—Second sentence:

Amend to read 'Demands should be placed on the Superintending Armament Supply Officer, RAN Armament Depot, Kingswood, NSW'.

(DAS 740/52/311)

(*Navy Order 806 of 1968*)

UNCLASSIFIED

253—Guns OQF 40/60—Maintenance of Barrels and Chambers

1. A recent inspection of 40/60 guns has shown that the standard of care and preservation of the gun barrel and chamber leaves much to be desired. This inevitably leads to corrosion and pitting of the metal and condemnation of the barrel.

2. The attention of all concerned is to be drawn to the necessity for the conscientious and thoughtful carrying out of maintenance, using the correct equipment and materials provided as specified in the PM Schedules, BR 292 Chapter 32 Paragraph 28, and Navy Order 145 of 1967.

3. Action is in hand to find a better preservative and lubricant than that at present in use in view of the unfavourable environmental conditions for many of these guns.

(DWE 1234/51/112)

(*Navy Order 145 of 1967*)

UNCLASSIFIED

254—Weapon Systems—Return of Test Equipment

(*DCI (RN) 692/1967*)

1. Pen recorders and dummy directors used for testing and turning weapon systems are being returned to store deficient of one or more of the associated cable assemblies.

2. In future these items are to be returned as complete sets of equipment as follows:

a. Duplex Quick Response Recorder Type QU/RD5 (Mark 1) complete with Amplifier PA10H and the following cable assemblies (Wep Ref No 88522-501-644):

CZ61246	1 in No (WR No 88522-500-938)
CZ61248	1 in No (WR No 88522-500-939)
X6858C	1 in No (WR No 88522-501-411)
CZ61247	1 in No (WR No 88522-501-410)

b. Duplex Quick Response Recorder Type QU/RD15D (Mark 2) complete with Amplifier PA10HA and the following cable assemblies (Wep Ref No 88522-501-645):

X7029	1 in No (WR No 88522-501-423)
X7030	2 in No (WR No 88522-501-424)
X7031	1 in No (WR No 88522-501-425)
CZ61247	1 in No (WR No 88522-501-410)
X6858C	1 in No (WR No 88522-501-411)

c. Duplex Quick Response Recorder Type QU/CRD4 (Mark 3) complete with Amplifier PA10HA and the following cable assemblies (Wep Ref No 88522-501-646):

X6858C	1 in No (WR No 88522-501-411)
X7029	1 in No (WR No 88522-501-423)
X7030	2 in No (WR No 88522-501-424)
X7031	1 in No (WR No 88522-501-425)
CZ61247	1 in No (WR No 88522-501-410)
X7622	1 in No (WR No 88522-501-564)

d. Duplex Quick Response Recorder Type QU/CRD (Mark 3 Mod 1) complete with Amplifier PA10HA and the following cable assemblies (Wep Ref No 88522-501-647):

X6858C	1 in No (WR No 88522-501-411)
X7029	1 in No (WR No 88522-501-423)
X7030	2 in No (WR No 88522-501-424)
X7031	1 in No (WR No 88522-501-425)
CZ61247	1 in No (WR No 88522-501-410)
X7622	1 in No (WR No 88522-501-564)

e. Dummy Director Mark 2P complete with Cable Assembly CZ63027* (WR No 88520-501-636).

f. Dummy Director Mark 2PM complete with Cable Assembly CZ63027* (WR No 88520-501-638).

g. Dummy Director Mark 2PF complete with Cable Assembly CZ63027* (WR No 88520-501-637).

h. Dummy Director Mark 4PHS complete with Cable Assembly CZ63027* (WR No 88520-501-640).

i. Dummy Director Mark 4 Mod 1 complete with Cable Assembly CZ63027* (WR No 88520-501-640).

* *Note:* Cable Assembly CZ63027 WR No 88522-501-412.

3. The following are alternative cable assemblies for supply:

CZ61248 or CZ24171
X6858C or CZ61245

4. Since the cable assemblies are permanent stores, Stores Demands, etc, for replacement of missing or defective items are to be endorsed in the remarks box 'To replace items lost/repaired. *See* SA116/SX27/28 Regd No.....'.

(DAS 736/251/49)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

255—Dispatch of Mail to NOIC PNG, CO HMAS TARANGAU and Attached Patrol Boats

1. With reference to Navy Order 810 of 1968, delays in receipt of mail at HMAS TARANGAU have also occurred because envelopes have not been marked 'Air Mail' and/or did not bear sufficient postage for airmail. Pay account cards in particular have been delayed.

2. Ships and establishments should ensure that all correspondence for NOIC PNG, CO HMAS TARANGAU, and Attached Patrol Boats is dispatched 'Air Mail' with the appropriate postage and marking.

(CEO (GS) 68/1/36)

(*Navy Order 810 of 1968*)

UNCLASSIFIED

256—Wrapping of Parcels—Procedure

1. 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. All parcels intended for dispatch through the post are to be wrapped in accordance with the following procedure:

a. *Wrapping of Parcels Containing Unclassified Material—Procedure*

(1) The books, papers, pamphlets or other items are to be first stacked into a suitable single bundle, depending on the items.

(2) The bundle is to be tied with medium string (Cat No 4020-66-011-9643), in order to retain the shape.

(3) Corrugated cardboard (Cat No 0462/4648, supplied in rolls 42in 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 2in 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).

(4) On larger parcels, the corrugated cardboard should also be tied with medium string (Cat No 4020-66-011-9643).

(5) 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 2in wide gummed paper tape (Cat No 0462/4630).

(6) The parcel is then to be securely tied with heavy string (Cat No 4020-66-012-1538).

(7) A typed address slip is then to be glued to the parcel.

b. *Wrapping Parcels Containing Classified Material—Procedure*

(1) Procedures (1) to (6) above are to be observed including the attachment of an address slip. The ends and joins should not, however, be sealed wih gummed tape.

(2) The parcel is to be security sealed and the security classification endorsed thereon.

(3) 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 joints being sealed with 2in wide gummed paper tape and securely tied with heavy string (Cat No 4020-66-012-1538).

(4) 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 218 and 373 of 1966 are hereby cancelled.

(CEO (GS) 68/201/19)

(*Navy Orders 218 and 373 of 1966*)

Section 6
ESTABLISHMENTS

UNCLASSIFIED

257—Fire Precautions—Electrical Fires in Establishments

1. 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 250 of 1966 is hereby cancelled.

(DNW 1446/1/15)

(*Navy Order 250 of 1966*)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

~~Registrar~~
D
Historian

RESTRICTED

ANOs 258-271/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
23 April 1969.

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

14005/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

258 Motor Transport—Registration and Identification of Commonwealth Owned Vehicles.

259 Visit of Schoolboys to the Fleet and Establishments.

SECTION 2—PERSONNEL

260 Industrial Safety—Safety Helmets.

261 Naval Allotments—EDP—Lost Cheques.

262 Recommendations for Submarine Command.

263 Seasickness—Medical Treatment, Posting and Disposal of Chronic Sufferers.

264 Submarine Officers Qualified to Command—Designation.

SECTION 4—EQUIPMENT, STORES AND SERVICING

265 Alteration and Addition Item—HMAS KIMBLA.

266 Alteration and Addition Item—HMAS MELBOURNE.

267 Alteration and Addition Item—HMAS VENDETTA.

268 Alteration and Addition Item—Type 12 DEs.

269 Alteration and Addition Item—Type 12 DEs.

270 Safety—Heavy Jackstay Transfers.

SECTION 6—ESTABLISHMENTS

271 Water Supply to Residences and Quarters.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

258—Motor Transport—Registration and Identification of Commonwealth Owned Vehicles

1. The Commonwealth Vehicle Registry has revised the format of the 'Application for Registration' Form (TS4/1) and, in addition has introduced a new form, 'Notification of Change', Form (TS4/2), which is to be used to notify disposals, transfers, engine changes and loss or damage of number plates. Stocks of the new forms may be obtained from the Registrar of Commonwealth Motor Vehicles, Department of the Interior, Canberra.

2. One of the reasons for the introduction of these forms is to enable the Bureau of Census and Statistics to code vehicle details direct from the forms to their magnetic tape file. Since the computer will not accept any forms which contain punctuation, dashes, obliques or similar symbols, letters or numbers only are to be entered.

3. General and detailed instructions as to the revised procedures necessitated by the above changes are laid down in the Annex to this order.

4. ABR 5013, Motor Transport Instructions, will be amended in due course.

5. Navy Order 704 of 1968 is hereby cancelled.

ANNEX

Number Plates

1. The current prefix for motor vehicles held by the Department of the Navy is ZN; for trailers ZT; for motor cycles and scooters ZD.

2. All Commonwealth owned motor vehicles are to be fitted with Commonwealth registration plates in accordance with Treasury Direction 32/17 unless otherwise directed. Registration plates other than those issued by the Registry (*see* Paragraph 5, below) are never to be attached to any vehicle and number plates are not to be transferred from one vehicle to another.

Responsible Officers

3. Administrative Authorities are to forward the names, designation and specimen signatures of Responsible Officers who are authorised to sign 'Application for Registration' and 'Notification of Change' forms, to the Registrar of Commonwealth Motor Vehicles.

Vehicle Checks

4. These will be carried out on dates notified in advance in order to reconcile the Commonwealth Motor Vehicle Registrys records with actual holdings.

Procedures

5. a. *Application for Registration* is to be made on Form TS4/1 in quintuplicate and forwarded, under a brief covering memorandum, to:

The Registrar of Commonwealth Motor Vehicles,
Department of the Interior,
CANBERRA 2600.

Each form is to contain:

(1) the two identifying letters in accordance with Paragraph 1, above,

(2) correct engine number and full particulars of the vehicle,

(3) signature of the Responsible Officer, and

(4) signature of a competent officer certifying the vehicles roadworthiness.

Note: Do not separate the original and copies of the forms.

b. *On Receipt of Application* the Registry will allot the registration number and forward the required plates together with three copies of the Registration Certificate, one copy of which is then to be forwarded to Director of Supply Administration and Planning, Melbourne.

De-registration of Vehicles

6. When a vehicle is sold, scrapped or otherwise disposed of, the following action is to be taken:

Notification of Change Form	*Registration Certificate*	*Number Plates*
a. Part 1 and relevant portion of Part 2 to be completed. Engine and registration plate numbers essential. b. Two copies to be forwarded to Registry and one to DSAP (M)	Remove all copies from active departmental records and retain for two years.	Remove from vehicle before disposal and return to Registry for destruction.

Transfer of Vehicles

7. a. *Transfer from one State to Another, Within the Department*

Notification of Change Form	*Registration Certificate*	*Number Plates*
As for de-registration. Action to be taken by Administrative Authority of the State from which vehicle is transferred.	All copies to be endorsed with name of new holder and forwarded to same.	Remain attached to the vehicle.

b. *Transfer from one Department to Another*

When a vehicle is transferred from one department to another it is to be de-registered by the former owner department as under and re-registered by the new.

Notification of Change Form	*Registration Certificate*	*Number Plates*
(1) Former owner department is to complete Part 1 and relevant portion of Part 2. (2) Two copies to be forwarded to Registry, one to new owner department and one to DSAP (M).	Action by former owner Department as for de-registration. New owner Department is to apply for registration on Form TS4/1, making reference to previous number plates carried by the vehicle.	Action by former owner Department as for de-registration. (Unless transfer is between two departments using ZDA, ZDB, ZD, ZTA, ZTB plates remain attached to the vehicle.)

Lost, Stolen or Damaged Number Plates

8. If a vehicle and/or plates has been stolen, the matter is to be reported to both Local and Commonwealth Police as well to to the Registry and DSAP (M). The loss of a number plate is to be reported to the Local Police.

Notification of Change Form	*Registration Certificate*	*Number Plates*
a. Complete Parts 1 and 3 if one or both plates have been lost, stolen or damaged and require replacement. b. Two copies to Registry, one to DSAP (M).	On receipt of new plate number, amend all copies of Registration Certificate immediately.	Return former plate(s) to Registry for destruction.

Note: If a vehicle is being de-registered and one or both plates have been lost, Parts 1, 2 and 3 of Form TS4/2 must be completed.

Change of Vehicle Particulars

9. The 'Notification of Change' form is to be used if there has been any change in vehicle detail, eg, engine change, modification of vehicle, or any details in the Registration Certificate found to be incorrect.

Notification of Change Form	*Registration Certificate*	*Number Plates*
a. Complete Part 1 and record in Part 4 the changed or corrected vehicle details only. (*Note:* in case of engine change, show old Engine No in Part 1 and the new in Part 4. Show also new HP if applicable). b. Two copies to Registry, one to DSAP (M).	Amend all copies to show new or corrected details.	No action, unless changed details alter requisite type of number plates in which case new plates should be requested by memorandum and old plates returned to Registry.

(DSAP 459/53/235)

(Navy Order 704 of 1968)

UNCLASSIFIED

259—Visit of Schoolboys to the Fleet and Establishments

1. Limited financial provision is available under Division 634/0/15 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 days return journey by rail or bus and is limited to:

a. reimbursement where necessary of the return rail fares for each member of the party or where rail travel is not practical or convenient, the cost of hire of a bus for the conveyance of the party to the ship or establishment and return to the school; and

b. provision of a casual meal or light refreshment where practicable.

3. Captains or authorities who wish to arrange such visits should inform the Naval Board by letter or signal quoting this order and giving the following particulars:

a. Name and location of school;

b. approximate size of party;

c. name of ship and port, or establishment to be visited;

d. method of travel and, if applicable, estimated cost of hire of bus;

e. casual meals or refreshments likely to be required; and

f. dates, including alternatives, on which visit is desired.

4. Provisions issued are to be recorded on Form SX100-1/SX100-2 and entered on Form SA272—Ledger Sheet, as 'other issues'.

5. Navy Order 231 of 1966 is hereby cancelled.

(HPB 42/222/215)

(*Navy Order 231 of 1966*)

Section 2

PERSONNEL

UNCLASSIFIED

260—Industrial Safety—Safety Helmets

1. Safety measures now in force in HMA dockyards require employees to wear safety helmets in certain dock areas, and safety spectacles in certain workshops.

2. Commanding Officers are to ensure that the relevant dockyard instructions are brought to the attention of their ships companies, and that uniformed personnel comply with them.

3. Safety spectacles will be available from the shop foremen of designated workshops, and dockyards will hold stocks of safety helmets for issue to ships which are in dockyard hands for refit or docking.

(CONS 177/1/119)

UNCLASSIFIED

261—Naval Allotments—EDP—Lost Cheques

1. In connection with the payment of allotments by cheque, arangements have been made with the Department of the Treasury, Canberra, for the fortnightly cheques to be dispatched on the Monday preceding the Naval Allotment pay-day. Cheques will not be negotiable before the pay-day.

2. In cases where allottees lose cheques after receipt or do not receive them due to postal breakdowns it may be necessary to issue duplicate cheques. In this regard the following arrangements have been made with the Department of the Treasury, Canberra:

a. On receipt of advice of non-receipt or loss of a cheque the Treasury will issue a stop payment notice on the original cheque.

b. A duplicate cheque will be issued by the Treasury five working days after the stop payment notice has been issued.

3. Personnel with allotments payable by cheque should be instructed to inform their allottees that should a cheque be not received or become lost, advice of the circumstances should be immediately forwarded to the Authorising Officer, Department of the Treasury, Canberra, ACT, quoting the personal number and name of the member, the name and address of the allottee and the amount of the cheque.

4. Similarly should the original cheque be located or received after advice of loss or non-receipt has been forwarded to Treasury immediate advice should be forwarded to the Authorising Officer, Department of Treasury, Canberra, as the original cheque is not negotiable whilst the stop payment notice applies.

5. The Department of Treasury is solely responsible for all necessary action for the replacement of lost or missing cheques. Any letters from allottees regarding these matters should not be forwarded to the Director of Navy Accounts but should be addressed to the Department of Treasury, Canberra 2600.

6. Attention of personnel is again drawn to the facilities of payment of allotments in respect of dependants to bank accounts.

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

(DNA 271/53/51)

RESTRICTED

262—Recommendations for Submarine Command

1. Reports are to be rendered on the following officers:

a. All seaman officers (SM) of and above five years seniority as lieutenant;

b. All executive officers of submarines not included in a.;

c. Any seaman officers (SM) of over four years seniority as lieutenant who are not covered by a. or b. but who are regarded as either:

(1) likely to be capable of early command; or

(2) unlikely ever to be recommended for command; and

d. RN seamen (SM) officers as required by SGM 1502.

2. Reports are to be rendered on 1 March, 1 July and 1 November annually and are to be forwarded as follows:

a. *Submarines in UK Waters*

The reports, in duplicate, are to be forwarded to the Flag Officer Submarines through the Squadron Commander concerned. FOSM will forward one copy to ANRUK for onward transmission to the Navy Office.

b. *By All Other Submarines*

The reports, in duplicate, are to be forwarded through the Squadron Commander to FOCAF who is to forward one copy to the Navy Office. The latter is to be addressed to Secretary, Department of the Navy (for Director of Appointments and Postings (Officers)). Navy Office will forward copies of reports to FOSM when appropriate.

c. In addition to the manuscript report FOCAF is to signal reports to ACNB, info FOSM, giving the category of recommend, eg, XI, Y2, classified RESTRICTED, STAFF-IN-CONFIDENCE.

Instructions for Reporting Officers

3. The format to be used is shown in the Annex to this order.

4. The spirit of the instructions for the compilation of Forms AS206 should be followed in making recommendations for submarine command. The greatest care is required when assessing the general qualities of candidates for command and, in particular, every suitable opportunity should be taken to judge the officers aptitude for handling the submarine submerged.

5. Numerical assessments in Section II representing the Captains opinion of the merit of an officer are to be made carefully from the following scale related to the attributes described in Paragraph 6 below:

9 Absolutely outstanding
8 Exceptional
7 Very Good indeed
6 Above average
5 Average or normal
4, 3 Satisfactory but with some shortcomings
2 Unsatisfactory
1 Quite inadequate
IK Insufficient knowledge

6. The attributes on which specific reports are required are shown in the following table:

Power of Command	..	The officers ability to direct others under normal and adverse conditions.
Periscope Ability	..	Accuracy of periscope estimations. Alertness. Correct and quick periscope drill. Early appreciation of target alterations.
Tactical Appreciation	..	Ability to use information and natural conditions to submarines advantage. Ability to assess the oppositions probable action or reaction.
Ship Handling	..	Ability to manoeuvre ship on surface and dived. Appreciation of the effect of natural conditions.
Ability as PCO	..	Appreciation of the overall attack problem. Ability to direct the attack team. Understanding of attack plots and instruments.
Ability as OOW	..	Reaction to situations both surfaced and dived, particularly at close quarters. Ability to deal with information and emergencies.
Ability as OOD	..	Ability to run ships routine in harbour and deal with emergencies.
Technical Knowledge	..	The extent of technical knowledge acquired of a shipwide nature. Ability in understanding technical problems.
Administrative Ability	..	Organising skill and proper delegation. Power of expression orally and on paper.
Sense of Responsibility	..	The degree of responsibility which the officer exercises in the conduct of his professional and private affairs.

7. Section III should sum up the officers suitability for command and should include remarks on his overall experience, leadership, physical and moral courage, ability as a Second in Command, cheerfulness, bearing, etc. When necessary it is also to amplify the numerical markings of Section II where a high or low mark is given for a particular attribute.

8. The category of recommendation in Section I is to be chosen from the following:

X1—Officer has sufficient experience for Command NOW and is likely to make an EXCEPTIONAL Submarine Captain.

X2—Officer has sufficient experience for Command NOW and is likely to make an AVERAGE Submarine Captain.

X3—Officer has sufficient experience for Command NOW and is recommended for COQC but is likely to require close supervision during his first Command.

Y1—Officer has insufficient experience for Command at this stage but has marked ability and shows promise of developing into an exceptional Submarine Captain.

Y2—Officer has insufficient experience for Command at this stage but should make a satisfactory Submarine Captain in due course.

Y3—Officer has not yet demonstrated that he has the necessary qualities to make a Submarine Captain.

Z—The Reporting Officer has insufficient knowledge of the officer to make any recommendation.

Officers Not Recommended for Command Who Have Had Sufficient Experience

9. A special report on Forms AS206 is to be rendered on the due dates in Paragraph 2. It is likely that such officers will be reverted to General Service at the earliest convenient opportunity.

Ship Command Examination

10. Parts of the Ship Command Examination passed are to be entered in Section I. In the case of officers of over seven years seniority as a lieutenant who have not qualified in Part 1 to 4 of the Navigation Ship Command Examination, the reasons for not doing so are to be stated.

Command Rosters

11. The basis for the Submarine Command Rosters is Navy List Seniority. Part I will comprise officers with X recommendations, Part II those with Y recommendations.

12. A copy of that part of the Royal Navy Command Roster which shows all X (ie, NOW) recommendations will be forwarded by the Flag Officer Submarines, to all Captains (SM), Commanders (SM) and Commanding Officers of Building and Refitting Groups when all recommendations due on the dates in Paragraph 2 above have been received. When received at Navy Office, the names of RAN officers will be extracted and the RAN Submarine Command Roster will be forwarded to FOCAF, COMAUSSUBRON1 and ANRUK.

Selection for COQC

13. Officers will take their places on the RN Submarine Command Roster in accordance with the rules laid down by Flag Officer Submarines. Their selection for the COQC will depend, however, upon RAN requirements and will be decided by the Naval Board in consultation with FOSM.

14. Officers not selected for command will be released to General Service after it has been decided that they will never attain submarine command and when they can be spared.

15. Navy Orders 243 and 750 of 1968 are hereby cancelled.

ANNEX

STAFF-IN-CONFIDENCE

(when completed)

Recommendation For Submarine Command

Section I

Date of Report	*Christian Names*	*Surname*
Reporting Ship	*Rank and Seniority*	*Category of Recommendation*
Duties on Which Employed	*Date of Birth*	*Ship Command Navigation*
Sub-specialisation (if any)	*No of Attack Teacher Attacks*	*No of Sea Attacks*

Section II (Tick appropriate 'box')

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*
Power of Command									
Periscope Ability									
Tactical Appreciation									
Ship Handling									
Ability as PCO									
Ability as OOW									
Ability as OOD									
Technical Knowledge									
Administrative Ability									
Sense of Responsibility									

Section III Captains general opinion of officer as potential Submarine Captain

Rank .....

Section IV Remarks by Squadron Commander

Rank .....

Section V Remarks by Flag Officer

Rank .....

STAFF-IN-CONFIDENCE

(DAPO 312/203/119)

(Navy Orders 243 and 750 of 1968)

UNCLASSIFIED

263—Seasickness—Medical Treatment, Posting and Disposal of Chronic Sufferers

1. 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 preventive 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. 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.

(MDG 327/53/10)

UNCLASSIFIED

264—Submarine Officers Qualified to Command—Designation

1. It has been decided to introduce the 'SM dagger' (SM†) to indicate officers who have successfully completed the Submarine Commanding Officers Qualifying Course.

2. This change will be incorporated in Navy List of September 1969 and Complements will be amended as necessary in due course.

(HPB 303/2/39)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

265—Alteration and Addition Item—HMAS KIMBLA

The following Alteration and Addition Item is approved to be carried out in HMAS KIMBLA:

Class List Item No 162 (Ex TDL 'AS').

a. *Item:* 'Replace power supply outfit Type DTC with DTD. Present load on 5 KVA 220V DC/230V 50 HZ system is 11 KVA, far in excess of output.'

b. *References:* (1) HMAS KIMBLAs Form AS1182 (TG103) TDL 'AS' dated 19 September 1968, forwarded under cover of FOCAF Memorandum NF 1212/32/17 dated 4 October 1968.
(2) GMWD Message DTG 250630Z September 1968.
(3) ACNB Message DTG 270706Z September 1968.

(CNTS 1232/51/94)

UNCLASSIFIED

266—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 157 (Ex TDL 'NMCE').

a. *Item:* 'To provide stowage and handling arrangements for 2 in number Gemini Dinghies in accordance with approved Navy Office Guidance Drawing.'

b. Weight compensation is not required for the item as weight situation will be assessed in overall displacement check.

(CNTS 1213/52/764)

UNCLASSIFIED

267—Alteration and Addition Item—HMAS VENDETTA

The following Alteration and Addition Item is approved to be carried out in HMAS VENDETTA:

Class List Item No 159 (Ex TDL 'T').

a. *Item:* 'To modify the existing stowage for classified material by removing 4 in number 22 inch × 11 inch combination safes Pattern No 5297 and 3 in number similar sized combination safes Sergeant and Greenleaf and replacing the above with built-in shelf stowages to be sited behind 3 in number suitably placed doors hung from Frame 44. The two outer doors to have internal locking devices of approved design so that only the centre door requires a combination lock.'

b. Weight compensation is not required but weight off is to be reported on completion of the work.

c. *References:* (1) HMAS VENDETTAs Form AS1182 (TG103) TDL 'T' undated forwarded under cover of FOCAF Memorandum dated 24 October 1968.
(2) ACNB signal DTG 170635Z January 1969.

(CNTS 1215/57/417)

UNCLASSIFIED

268—Alteration and Addition Item—Type 12 DEs

The following Alteration and Addition Item is approved to be carried out in HMA ships YARRA, PARRAMATTA, STUART and DERWENT at the first available opportunity:

Class List Item No 378 (Ex TDL 'NFFG').

a. *Item:* 'To replace the existing FFO Heaters by new Serck "guided flow" design FFO Heaters with flanged connections for steam and drain services.'

b. The item will result in a weight saving and details of weight on and off are to be reported on completion of the item.

c. It is not expected that this equipment will be available before October 1970.

d. *Reference:* AFO 'A' Series No 67/61 Item No 62.

(CNTS 1224/251/101)

UNCLASSIFIED

269—Alteration and Addition Item—Type 12 DEs

The following Alteration and Addition Item is approved to be carried out in the Type 12 DEs:

Class List Item No 379 (Ex TDL 'DMEH').

a. *Item:* 'To fit permanent DR thermometers to the existing thermometer pockets in each main boiler uptake at the outlet of the economisers to indicate flue gas temperature which can be viewed from the boiler room control platform.'

b. Weight compensation of 40 lb will be required from each ship.

c. *Reference:* HMAS DERWENTs Form AS1182 (TG103) TDL 'DMEH' dated 1 September 1968, forwarded under cover of FOCAF Memorandum dated 26 September 1968.

(CNTS 1224/72/267)

UNCLASSIFIED

270—Safety—Heavy Jackstay Transfers

(DCI (RN) 133 of 1969)

1. Accidents have occurred recently in the Royal Navy during the replenishment at sea of solids by heavy jackstay transfer. In each instance a rating stepped inadvertently into the bight of a fast moving outhaul and was seriously injured before the rope could be checked.

2. It should be noted that the inhaul winches of most supply ships operate at a full load speed of 240 feet per minute or a light load speed of 480 feet per minute.

3. All concerned are reminded of the danger that is present in a free running outhaul particularly when this rope is made of nylon. The simple rules for safety are given on Page 135 of BR 67 (1) (The Admiralty Manual of Seamanship, Volume 1) are relevant.

(CONS 177/1/127)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

271—Water Supply to Residences and Quarters

1. The Department of the Treasury has advised that where there is a charge by the local water supply authority for excess water supplied to Commonwealth residential quarters, a charge is to be made against the tenant for water used in excess of a fixed allocation. The allocation (ie, the number of gallons allowed before excess water rates are applied) and the charge for excess water are to be calculated on the same basis as that determined by the water supply authority in the district in which the quarters are located. Except as otherwise approved by the Naval Board, tenants using excess water are personally liable for the excess water charges and are to make private arrangements for payment of accounts received from the local water supply authority.

2. The supply of water to all navy owned married quarters situated both within and outside naval establishments is to be measured by individual water meters. Arrangements are being made to install meters to all married quarters in establishments where charges are made by local water supply authorities for excess water. In respect of Group 1 married quarters (ie, those within establishments) the meters will be 'sub-meters' of the main meters which supply the establishments. Total charges for excess water will be met from departmental funds and action will need to be taken in establishments to recover such amounts from tenants as are due in the terms of the first paragraph of this order. This will require that the allocation (ie, the basic allowance fixed by the water supply authority for civilian residences in the district) and the district rates of charge for excess water to be ascertained for use in the establishment in the assessment of excess water registered on the sub-meters.

3. The accounting arrangements in respect of the supply of water to Group 1 married quarters sub-metered from official sources (ie, from the main meters which supply the establishment concerned) will be included in an amended Article 376 of ABR 5018—Navy Accounts Manual—which will read as follows:

'376. SUPPLY OF ELECTRIC CURRENT AND WATER TO RESIDENCES AND QUARTERS. The following procedure is to be observed in connection with the supply of electric current and water from official sources and the recovery of charges therefor:

(a) The supply of current and water to each consumer is to be registered by meter except where otherwise approved by the Naval Board.

(b) Each meter is to be tested and immediately after it is installed it is to be sealed and a report forwarded to the Naval Board when this has been done. Inspection of meters is to be made at least once in each half-year and on change of tenancy to ensure that seals are intact and that the meter is registering correctly. Reports of inspection are to be filed for reference.

(c) Electricity. With the exception of members of the Papua/New Guinea Division of the Royal Australian Navy (who are not required to pay separate electricity charges) tenants of married quarters who are supplied with electricity from Service sources and who do not settle accounts direct with local supply undertakings are to be charged on the basis of the local authority domestic rate. Lower charges for night water heating are to be applied where such concession would be available if the residence was metered to a supply authority main. At HMAS TARANGAU (where the residences are not metered) the charge for electricity used by personnel occupying married quarters is to be calculated in accordance with a basis shown in the Territory of Papua and New Guinea Government Gazette for unmetered premises at Lorengau Manus District, eg, for an estimated 16 hours per day during which the generators may be said to operate to meet the usage of tenants and based on a rate of 50 cents per month for each hour of daily operation, the fortnightly rate chargeable at HMAS TARANGAU is $3.69 calculated as under:

$$\frac{16}{1} \times 50c \times \frac{12}{1} \times \frac{1}{26}$$

The general rule for unmetered residences (other than those at HMAS TARANGAU) is that electricity consumption is to be charged at the domestic rate on the basis of average consumption in metered quarters in the area.

(d) Excess Water. Where there is a charge by the local water supply authority for excess water supplied to Commonwealth residential quarters, tenants of married quarters who are supplied with water from Service sources and who do not settle accounts direct with local supply undertakings are to be charged for water used in excess of a fixed allocation. The allocation (ie, the number of gallons allowed before excess water rates are applied) and the charge for excess water are to be calculated on the same basis as that determined by the water supply authority in the district in which the quarters are located.

(e) Meter readings for electricity and water are to be taken and recorded under the direction of an officer at periods corresponding with the accounting periods of claims by the local supply undertaking and on the dates of taking up and vacation of residence. Meter readings are then to be supplied to the Supply Officer who will take steps to record particulars and arrange recovery of the amount due by each consumer. A special record is to be kept for this purpose with a separate account for each person supplied with electric current and/or water, showing residence number, date of reading present registration, previous registration, amount of current or water (in excess of the fixed allocation) consumed, rate of charge, amount of charge and reference to recovery. All entries are to be carefully checked and re-checked and initialled by the staff making entries.

(f) Recovery of amounts due from tenants, calculated from meter readings, is to be effected as follows:

(i) Members of the Naval Forces; in accordance with the procedure set forth in ABR 18—Pay Accounting System Instructions. For the purpose of recovery of amounts due through naval pay accounts, the following form of authority for the deduction of electricity or excess water charges from pay and allowances is to be obtained from personnel:

The Supply Officer,

HMAS.....

AUTHORITY TO DEDUCT ELECTRICITY/EXCESS WATER CHARGES FROM PAY AND ALLOWANCES

I hereby authorise request and direct you to deduct from the pay and allowances from time to time payable to me such amounts as the Naval Board determine to be payable by me for the consumption of electricity / excess water upon the premises referred to in the Acknowledgment of Tenancy signed by me on.....

.....
Signature of Tenant

.....
Date

(ii) Persons paid on cash vouchers; deduct on pay sheet from payments due for the first fortnightly period immediately following the date of the meter reading.

(iii) Persons not in the employ of the Department; collect the amount due within seven days of the meter reading.'

4. Navy Order 495 of 1968 is hereby cancelled.

(DNA 1401/1/13)

(*Navy Order 495 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 272/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
23 April 1969.

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

14004/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

272—Lists of Equipment, Etc—Instructions for Preparation and Amendment

1. The instructions in this order, whilst already promulgated in ABR 4—RAN Storekeeping Manual, are repromulgated to draw attention to the responsibilities of Dockyard Officers and others concerned in the preparation of and amendments to Lists of Equipment, etc, for HMA ships. This order is not applicable to commissioned establishments.

Lists of Equipment, Etc

2. These are accounting documents and, as such, are to 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.

Responsibility for Preparation of Lists of Equipment, Etc

3. General Managers of HMA Naval Dockyards or Naval Overseers as appropriate are responsible that Lists of Equipment, etc, other than Weapons and Radio Engineer Officers List, are prepared during construction, conversion or modernisation of vessels and floating docks, also for subsequent renewal of lists as directed by the Naval Board. Preparation of and amendments to the Weapons and Radio Engineer Officers List, are the responsibility of the appropriate officers in the Armament Supply Branch.

Information Provided by the List of Equipment, Etc

4. Lists of Equipment, etc, provide accounting officers with a record of:

a. the fitted and transportable equipments, portable fittings and drawings which they have in their charge,

b. the allowances of spare gear, special tools, etc,

c. the classification of items for the purpose of replenishment, ie, Permanent (P) or Consumable (C),

d. equipment and spare gear held elsewhere for the use of the vessel or class of vessel, and

e. the naval store items supplied wth the parent equipment as makers spares or first outfit of tools and accessories.

Where available detail is not shown, the List of Equipment, etc, indicates the separate publication wherein the information may be found, eg, Establishment List for Radio, etc.

Definition and Arrangement of Forms Comprising the List of Equipment, Etc

5.

Form	*Form No*	*Instructions for Use*
a. General Index	AD787B and AS473B	To be arranged with equipments in alphabetical order and suitably cross referenced.
b. Certificate 'A' (first charge)	AD787C/AS473C ..	To be signed on the date of acceptance of charge. If appropriate, reference is to be made on Certificate 'A' to deficiencies or surpluses in first supply, such discrepancies being listed on an attachment thereto.
c. Certificate 'C' (Transfer to dockyard control or closure of list)	AD787E/AS473E ..	When a list is closed or transferred, a survey and stocktaking of equipment, etc, on board is to be carried out by dockyard officers in association with ships officers. The certificate is to be completed and the accounting officer is to furnish full explanations of any discrepancies. All drawings are to be returned to the dockyard.
d. List of drawings	AD787G and AS473G	To include all drawings with headings arranged alphabetically in order of parent equipment. Pages are to be numbered consecutively.
e. Equipment Schedule	AD787H and AS473H	To include in alphabetical order a full description of each equipment installed in the ship (whether or not spare gear is allowed) and the quantity installed shown in the quantity column. Components of equipments which are complete in themselves should be listed immediately below the parent equipment and the quantity shown within the description column. All tools are to be shown in Forms AD787J. Page numbers are to be allocated commencing with 1 for each letter of the alphabet and are to be prefixed with the relevant letter and suffixed with the letter 'H', eg, the first and second pages for items commencing with the letter 'A' will be numbered A1H and A2H respectively.

14004/69—2

Form	*Form No*	*Instructions for Use*
f. Itemised List of Spare Gear and Special Tools	AD787J and AS473J	To include all items of spare gear allowed as List 'A' spares and tools arranged under the general headings of equipments recorded in the Equipment Schedule (Form AD787H). Equipments should be divided into assemblies and sub-assemblies in accordance with makers catalogues and parts lists where these are relevant. Page numbers are to be allocated as detailed in e. above except that the number is to be suffixed with the letter 'J'.
g. Naval Store Items First Supply	Flyleaves to—AD787J and AS473J	To include all items of naval store character which have been provided as makers spares as first supply excluding items for weapons equipments (*see* 9 c.) and radio, radar, etc, equipment (*see* 6 c.).
h. List 'D' Spare Equipment	AD787K and SA208 (8)	To include all items of complete units, large assemblies, etc, stored elsewhere for use in ship or class of ship.

Lists of Equipment, Etc, Required

6. In Minesweepers and above separate lists as appropriate are to be compiled for each of the following:

a. Engineer Officers List ..	Mechanical equipment other than that associated with weapons material.
b. Electrical Officers List (Part I)	Electrical equipment other than that associated with weapons material.
c. Electrical Officers List (Part III)	Radio, radar, etc, equipment. (Applicable only to fitted sets and outfits. The authorised allowances of spares, accessories and test equipment are accounted for and maintained by the supply officer.)
d. Commander (Airs) List ..	Aviation ground equipment except: (1) Naval and Air Stores which are accounted for by the supply officer. (2) Fixed equipment in aviation workshops, etc, accounted for in other appropriate Lists of Equipment, etc, or 'as fitted' drawings.
e. Shipwright Officers List ..	Hull equipment (*see* 7).
f. Boatswains List	Rigging, etc (*see* 8).
g. Weapons and Radio Engineer Officers List (in older ships, this list is divided into the Ordnance Engineers List and the Electrical Officers (Part II) List)	Weapon Equipment.

In other vessels and floating docks a combined list comprised of appropriate sections is to be compiled. All concerned with the preparation of Lists of Equipment, etc, are to ensure that all appropriate columns are complete.

Shipwrights Lists of Equipment, Etc

7. The Shipwrights List of Equipment, etc, is to contain hull equipment of the following nature:

a. (1) Portable items and those easily rendered portable other than those described in paragraph 4. thereof.
(2) Items designated 'F' or 'H' in the relevant catalogue which are portable or easily rendered portable.
(3) List of hull drawings.

b. Annex A to these instructions contains a representative list of types of items to be included in the list together with equipment of a similar nature.

c. The items are to be listed in alphabetical order and by compartments.

d. Items in the following categories are not to be included in the list:
(1) Sea stores, ie, items shown in the ships Allowance List of Naval Stores accounted for by the Supply Officer and recorded in the Naval Store Account or Permanent Loan Lists.
(*Note:* Naval Stores held as spares for portable fittings are treated as sea stores.)
(2) Consumable items.
(3) Items which are welded to structure.
(4) Items built into the ship or regarded as an integral part of it.

Boatswains Lists of Equipment, Etc

8. Lists of Equipment, etc, in the charge of the boatswain, are to be prepared in the following manner:

a. Lists are to contain all items as shown in Annex B together with all equipment of a similar nature and all made up canvas gear, except as shown in Annex B as items not to be recorded.

b. Equipments, whether fitted or portable, are to be shown in detail to facilitate accounting and procurement but only the complete item is to be regarded as a quantity, eg:

Description	*Den*	*Qty*
TACKLES, for lowering ammunition	No	1
BLOCKS, single steel 0246/5108 .. 1 No	—	—
BLOCKS, double steel 0246/5119 .. 1 No	—	—
CORDAGE, manila 2in 35 fathoms	—	—

Minor consumable items such as thimbles and shackles are not to be shown.

c. Equipments are to be recorded under alphabetical headings in small print and be described with the basic designation in capital letters and in the plural followed by the amplified description, eg:

Ammunition Handling Equipment.	
BELTS, leather, for men handling ammunition	No 12
INHAULS, for embarking 40mm ammunition	No 1

d. Canvas gear and equipment provided under the rigging warrant for attached craft is not to be accounted for in the Boatswains List of Equipment.

Naval and Air Store Items in Lists of Equipment, Etc

9. Items of a naval store character, or items which can be replenished by standard naval store items, that have been supplied to the ship with parent equipment as makers spares or first outfit of tools and accessories are not included in Lists of Equipment, etc, on Forms AD787H or AD787J. They are to be recorded on flyleaves to the appropriate Forms AD787J. The catalogue number of the item or the replacement item, as appropriate is to be shown:

a. These items which will be held in the custody of the Supply Officer and are not on charge in the List of Equipment, etc, are to be included for the information only of the technical officer concerned.

b. Additional copies of these flyleaves, which are to be numbered in accordance with their parent page, eg, Fly to Page J16, are to be prepared for the use of the Supply Officer and the Warrant Section of the Storing Depot to acquaint them of the requirements of these items.

c. Flyleaves are not to be raised for Weapons equipments.

Nomenclature

10. Spare gear, tools and accessories are to be described with the principal noun first, in capital letters and in the plural, followed by other words necessary for identification, eg, INJECTORS, fuel, CAV type BDN 80. The catalogue number, if available, is always to be included. In addition, the makers part number is to be shown but where space does not permit of it being shown in the appropriate column it is to be included in the description column. If neither is available the makers drawing or reference number is to be used:

a. Equipments are to be described in general terms. The basic designation is to be in capitals, followed by the amplified description:
eg, GENERATOR, AC/DC MOTOR DRIVEN: MOTOR 'Crompton Parkinson', 4 HP 400/440 volts, 3 phase, 60 cycles, 1,400 RPM S/No..... Direct coupled. GENERATOR, 'Mawdsley', shunt wound, 4 pole, 4 KW, 220 volts, S/No.....

Method of Printing Lists of Equipment, Etc

11 Tracing sheets (AD787 series), for printing and paper sheets (AS473 series) for drafting are to be provided in respect of:

a. Index (Forms AD787B and AS473B).

b. List of Drawings (Forms AD787G and AS473G).

c. Equipment Schedule (Forms AD787H and AS473H).

d. Itemised List of Spear Gear (Forms AD787J and AS473J).

e. Fly (Fly to Forms AD787J and AS473J).

f. List D Spare Equipment (Forms AD787K and SA208 (8)).

Tracing sheets are to be typed or printed by hand with indian ink. When typed, they are to be backed with black carbon paper to ensure the capacity necessary for clear printing. Paper sheets of the AS473 series may also be used as temporary pages for existing lists pending the receipt of official pages printed from tracing sheets of the AD787 series.

Approval

12. Draft Lists of Equipment, etc, except the Weapons and Radio Engineer Officer Lists, are to be forwarded to the Superintending Machinery and Spares Officer, Sydney, for approval prior to printing. Draft Weapons and Radio Engineer Officers Lists are

to be forwarded to the Director of Armament Supply. Where a representative of the Director of Supply Administration and Planning is associated with the preparation of the List of Equipment, etc, this representative will obtain the necessary approval.

Proving

13. Copies of lists are to be in the hands of the responsible accounting officers concerned as early as possible to enable proving to take place before commissioning. Deficiencies or surpluses discovered are to be included on an attachment to Certificate 'A' (Form AD787C/AS473C).

Distribution

14. Sufficient copies are to be printed to enable distribution to be made as follows:

Copy	*Weapons and Radio Engineer Officers Lists*	*Other Lists*
Original ..	DAS	DSAP
Duplicate ..	SASO	SMSO
Triplicate ..	Ship	Ship
Quadruplicate ..	Officer in Charge, Maribyrnong (for ships based at Melbourne)	General Manager Garden Island or Williamstown Dockyard, as approved.

Co-ordinating Authority

15. The Superintending Machinery and Spares Officer, Sydney, is the co-ordinating authority for ships List of Equipment, etc, except the Weapons and Radio Engineer Officers List, for which the Superintending Armament Supply Officer is responsible.

Amendments of Lists of Equipment, Etc, and 'As Fitted' Drawings

16. These are to be effected by the use of Forms AS197 which are to be serially numbered by the originator. Amendments to Lists of Equipment, etc, consequent upon alterations or additions carried out by refitting authorities are to be reported on Forms AS197 (in quadruplicate) to the co-ordinating authority by the yard where the refit was carried out. A reference to the alteration and addition item number, Navy Order, etc, necessitating amendment to the List of Equipment, etc, is to be quoted on the relevant Form AS197.

Errors and Ambiguities

17. Errors and ambiguities in Lists of Equipment, etc, are to be reported on Form AS197 to the co-ordinating authority. The necessity for the corrections is to be precisely explained.

18. All concerned with the preparation of Forms AS197 are to ensure that all appropriate columns are complete.

19. Lists of Equipment, etc, are to be amended on receipt of the approved Forms AS197. An approved form is one that has been signed by the co-ordinating authority.

Correction of 'As Fitted' Drawings Including 'As Fitted' Electrical Apparatus Schedule

20. When 'As Fitted' drawings require amendments consequent upon an alteration or addition to existing arrangements, drawings will be returned to the refitting authority where, after co-ordinating action, they are to be corrected together with navy office and dockyard copies.

Distribution

21. Forms AS197 will be distributed by the co-ordinating authority to accord with the distribution of Lists of Equipment, etc, as detailed in Paragraph 14.

Spare Gear Categories

22. In order to maintain uniformity in the description of hull electrical and engineering spare gear and complete spare equipments the following categories are to be used in all correspondence:

List A: 'On Board' spares supplied on a 'per ship' basis in accordance with an approved scale and actually carried on board, recorded in the List of Equipment, etc, and accounted for by the ship. Items landed on deposit remain in this category.

List B: Those spares covered by the requirements of List A which in some ships, cannot be stowed on board because of lack of space and are located elsewhere. These items and their locations are shown in a separate section of the List of Equipment, for information, but are not the responsibility of the ship for accounting.

List C: Spare gear held at advanced operational bases or sub-depots, the issue and replacement of which is controlled by the administrative authority.

List D: Complete units, large assemblies and special tools intended primarily for use by dockyard and refitting authorities, the issue and replenishment of which is controlled by Navy Office. The items are held by SMSO, Sydney, but may be transferred to List C by direction of the Naval Board.

List E: The initial provisioning of spare gear for SMSO, Sydney.

List F: Stock spares held by SMSO, Sydney, for normal requirements.

ANNEX A

Shipwrights List of Equipment, Etc

BADGES, ship
BALLAST, lead
BARS, hatch, portable
BATTENS, awning
BENCHES, various
BINS, various
BOARDS, content
distribution
gauge
key
lee (bunks)
notice
shadow
state (plain, non-illuminated, bolted to bulkhead)
BOOKCASES, wood
steel
BOOMS
BOXES, various
BRACKETS, various
BROWS
BUNKS, settee type
CABINETS, adjustable stores
small articles
various
CATAMARANS
CHUTES, refuse
COVERS, hatch wood
ventilator
CUPBOARDS, various
CUSHIONS, settee
steel
club fender
DAVITS
DERRICKS
DESKS, various
DRAWINGS, hull
FENDERS, wood
club
GANTRIES
GRATINGS, wood
metal

ANNEX A—*continued*

INDICATORS, magazine
LADDERS, accommodation
mediterranean
wood
metal
LOCKERS, kit
various
LOUVRES, punkah
OUTRIGGERS, bathythermograph
PANS, drip
PINS, belaying, portable
PLATFORMS, wood
RACKS, arms, portable
various
REELS, FSWR
cordage
SAVEALLS
SCREENS, beef
SEATS, various
SETTEES, locker type
mahogany
SIDEBOARDS, special
SPARS, griping, davits
STOOLS, mess, tubular steel
special
STAFFS, jack
ensign
STANCHIONS, awning
guard rail
hatchway
sick bay cots
TABLES, mess
chart
special
TANKS, rag
TRIPOD, replenishment at sea
TROUGHS, drip
VENTILATORS, mushroom top

ANNEX B

Boatswains List of Equipment, Etc

Ammunitioning Gear
GUYS
INHAULS
JACKSTAYS
SLINGS
STROPS
TACKLES
TOPPING LIFTS
WHIPS

Anchor Gear
ANCHORS (except for boats)
BUOY ROPES
CATTING PENDANTS
CHAIN CABLE AND EQUIPMENT for anchoring, mooring and towing purposes (except for boats)
CHAINS, catting
GANGERS
HOOK ROPES
MOORING PENDANTS
PICKING UP ROPES
PURCHASES
SLINGS
STOPPERS, chain
STROPS
TACKLES

Awning Gear
BACKBONES
EARRINGS (chain only)
PENDANTS
PURCHASES
RIDGEROPES
TACKLES

Boats Gear
BOAT ROPES, gangway and sea boats
GEAR, hoisting and lowering rough weather
LADDERS, over ships side
ROLLING JACKSTAYS

Booms (Lower and Stern)
BOAT ROPES
GUYS
LADDERS
LIZARDS
LIFELINES
PENDANTS
STROPS
TOPPING LIFTS

Booms (Sounding)
GUYS
JACKSTAYS

ANNEX B—*continued*

Booms (Sounding)—continued
MARTINGALES
OUTHAULS
INHAULS
TOPPING LIFTS

Brows
GUARDRAILS

Canvas Gear
APRONS
AWNINGS
COVERS
CURTAINS
SCREENS
WEATHERCLOTHS
WINDSAILS

Catamarans
MOORING PENDANTS
SECURING LINES (for inboard storage)

Clothes Lines
GANTLINES
JACKSTAYS
LINES
TACKLES

Cranes (Aircraft and Boat)
LUFFS
PURCHASES
WHIPS

Davits (Boats)
FALLS
GRIPES
GUYS
LADDERS
LEADING BLOCKS
LIFELINES
NETS
SPANS
TACKLES

Davits (Miscellaneous)
GUYS
PURCHASES
LEADING BLOCKS

Derricks
GUYS
INHAULS
LEADING BLOCKS
PREVENTERS
TACKLES
TOPPING LIFTS
STANDING LIFTS
WHIPS

Floats and Rafts
SLIPPING WIRES

Funnel
GUYS
CHAINS

Gunners List of Gear
CHAINS, securing guns
SLINGS
TACKLES
WHIPS

Gunners TAS List of Gear
BULL ROPES
CHAINS, securing torpedo tubes
HOOK ROPES
LANYARDS
NOSE LINES
SLINGS
STROPS
SWEEPS (torpedo recovery)
TACKLES
TAILS LINES
WHIPS

Ladders (Side and Accommodation)
BOATROPES
BRIDLES
GUYS
MEN ROPES
PENDANTS
PREVENTERS
PURCHASES
SLINGS
TACKLES

Lifts
HOIST ROPES

Masts, Yards, Etc
BRACES
FOOTROPES
GANTLINES
HALYARDS
LADDERS
LIFTS
MASTROPES
SHROUDS

ANNEX B—*continued*

Masts, Yards, Etc—continued
STAYS
STIRRUPS
VANGS

Miscellaneous
BOLLARD STROPS
FOG BUOY WIRES
GUARDRAILS
HALYARDS (jack and ensign staffs)
JACKSTAYS (all purpose)
LADDERS (wire and chain)
LIFELINES
SIREN LANYARDS
SLINGS, for aircraft
SLINGS for motor vehicles
STROPS, general use
TACKLES, all purposes
WIRES, target towing
WIRES, winch

Nets
LIFESAVING NETS
SCRAMBLING NETS

Replenishment and Transfer at Sea
DISTANCE LINES
INHAULS
JACKSTAYS
MESSENGERS
OUTHAULS
PENDANTS
RECOVERY WIRES
SLINGS
STIRRUPS
STROPS

Towing Gear
MESSENGERS
PENDANTS
STOPPERS
STROPS

Items Not to be Recorded
BOATS AWNING
BOATS CANOPIES
CANVAS BATHS
COVER FOR BOATS AWNING
COVERS FOR BOATS
COVER FOR BOATS SAILS
DECK CLOTHS
SAILS FOR BOATS
TARPAULINS

(DSAP 400/62/1852)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 273-284/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 May 1969.

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

By direction of the Naval Board,

L. 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

14989/69

CONTENTS

No *Title*

SECTION 2—PERSONNEL

273 Defence Forces Retirement Benefits Act—Election by Ex-members to Have DFRB Contributions paid to Superannuation Fund, for Pension Purposes on Accepting Positions in the Commonwealth Public Service.

274 RAN Necktie.

275 Settling In/Out Allowance.

276 US Naval War College—Correspondence Courses.

SECTION 4—EQUIPMENT, STORES AND SERVICING

277 Alteration and Addition Item—HMAS DUCHESS.

278 Alteration and Addition Item—HMAS SYDNEY.

279 Alteration and Addition Item—HMAS WATERHEN.

280 Machinery—Main Machinery Spaces—Prevention of Vapour and Fluid Leaks into Electrical Equipment in HMA Ships.

281 Safety—Hazards in Use of Adhesives Containing Solvents.

282 Sales of Stores—Charges.

283 Stores General—Supply Status.

284 Stores Terminology—Definitions.

Section 2

PERSONNEL

UNCLASSIFIED

273—Defence Forces Retirement Benefits Act—Election by Ex-members to Have DFRB Contributions paid to Superannuation Fund, for Pension Purposes on Accepting Positions in the Commonwealth Public Service

1. Section 74A of the DFRB Act 1948-1968 provides that:

   a. A person who being a Contributor ceases to be a member and is not entitled to a pension under this Act, may, elect to have his DFRB contributions made payable to the Commonwealth Superannuation Fund when taking up any permanent Commonwealth Public Service position.

   b. Those personnel commencing temporary employment may also be eligible, subject to a guarantee being given by the Commonwealth that such employment is likely to become permanent and will continue for a minimum of seven years. Such member must also have served a period of at least three years in the Royal Australian Navy.

2. Personnel making such elections as are outlined in Paragraph 1 a. and b. will not receive any gratuity on discharge.

3. Each application for such an election is decided on an individual basis and in all cases continuity of service must be maintained. All personnel interested are strongly advised to write direct to the Secretary, Superannuation Board, West Block, Parkes, ACT 2600, immediately prior to their discharge, the earlier the better. The Superannuation Board should also be advised of the position to which the member has been appointed, tenure of employment and salary range.

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

(HPB 302/2/106)

UNCLASSIFIED

274—RAN Necktie

1. A necktie of distinctive design has been approved for wear with civilian clothes by officers and sailors of the Permanent and Reserve Naval Forces.

2. The tie is navy blue in colour, with fine red and white diagonal stripes placed 2 inches apart, with each set of stripes broken by a white Southern Cross.

3. Ties in polyester material are now available to canteens through the Australian Services Canteen Organisation.

(D of V 917/87/111)

UNCLASSIFIED

275—Settling In/Out Allowance

1. Settling In and Out Allowances are designed for a member posted on intermediate or long term living out duty to cover the special costs or difficulties involved in moving into or out of the location of the oversea posting. If one or more dependants of the member, who is settling in or out, are not with the member at the oversea post during this period, the provisions governing payment of these allowances, as shown in NPI 105/110-115, 105/218-222, 105/318, 319 and 320, are not applicable to such dependants in respect of expenses incurred in another location.

2. However, in such cases where the family has not accompanied the member, the Naval Board may approve of payment of Special Oversea Living Allowance if it is considered that the circumstances warrant such, eg, as in Naval Pay Instructions Chapter V Section 2 for Singapore/Malaysia, USA and the United Kingdom. In such cases in other areas also full details should be submitted to Navy Office for consideration.

3. Settling In Allowance may where necessary, continue for a period of up to six weeks in the case of a married accompanied member and four weeks in the case of a member other than a married accompanied member. For both of these categories of members payment of Settling Out Allowance may be made for a necessary period of up to two weeks.

4. These are the maximum periods in respect of which payment of the allowances may normally be made and it is to be ensured that members enter and reside in temporary accommodation only when and for as long as necessary. There have been instances of members availing themselves of the maximum period of settling in/out, presumably on the assumption that such is an entitlement to be availed of even where the need for entering hotel accommodation is not supported by the members particular accommodation situation.

5. However, as indicated in NPI 105/111 (2), 105/115 (2), 105/219 (2), 105/222 (4), 105/318 (4) and NPI 105/319 (6), if the circumstances necessitate such, extensions beyond the above periods may be allowed. Cases for the extension of the settling in/out period should be submitted to the appropriate authority or Navy Office, as applicable, for consideration.

6. NPI should be noted pending amendment.

(HPB 252/6/53)

UNCLASSIFIED

276—US Naval War College—Correspondence Courses

1. RAN officers of the rank of Lieutenant-Commander and above are eligible to study correspondence courses from the United States Naval War College. The USN War College offers courses in Naval Warfare and related subjects to improve the professional competence of officers. The subjects parallel those of the resident command and staff course.

Detail of Curriculum

2. The correspondence curriculum is divided into:
   a. Military Planning.
   b. National and International Security Organisation.
   c. Command Logistics.
   d. International Relations.

   e. International Law.
   f. Counter-insurgency.

3. A student may enrol for a particular course which is most appropriate to his specialisation. However, the US War College strongly advises that all the courses be studied, in the order shown in Paragraph 2. Each course is a complete study in itself, but the courses are designed so that students can proceed in an orderly manner from each to the next.

4. Each course is studied from correspondence notes supplemented by intensive reference reading, and requires an essay-type solution. It is stressed that the courses require a considerable expenditure of effort and time, as solutions to problems average about 30 pages each. At this graduate level of professional education, the standards are high, and unsatisfactory solutions must be resubmitted until evaluated as acceptable.

Procedure for Enrolment

5. Brochures and enrolment forms are held at Navy Office. Officers who wish to enrol should apply through normal official channels. Applications will be considered only when accompanied by a recommendation from Commanding Officers that the applicants background indicates that he has a reasonable chance of success.

General

6. *Completion of Courses.* Navy Office is to be informed each time an officer successfully completes a course. Results will be noted in officers records.

7. Study through the USN War College Correspondence scheme will not preclude an officer from selection for staff courses in the normal course.

8. *Reference Books.* When an officer enrols, the USN War College will forward a list of recommended reading with the first lesson. A selection of the recommended books is being built up in the Central Reference Library, HMAS CERBERUS, and in the Navy Office Library. Also, the Central Reference Libraries located in HMAS CERBERUS, HMAS WATSON, and HMAS ALBATROSS hold a wide selection of volumes allied to the course content, but not on the recommended list. Up-to-date CRL catalogues are held by Education Officers of all ships and establishments, and books may be drawn from the libraries by application to the Senior Instructor Officer of the establishment where the CRLs are located.

9. Navy Order 55 of 1968 is hereby cancelled.

(DNES 311/4/213)

(Navy Order 55 of 1968)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

277—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 148 (Ex TDL 'AR').

a. *Item:* 'To modify 1 liferaft stowages by:
   (1) Removing stowages at 1 deck level station 74 port and resiting ILR in RAN type stowages on deck.
   (2) Lowering end panels of remaining ILR stowages 12 inches and providing PVC cloth reinforced covers to fit snugly.'

b. *References*: (1) HMAS DUCHESSs Form AS1182 (TG103) TDL 'AR', dated 6 July 1967, forwarded under cover of FOCAF Memorandum AF 1212/27/46, dated 9 August 1967.

(2) Navy Office Memorandum 1215/59/188, dated 1 December 1967.

(CNTS 1215/59/188)

UNCLASSIFIED

278—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 372 (Ex TDL 'AAH').

a. *Item:* 'To utilise the 230 volt 50 cycle 3 phase AC output from the 35 KVA motor alternator situated at 5DO to supply 415 volt 50 cycle 3 phase laundry machinery situated at 5F using a 3 phase step up transformer in circuit.'

b. Weight compensation is not required but details of weight added are to be reported on completion of the item.

c. *Reference:* HMAS SYDNEYs Form AS1182 (TG103) TDL 'AAH', dated 17 June 1968 forwarded under cover of FOCAF Memorandum AF 1212/55/39, dated 5 August 1968.

(CNTS 1213/53/229)

UNCLASSIFIED

279—Alteration and Addition Item—HMAS WATERHEN

The following Alteration and Addition Item is approved to be carried out in Ton Class Minesweepers/Minehunters:

Class List Item No 34 (Ex TDL 'N').

a. *Item:* 'To modify the wireless office door to incorporate a combination lock and locking mechanism.

Note: Combination lock is not to be used as a direct door lock.'

b. No weight compensation will be required, as weight involved will be negligible.

c. *References:* (1) ANO 82/68 and ACB 0337.

(2) FOCAFs Message DTG 030428Z April 1968.

(3) ACNBs Message DTG 190217Z April 1968.

(4) HMAS WATERHENs Form AS1182 (TG103) TDL 'N', dated 7 May 1968 forwarded under cover of FOCAF Memorandum 1212/72/9, dated 29 May 1968.

(5) CMPF Message DTG 170150Z June 1968.

(CNTS 1426/20/80)

RESTRICTED

280—Machinery—Main Machinery Spaces—Prevention of Vapour and Fluid Leaks into Electrical Equipment in HMA Ships

1. 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 principle 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 baffie 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 165 of 1966 is hereby cancelled.

(ACDC 1211/251/120)

(*Navy Order 165 of 1966*)

UNCLASSIFIED

281—Safety—Hazards in Use of Adhesives Containing Solvents

1. 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. Investigations have shown that it is not practicable to provide, for all purposes, adhesives which do not contain flammable solvents.

4. To guard against the unwitting introduction of adhesive 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.

5. Navy Order 246 of 1966 is hereby cancelled.

(CONS 177/1/62)

(*Navy Order 246 of 1966*)

UNCLASSIFIED

282—Sales of Stores—Charges

1. 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, eg, 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 (ie, 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.

8. Navy Order 217 of 1966 is hereby cancelled.

(DNA 201/58/5)

(Navy Order 217 of 1966)

UNCLASSIFIED

283—Stores General—Supply Status

1. All requests for supply status (eg, details of dispatch, anticipated date of dispatch, etc) of stores, or hasteners for stores, outstanding against demands, etc, are to be forwarded to the store depot concerned on Form SG109 or by signal, and must include the information shown in the following paragraphs.

Stores Demanded Through EDP

2. The request must include:

a. full registration number of the Issue Voucher including the line sequence number as shown on the Stock in Transit Advice, or back reference as shown on the Deferred Supply Advice;

b. group class, catalogue number, and brief description of item;

c. quantity urgently required;

d. the date required; and

e. priority (IPD or Air Stores Priority) if applicable.

It is not practicable for Store Depots to identify requirements from registration numbers of Stores Demands, Supply Requirement Notes or Issue Orders forwarded to EDP.

Stores Demanded Direct on Store Depots

3. The request must include:

a. full registration number of the Local Issue Voucher (LIV) and package number as shown on Copy No 4 of the LIV, or if this copy has not been received, registered number of the Stores Demand, Supply Requirement Note or Issue Order;

b. group class, catalogue number and brief description of item;

c. quantity urgently required;

d. the date required; and

e. priority (IPD or Air Stores Priority) if applicable.

Signal Requests

4. When Requests for Supply Status, or hasteners, are forwarded by signal the inquiry is to be in the following format, quoting this Navy Order:

Signal Format

'A. Full registration number of the relevant IV (as shown on the SITA), LIV, SD, SRN or IO, or the back reference as shown on the DSA, prefixed by IV, LIV, SD, SRN, IO or DSA as applicable.

B. Group Class and Catalogue Number.

C. Brief description of item.
D. Quantity urgently required.
E. Date required.
F. Priority (IPD or Air Stores Priority) if applicable.'

The store depot will reply by signal.

Requests Forwarded on Form SG109

5. All sections of the form must be completed except:

a. the Package No box which is only to be completed under the circumstances referred to in Paragraph 3 a. above, ie, if copy No 4 of LIV has been received; and

b. the Priority box, which is to show the priority (IPD or Air Store) if applicable.

The Store Depot will complete the reply portion of the form and return the form to the originator.

6. Pending availability of the revised Form SG109, inquiries re supply status are to be forwarded by letter, and hasteners on the existing Form SG109 (AS143). In both cases, it is to be ensured that all the information detailed in Paragraphs 2 and 3 are included.

7. Availability of the revised Form SG109 will be notified by Navy Order.

(DSAP 464/54/189)

UNCLASSIFIED

284—Stores Terminology—Definitions

The Annex to Navy Order 368 of 1968 gave definitions of stores terminology which apply to all types of stores and are to be used when compiling instructions, documents, forms, etc, relating to stores functions. Two further definitions are to be added to the Annex and these are:

ANNEX

Articles in Use

Stores-in-use in store depots, dockyards and other non-commissioned establishments which are of sufficient value to make it desirable that a record be kept of their issue and for accountable articles, their distribution and ultimate disposal.

Condemned Stores

Articles which are unfit for further use and are to be destroyed.

(D O & M 400/51/160)

(*Navy Order 368 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 285/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
8 May 1969.

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

14985/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

285—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During February 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC series contained in the Annex to this order have been distributed to ships and services during February 1969.

2. Copies of amendments referred to in the Annex 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.

ANNEX

BR AMENDMENTS

Publication No	*Amendment No*
BR 4	Change No 2
BR 4	Change No 11
BR 5 (1)	Change No 4
ABR 27 (3)	Change No 5
BR 70	30.4.68
BR 70	31.1.68
BR 70	31.12.68
BR 93	Change No 5
BR 93	Change No 6
BR 188	Change No 9
BR 320 (B)	0257 Issue 4
BR 320 (B)	0258 Issue 4
BR 320 (B)	0259 Issue 4
BR 320 (B)	0441 Issue 4
BR 320 (B)	0443 Issue 4
BR 320 (B)	0567 Part 1 Issue 4
BR 320 (B)	0567 Part 2 Issue 4
BR 320 (B)	0568 Part 1 Issue 4
BR 320 (B)	0568 Part 2 Issue 4
BR 320 (B)	0568 Part 3 Issue 4
BR 320 (B)	0559 Part 3 Issue 4
BR 320 (B)	0569 Issue 4
BR 320 (B)	0573 Issue 4
BR 320 (F)	April 1968
BR 320 (F)	May 1968
BR 320 (F)	May 1968 Supplement Amendment
BR 320 (F)	June 1968
BR 320 (F)	July 1968
BR 320 (F)	August 1968
BR 395	Change No 2
BR 395	Change No 3
BR 983	Change No 2
BR 983	Change No 3
BR 1192	Change

BR AMENDMENTS—*continued*

Publication No	*Amendment No*
BR 1665	Change No 3
BR 1771 (19)	Change No 1
BR 1771 (59)	Change No 1
BR 1928	Change No 6
BR 2050 (40 2C)	Change No 8
BR 2050 (644)	Change No 9
BR 2101 (2)	Change No 9
BR 2101 (5)	Change No 11
BR 2101 (1)	Change No 16
BR 2101	Change No 12
BR 2101	Change No 13
BR 2101	Change No 14
BR 2129 (3)	Change No 5
BR 2129	Change No 6
BR 2212	Change No 5
BR 2224	Change No 3
BR 2224	Change No 4
BR 2224 (MODS)	Change No 1
BR 3514	Change No 1
BR 5018	Amendment No 13
BR 5052	Amendment No 4
ABR 5074	Volume 1 Change No 1 Issue 2
ABR 5074	Volume 2 Change No 1 Issue 2
ABR 5074	Volume 3 Change No 1 Issue 2
ABR 5074	Volume 4 Change No 1 Issue 2
ABR 5074	Volume 5 Change No 1 Issue 2
ABR 5074	Volume 6 Change No 1 Issue 2
ABR 5074	Volume 7 Change No 1 Issue 2
ABR 5076	Change No 1
JSP (AS) 102 VOL 2	Amendment No 1
MBR 8074	Supplement No 10 October 1968
MBR 8074	Supplement No 12 December 1968

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aircraft	December 1968
Aircraft	January 1969
Aircraft	February 1969
Approach	December 1968
Electrical Design News	December 1968
Electrical Design News	11 November 1968
Electrical Design News	1 January 1969
Electronic Information Bulletin	18 November 1968
Electronic Information Bulletin	16 December 1968
Electronic Information Bulletin	4 November 1968
Electronic Information Bulletin	7 October 1968
Electronic Information Bulletin	21 October 1968
Flight	7 November 1968
Flight	14 November 1968
Flight	21 November 1968

BOOKS, MAGAZINES AND PAMPHLETS—*continued*

Publication	*Date*
Flight	28 November 1968
Flight	5 December 1968
Flight	12 December 1968
Flight	19 December 1968
Flight	26 December 1968
Flight	2 January 1969
Joint Services Recognition Journal	Vol 23 No 7
Joint Services Recognition Journal	Vol 22 No 8
Journal of the Institute of Navigation	October 1968
Journal of the RN Medical Service	Winter 1968
HMSA List of Government Publications	October 1968
Point to Point Telecommunications	January 1969
The Navy List	Autumn 1968
USN Communication Bulletin OP NAV 94-P2	August 1968
USN Communication Bulletin OP NAV 94-P2	November 1968
USN Communication Bulletin OP NAV 94-P2	June-July 1968

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
AP 115A-0200-1	AL 28
AP 116B-0209-3A (N)	AL 7
AP 116B-0901-1	AL (RAN) 1
AP 116D-0102-2	AL (RAN) 5
AP 116D-0106-3A (N)	AL (RAN) 1, AL 12
AP 116P-0102-2	Leaflets AL 41 (A6), AL 42 (B22), AL 43 (B12) Alt 1 and AL 44 (B23)
AP 113 Book 3	AL 7
AP 1182N Vol 4 Parts 2 and 6	AL (RAN) 2 and AL (RAN) 3
AP 1182 (N) Vol 4 Parts 2 and 6	AL 32
AP 1182C (N) Vol 1	AL (RAN) 1
AP 1275A Vol 1 Section 13	AL 89
AP 1275B Vol 2	Leaflets AL 140 (J33) Alt 1 (including) AL 152 (J33) Alt 2
AP 1374G Vol 1	AL 61
AP 1803S Vol 1 Book 2	AL 82
AP 1803J Vol 2 Part 3	AL 46
AP 2531S Vol 2	Leaflets AL 45 (B20) Alt 2 and AL (RAN) 3
AP 2531A and C Vol 2	Leaflets AL 6 (B87) and AL 107 (A3)
AP 2563 Vol 3 Part 1 (N)	AL 2
AP 2867E Vol 1	AL 12 and Cover Label
AP 2887N Vol 3 Part 1 (N) Book 1	AL 6
AP 2887N Vol 2	AL (RAN) 2
AP 4303E Vol 1	AL 94
AP 4320B Vol 1	AL (RAN) 1
AP 4343B Vol 3 Part 1 (N)	AL 26
AP 4360C Vol 2	AL (RAN) 4

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AP 4360C PN (3rd Edition)	AL 2
AP 4837AA Vol 2	Leaflet AL 24 (B6)
AP (N) 208	AL 5
AP (N) 1024	AL 43
AP (N) 1024 Vol 1	AL (RAN) 2 and AL 45
AP (RAN) 4 Vol 5 Book 2	AL 14
AP (RAN) 7 Vol 2	AL 2, 3 and 4
AP (RAN) 7 Vol 5 Parts 1, 2 and 3	AL 2
AP (RAN) 7 Vol 5 Book 2	AL 27
AP (RAN) 8 Vol 1 Book 1	AL 129, 130, 131, 132, 133, 135, 137, Erratum to AIL 24
AP (RAN) 8 Vol 1 Book 2	AL 68 and 69
AP (RAN) 8 Vol 1 Book 3	AIL 34 and 35, AL 21
AP (RAN) 8 Vol 1 Book 4	AIL 4
AP (RAN) 8 Vol 1 Book 6	AL 39
AP (RAN) 8 Vol 1 Book 7	AIL 22
AP (RAN) 8 Vol 2 Book 1	AL 52
AP (RAN) 8 Vol 2 Books 1 and 2	AL 46, 47, 48, 49, 50, AIL 176 to 179
AP (RAN) 8 Vol 2 Book 2	AIL 170, 171, 172 and 182 Erratum
AP (RAN) 8 Vol 5 Book 2	AL 83
AP (RAN) 8 Vol 6 Part 1	AL 29
AP (RAN) 8 Vol 6 Part 2	AL 64, 67 and 68
AP (RAN) 8 Vol 6 Part 3	AL 54, AIL 67, 68 and 69
AP (RAN) 9A Vol 1	AIL 12 and 1/69
AP (RAN) 9A Vol 2	Erratum to AIL (RAN) 12
AP (RAN) 9A Vol 6 Part 1	AIL 5 and 1/68
AP (RAN) 9B Vol 3 Part 1	AL 4 and 5
AP (RAN) 9AB Vol 2	AIL 14
AP (RAN) 9AB Vol 2 Books 1 and 2	T/Letter No 72 (N/Cover and S/Card)
AP (RAN) 9B Vol 1	AL 13, AIL S1-7
AP (RAN) 9B Vol 2	AIL 15-17
AP (RAN) 9B Vol 6 Parts 2A, 3 and 4A	AL 20, Erratum to AIL 2
AP (RAN) 10 Vol 1 Book 24 Section 2	Erratum to AIL 17
AP (RAN) 10 Vol 1 Book 3	AL 22
AP (RAN) 10 Vol 1 Book 4	AIL 17
AP (RAN) 10 Vol 3	Supplementary AL 4
AP (RAN) 10 Vol 2 Book 1	AL 23
AP (RAN) 10 Vol 6 Book 2	AL 3 (with TM55-1650-294-40 Change No 1)
AP (RAN) 10 Crews Notes	AIL 41, AL 12
AP (RAN) 11 Vol 1	AL 3, Erratum to AL 3
AP (RAN) 11 Vol 2	AL 9
AP (RAN) 14 Vol 5 Parts 1, 2 and 3	AL 2
AP (RAN) 18	AL 9
AP (RAN) 19 Vol 1 Book 1	AL 10 (with Changes Nos 3, 4 and 5 to TM55-1520-211-10)
AP (RAN) 19 Vol 1 Book 2	AL 3 (with Change No 2 to TB55-2800-200-30/1)
AP (RAN) 19 Vol 5 Parts 1, 2 and 3	AL 2, Erratum
AP (RAN) 19 Vol 6 Book 1	AL 12
AP (RAN) 19 Vol 6 Book 3	AL 4
AP (RAN) 29 Vols 1, 3 and 6	AL 8 and 10

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AP (RAN) 42 Vol 1	Erratum to AL 2, AL (RAN) 2
AP (RAN) 42 Vol 2	AL 2
AP (RAN) 93 Vol 6 Parts 2A, 3 and 4A	AL 21
AP (RAN) 100 Vol 2 Part 8 ..	AL 21, 22 and 25
AP (RAN) 100 Vol 2 Part 10 ..	AL 13
AP (RAN) 140	AL 3
AP (RAN) 500 Vol 2 Part 1 ..	Erratum AL 35
AP (RAN) 600 Vol 2 Part 2 ..	AL 11
AP (RAN) 602 Vol 5 Part 2 ..	Erratum AL 4
AAP 121	AL 34 and 35
AAP 702 Part 1 Book 1	AL 207
AAP 703.2 Vol 1 Issue 2	AL 17, 18, 19 and 20
AAP 711.16 Vol 2	AL (RAN) 3-4
AAP 751.61 Vols 1 and 6	AL 30
AAP 873	AL 30 and 31
AAP 996.04	AL 3
AVP 970 Vol 3	AL 16, 17 and 18
NAO1-40AVC-2-2-1 (0701-090-2292) ..	Interim Man Change No 8 (30.9.68)
NAO1-40AVC-2-2-2 (0701-090-2302) ..	Change Notice 15.10.68
NAO1-40AVC-2-4-1 (0701-090-2352) ..	Interim Man Change No 19 (9.10.68)
NAO1-40AVC-2-6 (0701-090-2382) ..	Interim Man Change No 16 (30.9.68)
NAO1-40AVC-2-7 (0701-090-2402) ..	Interim Man Change No 15 (16.9.68)
NAO1-40AVC-2-8 (0701-090-2432) ..	Interim Man Change No 6 (9.2.68)
NAO1-40AVC-2-2-3 (0701-090-2312) ..	AL (RAN) 1, Interim Change No 8
NAO1-40AVC-2-4 (0701-090-2342) ..	Change Notice 1.11.68
NAO1-40AVD-2-2 (0701-090-4001) ..	Interim Man Change No 3 (18.9.68)
NAO1-40AVD-2-5 (0701-090-4081) ..	Interim Change No 3
NAO1-40AVD-2-8 (0701-090-4141) ..	Interim Change No 6
NAO1-40AVD-4-2 (0701-090-4171) ..	Interim Man Change No 3 (30.9.68)
NAO1-40AVD-4-3 (0701-090-4181) ..	Interim Man Change No 2 and 3
NAO1-40AVD-4-4 (0701-090-4191) ..	Interim Man Change No 4
NAO1-40AVD-4-7 (0701-090-4221) ..	Interim Man Change No 3
NAO1-40AVD-4-8 (0701-090-4231) ..	Interim Man Change No 5
NAO1-40AVE-2-9 (0701-090-4720) ..	AL (RAN) 1 and AL (RAN) 2
NAO1-85SAD-1 (0701-180-1403) ..	Interim Man Change No 46
NAO1-85SAD-1B (0701-180-1422) ..	Interim Man Change No 2
NAO1-B5SAD-2-2 (0701-180-1441) ..	AL (RAN) 1
NAO1-85SAD-2-10 (0701-180-1551) ..	AL (RAN) 1 Interim Man Change No 25 (30.9.68)
NAO1-85SAD-4-3 (0701-180-5200) ..	Change Notice 1.4.68
NAO1-85SAD-4 (0701-180-5180) ..	AL (RAN) 1
NAO1-85SAD-4-4 (0701-180-5210) ..	Change Notice 1.4.68
NAO2-10DAA-3 (0702-030-0402) ..	AL (RAN) 1
NAO2A-35GN-503 (0702-080-0111) ..	AL (RAN) 1
NA16-30AQS13-4 (0716-071-4381) ..	
NW16-45-772 (0716-100-2370) ..	AL (RAN) 1
NA17-20AG-43 (0717-050-0990) ..	Change Notice 15.11.62, 1.1.64 and 1.4.65
Rolls Royce TSD594	T/Letter No 136
Westland Group Process Specifications ..	AL 78
Air Pictorial	January 1969
Air Clues Vol 23 No 4	January 1969

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
Air Clues	December 1968
JASAP	AL 31
ICAO Bulletin Vol 23 No 12	December 1968
SDM No 15.248 Issue 2	Cancellation
SDM No 306 Issue 1	Cancellation
SDM No 338 Issue 1	
Defence Standards No 16-6 Issue 1 ..	
Defence Standards No 59-12 (Part 1) Issue 1	
Defence Standards No 59-12 (Part 2) Issue 1	
Defence Standards No 59-12 (Part 3) Issue 1	
Defence Standards No 59-12 (Part 4) Issue 1	
Defence Standards No 59-13 Issue 1 ..	AL 1 and 2
US Army Bulletin (St Louis) ..	Nos 30, 31, 32, 34, 35, 38, 42 and 51
US Army Bulletin (Baltimore) ..	Nos 43, 45, 46, 47, 52 and 53

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Historian

RESTRICTED

ANOs 286-298/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
12 May, 1969.

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

14988/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

286 Commissioning.
287 HMAS CRESWELL—Marine Section—Change of Title.
288 Joint Priorities for the Air Movement of Passengers and Cargo.
289 Warships of the Royal Navy and Other Navies—Charges for Supplies and Services.

SECTION 2—PERSONNEL

290 Child Education Allowance—Members Serving Overseas.
291 Loan of RNZN Sailors to the RAN.
292 Naval Dockyard Police.
293 Ships Sporting Colours.
294 Transit Allowance.

SECTION 4—EQUIPMENT, STORES AND SERVICING

295 Alteration and Addition Item—General Fleet Fitting.
296 Alteration and addition Item—Ton Class Minesweepers.
297 Ammunition—Cartridges QF 4.5in (SL)—Bulged Lids.
298 Signalled Demands.

Section 1
ADMINSTRATIVE AND GENERAL

UNCLASSIFIED

286—Commissioning

The following commissionings have been effected:

HMAS BOMBARD	5 November 1968
HMAS MADANG	29 November 1968
HMAS BANDOLIER	14 December 1968
HMAS BUCCANEER	11 January 1969
HMAS BAYONET	22 February 1969

(AS (NS) 1211/251/200)

UNCLASSIFIED

287—HMAS CRESWELL—Marine Section—Change of Title

The following amendment to nomenclature has been introduced:

Old Title: Marine Section.

New Title: Search and Rescue and Fleet Support Section.

(AS (NS) 1426/24/139)

RESTRICTED

288—Joint Priorities for the Air Movement of Passengers and Cargo

1. Following the introduction of scheduled air courier services to Australian Forces overseas agreement has now been reached regarding joint priorities for the air movement of passengers and cargo in such courier services. These joint priorities are set out in the Annexes to this order.

2. In considering these tables the Chiefs of Staff Committee have:

a. agreed that the primary purpose for which priorities are intended is to ensure that passengers and cargo required to maintain operational effectiveness of units are not delayed;

b. endorsed the attached priority tables as suitable for Joint Service purposes:

c. invited the RAAF to include the tables in the draft JSP (AS) 3, Manual of Joint Warfare, Volume III, Air Transport Operations, with a preface along the lines of a. above;

d. directed that these priorities be promulgated in appropriate single service orders and publications for use by the Services as an interim guide until JSP (AS) 3 is issued; and

e. directed that when the volume of cargo offering exceeds the airlift available, and the Load Co-ordinator in consultation with the Service or Authority concerned is unable to resolve the problem, it is to be referred by him without delay direct to the Deputy Director, Joint Operational Logisics Staff, for decision.

3. Copies of the attached tables are to be made available to all personnel responsible for the air movement of naval personnel or equipment and action taken to ensure that such personnel are aware of the procedure in Sub-paragraph 2 e.

ANNEX A

Joint Priorities for the Air Movement of Passengers and Cargo

Movement Priority	*Time Limit For Transport to Destination*	*Guide for Allocation of Movement Priorities*		
		Passengers	*Cargo*	*Mail*
1	1–3 days	AUSDIL Pax; Replacement of operational aircrew (including crewmen/loadmasters/ flight engineers); Reinforcements; Special moves authorized by Departments of Navy, Army, Air or a Force Commander; Personnel proceeding on emergency/ urgent compassionate leave (depending on degree of urgency) or returning from emergency/compassionate leave to an operational area; MEDEVAC PAX 'MOST URGENT' and 'URGENT' (*see* Note)	Life-Saving medical supplies; MEDEVAC equipment; Caskets containing human remains Personal effects of POW missing and deceased members; AOG (RAAF/RAN) IOR (RAN) and PACS (RAAF) consignments; Army and RAN items required within 5 days of demand and repairable equipment in critical short supply	Safehand dispatches Official mail (letters) First Class Troops mail
2	4–8 days	Ferry crews; Duty personnel on staff visit/posting/attachment; Personnel proceeding on emergency/urgent compassionate leave (depending on degree of urgency); Civilians from Government or Semi-Government Departments on URGENT defence business	Films recreational and training; Newspapers for troops overseas; EOS (RAAF) URR (RAAF/RAN) and VOR (RAAF) consignments; Items required within 10 days of demand including repairable equipment (ARMY/RAN)	Official mail (packages)
3	9–15 days	Administrative troop/personnel movements; Personnel returning to unit after escort duty; Civilians from industry, Government or Semi-Government Departments on defence business; Personnel proceeding on emergency/compassionate leave (depending on degree of urgency); MEDEVAC PAX 'ROUTINE' (*see* Note)	Urgent publications; URGENT (RAAF) consignments; Items required within 21 days of demand including repairable equipment (ARMY/RAN)	Second Class mail (newspapers and parcels)
4	16–20 days	Personnel on leave travelling at public expense or returning from compassionate/ emergency leave to a non-operational area	Publications; Consignments of 'Shelf Life'; Technical spares in 'Airborne Range' (Air Cargo only); Items required within 25 days of demand	
5	21 days and over	Compassionate/Emergency leave not otherwise specified; Indulgence passengers; Civilians travelling on Government business; Dependents of members travelling at public expense	Unaccompanied baggage; Indulgence cargo; Non-technical spares in 'Airborne Range' (Air Cargo only); Routine supplies over 25 days	

Note: MEDEVAC passengers are to be transported in accordance with ABO A7/2.

ANNEX B

Joint Priorities for the Air Movement of Passengers and Cargo in Tactical Operations

Movement Priority

Tactical Emergency (*TAC EMERG*)—This priority will be authorised by the Joint Force Headquarters for Tactical Movement into Combat only under the following conditions:

a. The unit for which TAC EMERG is requested be engaged with the enemy or contact must be imminent; or for a unit directly supporting a unit under the above conditions; or for reinforcement of units in either of the above circumstances.

b. The situation must be such that in the judgment of the Senior Officer responsible, the request if fully justified in that serious consequence would result from failure to accomplish the movement at the requested time.

c. Emergency evacuation and medical assistance are included in the above.

Emergency Resupply (*EMERG RESUPPLY*)—Reserved for the supply of primary materials which are essential to the accomplishment of the operational mission of forces in combat. This priority will be authorised by the Joint Force Headquarters when in the opinion of the officer responsible, the use of priority 'Combat Essential' will not meet the requirement.

Combat Essential (*CBT ESS*)—Joint Force Headquarters will authorise this priority for the unplanned movements of units or supplies, not meeting the criteria for a higher priority, for which an operational requirement exists which justifies the disruption of planned transportation.

Priority Demand Definitions

AOG	.. ..	Airweapon Operationally Grounded (RAAF). Aircraft on Ground (RAN).
IOR	.. ..	Immediate Operational Requirement.
PACS	.. ..	Priority Airfield Construction Squadron.
EOS	.. ..	Essential Operational Stores.
URR	.. ..	Urgent repair Requirements.
VOR	.. ..	Vehicle Off Road—Vessel out of Running Order.

(DMD 187/1/295)

UNCLASSIFIED

289—Warships of the Royal Navy and Other Navies—Charges for Supplies and Services

1. 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

Nature of Service	*Formal Visits or Informal Visits*	*Operational 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, eg, 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
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 (including STD calls) are to be accepted as an RAN liability; other calls 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, eg, 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, eg, 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, eg, 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:

(1) ship shore telephone/teletype connections and local telephone calls;

(2) cars for such occasions as Flag or Commanding Officers paying calls on naval administrative officers or local dignitaries;

(3) 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. Pending 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 visting warships other than those of the United States Navy are contained in Annex 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 Annex B. Attention is drawn in particular to Paragraphs 3 c. of Annex A and 2 c. (3) and (5) of Annex 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.

ANNEX A

Stores Supplies and Services Rendered to Visiting Warships

1. 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.

3. With the exception of American warships (*see* Annex 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 ships 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. (5) of Annex 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:

(1) Raise transfer accounts crediting departmental votes and debiting Other Administrations Recoverable Expenditure (Appropriate Administrations) vote.

(2) Prepare claim on the administration concerned and forward it to Navy Office supported by certified list in accordance with c. above.

ANNEX B

Reciprocal Agreement with the USA for Services and Supplies to Naval Vessels

1. 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 installations 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

ANNEX B—*continued*

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.

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 depatrure 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 26 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.

ANNEX B—*continued*

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, ie, 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 per cent 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.*

(1) 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.

(2) 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.

(3) It is not intended that visiting US Navy warships should be denied the oportunity 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.

(4) 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.

ANNEX B—*continued*

(5) 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 ships 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 (ie, 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.

(6) Action to effect financial adjustment with the USA in respect of unreimbursed expenditure as at (5) above is to be taken without delay after departure of ships as follows:

(a) Raise transfer accounts crediting department votes and debiting Recoverable Expenditure Other Governments (USA) Vote.

(b) Prepare claim on the USA and forward it to Navy Office supported by certified list in accordance with (5) above.

3. Navy Orders 325 of 1966 and 388 of 1968 are hereby cancelled.

(DNA 201/251/10)

(*Navy Orders 325 of 1966 and 388 of 1968*)

Section 2

PERSONNEL

UNCLASSIFIED

290—Child Education Allowance—Members Serving Overseas

1. The conditions governing payment of Child Education Allowance have been extended to provide that while the member and his wife remain posted overseas payment of this allowance may be continued until the end of the school year in which the child attains 20 years of age.

2. The effective date of this variation is 1 January 1969. This date will also apply where entitlement to payment of this allowance had previously ceased but in view of the provisions of Paragraph 1 above eligibility has been restored.

3. All references in NPI 105/303 to the phrase 'academic year' are replaced with 'school year'.

4. NPI 105/303 as amended by Navy Order 524 of 1968 should be noted pending amendment.

(HPB 252/10/9)

(*Navy Order 524 of 1968*)

UNCLASSIFIED

291—Loan of RNZN Sailors to the RAN

Navy Order 82 of 1969 is to be amended as follows:

Paragraph 1:

delete Sub-paragraph h. and insert the following in lieu:

'h. *Command and Discipline:* During the period of loan service, sailors of the RNZN, having been attached to the Naval Forces of the Commonwealth under Section 24 of the Defence (Visiting Forces) Act

1963, are, by virtue of that section, subject to the laws governing the RAN in relation to command and discipline, as if they were members of the RAN of like rank and status. This includes the provisions of those laws relating to arrest, the trial and punishment of offences, and the provisions for forfeiture of pay for absence without leave and the consequential naval penalties incurred as a result of conviction by civil power.'

(HPB 2/203/7)

(*Navy Order 82 of 1969*)

RESTRICTED

292—Naval Dockyard Police

Duties and Responsibilities

1. The Naval Board have reviewed the duties and responsibilities of the Naval Dockyard Police (short title Naval Police) and have decided that they will undertake the following tasks:

a. Guard or assist in the control of such commissioned and non-commissioned establishments as approved by the Naval Board.

b. Maintain and operate firefighting equipment in non-commissioned establishments and train civil personnel employed in those establishments in the use of firefighting appliances.

c. Man mobile land and water patrols to patrol areas of Naval concern (including those not normally guarded by Naval Police) and commissioned establishments as directed by the local naval authority.

d. Provide escorts for paying officers in non-commissioned establishments when funds to the amount authorised in current instructions are carried. (The collection and deposit of safe hand mail, armament escort, deserter escort and other similar duties are not Naval Police functions but may be undertaken by local direction if no other suitable personnel are available.)

e. Guard classified compartments in HMA ships under refit.

f. Check internal security of civil establishments outside normal working hours or after close of business.

g. Within the limits defined in this order, investigate offences and breaches of security in HMA ships and naval establishments.

Organisation

2. Naval Police are complemented to carry out the tasks detailed in Paragraph 1 above in the following areas:

NSW	(HMAS KUTTABUL II)
Victoria	(HMAS LONSDALE)
West Australia	(HMAS LEEUWIN)
Queensland	(HMAS MORETON)
ACT	(HMAS HARMAN)

Administration

3. *The Director of Naval Reserves and Naval Dockyard Police (short title DRNP)*. DRNP is responsible to the Director-General of Manpower for the administration of the Naval Police and in particular for:

a. formulating Police policy; (1) and (2)

b. advice on prevention and detection of offences associated with the protection of establishments guarded by Naval Police; (1) (2)

c. advice on the control of entry and exit into naval establishments; (2)

d. liaison with other Defence Forces, State and Commonwealth Police Forces on police matters; (1)

e. the technical efficiency of the Naval Police; (1)

f. advising on recruiting and training of Naval Police; (1) (4)

g. co-ordinating Naval Police activities; (1)

h. interstate postings of Naval Police; (3)

i. selection and promotion of Naval Policemen. (3)

Note: (1) In conjunction with DNLS.
(2) In conjunction with DNI.
(3) In conjunction with DSP.
(4) In conjunction with D of T.

4. *Senior Naval Police Officer.* The senior Naval Police Officer in an area or if there is no officer borne, the senior Policeman, is responsible to the local naval authority through an officer designated by that authority for:

a. implementing police policy as directed by the Naval Board;

b. prevention and detection of crime and security breaches in establishments in his area;

c. liaison with Commanding Officers and officers in charge of civil establishments on police matters;

d. inspecting police detachments in his area;

e. aspects of administration peculiar to Naval Police including the movement of Naval Police in his area of responsibility;

f. arranging State police assistance in the movement of RAN road convoys;

g. maintaining Naval Police records;

h. local liaison with the Senior Officers of State Police including Special Branch, Military Police, Army Intelligence, Customs and other Commonwealth Departments concerned with security; and

i. for the technical efficiency of all Naval Police under his control and for all police operations undertaken by them.

5. *Training.* The senior Naval Police Officer in the East Australia Area will be responsible for the operation, administration and supervision of all Naval Police training courses.

6. *Complement.* From time to time, the Complements Committee will review the Naval Police Complement in the various areas in order to ensure that they are adequately complemented to carry out their duties.

Security

7. *Establishments.* The establishment Security Officer is responsible to the Commanding Officer, Head of Establishment, Director or Head of Branch for the security measures involved in the protection of classified matter in that establishment. Security functions undertaken by Naval Police posted for duty within an establishment include:

a. control of access to establishments;
b. control of access to classified areas within the establishment;
c. checking identity and security passes;
d. security checks of areas containing classified matter;
e. inspection of security containers;
f. security patrols of classified areas outside normal working hours and after close of business;
g. investigation of breaches of security instructions; and
h. detention and investigation of unauthorised persons found in the classified areas.

All breaches of security are to be reported to the establishment Security Officer.

8. *HMA Ships.* Naval Police employed for the control of access to HMA ships under construction or refit are responsible to the General Manager of the dockyard for:

a. controlling access to the ship; and
b. establishing identity and authority of those persons going onboard.

9. Naval Police employed onboard HMA ships for the protection of classified compartments are responsible to the Commanding Officer for:

a. the opening of a classified compartment;
b. control of access into a classified compartment;
c. security supervision of persons, other than ships staff working in such a compartment; and
d. securing the compartment on completion of work.

Investigations

10. *General.* With reference to Paragraph 1 g., trained teams of investigators are formed and will be available to carry out investigations into:

a. security breaches;
b. offences against the person, eg, assault, and other offences involving violence; and
c. offences against property, including theft or loss of private, public or Service property.

Investigations may be carried out in HMA ships and establishments on the request of the Commanding Officer of a ship or establishment or at the direction of the Administrative Authority. In the case of non-commissioned establishments, investigations will be carried out at the direction of the local naval authority.

11. Where an incident occurs in a ship or establishment which seems to the Commanding Officer or Administrative Authority to require investigation, the services of a Naval Police Investigation Team are to be requested in those areas where a team is available in preference to the State or Commonwealth Police except where indicated in the following paragraphs.

12. *Security Investigations.* The Commanding Officer of an HMA ship or establishment, Head of establishment, Director or Head of Branch is responsible for action to be taken in accordance with ACB 0337 Article 1302 where classified matter is known to have been or is suspected of having been compromised through:

a. loss or theft of classified matter or recovery by salvage;
b. improper access;
c. leakage of classified information;
d. deflection of an individual;
e. improper handling; or
f. for any other reason not included in the above.

13. When action in accordance with ACB 0337 Article 1302 has been taken and the assistance of a special investigation team is required, the senior Naval Police Officer responsible for security investigations (*see* Paragraph 14) is to be informed. The senior Naval Police Officer will, upon receipt of the request for an investigation team, allocate specially selected Naval Police investigators to carry out the necessary investigations. In the case of loss or compromise of classified matter ACB 0337 Appendix 13A is to be used as a guide (*see* Note). Where considered necessary and in consultation with the appropriate Civil or Service Security Officer, Naval Police are to request the assistance of the Australian Security Intelligence Organisation. The senior Naval Police Officer is to report the results of such investigations to the appropriate Administrative Authority.

14. Naval Police Security Investigators are posted to:

a. East Australia Area (HMAS KUTTABUL II) for investigation duties in:
   (1) NSW and the Australian Capital Territory.
   (2) Queensland.
   (3) North Australia.
   (4) Territory of Papua and New Guinea.
b. Victoria Area (HMAS LONSDALE) for duties in:
   (1) Victoria.
   (2) South Australia.
   (3) Tasmania.
   (4) West Australia.

Note: Before allocating Naval Police for security investigation duties, the senior Naval Police Officer is to ensure that other protective security functions set out in Paragraph 1, are not adversely affected.

15. *Offences Against The Person.* Naval Police assistance is to be requested by Commanding Officers and Heads of establishments. Subsequently it may be necessary for the Naval Police to request State Police assistance. Factors to be considered in deciding whether to call for such assistance are:

a. Nature of offence—whether litigation is likely to result;
b. Persons involved—eg, civilians;
c. Seriousness of offence—in cases of murder and manslaughter or where a coronial inquiry may be necessary, State Police are always to be notified.

16. It should be remembered that even if the State Police are investigating an offence, Naval Police with their knowledge of the Service, will be able to be of great assistance to the State Police Authorities.

14988/69—2

17. *Offences Against Property*. In the event of any loss of property over $40 or malicious or unlawful damage to property of any amount, the Commanding Officer or Head of establishment is to inform the Naval Police in areas where these are borne. RI 4963.2 is relevant. No undue delay in reporting should occur. However, in order to reduce the considerable waste of effort attached to investigating losses of, for example, items of stores which may subsequently be found, an incident involving the loss of property should be reported to the Naval Police only after a thorough search has been made and it is absolutely certain that the property is actually missing. This applies to losses of public, Service and private property of a value over $40 occurring in ships and establishments within each reach of Naval Police. Losses of less value than $40 may be reported by the Commanding Officer or Head of Establishment to the Naval Police or State Police in areas where no Naval Police are borne, if he feels it is appropriate in the circumstances.

18. Relevant parts of the foregoing will be incorporated in RI Chapter 57. ABR 8, Manual of Instructions for the Naval Dockyard Police, is hereby cancelled.

(D of R 331/203/62)

UNCLASSIFIED

293—Ships Sporting Colours

Navy Order 218 of 1969 is to be amended as follows:

Insert new colours for HMAS PARRAMATTA:

Jumper	*Socks*
Light blue with gold hoops	Light blue with gold hoops

(DPS (A) 138/6/31)

(*Navy Order 218 of 1969*)

UNCLASSIFIED

294—Transit Allowance

1. The provisions governing payment of Transit Allowance to members posted oversea on long or intermediate term duty and who are required to spend a short period in another country en route to or from the oversea place of duty have been varied. These variations are shown as they affect NPI 105/307:

Delete Sub-paragraph (a) and (b)(i) and (ii) of Paragraph 1 of NPI 105/307 and *insert* the following in lieu:

'(a) A member other than a married accompanied member (including a married member accompanied by his family at his own expense) is to be paid Short Term Duty Travelling at the rate specified for "Other Countries" as shown in NPI 209/1 Table C; and

(b) a married accompanied member (ie, married whose family travels at Departmental expense) is to be paid:

(i) Short Term Duty Travelling Allowance at the rate specified for "Other Countries" as shown in NPI 209/1 Table C in respect of the member only; and

(ii) Accounts for accommodation and meals, at a standard appropriate to the members rank, in respect of the members wife and children up to age 21 years and other dependants whose fares have been met by the Department.'

2. Your attention is drawn to Navy Order 420 of 1968. Paragraph 3, regarding payment of the Table C rate of Short Term Duty Travelling Allowance. The current 'Other Countries' rates of this allowance are contained in Navy Order 25 of 1969.

3. NPI 105/307 should be noted pending amendment.

(HPB 252/4/113)

(*Navy Orders 420 of 1968 and 25 of 1969*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

295—Alteration and Addition Item—General Fleet Fitting

The following Alteration and Addition Item is approved to be carried out in the undermentioned ships:

a. *Item:* (1) 'One additional guardwire is to be fitted midway between the decks and the existing bottom guardwire at the location specified on each of the following HMA ships:

(a) Type 12 Destroyer Escorts:
Class List Item No 375 (Ex TDL "NFFD").
HMA Ships YARRA and PARRAMATTA:
Quarter deck area P and S from frame 74 aft to and including transom.
In way of No 1 deck edge radius Fr 42 to Fr 72 P and S.
In way of No 1 deck edge radius STEM to Fr 29 P and S.
HMA Ships STUART and DERWENT:
Quarter deck area stbd side only Fr 74 aft to and including transom.
In way of No 1 deck edge radius:
Fr 42 aft to and including transom portside.
Fr 42 aft to Fr 73 stbd side.
STEM to Fr 29 P and S.

(b) Destroyers:
Class List Item No 153 (Ex TDL "NDCM").
HMA Ships VAMPIRE, VENDETTA and DUCHESS:
On way of No 2 deck edge radius and square gunwale.
Fr 59 aft to and including transom P and S.

(c) *Class List Item No 620* (Ex TDL "NQBI").
HMAS QUEENBOROUGH:
Quarter deck Fr 74½ aft to and including transom P and S.

(d) *Class List Item No 191* (Ex TDL "NBBW").
HMAS ANZAC:
Quarter deck Fr 102 aft to and including transom P and S.

(e) *Class List Item No 646* (Ex TDL "NRAH").
HMAS DIAMANTINA:
Upper deck Fr 99 aft to and including transom P and S.

(f) *Class List Item No 155* (Ex TDL "NKQ").
HMAS KIMBLA
Upper deck Fr 74 to Fr 76 P and S.

(2) Two additional guardwires to be fitted evenly spaced between the the deck and the existing bottom guardwire at the location specified on the following ships:
100ft Patrol Boats:
Class List Item No 4 (Ex TDL "NXE").
Upper deck Fr 9 aft to an including transom.'

b. Weight compensation is required as follows:

HMA Ship	*Weight Compensation Required*
YARRA and PARRAMATTA ..	190 lbs at No 1 dk level or above
STUART and DERWENT ..	150 lbs at No 1 dk level or above
Darings	128 lbs at No 1 dk level or above
QUEENBOROUGH	Nil
ANZAC	Nil
DIAMANTINA	Nil
KIMBLA	Nil
100ft Patrol Boats	45 lbs at No 1 dk level

(CNTS 1224/257/17)

RESTRICTED

296—Alteration and Addition Item—Ton Class Minesweepers

The following Alteration and Addition Item is approved to be carried out in the Ton Class Minesweepers:

Class List Item No 24 (Ex TDLs 'A', 'C' and 'I').

a. *Item:* '(1) Conning Intercom.
To fit a conning Intercom System consisting of a speaker (Patt 126081) and a microphone at the following positions:
Wheelhouse
Bridge (Compass Platform)
Minesweeping Office, on CURLEW and SNIPE only.
The existing loud hailer amplifier is to be used for this system via a change over switch.

(2) Broadcast System.
(a) To install additional loudspeakers and microphones on the Broadcast System at the following positions:
(i) Speakers.
Bridge wings, port and starboard—2W-AP12598
After Bofors mountings—4W-AP32031
Chief and Petty Officers Mess—1W-AP126081

Engine Room Control Booth—1W-AP126081
Forward Heads Flat—1W-AP126081
Galley Flat—1W-AP126081
Wardroom Flat (to replace existing 1W loud speaker)—2W-AP32031.

(ii) Microphones.
Wheelhouse
Midships Engine Room Structure, port and starboard and Minesweeping Office.

(iii) Muting system to be incorporated between the SRE and Broadcast System with an HT cut out relay on the 50 Watt amplifier.'

b. Estimated weight 'on' is 220 lbs at 20ft above base line for which full weight compensation is required. Proposals are to be submitted for approval prior to undertaking the item.

c. *References:* (1) HMAS WATERHENs Form AS1182 (TG103) TDL 'A' of 24 April 1963, forwarded under cover of FOICEA Memorandum of 23 August 1963.
(2) HMAS WATERHENs Form AS1182 (TG103) TDL 'C' of 3 May 1963, forwarded under cover of FOICEA Memorandum dated 23 August 1963.
(3) Navy Office Memorandum 1426/20/31 dated 4 December 1963.
(4) HMAS WATERHENs Form AS1182 (TG103) TDL 'I' of 28 August 1964, forwarded under cover of FOICEA Memorandum N18/9/4 (c) dated 9 December 1964.

(CNTS 1227/51/175)

UNCLASSIFIED

297—Ammunition—Cartridges QF 4.5in (SL)—Bulged Lids

1. *Stores affected* .. Cartridges QF 4.5in (SL).

Information .. The lids of cartridges are liable to bulge when the cartridges are out of their boxes. Excessive bulging can give rise to loading jams in relatively unworn guns. Lids can also become concave. Provided the lid/cartridge case joint is firm, cartridges with such lids are acceptable for use.

Action to be taken by HMA ships Outfits are to be examined every six months and cartridges with lids bulged ½in or more are to be identified by chalk marks on bases, and are to be exchanged at the nearest RANAD.

Cartridges which have been kept in their boxes are not likely to have excessively bulged lids, but ships and depot staff should keep watch during ammunitioning and any cartridges sighted with unacceptable bulging should be exchanged.

Action by RAN Armament Depots Cartridges landed with lids which have bulged a ½in or more are to have the bulge depressed. Details of apparatus suitable for this work will be notified separately.

14988/69—3

Future issues of cartridges to HMA ships — As the result of action taken in RANADs the regularity of shape of lids of cartridges may not be maintained. Such cartridges are, however, acceptable for use provided they do not again develop excessive bulging.

2. Navy Order 784 of 1965 is hereby cancelled.

(DAS 726/251/291)

(*Navy Order 784 of 1965*)

UNCLASSIFIED

298—Signalled Demands

1. In order that storing and other authorities may more readily identify an item requested by signalled demand to a particular parent equipment (where applicable), the format for signalled demands has been amended as shown hereunder.

2. Signalled demands are to be in the following format quoting this Navy Order:

A. Group Class, Catalogue No, Part No, etc, as applicable, and for spare gear, the page and line of the List of Equipment, etc

B. Brief description of item

C. Quantity

D. Parent equipment identification—state if not applicable

E. Priority and/or target date

F. Reason for demand or previous reference, eg, outstanding demand.

3. ABR 4, Article 0618, will be amended.

(DSAP 400/251/29)

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ANOs 299-317/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
12 May 1969.

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

14918/69

CONTENTS

No. *Title*

SECTION 2—PERSONNEL

299 Aircrew Refresher Flying.
300 EDP Leave Record.
301 Fees and Allowances for Part-time Medical Services and Ancillary Medical Services.
302 Introduction of EDP Parallel Running for Sailors.
303 Medical and Dental Treatment of Families Accompanying Members Serving With the Strategic Reserve Malaysia, Singapore, Hong Kong or on Loan to RMN.
304 Malaria—Medical Examination on Posting to Malarious Area.
305 Officers—Confidential Reports.
306 Rail Travel in Queensland.
307 Scale of Fees for Dental Treatment by Civilian Dentists.
308 SGCE Modern Mathematics I and II—Introduction.

SECTION 4—EQUIPMENT, STORES AND SERVICING

309 Alteration and Addition Item—HMAS DUCHESS.
310 Alteration and Addition Item—HMAS KIMBLA.
311 Alteration and Addition Item—HMAS STALWART.
312 HSA Equipment—Designation and Classifications.
313 Machinery—Bearings, Ball and Roller—Removal of Protectives Before Use.
314 Naval Stores—Introduction—Tester, Pressure Gauge for Recompression Chambers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

315 MBR 8977—International Code of Signals (1965 Revision)—Introduction.

SECTION 6—ESTABLISHMENTS

316 Accidents—Overhead Cables—Danger from Siting Equipment Nearby.
317 Scales of Equipment in Shore Establishments—Floor Polishers.

Section 2
PERSONNEL

UNCLASSIFIED

299—Aircrew Refresher Flying

1. Aircrew wishing to carry out refresher flying are no longer to make application as required by RI Article 6039.

2. In future aircrew will be lent to a squadron for a specific two week Refresher Flying Course to meet the requirements of the Service.

3. Aircrew will normally be given Refresher Flying on aircraft in which they have been previously qualified. In the case of Pilots, where this is not possible, the Refresher Course will be such as to allow them to reach 2nd Pilot qualification on a type similar to that in which they were last qualified.

4. Refresher flying is to be included in monthly returns of conversion and refamiliarisation flying.

5. RI Article 6039 will be amended in due course.

(DAPO 311/201/304)

UNCLASSIFIED

300—EDP Leave Record

1. Approval has been given to the introduction of an EDP Leave Record (Form PH22) for officers and sailors. A copy of the form is attached at Annex A.

2. The leave record will normally contain the following details:

a. leave concession warrant entitlement;
b. leave deferred or overtaken as at the close of the previous leave year; and
c. leave taken and LCWs issued during the previous and current leave years.

However, all copies of the leave record issued prior to the commencement of the 1970–71 leave year will contain details in respect of leave taken during the 1969–70 leave year only.

3. The initial issue of the leave record will be effected shortly. Subsequent issues will be made from the EDP centre upon receipt of each report notifying:

a. the appointment or re-appointment of officers and the entry or re-entry of sailors;
b. that a member has taken up a posting to a new ship or establishment;
c. the deferment of a members leave from one leave year to the next;
d. that a member has taken leave in excess of entitlement during the previous leave year; and
e. a change in a members home town for leave concession purposes.

The leave record will also be issued upon request by ships and establishments. The necessary instructions will be included in ABR 5063 Vol II in the near future.

4. Subsequent to receipt, leave taken and types of leave concession warrants issued are to be recorded manually on the back of the leave record.

5. The leave records are to be filed in the Captains Office for officers and the Regulating Office for sailors. Arrangements are being made for the issue of special blue vinyl covered binders for this purpose.

6. The EDP Leave Record will not become the official record until the commencement of independent running (Form AS239 will then be abolished). However, the leave record is to be maintained in ships and establishments from date of receipt. The procedure for new issues, as described in Paragraph 3 above, will also be effective from that date.

7. The leave record is to be handed to an officer or sailor on proceeding to take up a new posting and is to be presented by him to the Captain's or Regulating Office as appropriate for temporary use pending receipt of the new print out from the EDP centre.

14918/69—2

ANNEX A

EDP Leave Record (Front)

PH22
(1969)

LEAVE RECORD

TO

Concession Warrant Entitlement	Brought Fwd.	FSL	OTH
	Deferred Excess		

PREVIOUS YEAR

LEAVE TAKEN

Date Commenced	Long*	TT	FSL	Pre-EMB	Sick	Comp	ASL	LWOP	UNI	Warrant

CURRENT YEAR

LEAVE TAKEN

Date Commenced	Long*	TT	FSL	Pre-EMB	Sick	Comp	ASL	LWOP	UNI	Warrant

* Long Leave should include remote locality, arduous service, flying, etc.

EDP Leave Record (Back)

LEAVE TAKEN

Date Commenced	Type	Days	TT	Warrant Type	Date Commenced	Type	Days	TT	Warrant Type

Note: Long Leave should include remote locality, arduous service, flying, etc.

(HPB 319/1/53)

UNCLASSIFIED

301—Fees and Allowances for Part-time Medical Services and Ancillary Medical Services

Navy Order 193 of 1969 is to be amended as follows:

Delete Sub-heading 'Annex A' and *insert* in lieu of Sub-heading 'Annex B'.

(MDG 327/61/37)

(*Navy Order 193 of 1969*)

UNCLASSIFIED

302—Introduction of EDP Parallel Running for Sailors

1. Navy Order 98 of 1969 described the new procedures to be introduced following the distribution of the EDP produced officers service records and stated that a separate navy order would be promulgated concerning the distribution of sailors records. (Forms PH 14).

2. It is now expected that the latter distribution will be effected in three stages—stage one covering Chief Petty Officers and Petty Officers in the near future and stages two and three covering leading rank sailors and the remaining sailors, respectively, at approximately monthly intervals thereafter.

3. On receipt the records are to be checked against Certificates of Service and enclosures and any errors detected are to be reported to Navy Office in similar manner to that outlined in Navy Order 98 of 1969. The procedure described in Paragraph 3 of that order will then be followed.

4. As with the Officers Record, the Sailors Service Record contains a number of areas where information has been presented in abbreviated or encoded form. An explanation of these abbreviations and codes appears in Annex A, additional copies of which will be distributed with the Chiefs and Petty Officers records.

5. Arrangements have been made for the distribution to ships and establishments of special 15 × 10¼ green coloured binders for the filing of sailors' service records. After filing, one copy of the Service Record is to be retained in the Ships Office and the other by the Divisional Officer.

6. With each stage of the distribution of sailors service records, parallel running for the particular group involved will be deemed to have commenced.

7. After the commencement of parallel running, the procedures outlined in Paragraphs 6 and 7 of Navy Order 98 of 1969 are to be followed.

ANNEX A

Sailors Service Record—List of Items Appearing in Abbreviated or Encoded Form

Item	*Description of Contents*
Academic Qualifications ..	Indicated by abbreviations in common usage, eg, BA—Bachelor of Arts (Maximum of 2)
Age	The age shown in the box headed 'Personal Description' is the members age at the time that personal description was given and not necessarily his present age
BTT	The date on which this qualification was obtained for promotion to the next rank. The words NOT REQ indicate that this qualification is not required or already obtained

Campaign Stars and Medals..	
Abbreviation	*Meaning*
39/45	1939–45 Star
39/45*	1939–45 Star and Clasp
AFRICA	Africa Star
AFRICA*	Africa Star and Clasp
ATLANTIC	Atlantic Star
ATLANT*	Atlantic Star and Clasp
AUSGEN	Australian Service Medal
BURMA	Burma Star
BURMA*	Burma Star and Clasp
DEFENCE	Defence Medal
FRGER	France and Germany Star
FRGER*	France and Germany Star and Clasp
GSM	General Service Medal
GSMB	General Service Medal with Clasp Borneo
GSMV	General Service Medal with Clasp Vietnam
GSM62	General Service Medal—1962
ITALY	Italy Star
ITALY*	Italy Star and Clasp

Item	*Description of Contents*
Campaign Stars and Medals—*continued*	*Abbreviation* — *Meaning* KOREA — Korea Medal NGSMBMC — Naval General Service Medal with Clasp Bomb and Mine Clearance NGSMM — Naval General Service Medal with Clasp Malaya NGSMMS — Naval General Service Medal with Clasp Mine-Sweeping NGSMSEA — Naval General Service Medal with Clasp South East Asia PACIFIC — Pacific Star PACIF* — Pacific Star and Clasp UNMEDAL — United Nations Medal POLAR — Polar Medal VIETNAM — Vietnam Medal WAR — War Medal (The award of the Vietnamese Campaign Medal is recorded as a foreign decoration (FD) in the area headed 'Honours and Awards')
Certificate of Competence ..	As for BTT
Extension of Service (Reason)	*Abbreviation* — *Meaning* AGE — Extension of Retiring Age MED — Medical SRQ — Service Requirements FTS — Full Time Service LON — Loan Service EXC — Exchange Service
Engagements	The sailors engagements (Maximum of 3) are shown. *Period* — *Type* Shown as numeric code — Remains blank for normal PNF engagements Otherwise shown as: 12000—12 years — FTS—Full Time Service 9000— 9 years — MOB—Mobilised 9182— 9 years 182 days 3023— 3 years 23 days — LON—Loan Sailor EXC—Exchange Sailor ATT—Serving on Attachment
Employment	A history of the sailors employment up to a maximum of 8 entries: DATE—The commencing date of the period involved is shown DUTIES—Includes the nature of the duties performed, the number of weeks in each duty, and the efficiency in each WEEKS—Indicates the total weeks employed EFF—Indicates the assessed average efficiency over the period The letters NA indicates not assessed
Furlough	Contains the following details: Taken—the number of days taken to date PIL—an 'X' indicates that payment has been received in lieu PT—the letters F or L indicate 'pay in lieu of furlough' or 'extended leave' PS—an 'X' indicates that additional qualifying service has been accepted NON-EFF—the number of days non-effective service for furlough purposes Entitled Start—the date from which furlough entitlement is to be calculated
Family Disability	The date of acceptance of a current family disability for posting purposes
Gain/Loss—Period	Time gained or lost for promotion purposes is shown by the words GAIN or LOSS followed by the period which is indicated as follows: 600— 6 months 315— 3 months 15 days 15—15 days
Good Conduct Badges and Medals	The badges/medals currently held, the date of award or restoration of each, and, where applicable, the date on which the next badge, medal or clasp is due. The column headed DEPR indicates the number of times the badge or medal has been deprived

Item	*Description of Contents*
Higher Education	Includes subjects of HET, SGCE, and LEEUWIN Educational Tests, which either the sailor has passed or for which an exemption has been granted. Civil education subjects, without SGCE equivalent, but accepted as being of equal merit as a qualification are also shown

Subject	*Abbreviation*			
	HET	*SGCE*	*LEEUWIN*	*Civil*
General Knowledge ..	GKNO HET			
History	HIST HET			HIST ACQ
Mathematics ..	MATH HET			
Magnetism/Electricity	M&EL HET			
Mechanics	MECH HET			
Navigation ..	NAV HET	NAV GCE	NAV LEU	
Geography ..	GEOG HET	GEOG GCE	GEOG LEU	
English	ENG HET	ENG GCE	ENG LEU	
Modern History ..		MHIS GCE	MHIS LEU	
Economics		ECON GCE	ECON LEU	
Chemistry		CHEM GCE	CHEM LEU	
Maths I		MTH1 GCE	MTH1 LEU	
Maths II		MTH2 GCE	MTH2 LEU	
Physics		PHYS GCE	PHYS LEU	
Asian History ..		AHIS GCE	AHIS LEU	
Language				LANG ACQ
Science				SCI ACQ
Cultural				CULT ACQ
Drawing				DRAW ACQ
Others				MISC ACQ

Percentage—contains one of the following:
(*a*) Marks obtained for HET subject
(*b*) Grade of pass for SGCE or LEEUWIN Passing Out Test
(*c*) The letters EX to denote an exemption

Home Port	Specified by the first letter, eg, S = Sydney
Honours and Awards ..	Abbreviations in common usage are used. The letters FD denote a foreign decoration which, because of space limitations, is not printed
Job Stability (incorrectly shown as Job Suitability)	The reason for stabilisation of the members current posting
Marital Status—Date ..	The date shown is the date of the EDP Census, 4 April 1968, except where a change in marital status has been reported since that date
Medical Review Date ..	The date for further medical survey
Movements	Only movements resulting from postings are included (Maximum of 9)

NBCD—Type .. ..

Abbreviation	*Meaning*
STD	Pass—Standard Course
ADV	Pass—Advanced Course
E/S	Exempt—Standard
E/A	Exempt—Advanced
P/S	Provisional Pass—Standard
P/A	Provisional Pass—Advanced

Personal Description .. 'Age' is the age at date of the personal description recorded on the Service Record

Pension Type .. ..

Abbreviation	*Meaning*
P	DFRB Contributor
G	Gratuity
DP	Deferred Pay
NA	Not Applicable

Preferred Locality .. .. Denoted by the first letter of the locality, eg, S for Sydney, followed by a numeric character indicating the reason for preference, viz:
1 = In lieu of posting to Home Port
2 = Posting to Home Port not desired

14918/69—3

Item	*Description of Contents*
Premature Discharge ..	The insertion of a date indicates that an application for premature discharge has been received and is currently under consideration
Previous Discharge Reason ..	Specified in plain language or by an abbreviation *Abbreviation* — *Meaning* BNPS — Below Naval Physical Standard CFTS — Completion of Full Time Service DPOE — Disability Present on Entry DEE — Engagement Expired FRAUD — Fraudulent Entry PUNS — Physically Unfit for Naval Service REVERTED — Reversion to another Navy SNLR — Services no longer required SHOREC — Shore ex-Cadet WRAN SHORER — Shore ex-Regulator SHOREF — Shore failed Training TUSL — Temperamentally Unsuited for Service Life TRANSFER — Transferred to Another Service NCFS — Not to be claimed for further Service
Promotion Due	When completed, contains either the date on which promotion is due by time in the current rank or one of the following words: *Meaning* SELECT — Further promotion only by selection UNDERTR — Not eligible for promotion until current training course completed *Note:* The letter C immediately to the left of this box indicates that the member is due to be confirmed in rank on the date shown
Qualification Numbers ..	Qualifications awarded or obtained as the result of passing a course or test, excluding those specifically indicated on the Record by the insertion of a date. These qualifications are specified as five digit numbers, the key to which is contained in ABR 27 Vol 3
QSD/QSL..	Indicates that the sailor has qualified educationally for promotion to commissioned rank as follows: *Abbreviation* — *Meaning* QESD — Special Duties List QESL — Supplementary List QESLA — Supplementary List (Air) QESD/SL — Special Duties and Supplementary Lists QESL/UY — Supplementary List and Upperyardman QEALL — All avenues QEWO — WRAN Officer
Removals	When completed, contains the following details for posting purposes: *Type*—The type of removal approved or disallowed, namely: FULL = FULL LIMT = LIMITED MARR = On Marriage *Date*—The date of application and, subsequently, the date of approval or disallowance of the last removal since Census Day, 4 April 1968. Where the word 'Census' appears this indicates that it was shown on the Census Form that the member had had a removal at Departmental expense. *Status*—The situation regarding the removal, namely: APPLIED = Application made APPROVE = Removal approved NOTAPP = Removal not approved
Seatime	The commencing date of the members current period of sea or shore service and the number of days seatime served in his current rank to the date of issue of the Service Record. Where the letters TS or TU appear this indicates that the member is serving in HMAS TARANGAU accompanied or unaccompanied as the case may be
Seatime Waived	Indicates whether the requirement of seatime for promotion to the next rank has been waived. The word NO or the date of waivure is shown

ANNEX A—*continued*

Item	*Description of Contents*
Security	The key to this code is contained in ACB–0328
Section 1 Part 1	Applicable only to sailors of Able Rank and above, WRANS, and Naval Dockyard Police
Section 1 Part 2	When completed, either the date on which the test was passed or the abbreviation NOT REQ (NOT REQUIRED) is shown
Swimming	The date on which this qualification was obtained
Time Forfeited	The number of days service on half pay and total time forfeited to date (in days) in respect of: Leave without pay Service without Pay (Detention, cells, etc) Civil Power Where a member has been convicted of desertion, time forfeited prior to, and whilst in desertion will not appear until the 'Run' is removed
Total Punishments	Indicates the number of punishments (Warrant and Court-Martial) recorded by EDP. If this figure exceeds the number of entries appearing in the Warrant Punishments area, the members complete punishment history can be requested, if required
Volunteer For	The particular duty(ies) for which the member has been accepted as a Volunteer
Warrant Punishments ..	Provides a limited history (maximum of 6 entries) of the members punishment record. Punishment type is shown as a numeric code which, for committed and suspended sentences, is contained in Appendix A to Article 3064 of ABR 5063 Vol 2. The other codes are listed hereunder

Punishment	*Committed after Suspension*	*Remitted after Suspension*	*Remitted after Commital*	*Consecutive with another punishment*	*Concurrent with another punishment*
Imprisonment	201	301	401	501	601
Detention	203	303	403	503	603
Reduction in Rank ..	204	304			
Deprivation of 1st Badge..	207	307			
Deprivation of 2nd Badge	208	308			
Deprivation of 3rd Badge	209	309			
Deprivation of 1st and 2nd Badges	210	310			
Deprivation of 2nd and 3rd Badges	211	311			
Deprivation of all Badges	212	312			
Deprivation of LS & GC Medal	213	313			

(*Navy Order 98 of of 1969*)

(HPB 178/1/127)

UNCLASSIFIED

303—Medical and Dental Treatment of Families Accompanying Members Serving With the Strategic Reserve Malaysia, Singapore, Hong Kong or on Loan to RMN

1. A member who is posted for long term accompanied duty to:

   a. Strategic Reserve Malaysia/Singapore;

   b. Hong Kong; or

   c. Royal Malaysian Navy on loan service;

is entitled, subject to Paragraph 2 hereunder, to have medical, dental, optometry and hospital treatment for his family provided through the UK Services Medical Organisation free of direct charge to the member provided his dependants have been accepted as medically fit for travel to and residence at the oversea locality. The conditions contained in the following Paragraphs 2 to 6 inclusive, which enlarge upon conditions currently contained in NPI 105/308 and 309 are promulgated for information and action as necessary. It is the members responsibility to comply with these conditions. HMA ships and establishments arranging the examinations are to furnish the reports to Navy Office (MDG) in each case.

2. It is essential that all members of the members family be examined and passed as sufficiently medically and dentally fit before proceeding to the oversea locality. Examination of dependants is to be carried out by a Service Medical/Dental Officer or a Commonwealth Medical/Dental Officer. A request for examination by a Commonwealth Medical/Dental Officer should be made in writing on behalf of the member. Unless the prior approval of the Service Medical/Dental Officer or a Commonwealth Medical/Dental Officer has been obtained, or special circumstances exist, an examination by a private Medical/Dental practitioner will not suffice.

3. Medical and dental reports on a members family are to be obtained before arrangements for their departure are completed. Costs directly related to medical and dental examinations will be met by the Department but the cost of medical and/or dental treatment, arising from the examinations, to ensure fitness will be the responsibility of the member. The member will be required to demonstrate to the Medical Director-General, Melbourne, that the treatment has been carried out prior to the dependants departure from Australia. If the treatment is not carried out in Australia but is subsequently carried out after arrival at the overseas post, the related costs will also be the responsibility of the member.

4. If a dependant is found to be medically unfit, (assuming that a dental condition can generally be rectified prior to the familys departure) to the extent that continuing treatment is likely to be necessary but the Department considers that for service reasons the dependant should proceed to the overseas post, the decision taken will have regard to the views of the Medical Director-General, Melbourne.

5. If the dependant is allowed to proceed to the overseas post, the cost of any treatment obtained in Australia for the particular medical condition prior to departure is the responsibility of the member, but in the event that treatment of the condition is necessary after arrival at the overseas post, the cost of such treatment will be met initially by the member who should then claim against the hospital and medical benefits fund in Australia to which he contributes. The Department will then reimburse the member two-thirds of the amount remaining after deducting the refund he receives from the fund. If the member

does not contribute to a fund he will be deemed to be a contributor at the maximum rates of contribution to the Navy Health Benefits Society and the amount to be deducted from the cost of medical treatment will be assessed accordingly. If approval is given for a member, who is found to be medically unfit, to proceed to the oversea post the relevant medical reports will be made available to the Medical Organisation at the oversea post.

6. The conditions in the following Paragraphs 7 to 12 inclusive are re-stated for information.

7. The Department will not be responsible for the cost of spectacles, dentures or hearing aids, but other surgical aids may be provided at Departmental expense where the need for such aids are necessary to assist in the recovery from an illness.

8. The member and his dependants will be eligible to be medically examined and X-rayed at Departmental expense at the end of each twelve months of the members service at the oversea post. A member who serves overseas on long term duty and employs household servants is also eligible to have the servants medically examined and X-rayed on engagement and then at twelve monthly intervals at Departmental expense.

9. Subject to production of evidence of expenditure, the member may be reimbursed costs of dependants fares in excess of $M1 (Malaysia/Singapore) or $HK2 (Hong Kong) on each occasion of travel to a Service medical officer, hospital, medical centre or clinic, for treatment or where referred to a specialist under Paragraph 10 hereunder.

10. A member excluding members serving in Hong Kong may be reimbursed reasonable accommodation and meal costs appropriate to his status in respect of a dependant who is referred to a specialist in the country of the members posting by a Service Medical Officer and because of the distance travelled, overnight accommodation is involved subject to:

   a. satisfactory evidence of reasonable expenditure for accommodation and meals being produced;

   b. the concurrence of the Naval Member, Joint Planning Staff, Singapore being obtained, and

   c. the member contributing for the period involved (in addition to the fares element of $M1), an amount equivalent to half the amount for food for member and wife shown in the Scale of Normal Living Costs in accordance with NPI 105/312.

These provisions will also apply where a parent necessarily accompanies a child referred to a specialist and an overnight stay is involved. Contribution for food costs will be as in c. above plus the additional element for one child.

11. The benefits of Paragraph 10 above are limited to treatment obtained in the country of the members posting. Where it is essential on medical grounds that a dependant obtain treatment at another locality full details of these cases are to be submitted to Navy Office, in advance, for consideration of Departmental liability in regard to fares. In cases of clear emergency full details should be furnished urgently to Navy Office.

12. Under normal circumstances travel at tourist or economy class is to be used. Where such travel is to Australia it is expected that Departmental liability for fares will normally cease at the first disembarkation point in Australia where adequate facilities for the particular medical treatment are available. The cost of further travel from that point to another locality in Australia (and subsequent return to disembarkation point) is the responsibility of the member. Cost of medical treatment received in Australia will be the responsibility of the member, and it is recommended that all personnel proceeding to an oversea locality should continue contributions to a hospital and medical benefits fund while overseas.

13. The following are new conditions introduced to cover the provision of treatment for dependants after return to Australia on completion of the members long term posting in the oversea country in respect of a disease (as listed in Annex A) contracted while in the oversea country. The member may be reimbursed by the Department, where the disease became evident before or after return to Australia, of part of such expenses incurred in accordance with the following provisions;

a. all fees paid for medical service and/or hospital treatment may be included, less a deduction equal to the maximum rate recoverable under a medical and hospital benefits fund and the National Health Act;

b. return fares at the standard appropriate to the circumstances, for the member and/or dependant or dependants as necessary, for a journey between place of residence and place of medical examination or treatment, may be reimbursed, subject to a contribution by the member of $A6.00 against the total family fares for each such journey;

c. the amount to be reimbursed to a member in accordance with Sub-paragraphs a. and b. above in any period of twelve months shall not, unless the Naval Board otherwise approve exceed $A200 in respect of each person;

d. a member is not entitled to reimbursement of expenses under this paragraph in relation to medical treatment of a disease if the Commonwealth is liable under Section 11 of the Commonwealth Employees Compensation Act 1930–1967, to pay a sum in respect of the cost of the medical treatment for the disease and, if after a member has received reimbursement of expenses under that section, the Commonwealth becomes so liable. The amount paid to him as reimbursement of expenses under this paragraph is recoverable from the member as a debt due to the Commonwealth;

e. a payment by way of reimbursement under this paragraph will be made only, unless otherwise approved by the Naval Board, if the dependant complied with the normal requirements before travel to the oversea post and has undergone such additional vaccinations and inoculations as may be recommended by the Commonwealth Medical Officer, or Service Medical Officer, and in the opinion of the Medical Officer conducting the medical examination the dependant was fit to proceed overseas on posting and evidence was not found of any of the diseases listed in Annex A. In normal circumstances medical examination of a dependant will be a necessary prerequisite to assistance under this paragraph. In considering cases not so covered the Naval Board will have regard to evidence that the disease was contracted overseas, during the period of the members duty overseas;

f. unless otherwise determined by the Naval Board reimbursement in respect of treatment within Australia will be made only:

(1) where the dependant has within one month of return to Australia, submitted himself for medical examination by a Commonwealth Medical Officer or a Service Medical Officer, and has, within a reasonable time (as a rule not more than six months), undergone whatever examinations and associated tests may be prescribed by the Medical Officer conducting the examination;

(2) where such examination did not disclose a disease listed in Annex A, the dependant has undergone a further medical examination, including any associated tests required, by a Commonwealth Medical Officer or Service Medical Officer, and the resultant medical opinion is that the reasonable inference is that the disease was contracted overseas; and

(3) where:

(*a*) a medical service and/or hospital treatment was provided by or on behalf of or as a result of directions given by a Commonwealth Medical Officer or Service Medical Officer; or

(*b*) a Commonwealth Medical Officer or Service Medical Officer certifies that the medical service and/or hospital treatment was appropriate in the circumstances;

g. for the purposes of this paragraph a Medical Officer of the School of Public Health and Tropical Medicine shall be deemed to be a Commonwealth Medical Officer.

14. Where the fares or fees paid by a member for medical services or hospital treatment as outlined in Paragraph 13 are, in all the circumstances of the case considered by the Naval Board to be excessive, the amount to be reimbursed shall be reduced to an amount which is considered reasonable.

15. The provisions of NPI 105/308 and 309 will be amended as appropriate and should be noted accordingly.

ANNEX A

Listed Diseases

Protosoan:

Trypanosomiasis (African)
Trypanosomiasis (South American) (Chagas' disease)
Kala-agar (Leishmaniasis)
Cutaenous Leishmaniasis (Oriental Sore)
Coccidiosis
Toxoplasmosis
Amoebiasia
Black Water Fever

Spirochaetal:

Louse Borne Relapsing Fever
Tick Borne Relapsing Fever
Rat Bite Fever

Rickettsial Diseases:

Epidemic Typhus
Rocky Mountain Spotted Fever
South African Tick Fever
Tsutsugarmushi Fever

Bacterial Diseases:

Plague
Cholera
Bartonellosis
Bacillary Dysentery
Shigellosis
Melioidosis
Leprosy

Viral Diseases:

Yellow Fever
Phlebotomus Fever
Rift Valley Fever
West Nile Fever
Colorado Tick Fever
Rabies
Smallpox

Helminthic Diseases:

Schistosomiasis
Paragonimiasis
Fasciolopsiasis
Clonorchiasis
Heterophyidiasis
Opistorchiasis
Metagonimiasis
Cestode infections including Taenia solium
Diphyllobethrim latum
Hymenolepis nana
Filariasis
Onchocerciasis
Dracontiasis
Loiasis
Trichinosis

Systematic Diseases:

Blastomycoses
Coccidioidomysocis
Rhinosporidiosis

(HPB 252/10/6)

UNCLASSIFIED

304—Malaria—Medical Examination on Posting to Malarious Area

1. When naval personnel are posted to a potentially malarious area, ie, that area defined in ABR 1991, Article 0875, Paragraph 16 b., the Medical Officer and Sick Berth Staff concerned are, at the preliminary medical examination, to scrutinise carefully the Form AF Med 4, and enclosures of the member and ascertain whether:

a. The member has served in a malarious area;

b. if so, irrespective of whether there is any previous history of malaria that the Eradication course detailed in ABR 1991, Article 0875, Paragraphs 12 and 13 has been undertaken and recorded on Form AM209Z.

2. If the Eradication course has not been recorded, or if on close questioning it appears the member was not diligent in taking the entire prophylactic treatment the full course is to be reinstituted and completed, prior to the member taking up the posting; this is to be recorded on Form AM209Z.

(MDG 327/54/11)

UNCLASSIFIED

305—Officers—Confidential Reports

1. Navy Order 811 of 1968 is to be amended as follows:

a. **Article 1022 (1).**
Delete 'in addition to' and *substitute* 'except for'.

b. **Article 1022 (11).**
Delete '1051 (6)' and *substitute* '1051 (7)'.

c. **Article 1052 Table, Column 2. Sub-paragraph (c).**
Delete 'but excluding those'.
Sub-paragraph (d).
Delete 'in toto'.

(DAPO 465/1/1356)

(*Navy Order 811 of 1968*)

UNCLASSIFIED

306—Rail Travel in Queensland

1. 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 members 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:

(1) those whose final travel warrant is to Queensland;

(2) those whose final removal is to Queensland;

(3) 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.

5. Navy Order 224 of 1966 is hereby cancelled.

(HPB 187/1/189)

(*Navy Order 224 of 1966*)

UNCLASSIFIED

307—Scale of Fees for Dental Treatment by Civilian Dentists

Navy Order 19 of 1968 is to be amended as follows:

Paragraph 4 q.

Delete existing fees and *insert* the following in lieu:

$	$
15.90	6.35
13.55	5.40
12.35	4.95
8.55	3.40

These fees are operative on and from 1 January 1969.

(MDG 327/61/26)

(*Navy Order 19 of 1968*)

UNCLASSIFIED

308—SGCE Modern Mathematics I and II—Introduction

1. It has been approved to increase the range of subjects in the Services General Certificate of Education Examinations by the addition of the subjects Modern Mathematics I and Modern Mathematics II.

2. These subjects have been introduced to cater for modern developments in the teaching of mathematics and to provide for recent changes in emphasis in the aim, scope and content of these subjects.

3. The initial examinations will be held in April 1970. Study Guides will be available about October 1969.

4. Modern Mathematics I and Modern Mathematics II, as a pair, will be regarded as alternatives to Mathematics I and Mathematics II for purposes of qualification for commissioned rank and for the award of SGCE Certificates.

5. Mathematics I and Mathematics II will be discontinued after a period of parallel running, but not before the examinations scheduled for October 1972.

6. Textbooks for the new subjects will be issued to ships and establishments without demand; allowances will correspond to those applying for the present subjects of Mathematics I and II.

(DNES 325/1/47)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

309—Alteration and Addition Item—HMAS DUCHESS

The following Alteration and Addition Item is approved to be carried out in HMAS DUCHESS.

Class List Item Number 161 (Ex TDL 'NDCQ')

a. *Item:* 'To modify navigation and signalling circuits by fitting an automatic flashing device in accordance with DEE 39193, to the twin fixed mast obstruction lights, with controls fitted in the operations room.'

b. It is proposed to incorporate the modification in HMA ships VAMPIRE and VENDETTA during their forthcoming Extended Refit as any work carried out before the refit would be negated due to structural changes planned on B Gun Deck.

c. Weight compensation is not required for the item.

(CNTS 1215/59/210)

UNCLASSIFIED

310—Alteration and Addition Item—HMAS KIMBLA

The following Alteration and Addition Item is approved to be carried out in HMAS KIMBLA:

Class List Item Number 151 (Ex TDL 'AC')

a. *Item:* 'Galley oil fired cooking range to be replaced by an LP gas range and an LP gas hot water service installed in lieu of existing oil heated hot water service.

Hot water service to be fitted with a steam heating coil led from ships domestic steamline as an alternative means of hot water heating'.

b. Details of weights on and off are to be reported on completion of the work.

c. *Reference:* HMAS KIMBLAs Form AS1182 (TG103) TDL 'AC' dated 20 July 1967, forwarded under cover of FOCAF Memorandum AF1212/32/4 dated 1 August 1967.

(CNTS 1232/51/28)

UNCLASSIFIED

311—Alteration and Addition Item—HMAS STALWART

The following Alteration and Addition Item is approved to be carried out in HMAS STALWART.

Class List Item Number 10 (Ex TDL 'NFFN')

a. *Item:* 'To improve lifting facilities in the main machine shop of HMAS STALWART by provision of a 14 cwt capacity pedestrian controlled telescopic jib crane (with long outreach), in place of the existing Crown Model W2S–54, 2,000 lbs capacity pedestrian controlled, electric, forklift truck'.

b. Weight compensation is not required for the item.

c. *Reference:* HMAS STALWARTs Letter S1122/1/1 dated 16 September 1968 forwarded under cover of FOCAF Memorandum AF1123/1/6 dated 25 October 1968.

(CNTS 1123/51/281)

RESTRICTED

312—HSA Equipment—Designation and Classifications

HSA equipments in use in the RAN are identified and classified as follows:

Project No	*Description*	
RA8/04–34Au	8GR301	Navigation Radar

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
001	Antenna	8GA300/07	R	
002	Man-aloft switch	0D93575	U	
017	Transceiver including Ferrite isolator and low power shutter	8GZ301/00	R	
021	Power supply unit ..	8GD300/06	U	
023	Control unit	8GU300/06	R	
025	Control unit selection box ..	8GU305/00	U	
037	Mains adaptor unit ..	8GD1010/02	U	
099	Set of installation spare parts		U	
100	Documentation		R	

Project No	*Description*
M22/6—38Au	Gunfire Control System-River Class DEs

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
01	Combined antenna system, comprising: —warning antenna with: —IFF dipoles —tracking antenna —stabilizer —radome —rigid resilient mounting	vri 70/10	R	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
02	Man-aloft switch	vvk 104/3	U	
03	Supply and amplifier cabinet (for 01 and 05)	vsv 113/6	U	
04	Switch and fuse box ..	vvk 94/10	U	
05	Optical sight (stabilized) ..	vri 79/9	R	
010	Radar transmitter/receiver (X-band) comprising: —jumping frequency transmitter/receiver, power supply unit	erc 5/15	R	
012	Radar auxiliary cabinet, comprising: —interference suppression unit —PPI-autofollow unit	esv 6/11	R	
013	Waveguide drier	vad 15/5	U	
014	Radar and switching panel..	erc 6/12	R	
015	Junction box (for 014) ..	esv 10/12	U	
020	Display, control and computer cubicle, comprising: —display unit with PPI, A-scope and B-scope, antenna conversion unit	vre 105/18 emb 10/9	R	
	—supply rack for the display unit and 012 —main control panel —digital computer with program for: —tracking of one air target and one surface target simultaneously; *or* —tracking of one air target and one shore target simultaneously —prediction for one 4.5 turret —stabilization conversion for one 4.5 inch turret —Calculation of fuze time for starshell fire			
021	Firing pedal	vvk 44/15	U	
028	Blind bombardment corrector unit	vtc 32/9	R	
029	Computer test and control	vsc 123/1	U	
043	Gun transmission box for one 4.5 inch turret	vsv 108/1	U	
060	Check fire bell for CIC ..	vtz 2/9	U	
061	Check fire bell for gun ..		U	
062	Check fire bell for optical sight	vtz 2/9	U	
063	Check fire box for bridge ..	vtc 33/11	U	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
064	Check fire box for CIC ..	vtc 33/11	U	
065	Salvo buzzer for gun ..		U	
066	Check fire box for optical sight	vtc 33/12	U	
0100	Documentation ..		R	
0101	Set of special tools ..		U	
0102	Set of consumable parts for 500 hours operation		U	

Project No	*Description*
M44/1—39 Au	Missile Fire Control System (Seacat)

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
01	Radar/visual director, with: —3-ax stabilized tracking antenna —3-ax stabilized binocular —stabilizer —shock-absorbing mounting —flight controller for guidance	vri 52/19	R	
02	Man-aloft switch	vvk 104/3	U	
03	Supply and amplifier cabinet (for 01)	vsv 113/5	U	
04	Switch and fuse box ..		U	
05	Switch and fuse box ..		U	
010	Radar transmitter/receiver (X-band), comprising: —jumping frequency transmitter/receiver, power supply unit	erc 5/16	R	
013	Waveguide pressure drier ..	vad 11/11	U	
020	Display, control and computer cubicle with: —display unit, comprising: —supply unit, A-scope and B-scope, switch and control panel —ISU —setting panel —control panel —digital computer, programmed for: —tracking 1 air or surface target —calculation of firing brackets —launching data for launcher —stabilization conversion for launcher	vre 107/3 emb 15/3	R R	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
029	Computer test panel ..	vsc 123/1	U	
060	One stroke bell	vtz 1/8	U	
062	Check fire bell	vtz 2/9	U	
063	Gong	vtz 7/7	U	
065	Check fire bell	vtz 2/9	U	
066	Gong	vtz 7/7	U	
068	Check fire bell	vtz 2/9	U	
070	Command Link Transmitter (Modified)		—	not HSA supply
072	Launcher Control Console (Modified)		—	not HSA supply
0100	Documentation		R	
0101	Set special tools		U	
0102	Set consumable parts for 500 hours operation		U	

Project No	*Description*
BM22/44–40 Au	Special to type test equipment for Project M22 and M44

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
01	Zero position indicator ..	vsc 33/–	U	
02	Sinusoidal motion and constant speed transmitter (SINCOS)	vsc 88/–	U	
03	Digital computer input unit	vsc 118/–	U	
04	Registration equipment, consisting of:		U	
	—buffer unit	vsc 119/–		
	—paper tape punch			
	—paper tape reader			
07	Case with measuring cards, extension cards and diagnostic program		U	
07a	For M22—equipment ..	vsc 117/–	U	
07b	For M44—equipment ..	vsc 117/–	U	
08	Demodulator (for 09) ..	vsc 95/–	U	
09	Recorder..	Mark II	U	
010	Quadrant		U	
011	Alignment signt (for guns) ..	FK10B	U	
012	Oscilloscope, with:	535A	U	
	—preamplifier	CA		
	—preamplifier	G		
	—current probe	P6016		
	—current probe amplifier ..	131Mod3		
013	Twin supply unit, stabilized		U	
014	Tubevoltmeter	GM6012	U	
015	Transistor test unit ..	PP3000	U	
016	Multimeter	AVO8MKII	U	
017	Tubevoltmeter, with:	HP410B	U	
	—DC—multiplier	HP459A	U	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
018	Cristal Test Unit	IL390A–3	U	
019	Range calibrator set ..	AN/UPM—11A	U	
029	Computer test panel ..	vsc 123/–	U	
0100	Cables			
0101	Documentation		R	
	*Means: Tolerance ± 10%			
	Quantities based on:			
	2 ships			
	1 base			
	Testrack comprising:			
	—Control panel			
	—Oscilloscope	RM 17	U	
	—Noise figure meter ..	112 E		
	—Power meter	310		
	Set of waveguide components consisting of:			
	—Load			
	—Noise source	X 124	U	
	—Attenuator + Twist			
	—Directional coupler (20 dB)			
	—RF-head	H 332		
	Set of cables Testrack comprising:			
	—Control panel			
	—Oscilloscope	RM 17	U	
	—Noise figure meter ..	112 E		
	—Power meter	310		
	Set of waveguide components consisting of:			
	—Load			
	—Noise source	X 124	U	
	—Attenuator + Twist			
	—Directional coupler (20 dB)			
	—2 RF-head	H 322		
	—TE-Bend			
	Set of Cables			

Project No	*Description*
OVM44—47 Au	Extension of M44 MFCS with a Simulator System for Seacat Missiles

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
051	A set of new program units for the M44 computer, programmed for:	ebt 707/13/14/15		
	—tracking of one air target or one surface target		U	
	—calculation of the 'firing brackets'			

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
051—*contd*	—calculation of the launcher aiming point —stabilization conversion for the launcher; *or:* —tracking on one air target —approximate 'firing brackets' —generation of a missile flight path			
052	Modification kit for the M44/1 equipment			
053	Seacat training binocular with plug and connector	vrk 10/1	U	
060	Binocular control unit ..	esv 24/3	U	
100	Documentation		R	

Project No	*Description*
M22/5—49 Au	Gun Fire Control System (Forward)—Darings

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
001	Combined antenna system, comprising: —warning antenna with: —IFF dipoles —tracking antenna —stabilizer —radome —rigid resilient mounting	vri 70/11	R	
002	Man-aloft switch	vvk 104/3	U	
003	Supply and amplifier cabinet (for 01 and 05)	vsv 113/7	U	
004	Switch and fuse box ..	vvk 94/10	U	
005	Optical sight (stabilized) ..	vri 79/10	R	
010	Radar transmitter/receiver (X-band), comprising: —jumping frequency transmitter/receiver, power supply unit	erc 5/15	R	
012	Radar auxiliary cabinet, comprising: —interference suppression unit —PPI-autofollow unit	esv 6/11	R	
013	Waveguide drier	vad 15/5	U	
014	Radar and switching panel ..	erc 6/12	R	
015	Junction box (for 014) ..	esv 10/12	U	
020	Display, control and computer cubicle, comprising: —display unit with PPI, A-scope and B-scope, antenna conversion unit	vre 105/19 emb 10/–	R	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
020—*contd*	—supply rack for the display unit and 012 —main control panel —digital computer with program for: —tracking of one air target and one surface target simultaneously —prediction for A and B mounting or (A + B) and X-mountings (4.5 inch ballistic) —stabilization conversion for two 4.5 inch turrets —calculation of fuze time for starshell (X-mounting) —interconsole marking —tilt setting panel			
021	Firing pedal	vvk 44/15	U	
022	Firing pedal	vvk 44/15	U	
028	Blind bombardment corrector unit	vtc 32/9	R	
029	Computer test and control panel	vsc 123/1	U	
060	Check fire bell for CIC ..	vtz 2/9	U	
062	Check fire bell for optical sight	vtz 2/9	U	
066	Check fire box for optical sight	vtc 33/14	U	
067	Check fire bell for gun A ..		U	
068	Check fire bell for gun B ..		U	
069	Salvo buzzer for gun A ..		U	
070	Salvo buzzer for gun B ..		U	
100	Documentation		R	
101	Set of special tools ..		U	
102	Set of consumable parts for 500 hours operation		U	

Project No	*Description*
RA004/06–52 Au	Long Range Warning Radar LW02

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
001	Antenna	vri 28/21	R	
002	Man-aloft switch	vvk 104/3	U	
009	Starter, fuse and distribution box	vvk 75/46	U	
014	Telephone socket	vbe 191/3	U	
017	IFF-dipole	vag 15/3	R	
020	Transmitter/modulator ..	SGZ 101/03	R	
021	HT power supply cabinet ..	SGD 200/02	U	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
022	Receiver, ISSU and main control cabinet, consisting of: —A. ECCM receiver cabinet including a lin/log ampl. adapted to the 2 usec mode —B. ISU cabinet —C. Main control cabinet	8GO 200/06	R	
025	25 cm Test set	SGM 129/04	R	
029	Remote control box ..	SGU 101/05	R	
034	25 cm Waveguide air inlet ..	SGT 117/00	U	
035	Waveguide drier	vad 21/1	U	
099	Set of installation spare parts		U	
100	Documentation		R	Documentation referring to the ECCM receiver to be 'Confidential'

Project No HU003/03–53 Au

Description Master Oscillator

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
090	Master Oscillator	8GG 109/00	R	
099	Set of installation spare parts		U	
100	Documentation		R	

Project No RR4/04—57 Au

Description ECCM Receiver (Electronic Counter Counter Measures)

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
054	ECCM receiver	8GO 230	R	
094	Modification of:		U	(This refers to modification of LW02 radars already in service with the RAN)
a.	—IF pre-amplifier AFC unit			
b.	Remote Control Box ..	SGU 101	U	
	Wiring of existing main control cabinet	SGO 200		
0100	Documentation		C	

Project No M22/5—63 Au

Description Gun Fire Control System (Aft)—Darings

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
001	Combined antenna system, comprising: —warning antenna with: —IFF dipoles —tracking antenna —stabilizer —radome —rigid resilient mounting	vri 70/11	R	
002	Man-aloft switch	vvk 104/3	U	
003	Supply and amplifier cabinet (for 001 and 005)	vsv 113/7	U	
004	Switch and fuse box ..	vvk 94/10	U	
005	Optical sight (stabilized) ..	vri 79/10	R	
010	Radar transmitter/receiver (X-band) comprising: —jumping frequency, transmitter/receiver, power supply unit	erc 5/28	R	
012	Radar Auxiliary cabinet, comprising: —interference suppression unit —PPI-autofollow unit	esv 6/11	R	
013	Waveguide drier	vad 15/5	U	
014	Radar and switching panel ..	erc 6/12	R	
015	Junction box (for 014) ..	esv 10/12	U	
020	Display, control and computer cubicle, comprising: —display unit with PPI, A-scope and B-scope, antenna conversion unit —supply rack for the display unit and 012 —main control panel —digital computer with program for: —tracking of one air target and one surface target simultaneously —prediction for X and B turrets or X and (A + B) turrets (4.5 inch ballistic) —Stabilization conversion for two 4.5 turrets —calculation of fuze time for starshell (X-turret) —Interconsole marking —Tilt setting panel	vre 105/27 emb 10/10	R	
021	Firing pedal	vvk 44/15	U	
022	Firing pedal	vvk 44/15	U	
028	Blind bombardment corrector unit	vtc 32/9	R	

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
029	Computer test and control panel	vsc 123/4	U	
060	Check fire bell for TS ..	vtz 2/9	U	
062	Check fire bell for optical sight	vtz 2/9	U	
066	Check fire box for OS ..	vtc 33/14	U	
100	Documentation		R	
101	Set of special tools ..		U	
102	Set of consumable parts for 500 hours operation		U	
067	Check fire bell for X-mounting		U	
069	Salvo buzzer for X-mounting			

Project No — *Description*

DM22/5—67 Au — Gun Transmission Boxes, Check Fire Boxes and Gongs

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
043	Gun transmission box for one 4.5 inch gun (2 servos)	vsv 108/12	U	
044	Gun transmission box for one 4.5 inch gun (3 servos)	vsv 108/11	U	
045	Gun transmission box for one 4.5 inch gun (2 servos)	vvk 75/	U	
063	Check fire box for bridge ..	vtc 33/13	U	
064	Check fire box for CIC ..	vtc 33/13	U	
065	Gong (for control TI alert) ..	vtz 7/7	U	

Project No — *Description*

HU3/01—68 Au — Gun Switching Equipment for Darings

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
002	Mounting control order switching panel	vtc 21/25	U	
003	Relay box (signalling) ..	vvk 75/49	U	
006	Mounting control change-over switch	vtc 33/26	U	
007	Relay box (gun data) ..	vvk 77/56	U	
010	Mounting control change-over switch	vtc 33/27	U	
011	Relay box (gun data) ..		U	
014	Mounting control change-over switch	vtc 33/28	U	
015	Relay box (gun data) ..	vvk 75/51	U	

Project No — *Description*

DM22/5—71 Au — Gun Transmission Box and Check Fire Box for HMAS CERBERUS

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
044	Gun transmission box for one 4.5 inch gun (3 servos)	vsv 108/22	U	
064	Check fire box for CIC ..	vtc 33/13	U	

2. With the exception of the ECCM receiver of project RA004/06–52 Au and RR4/04–57 Au, the overall classification and the classification of the general description of each project including Main tactical and Technical Data, operational use, performance and test procedures is RESTRICTED.

3. The overall classification and the classification of the description, tactical data, technical parameters or systems limitations and test procedures of the ECCM receiver of projects RA004/06–52 Au and RR4/04–57 Au is CONFIDENTIAL.

4. Information concerning these equipments is of Netherlands origin and in accordance with ACB0337 Article 1525 is not to be released to a third country without the approval of the Naval Board.

(DNI 737/52/53)

UNCLASSIFIED

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

1. 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', namely 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 296 of 1966 is hereby cancelled.

(ACDC 400/2/18)

(*Navy Order 296 of 1966*)

UNCLASSIFIED

314—Naval Stores—Introduction—Tester, Pressure Gauge for Recompression Chambers

1. The following items, which make up a set, have been introduced:

Group/ Class	*Catalogue No*	*Description*	*Denom*	*Acctg Classn*	*No Per Set*
0242	923–9904	TESTER, pressure gauge ..	No	P	1
	Contained in				
0242	923–0445	BOX, stowage TPG	No	P	1
0242	923–0764	BOX, stowage weight TPG .. containing:	No	P	1
0242	923–0762	WEIGHT, 1 ft Sea Water TPG ..	No	C	1
0242	923–0761	WEIGHT, 2 ft Sea Water TPG ..	No	C	2
0242	923–0760	WEIGHT, 4 ft Sea Water TPG ..	No	C	1
0242	923–0442	WEIGHT, 10 ft Sea Water TPG ..	No	C	1
0242	923–0443	WEIGHT, 20 ft Sea Water TPG ..	No	C	1
0242	923–0444	WEIGHT, 40 ft Sea Water TPG ..	No	C	18

2. **Purpose**

To allow Diving Officers to check the accuracy of feet gauges on re-compression chambers as follows:

a. Before starting a series of dives in a recompression chamber.

b. When the accuracy of gauges is suspect following an incident.

c. Every four months whether the chamber has been used or not in accordance with the maintenance schedule.

d. Before a ship proceeds on detached duty.

Note: It is not intended that the issue of these testers should alter the current instruction for the regular testing of pressure gauges.

3. **Instructions Regarding Use**

a. Clean, dry air only to be used.

b. No oil whatever to be introduced into the air system.

c. When not in use all connections are to be blanked to prevent the ingress of dust and moisture.

d. The air supply for the tester should be taken from existing holdings of 150 cu ft cylinders, 0443/L77242, using an 8 ft hose, 0434/8138.

4. **Allowances**

Tester sets will be supplied without demand as follows:

HMA Establishments	*Quantity*
HMAS PENGUIN	2 Sets
HMAS LEEUWIN	1 Set
HMAS WATERHEN	1 Set

5. Whenever replacement of the tester is required it is important that it should be returned to store in the stowage box.

(DSAP 505/87/835)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

315—MBR 8977—International Code of Signals (1965 Revision)—Introduction

1. MBR 8977—International Code of Signals (1965 Revision) has now been distributed and is in force on a world-wide basis from 1 April 1969.

2. The Department of Shipping and Transport is the Australian national co-ordinating, printing and supply authority for this publication.

3. Owing to translation and distribution difficulties many ships of many nations will now hold the new code on 1 April 1969, and old codes may continue to be used for some time. Copies of BR 69 Volumes 1 and 2 (International Code of Signals—1931 Edition) are therefore to be retained pending further instructions.

4. Attention is drawn to Chapter 9, Section 2 of the new code—Morse Signalling by Hand Flags or Arms. The RN intends to give some instruction in this system to communication personnel, although it will not be adopted for service use. In the RAN, Tactical Operators are required to be aware of the existence of the procedure only—no training will be given in it.

(D of C 465/1/877)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

316—Accidents—Overhead Cables—Danger from Siting Equipment Nearby

1. 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 360 of 1966 is hereby cancelled.

(ACDC 177/51/22)

(*Navy Order 360 of 1966*)

UNCLASSIFIED

317—Scales of Equipment in Shore Establishments—Floor Polishers

1. The following is the revised scale for floor polishers:

'Generally, one heavy-duty 15 inch polishing machine for every 1,000 square yards of floor area to be maintained, but in the case of larger establishments, consideration should be given to whether the concentration of buildings would enable requirements

to be met by a more restricted scale. In certain establishments where special considerations apply, eg, remote location of workshops, clean rooms, offices, communication centres, requirements may be met by the provision of lightweight 10–11 inch or domestic type two brush polishing machines where the area to be polished does not warrant use of a heavy duty type. In multi-storey accommodation blocks in which a lift is not installed, a lightweight or domestic type two brush machine may be provided for each floor except that in the case of blocks for males, the requirement may be met by the supply of a heavy duty polisher where there would be uneconomical use of the smaller type.'

2. The current standard polishers approved for use in HMA naval establishments are:

Group Class	*Catalogue No*	*Description*
7910	66–021–5527	Polisher, Floor, Electric Commercial 15 inch Single Brush Type 'Hi-Shine' 240 V. AC 50 c/s.
7910	66–021–5530	Polisher, Floor, Electric Domestic, 2 Brush Type 'Mercury' 240V AC/DC.

3. The 15 inch Hi-Shine machine referred to above will progressively be replaced by a 16 inch Polisher, Floor, Electric Hi-Shine Single Brush 240V AC ¾ HP motor, Catalogue No 7910–66–031–3097 when the former becomes unserviceable and uneconomical to repair.

4. The 10–11 inch lightweight machine referred to above and identified as Catalogue No 7910–66–028–8349 Polisher, Floor, Electric, has not yet been evaluated for use in the RAN and arrangements will be made to institute comparative trials in selected establishments. Pending a decision on the introduction of the 11 inch machine, demands should be restricted to the standard types mentioned in Paragraphs 2 and 3.

5. ABR 4 Article 0303 Paragraph 11 is relevant.

6. Navy Order 571 of 1965 is hereby cancelled.

(DSAP 519/77/151)

(*Navy Order 571 of 1965*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 318/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
19 May 1969.

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

14919/69

Section 6

ESTABLISHMENTS

UNCLASSIFIED

318—Lifting Appliances and Associated Equipment—Periodic Survey and Testing Requirements

HMA Naval Establishments

All lifting appliances and associated equipment at Naval Establishments shall be subjected to regular surveys and tests on a programmed basis, as determined hereafter.

This Navy Order has been prepared as follows:

Section 1. Summary of General Requirements for Surveys and Tests.

Section 2. Detailed Requirements for Individual Equipment.

Lifting Appliances and Associated Equipment—Periodic Survey and Testing Requirements

SECTION 1

These general requirements (Section 1) are subdivided into the following categories:

1. General.
2. Summary of lifting appliances and associated equipment (for survey and test).
3. Testing authorities and initiation of tests.
4. New and existing appliance test requirements and rating.
5. Surveys and test loads—definitions.
6. Purchase of lifting appliances.
7. Initial acceptance tests.
8. General test conditions (subsequent tests).
9. Stability test conditions (subsequent tests).
10. Miscellaneous testing.
11. Defects.
12. Test tally plates.
13. Inspection after lifting test loads.

1. **General**

This order cancels and supersedes all previous instructions re the periodic survey and testing requirements for lifting appliances and associated equipment in HMA naval establishments. In compiling this order, reference has been made to the relevant Defence, Australian, British or American Codes or Specifications, and the various State Acts and Regulations.

It should be noted that the survey and test requirements detailed do not apply to the following equipment at RAN Air Stations, eg, aircraft lifting appliances, bomb hoists, etc, for which *see* Navy Order 341 of 1967 as applicable.

2. **Summary of Lifting Appliances and Associated Equipment (For Survey and Test)**

a. Cranes.
b. Mobile Cranes.
c. Fork Lift Trucks.

d. Ropes (Wire).
e. Chains.
f. Associated Lifting Gear (Hooks, Slings, Shackles, etc).
g. Winches.
h. Geared Blocks and Lever Type Blocks.
i. Non-geared Blocks.
j. Hoist Blocks (Electric and Air).
k. Goods, Passenger and Vehicular Lifts.
l. Hydraulic Platforms.
m. Monorails and Runways.
n. Garage Hoists.
o. Lifting Beams and Cradles.
p. Capstans.
q. Pallet Loader.
r. Wall Brackets.

3. **Testing Authorities and Initiation of Tests**

Equipment surveys and tests will be carried out by the appropriate Inspection and Testing Authority. These Authorities are:

a. *Commonwealth Department of Works*

For appliances and equipment as defined in Paragraph 1, Appendix 56A, RI, and operated in Commissioned and Civil Establishments throughout the Commonwealth. In the main, this will embrace overhead travelling cranes, wharf cranes, dockside cranes, etc.

b. *GMGID*

For appliances and equipment as defined in Paragraph 2, Appendix 56A, RI, and operated in Commissioned and Civil Establishments in the East Australia Area.

c. *GMWD*

For appliances and equipment as defined in Paragraph 2, Appendix 56A, RI, and operated in Commissioned and Civil Establishments in the South Eastern Area.

d. *The Establishment Engineer Officer*

For appliances and equipment at establishments where it is impractical for the Department of Works and/or the Dockyard Inspection and Testing Authority to perform the specified duties. The Inspection and Testing Authorities (ie, Department of Works or Dockyard) will be required to nominate such instances when the request for survey and testing is made by the establishment.

e. *The Testing and Inspection Authority Shall:*

(1) with the assistance of the establishments, compile and maintain a register of all lifting appliances and associated equipment within its responsibility and held at each establishment,

(2) from the register, notify the respective establishments and yard sections when their appliances and equipment fall due for survey and/or testing. The recipients of this notification shall write to the appropriate authority and arrange, in accordance with work and staff loading, a mutually satisfactory survey and test programme for the appliances and equipment concerned,

(3) where so nominated, the establishment Engineer Officer shall assume the responsibilities of the Inspection and Testing Authority for the appliances and equipment on the particular establishment.

4. **New and Existing Appliance Test Requirements and Rating**

The test requirements for individual appliances are summarised in Section 2, and have been based on:

a. the Safe Working Load; and
b. the Basic Design Load

} *See* Category 5 for definitions.

Generally, older and existing appliances and equipment test loads are stated as a function of the safe working load, since the basic design details required by the current codes are not always available for such appliances. Appliances and equipment placed in service after the date of issue of this Navy Order must comply strictly with the applicable codes, etc, and all relevant design data shall be obtained and entered into the appropriate records (Initial Test Sheet) by the Inspection and Testing Authority. Test loads in this instance are stated as a function of the basic design load.

In instances where appliances or equipment may be re-rated through alterations and changes to the applicable codes, any up-rating of existing appliances or equipment above the current safe or maximum working load limit is not permitted without the approval of the appropriate Design Authority, eg, Navy Office, a Dockyard, or Department of Works.

With approval of the appropriate Design Authority, recently purchased appliances may have their test load ratings modified to comply with the requirements of this Navy Order.

5. **Surveys and Test Loads—Definitions**

a. *An Appliance Survey* shall consist of a detailed visual inspection of all components—cordage, wire ropes, chains, structural, mechanical and electrical equipment as applicable. Such inspections will comprise:

(1) *Cordage, Wire Rope, and Chains:*

Examination for rust, wear, breakages, etc, including those items not readily accessible, eg, under ponderballs, rope, or chain on winding drums, etc.

(2) *Structural:*

Examination for loose bolts/rivets, rust and pitting, wear, weld and fatigue cracks, etc.

(3) *Mechanical:*

Examination for excessive wear in bearings, gearing, pins, brakes, etc. Equipment should be operated to check for overheating of bearings, brakes, etc, and to listen for knocks or noises which may indicate a defect.

(4) *Electrical:*

(a) A visual check of all wiring.

(b) An operational check on limit switches, safety devices, etc.

(c) Equipment to be resistance tested.

(d) The current readings taken on all electrical motors and generators under load conditions.

Where defects are located in structural and mechanical items, non-destructive testing, eg, radiography, ultrasonics, etc, shall be employed to determine the extent of the defect.

b. *Test Loads* to be used for conducting static, stability and deflection tests are functions of either the 'Safe Working Load' or the 'Basic Design Load', and these are defined as follows:

(1) *Safe Working Load (SWL).*

The maximum safe load that may be attached and handled by the appliance. Such load includes the weight of the lifting appliances that are not permanently attached to the appliance.

(2) *Basic Design Load (BDL).*

The maximum load for design purposes that may be handled by the appliance, including the weight of lifting appliances such as magnets, grabs, lifting beams and hook blocks. The BDL is obtained from the appliance designer.

6. **Purchase of Lifting Appliances**

a. An establishment requiring additional or replacement lifting appliances or associated equipment, shall forward to the Naval Board on Form AD148, a statement of operational requirements so that a technical specification can be prepared for the appliance by the appropriate design authority, eg, Navy Office or Dockyard, as applicable.

b. Particulars of lifting appliances to form an integral part of a Building or Civil Engineering Works are to be included in the 'New Works Proposals'.

c. Reference should be made to RI, Chapters 56, 58, Appendix 56A, and Navy Order 97 of 1968 for necessary guidance in respect to submissions made in accordance with Paragraphs a. and b.

d. To preclude inadvertent purchases of lifting appliances not approved by the local State authority, all proposals for lifting appliances in accordance with Paragraph a. are to be referred to the General Managers of Garden Island Dockyard or Williamstown Dockyard, or the engineer officer of a commissioned shore establishment, as applicable, to ensure conformity with the requirements and approval of the local State authority.

The above practice is intended to ensure that all appliances can be used throughout the Commonwealth without derating.

7. **Initial Acceptance Tests**

All new appliances and equipment shall be subject to inspection and tests before issue, unless due to the type of equipment being provided (eg, NSW DLI approved commercial equipment) prior agreement had been given to accept such appliances or equipment without tests.

The initial acceptance tests, when carried out in accordance with the details specified for the equipment, are to be witnessed as mutually arranged by:

a. The appropriate Design Authority; and/or

b. a representative of the appropriate Dockyard Inspection and Testing Department; and/or

c. a representative of the appropriate General Overseer and Superintendent of Inspection.

In addition to the above, a representative of the establishment for which the equipment has been acquired may attend.

8. **General Test Conditions (Subsequent Tests)**

Working tests will be conducted using test loads as stated in Section 2 as applicable for the particular class of appliance or equipment, to prove safety in operation and, in the case of appliances dependent on gravity for stability, dynamic stability (*refer* Category 9 re stability tests).

Where limitations are not set on the simultaneous operation of the different motion which might reasonably be expected to be used in practice, the tests shall be conducted at full rated speed over a range of movement and under conditions of load in accordance with the test loads specified, and sufficient to prove the appliance adequate for its nominated purpose. Where the appliance is subjected to overload, and the motive power is insufficient to achieve the full rated speed, the speed of each motion under test shall be reduced accordingly. The appliance or equipment shall be considered to have complied with the tests provided the test load has been lifted and each operational function has been performed, without adversely affecting any part of the appliance.

9. **Stability Test Conditions (Subsequent Tests)**

Lifting appliances which depend on gravity for stability shall comply with the following to prove stability unless otherwise directed by the Testing Authority. The test shall be carried out with the test load specified in Section 2, and generally as follows:

a. (1) By raising the SWL or BDL (as applicable) just clear of the ground, then adding the overload without shock; or

(2) At the discretion of the manufacturer (for Acceptance Tests), by raising the test load directly to a height just sufficient to prove stability; or

(3) For fork lift trucks, in accordance with 'Test Procedures', as detailed in Section 2.

b. The appliance shall be considered to have complied with the tests, provided:

(1) The appliance lifts the test load without losing stability;

(2) The pneumatic tyres (the inner tyre where dual wheels are fitted) of wheel mounted mobile cranes remain in contact with the ground;

(3) The crawler track rollers of crawler type mobile cranes remain in contact with the track surface;

(4) The requirements of 'Test Procedures' (Section 2) for fork lift trucks have been satisfied.

c. It should be noted that under conditions of overload (test conditions) and dynamic effects, the margin of stability of appliances which depend on gravity for stability is reduced, and care must be taken to maintain safety under these conditions. All tests shall be carried out on firm, level ground with tyres inflated to manufacturers recommendations. All such appliances to be used on other than level ground shall be appropriately de-rated. Where jacks or packings are required to be used for any load, the jacks or packings shall be set so that they are just gripped by the pressure on them when the jib is set at mid-radius and slewed towards the front of the chassis.

10. **Miscellaneous Testing**

a. Any associated or related equipment (spares, etc) which were not subjected to test during the tests of the various systems shall be separately tested by the Testing Authority.

b. When lifting appliances or equipment due for test have not been used since the last test, a statement to this effect should accompany the request for survey and test. Following the survey, the Survey Officers discretion shall be exercised as to whether a re-test is considered necessary. Note that any such relaxation granted does not apply to appliances handling items or equipment of an explosive nature.

c. Other conditions or requirements applicable only to certain equipment are separately detailed for the particular class of equipment.

11. **Defects**

a. If it is suspected that a lifting appliance has been unduly strained, the user shall request a test to be carried out at the first available opportunity, without waiting for the stipulated test period.

b. Where repairs are carried out, the appliance is to be re-tested, by and at the discretion of the Inspection and Testing Authority and the results of all tests, examinations and re-tests are to be recorded and copies forwarded to the establishment for future reference.

c. Any defects that develop during these tests which indicate some form of weakness in design are to be reported to the Design Authority.

12. **Test Tally Plates**

Unless test particulars are marked on individual items of equipment, test tally plates are to be affixed, or applicable signs painted, in conspicuous locations, following the completion of tests. The requirements may vary from item to item, but the details required, in general, are:

a. Distinguishing Number.

b. Safe Working Load.

c. Minimum and Maximum Radius (as applicable).

d. Date of Testing.

e. Date Due for Testing.

Where tally plates are attached to an appliance, care is to be taken to ensure that securing holes, stamp and centre punch markings are positioned so that the strength of a member or fitting is not impaired.

13. **Inspection After Lifting Test Loads**

All appliances are to be visually inspected at all important features, eg, rope or chain connections, jib pivot points, brakes, etc, as applicable to the satisfaction of the Inspecting Officer after lifting their test loads.

Lifting Appliances and Associated Equipment—Periodic Survey and Testing Requirements

SECTION 2

Summary of Equipment (For Survey and Test)

1. Cranes,
2. Mobile Cranes,
3. Fork Lift Trucks,
4. Ropes (Wire),
5. Chains,
6. Associated Lifting Gear
7. Winches,
8. Geared Blocks and Lever Type Blocks,
9. Non-geared Blocks,
10. Hoist Blocks (Electric and Air),
11. Goods, Passenger and Vehicular Lifts,
12. Hydraulic Platforms,

13. Monorails and Runways,
14. Garage Hoists,
15. Lifting Beams and Cradles,
16. Capstans,
17. Pallet Loader,
18. Wall Brackets.

1. **Cranes**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a crane is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:

a. *Appliances in Service Before The Issue of This Navy Order.*

(1) SWL × 1.15 for all cranes (Motions).

(2) SWL × 1.25 stability test only—for cranes depending on gravity for stability.

b. *Appliances in Service After The Issue of This Navy Order.*

(1) BDL × 1.10 for all cranes (Motions).

(2) BDL × 1.25 stability test only—for cranes depending on gravity for stability.

Static Deflection:

a. For fixed cranes with SWL or BDL applied, deflection must not exceed $\frac{1}{500}$ of span.

b. For cantilevers with SWL or BDL applied, deflection must not exceed $\frac{1}{300}$ of cantilever length.

Lateral Deflection:

a. Tension flanges on fixed monorail runways, $\frac{1}{300}$ of span.

b. All other deflections, $\frac{1}{600}$ of span.

2. **Mobile Cranes**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a crane is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:

a. *Appliances in Service Before The Issue of This Navy Order.*

(1) SWL × 1.15 for all cranes (Motions).

(2) SWL × 1.25 stability test only—for cranes depending on gravity for stability.

b. *Appliances in Service After The Issue of This Navy Order.*

(1) BDL × 1.10 for all cranes (Motions).

(2) BDL × 1.25 stability test only—for cranes depending on gravity for stability.

3. **Fork Lift Trucks**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from date of previous test; *or*

b. whenever a vehicle is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: Loads determined from 'Rating or Determination of Test Loads' and applied in accordance with 'Test Procedures'.

Test Procedures:

a. *Longitudinal Stability.*

The truck shall be placed with each of the rear wheels on a sheet of brown paper and the rated load, on a standard 46 inch by 46 inch pallet, placed on the forks with the load centre at 24 inches from the front face of the forks. The load shall be raised 6 inches with the mast vertical and an overload equal to 25 per cent of the rated load shall be superimposed on the rated load. The truck has sufficient longitudinal stability if the brown paper cannot be withdrawn from the wheels.

b. *Lateral Stability.*

Before carrying out this test, the mast should be secured to a firm anchor to prevent the possibility of the truck overturning.
The truck shall be placed transversely on a ramp having a slope of 4 per cent (gradient of 1 : 25). The rated load shall be placed on the forks with the centre of the load at 24 inches from the front face of the forks and the forks raised to maximum height. Should the wheels lose contact with the ground during this test, the truck shall be rejected.

c. Hydraulic systems: To be checked for creep under load conditions.

Rating or Determination of Test Loads:

Appliances in Service Before The Issue of This Navy Order.

The rated SWL (test load) is initially determined through the application of practical tests. For all cases, the ratio of the stabilising moment to the overturning moment when tested on a hard level surface shall not be less than:

a. 1.25 with the load and the forks in their lowest attainable position and with mast vertical, ie, SWL = balancing test load × 0.8.

b. 1.06 with the forks set at their highest attainable position and the load applied on them at a distance ahead of its normal rated position by an amount of ½ inch for each degree of possible forward tilt beyond vertical, and with the truck operating in the tilting motion (without appreciable movement backward or forward) to an extent commensurate with the operations of loading or unloading.
The margin cited above shall be applicable only when fork lift trucks handle loads directly on the forks where:
(1) Loads are transported at the lowest level attainable by the carriage.
(2) Manoeuvring is carried out with the mast tilted back.
(3) Forwarding tilting is used only when depositing and picking up loads.
(4) Prominent warning notices are permanently exhibited on the truck stating the conditions (1), (2) and (3) above.
Otherwise, the provisions of Sub-paragraph a. shall be applied to the truck for all positions (ie, SWL = balancing test load × 0.95).

c. 1.50 with the load in its highest and furthermost forward position, where a jib, ram, grab, or other attachment is fitted. The limiting tilting movement shall not in any case exceed 4° forward and 6° backward (ie, SWL = balancing test load × 0.67). When carrying out these tests on hydraulically operated equipment, the relief valve of the hydraulic circuit must be temporarily adjusted to take this load—the chassis should be stationary. After running tests, the hydraulic relief valves are to be reset and tested to operate at a loading of 10 per cent in excess of the determined safe working load.

Appliances in Service After the Issue of This Navy Order.

The rated SWL (test load) to be determined in accordance with AS B270-1968.

4. **Ropes (Wire)**

Frequency of Surveys: Periodical and often enough to ensure that an appliance shall never be operated in an unsafe condition, but at least every six (6) months.

Frequency of Tests:
a. Once every four (4) years for ropes separately tested; *or*
b. in accordance with the specified test frequency of the appliance to which the ropes are attached.

Test Loads:
a. SWL × 2 for ropes separately tested.
b. Specified appliance test load for ropes attached to lifting appliances.

Limit of Wear: Broken wires in strand, not to exceed 10 per cent in a length equal to eight (8) diameters. If breakage is in excess of this 10 per cent, rope is unfit for use.
Note: Also applicable to wire rope slings.

5. **Chains**

Frequency of Surveys:
a. Every six (6) months; *or*
b. every twelve (12) months for Naval Air Stations.

Frequency of Tests:
a. Once every four (4) years from date of previous test; *or*
b. whenever a chain is substantially repaired or altered; *or*
c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:
a. For all chains, SWL × 2; *except*
b. for chain of HT steel Gr 80 material, where test load = SWL × 2.3.

Limit of Wear: The limit of wear to be observed is up to 10 per cent of the diameter of the material of which the link or pin is made. Any wear or defects located during the surveys are to be marked and the chain reconditioned.
Note: Also applicable to chain slings.

6. **Associated Lifting Gear (Hooks, Rings, Shackles, Etc)**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:
a. Once every four (4) years from the date of previous test; *or*
b. whenever such equipment is substantially repaired or altered; *or*
c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:

Hooks (other than Ramshorn and High Tensile Steel).

a. SWL × 2 for hooks up to 50 tons.
b. SWL + 50 for hooks over 50 tons and up to 100 tons.
c. SWL × 1.5 for hooks over 100 tons.
The above when unattached to the appliance.
d. Specified appliance test load, for hooks attached to an appliance.

Eye Bolts (With and Without Collars).

Axial SWL × 2.

Slings and Links (Chains).

SWL × 2.

Limit of wear to be in accordance with that specified for chains (Section 5).

Slings (Wire).

SWL × 2.

Note: No sling is to have a working load of less than 1 ton. All slings are to have a minimum safety factor of 5 over the working load.

The limit of wear to be in accordance with that specified for wire ropes (Section 4).

Mild Steel Shackles.

SWL × 2.

High Tensile Steel Shackles.

SWL × 2.

Ramshorn Hooks.

a. SWL × 2 for hooks up to 50 tons.
b. SWL + 50 tons for hooks over 50 tons and up to 100 tons.
c. SWL × 1.5 for hooks over 100 tons.
The above when unattached to the lifting appliance.
d. Specified appliance test load, for hooks attached to an appliance.

High Tensile Steel Hooks.

SWL × 2.

Strong Points.

Axial SWL × 2.

Girder Grabs.

SWL × 2.

7. **Winches**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*
b. whenever a winch is substantially repaired or altered; *or*
c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:

a. *Appliances in Service Before The Issue of This Navy Order.*
SWL × 1.15 for all winches (All gears).
b. *Appliances in Service After The Issue of This Navy Order.*
BDL × 1.10 for all winches (All gears).

Method of Testing: Winches shall be tested by the application of the required test load, in the following manner:

a. A running sheave is to be suitably set up adjacent to the winch.
b. The test load is to be raised and lowered, by the winch cable operating over the running sheave.

Winch Rating: Where a winch has no SWL rating, eg, Automotive and Bush Rescue type equipment, the particular winch details (drum details, shaft sizes, gearing, rope details, etc) shall be referred to the Design Authority, by the Inspector, to enable an SWL to be established.

8. **Geared Blocks and Lever Type Blocks**

Frequency of Surveys:

a. Every twelve (12) months for armament stores or appliances used to handle ammunition.
b. Every two (2) years all other geared blocks.
Note: A survey for geared blocks is to consist of a complete strip.

Frequency of Tests:

a. Every twelve (12) months (after survey overhaul) for armament stores or appliances used to handle ammunition.
b. Every two (2) years (after survey overhaul) for all other geared blocks.
c. Whenever a block is substantially repaired or altered; *or*
d. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:

a. SWL × 1.25.
b. All tests are to be of the 'running load' type.

Load Chain or Wire Replacement: All blocks are to be marked clearly with the class of load chain or wire to be used. Any replacement chain (roller or link) or wire must be of the same type as that marked on the particular block.

Standard for Acceptance of New Geared Blocks and Lever Type Blocks:

a. After a running load test the Testing Officer shall examine the load link chain or roller chain for cuts, gouging and hard rub marks after its passage over the sprocket wheel. Evidence of such may be cause for the entire geared or lever type block to be rejected.
b. Load wires showing signs of fraying, distortion or fracture after tests shall be cause for rejection of the wires.

9. **Non-geared Blocks (Rope Blocks)**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:
a. Once every four (4) years from the date of previous test; *or*
b. whenever a block is substantially repaired or altered; *or*
c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:
a. SWL × 4 for single sheave blocks.
b. SWL × 2 for multiple sheave blocks up to and including 20 ton SWL.
c. SWL + 20 tons for multiple sheaves over 20 tons and up to 40 tons.
d. SWL × 1.5 for mutiple sheaves over 40 tons.

The above test loads are for blocks without ropes. Where blocks and ropes are to be tested as a unit the test load used is to be in accordance with the rope SWL.

10. **Hoist Blocks (Electric or Air)**

Frequency of Surveys: Every twelve (12) months. (Mechanical and Electrical.)

Frequency of Tests:
a. Once every four (4) years from the date of previous test; *or*
b. whenever a hoist is substantially repaired or altered; *or*
c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:
a. *Appliances in Service Before The Issue of This Navy Order.*
SWL × 1.15.
b. *Appliances in Service After The Issue of This Navy Order.*
BDL × 1.10.

11. **Goods, Passenger and Vehicular Lifts**

Frequency of Surveys: Major survey every twelve (12) months.

Frequency of Tests:
a. *Appliances in Service Before April 1966.*
Major test one every four (4) years from date of previous test (*see* Note 1); *or*
b. *Appliances in Service After March 1966.*
Major test once every five (5) years from date of previous test (*see* Note 2); *or*
c. Whenever a unit is substantially repaired or altered; *or*
d. After any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:
a. SWL × 1.1 for lift installations made prior to March 1966.
b. SWL for lift installations made after March 1966.

Note 1: The majority of such equipment is covered by a manufacture/customer regular (monthly) inspection, test and maintenance contract, which is independent of the above surveys and tests.

Note 2: All such lift equipment will be covered by a manufacturer/customer regular (monthly) inspection test and maintenance contract, which is independent of the above surveys and tests.

12. **Hydraulic Platforms**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:
a. Once every four (4) years from the date of previous test; *or*
b. whenever a platform is substantially repaired or altered; *or*
c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: Makers rating and makers rating × 1.25 in accordance with 'Test Procedure'.

Test Procedure:
a. During testing the spring lockout is always engaged, tyre pressures correct for the vehicle and type of tyres used, truck left in gear and the brakes applied. The turntable locking screw and boom securing sling must be removed before any movement of the platform is attempted.
b. With jacks in, the hydraulic platform is put through all motions, ie, rotation in either direction, raising and lowering of both top and bottom booms independently and in conjunction with each other, without any load and operated from the turntable controls.
c. A working load of makers rating 'without jacks' is put on the floor of the platform and secured from possible interference with the platform controls. In this condition, with jacks in, the platform is put through all motions, controlled from the turntable, ie, rotation in either direction, raising and lowering top and bottom booms, independently and in conjunction with each other.

One complete revolution is made with the platform at its maximum outreach position.

d. A test load of makers rating, 'without jacks' plus 25 per cent, is placed on the platform floor, secured and tested as in c.

e. A working load of makers rating 'with jacks out' is placed on the platform floor, and secured from possible interference with the platform controls. In this condition, with jacks out, the platform is put through all motions, controlled from the turntable, ie, rotation in either direction, raising and lowering top and bottom booms independently and in conjunction with each other.

One complete revolution is made with the platform at its maximum outreach position.

f. A test load of makers rating 'with jacks out' plus 25 per cent is placed on the platform floor, secured and tested as in e.

g. With jacks out, platform at its maximum outreach, booms directly over a front wheel and the tyre of this wheel deflated, a load of makers rating 'with jacks out' is lowered on to the platform.

h. With jacks in the out position but raised sufficiently to clear the ground, platform positioned as in g. and tyre as in g. deflated, a makers load 'with jacks in' is lowered on to the platform.

i. In all tests, from b. to h., the apparatus (truck and hydraulic platform) must be stable.

j. With jacks in, the platform is put through all motions controlled from the platform, ie, rotation in either direction, raising and lowering top and bottom booms independently and in conjunction with each other.

k. With the booms stowed and secured, the turntable in the locked position for travelling, and with the hydraulic platform engine running, switch off the engine from the platform control engine cutout. With engine again running, switch off engine from the turntable control engine cutout.

13. **Monorails and Runways**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a monorail is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: SWL × 1.25.

This SWL is the monorail SWL and not the SWL of the block or winch which may be used on the monorail trolley.

14. **Garage Hoists**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Every twelve (12) months from the date of previous test; *or*

b. whenever a hoist is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: SWL × 1.25.

15. **Lifting Beams and Cradles**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a beam or cradle is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads:

a. *Appliances in Service Before The Issue of This Navy Order.*
SWL × 1.15.

b. *Appliances in Service After The Issue of This Navy Order.*
BDL × 1.10.

16. **Capstans**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a capstan is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: SWL × 1.15.

Method of Testing: Capstans shall be tested by the application of the required test load, in the following manner:

a. A running sheave is to be suitably set up adjacent to the capstan.

b. The test load is to be raised and lowered by the capstan cable operating over the running sheave.

17. **Pallet Loader (Armament Stores)**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a loader is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: SWL × 1.25.

18. **Wall Brackets**

Frequency of Surveys: Every twelve (12) months.

Frequency of Tests:

a. Once every four (4) years from the date of previous test; *or*

b. whenever a bracket is substantially repaired or altered; *or*

c. after any repairs or alterations which may affect the safe operation of the equipment.

Test Loads: SWL × 1.15.

Hydraulically operated systems to be checked for creep.

(ACDC 400/201/152)

(*Navy Orders 341 of 1967 and 97 of 1968*)

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ANO's 319-332/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 May 1969.

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

15820/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

319 Diving Safety—Cylinder Pressure Test.

320 Navy Displays—Navy Display Caravans.

SECTION 2—PERSONNEL

321 Educational and Vocational Training—Facilities for Part-time Study.

322 Medical and Hospital Treatment for Members of the Permanent Naval Forces.

323 Naval Dockyard Police—Medical Fitness for Entry.

324 The Winston Churchill Memorial Trust.

SECTION 3—OPERATIONAL AND TRAINING

325 Aviation—Detached Helicopter Flights.

SECTION 4—EQUIPMENT, STORES AND SERVICING

326 Alteration and Addition Item—General Fleet Fitting.

327 Alteration and Addition Item—HMAS MORESBY.

328 Bearing Materials—Plastic—Mintex.

329 Clothing Issues on Repayment.

330 Radioactive Electronic Valves—Precautions, Handling and Disposal.

331 Stores for Aviation Purposes—Repair, Etc, for Ships by RANAS Nowra.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

332 Royal Australian Naval Aeronautical Inspection Leaflets (RANAILS)—Cancellation.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

319—Diving Safety—Cylinder Pressure Test

(*DCI (RN) 240/1969*)

1. A recent fatal accident in the Royal Navy has emphasised the importance of checking the pressure of breathing gas cylinders immediately before a dive. This is especially important when the cylinders have been charged some time in advance.

2. The accident occurred when Clearance Diving Breathing Apparatus was being worn, a similar precautionary check should be made whatever apparatus is in use.

(DUW 177/1/91)

UNCLASSIFIED

320—Navy Displays—Navy Display Caravans

1. All Naval displays and Navy display caravan tours are planned and presented on a national basis, with co-ordination and financial control being exercised from Navy Office, Canberra.

Organisation

2. a. *Navy Displays*. A pool of display material has been established which is held in store, in the Sun Garage, Dowling Street, Woolloomooloo, Sydney for use in the Eastern States. A similar pool is held in HMAS LEEUWIN for use in West Australia.

b. *Navy Display Caravans*. There are three of these units which are fitted out, maintained, and operated from the Sun Garage, Dowling Street, Woolloomooloo, Sydney.

Presentation

3. An officer is appointed to the staff of Director of Naval Recruiting as Staff Officer (Displays) and is responsible for overall planning of Navy displays and caravan tours in the Eastern States. The Naval Officer-in-Charge, West Australia is responsible, as directed by Navy Office, for the presentation of displays in West Australia.

Display Requests

4. All requests for displays received by administrative authorities are to be referred to Navy Office, Canberra, with appropriate recommendation.

Personnel

5. The personnel to form the Navy display team and to man the Navy display caravans are borne in HMAS KUTTABUL 'for Naval Display Team'.

6. For major displays administrative authorities will be required to provide personnel to assist in setting up, manning, and taking down such displays, and a staff car to accompany caravan tours.

7. The general content of pooled material takes the form of:

a. large scale ship and aircraft models;
b. working scale models of weapon systems;
c. colour and black and white photographic prints;
d. black and white photographic mural prints, and large colour transparencies;
e. continuous reel movie film, both colour features and black and white newsreels, projected by standard and rearward projection systems;
f. moving message display systems;
g. spectator participation, and spectator activated display units;
h. give-away brochures;
i. lighting—strip and spot;
j. background props—modular units.

8. Suggestions on presentation and material may be forwarded to the Secretary, Department of the Navy, Canberra.

Transportation of Display Material

9. Transportation of material will be by road where practicable. Small displays may be dispatched by other means. Transport is to be allocated to the display team as required from the command pool. The normal requirement will be for a three-ton truck, and the team will provide its own driver.

10. Requests for assistance from display team resources, either personnel or material, are to be made to the Secretary, Department of the Navy, Navy Office, Canberra and in view of the heavy commitments of the organisation, maximum notice is to be given.

11. Provision of either personnel or material will be dependent on scheduled commitments.

(HPB 307/3/48)

Section 2

PERSONNEL

UNCLASSIFIED

321—Educational and Vocational Training—Facilities for Part-time Study

1. The Services Vocational and Educational Training Scheme (SVETS) exists to provide facilities whereby members of the Services may undertake study in their own time with a view to improving their educational qualifications or to obtaining vocational training in readiness for their eventual return to civil life.

2. Details of the Services Resettlement Organisation under which certain naval personnel are eligible for resettlement training are contained in Navy Order 370 of 1968.

Eligibility

3. All officers, sailors and WRANS of the Naval Forces appointed or enlisted for full-time continuous service are eligible to take the courses described in Paragraphs 4 and 5, subject to the conditions set out in the remaining paragraphs of this order.

Courses Available

4. *Attendance Courses:* An officer or sailor or WRAN may enrol for any part-time attendance course offered by any teaching institution in Australia which is administered by a public authority provided that attendance can be effected in normal off-duty hours. Enrolment in an attendance course will not be permitted if attendance is likely to interfere with the normal execution of Service duties nor will enrolment affect the availability of an officer or sailor or WRAN for posting to meet the ordinary requirements of the Service.

5. *Correspondence Courses:* An officer or sailor or WRAN may enrol for any correspondence course offered by any teaching institution in Australia which is administered by a public authority, eg, Universities and State technical correspondence schools. He may also enrol for such courses offered by private institutions as may be specifically approved from time to time, though these will normally be limited to those for which suitable alternative courses from public institutions are not available.

Details of Approved Correspondence Courses

6. The following lists of approved correspondence courses are supplied to Education Officers of ships and establishments without demand by the Director, Naval Education Service:

a. a list of technical type correspondence courses available through State technical correspondence schools; and
b. a list of approved correspondence courses from private institutions.

Note: Education Officers are reminded that a refund of fees can be given only for approved courses.

7. Education Officers may amplify the information contained in the above lists by applying to any of the listed teaching institutions for a copy of its handbook of courses.

8. Courses from private institutions which are not contained in the list of approved courses, but which are considered by Education Officers to be within the provisions of Paragraph 5, should be submitted to DNES for consideration.

Refund of Fees

9. Subject to satisfactory progress on course, a member will be eligible for a refund of fees paid whilst in the Service in accordance with the following scale:

a. members with less than 15 years service at time of enrolment for course or course unit—75 per cent of cost of course; and
b. members with 15 years service or more at time of enrolment for course or course unit—100 per cent of cost of course.

Note: 'Service' is defined as total service, not necessarily continuous with HM Australian Armed Forces.

10. The cost of a course includes all compulsory fees, including examination fees (if any), but does not include cost of text books, instruments and incidental expenses.

11. The following will be regarded as 'satisfactory progress':

a. successful completion of any course (or course unit) whilst still serving and within two years of the date of enrolment; or
b. successful completion of at least 50 per cent of a course (or course unit) before discharge from the Service, provided that the period between the date of enrolment and the date of discharge does not exceed 18 calendar months.

12. A course (or course unit) will be regarded as successfully completed when any of the following conditions has been fulfilled·

a. in connection with any type of course, a final examination, internal or external, has been passed to the satisfaction of the teaching institution.

b. in connection with any type of course, all prescribed work assignments have been completed to the satisfaction of the teaching institution, regardless of final examinations results; or

c. in connection with an attendance course, the student has made at least 80 per cent of the possible attendances or has made attendances and has been granted 'attendance credits' such as will bring the total of attendances and attendance credits to at least 80 per cent of the possible attendances, provided, however, that the total of attendance credits does not exceed 30 per cent of the possible attendances.

13. In the case of a member who is enrolled for a course of study under the Services Vocational and Educational Training Scheme being so posted as to preclude his continuance of the course and it being established that the course cannot be deferred, then that member may apply for a refund of the course fees he has already paid. In such cases a refund of fees will be made only if it can be proven to the satisfaction of the Services Education Co-ordination Committee that the exigencies of the Service prevent continuation or deferrment of the course.

Attendance Credit Cards

14. The Education Officer will complete an attendance credit card for each member who enrols for an attendance course, and will endorse the card whenever the member is prevented by Service duties from making a scheduled attendance. Stocks of Form AS2092Z, the Attendance Credit Card, are available on demand from SNSO, Sydney.

Administrative Procedure

15. Application for a course is to be made direct to the teaching institution on Part A of Form AS2091Z obtainable from the Education Officer. Stocks of Form AS2091Z, the 'Application for Correspondence Course' or 'Attendance Course', are available on demand from SNSO, Sydney.

16. The form must bear the endorsement of the Education Officer before being submitted to the teaching institution. The name, official number and rank of the applicant must also be endorsed on Parts B, C and D of the Form.

17. If the application is accepted, Part B of Form AS2091Z (Notice of Acceptance) will be returned to the student. This part will show the fee to be paid and a remittance for this amount must then be forwarded by the student direct to the teaching institution.

18. When the fee is paid and enrolment effected, the teaching institution will return Part C of the form (Notice of Enrolment) to the student who must hand it to his Education Officer, Education Officers are to forward these notices of enrolment in monthly batches to DNES after recording details of enrolments in Form AS396, 'Education Officers Report', as applicable. Failure to forward these notices may prejudice the students eventual claims to refund of fees.

19. When a course (or course unit) has been completed in accordance with Paragraph 12 of this order, the student must apply to the teaching institution for the return of Part D of Form AS2091Z (Certificate of Completion) and must hand this certificate, together with an application for a refund of fees, to the Education Officer, for forwarding to the Director, Naval Education Service, Department of the Navy, Canberra, ACT, 2600. Where fees,

other than those receipted by the teaching institution on Part C (Notice of Enrolment), have been paid, receipts for such fees must be forwarded with the application for refund of fees.

20. Refund will be effected as a miscellaneous credit to the pay account of the officer or sailor or WRAN concerned.

Papua, New Guinea Division

21. The conditions laid down in Paragraphs 4, 5 and 6 of this order will apply.

Fees

22. a. Members with less than 15 years service at time of enrolment for course or course unit will pay 25 per cent of the cost of course.

b. Members with 15 years service or more at time of enrolment for course or course unit will pay no fees.

Administrative Procedure

23. a. When members, with the advice and guidance of the Education Officer, have decided to study a certain approved course, enrolment should be effected by Naval Officer-in-Charge, New Guinea.

b. Naval Officer-in-Charge, New Guinea, is to pay the course fees to the teaching institution, recovering 25 per cent from the member if he comes under Paragraph 22 a. above.

c. Enrolment forms and fee slips (Parts A, B and C of Form AS2091Z) should be forwarded to the Director, Naval Education Service, for retention.

d. Completion slips (Part D of Form AS2091Z) should be forwarded to the Director of Naval Education Service, when the member has finished the course. If the course is not completed within the rules laid down in Paragraphs 11, 12 and 13, then action should be taken by the Naval Officer-in-Charge, New Guinea, to recover the proportion of the course fees for which the member is liable.

24. Navy Order 371 of 1968 is hereby cancelled.

(DNES 325/53/5)

(*Navy Orders 370 and 371 of 1968*)

UNCLASSIFIED

322—Medical and Hospital Treatment for Members of the Permanent Naval Forces

1. A member absent from duty due to a disability (whether or not attributable to service) for which he himself is not responsible and subject to the provisions of NPI 245, may be retained on full pay for a period not exceeding six months.

2. Where a member who qualifies under Paragraph 1 above:

a. has given notice of accident, as required by Section 16 of the Commonwealth Employees' Compensation Act 1930–1968, within a period of fourteen days from the date on which he first became disabled, or was unable to give notice due to circumstances beyond his control but did so immediately he was able, (this proviso is intended to protect a member who for example may be seriously ill or unconscious as a result of his disability);

b. has lodged a claim under the Commonwealth Employees' Compensation Act within a further period of two weeks from the date of giving notice in a. above; and

c. has not had his claim determined by the Commissioner for Employees' Compensation or his delegate;

the Naval Board may determine such additional period on full pay as it considers reasonable in the circumstances, but not beyond the date of determination in c. above where liability has not been admitted or an extended period of six months (making a total maximum period of hospitalisation on pay of twelve months).

3. Where a member becomes incapacitated whilst serving abroad the Naval Board may determine a period in addition to that prescribed in Paragraph 1 during which the member may continue on full pay but the total period on such pay shall not exceed twelve months.

4. Where the member's disability (excluding venereal disease) is resultant from an offence for which he has been convicted he shall be placed on one half of his daily rate of pay (excluding all allowances) at the expiration of thirty days from the date of his conviction by a court of competent jurisdiction and he shall forfeit all pay at the expiration of ninety-one days from that date. Marriage and either Provision or Separation Allowance if previously paid shall continue to be paid in full notwithstanding the fact that the member may have commenced to forfeit all pay. The amount of standard allotment shall be reduced by one half whilst the member is on half pay.

5. **General.** Where a member is hospitalised in a Repatriation, Service or Civil Hospital as a result of injury or disease attributable to service or not and such member:

a. has reached the limit under which he may be retained on pay in accordance with Paragraph 2; and

b. is, in the opinion of a senior Service medical authority, too ill to be moved from such hospital;

he may remain there for so long as that medical authority considers essential, but he will be discharged from Naval service immediately the above limit has been reached. The member must be removed as soon as possible from the hospital when the above medical authority forms the opinion that such removal would not have a serious adverse effect on the member's health.

6. NPI will be amended.

(HPB 465/9/30)

UNCLASSIFIED

323—Naval Dockyard Police—Medical Fitness for Entry

1. To prevent administrative delays in processing applications from serving sailors who wish to enlist in the Naval Dockyard Police on the expiration of their current engagement, a medical examination is to be carried out in accordance with the procedure laid down in ABR 1991 Article 0716.

2. RI Chapter 57 will be amended in due course.

(DRNP 302/54/4)

UNCLASSIFIED

324—The Winston Churchill Memorial Trust

1. Winston Churchill Fellowships for 1970 are open to Naval personnel. Fellowships are tenable world-wide for three to twelve months and offer one return economy air fare, travel expenses and allowances.

2. Personnel seeking a Fellowship should request details and application forms from addresses shown in Paragraph 5. Applications close with the Trust on 21 July 1969, and on the third Monday of July in future years. When applications are sent to the Trust, Navy Office is to be informed of details of the project submitted, its probable duration and countries to be visited, quoting reference 134/1/48.

3. Subject to exigencies of the Service, personnel who win Fellowships will be allowed to accept them. These rules will apply:

a. For a project of sufficient value to the Service, leave with pay will be granted.

b. In other cases, leave without pay will be granted.

c. In all cases the recipient must look to the Fellowship for fares, living allowances, travelling allowances and dependants' allowances.

4. Interested personnel are advised to write to the Trust authorities for details of the Fellowships.

5. Details and application forms are available from:

The Winston Churchill Trust,

a. Box 478, PO, CANBERRA, ACT 2601.

b. c/– Vice-Chancellor's Unit,
PO Box 1, KENSINGTON, NSW 2033.

c. Box 211, PO. DARWIN, NT 5794.

d. c/– Mr Lloyd Crump,
BP Australia Ltd,
189 St. George's Terrace, PERTH, WA 6000.

e. 146 West Toorak Road, SOUTH YARRA, VIC 3141.

f. PO Box 21, Brisbane University, QUEENSLAND 4067.

g. Box 498D, GPO. ADELAIDE, SA 5001.

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

(DNES 134/1/48)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

325—Aviation—Detached Helicoper Flights

1. 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 contemporaries 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, eg, 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 efficency 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.** Monthly Flying Returns are to be rendered in accordance with RI 6152. 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:

(a) Principles of flight of the helicopter.
(b) Flight deck arrangements and layout.
(c) Deck handling, chocks and lashings.
(d) Safety precautions.
(e) Marshalling signals.
(f) Small ship operating problems.
(g) Composition and qualifications of the aircraft maintenance party.
(h) Search and rescue.
(i) Chemistry and types of fire.
(j) Specialised aircraft fire fighting equipment as applicable to ships including maintenance testing and recharging.
(k) Flight deck and hangar fire fighting arrangements.
(l) Flight deck and hangar fire risks, general precautions, fuelling and defuelling.
(m) Fire fighting protective clothing, care and maintenance.
(n) Helicopter jettison doors, emergency break-in points, fire access panels, markings.
(o) Release and rescue of aircrew.
(p) Practical demonstration of fire fighting equipment, aircraft fires and rescue of aircrew.

Air experience will be given to demonstrate the following:
(q) Handling characteristics of the Scout/Wessex helicopter.
(r) The pilot's view of various visibility conditions.
(s) The characteristics of voice radio in aircraft.

Note: Officers should have a good acquaintance with BR 776 Helicopter Operating Handbook and Navy Order 399 of 1968 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.

10. Navy Orders 304 of 1966 and 183 of 1967 are hereby cancelled.

(DNAP 1311/201/80)

(*Navy Orders 304 of 1966, 183 of 1967 and 399 of 1968*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

326—Alteration and Addition Item—General Fleet Fitting

The following Alteration and Addition Items are approved to be carried out by Ships Staff in the undermentioned ships:

HMAS MELBOURNE—*Class List Item No 234* (Ex TDL 'NMCG')

HMAS SYDNEY—*Class List Item No 371* (Ex TDL 'NYAR')

a. *Item:* 'Keying control units for yardarm flashers to be reduced to one position on each of the bridge and flag decks.'

Type 12 Destroyer Escorts—*Class List Item No 381* (Ex TDL 'NFFL')

b. *Item:* 'Keying control units for yardarm flashers to be reduced to one position on the bridge only.'

c. The Item will result in a weight saving, details of which are to be reported in completion of the work.

d. *References:* (1) Navy Office Memorandum 1228/52/79 dated 6 February 1967.
(2) FOCAF AF1212/37/7 dated 20 February 1967.

(CNTS 1211/52/139)

UNCLASSIFIED

327—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 53 (Ex TDL 'NHAO')

a. *Item:* 'To improve the sea water cooling supplies to the air conditioning and refrigeration machinery in HMAS MORESBY in accordance with Garden Island drawing Number MBB–1–603.'

b. Weight compensation will be required for 54 lbs additional weight involved.

c. *References:* (1) HMAS MORESBYs Form AS2022 Serial Number E 23/65, dated 1 December 1965.
(2) Navy Office Memorandum 1228/52/156 dated 22 February 1966.
(3) GMGIDs Memorandum DN20/14/466 dated 22 July 1968.

(CNTS 1228/52/156)

UNCLASSIFIED

328—Bearing Materials—Plastic—Mintex

(*DCI (RN) 57/1969*)

1. Due to reorganisation, the products of Messrs British Belting and Asbestos Co Ltd known as Mintex have now been absorbed by Messrs Railko Ltd and are called Railko.

2. These materials have been used in ships and dockyards and to avoid ordering delays, due to the use of incorrect nomenclature, the following are the corresponding names:

Mintex M6	Railko AF 11
Mintex M6H	Railko AF 11H
Mintex H2	Railko WA 82
Mintex H5	Railko WA 825
Mintex 4/798H	Railko WA 80H
Mintex H/11	Railko WA 815
Mintex 4/695	Railko WA 81

3. Mintex M6 and M6H and their Railko equivalents are no longer available and approval has been given to use Railko AL1. The principal use of this material is for stave type propeller shaft bearings. Railko WA 80H will be used for segmented type propeller shaft bearings.

(ACDC 400/1/519)

UNCLASSIFIED

329—Clothing Issues on Repayment

1. The provisions of ABR 5018 (Navy Accounts Manual) Article 159, Clause (2) have been extended to allow LSAVs 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. LSAVs 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 LSAVs are to be specially selected by the Supply Officer and their employment is to be approved in writing by the Captain.

c. Selected LSAVs must be of or above the age of 21 years.

d. NAM Article 159, Clauses (3) and (4), are to be strictly complied with.

4. Navy Order 113 of 1966 is hereby cancelled.

(D of T 201/53/35)

(*Navy Order 113 of 1966*)

UNCLASSIFIED

330—Radioactive Electronic Valves—Precautions, Handling and Disposal

Navy Order 627 of 1968 is to be amended as follows:

a. *Add* new heading after 9 a.:

'*Surface Vessels and Establishments*'

b. Paragraph 9 b.:

(1) *Delete* 'Aircraft Carrier' and *insert* 'MELBOURNE and SYDNEY' in lieu.

(2) After 'Survey Vessel' and before 'Escort Maintenance Vessel' *insert* 'Fleet Replenishment Tanker'.

c. *Add* new Paragraph 9 c.:

'c. *Submarines*. If radioactive dust or gas is likely to be released into the enclosed atmosphere of a submarine by breakage of such valves, it is considered that the source of contamination should be disposed of as quickly as possible by wrapping in lead foil and:

(1) transferring to PLATYPUS if berthed at the Base, or

(2) ditching in at least 100 fathoms if at sea dived or surfaced.'

d. *Renumber* original Sub-paragraphs 9 c. and 9 d. *to read* 9 d. and 9 e. respectively.

(DWE 519/54/132)

(*Navy Order 627 of 1968*)

UNCLASSIFIED

331—Stores for Aviation Purposes—Repair, Etc, for Ships by RANAS Nowra

1. Following the introduction of certain Fourth Line servicing facilities at Nowra and the decision that repairs necessary to support squadrons, or aircraft, in ships will be carried out at RANAS Nowra, the procedures detailed in ABR 4, Article 1008, as varied hereunder, may be used for repair, etc, by RANAS Nowra, of stores used for aviation purposes when ships are in the Jervis Bay area.

2. When it is desired to use this procedure, the necessary arrangements are to be made direct between the appropriate ships and stations Departmental Officers and the procedures detailed in ABR 4, Article 1008, Paragraphs (3) and (4) followed.

3. If items delivered to RANAS Nowra by ships are found to be beyond the repair capacity of the station, the station and ships Supply Officers and the ships Departmental Officer are to be advised accordingly and the following action taken:

a. The Form AS549 is to be registered in the station Supply Officers normal series of Forms AS549.

b. Copy No 3 of the form is to be receipted and forwarded to the Supply Officer of the ship.

c. The items are to be taken on charge in the stations store accounts for subsequent return to the appropriate store depot or local survey (*see* ABR 4 Article 1017 (11) (e)).

d. On receipt in the ship, the Form AS549 is to be re-registered in the Supply Officers series and normal accounting action taken.

e. If a replacement item is urgently required by the ship and is available from station stocks, and the stock position is such that the item can be made available, transfer to the ship may be made in accordance with ABR 4 Chapter 13.

f. If replacement is not effected from station stocks, normal supply action is to be taken. Replacement demands are to be endorsed in the Remarks box 'US item returned to RANAS (ABR 4 Article 1008)'.

4. ABR 4 Article 1008 will be amended.

(DSAP 400/56/32)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

332—Royal Australian Naval Aeronautical Inspection Leaflets (RANAILS)—Cancellation

1. The Royal Australian Naval Aeronautical Inspection Leaflets (RANAILS) are from this date cancelled. The information is now adequately covered in AP (RAN) 140.

2. Normal disposal action is to be taken by custodians.

(ACAE 465/58/913)

Navy Orders 170-229 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 333-345/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 May 1969.

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

15500/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

333 Naval Messages—Tracer Action.

SECTION 2—PERSONNEL

334 DFRB Pensions—Commutation.

335 Passages on Marriage While Serving Overseas and Rates of Oversea Allowance Applicable.

336 Results of Passing Out and Higher Education Test—HMAS LEEUWIN—March 1969.

SECTION 4—EQUIPMENT, STORES AND SERVICING

337 Alteration and Addition Item—HMAS DERWENT.

338 Alteration and Addition Items—HMAS KIMBLA.

339 Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 April 1969.

340 Naval Stores—Introduction—Allowance—Liquid Petroleum Gas Torches.

341 Naval Stores—Introductions—Motor Transport—Multi-piece Road Wheel Guard.

342 Ship Fitting—Galvanising of Structure and Fittings—HMA Ships.

343 Stores—General—ABR 5074—RAN Catalogue of Stores—Group Classes: Various—Change of Stock Numbers.

344 Stores—General—Special Precautions Against Loss of Stores Held by Detached Parties.

345 Ventilation—Fan Chambers—Use as Stowage Spaces.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

333—Naval Messages—Tracer Action

1. The Naval Board consider that the origination of tracer action in regard to messages not delivered to addressees, or delivered only after an inordinate delay is an important measure in ensuring the continuing efficency of the Naval communication system.

2. However, according to recent reports received in Navy Office mishandling has occasionally been traced to the internal organisation of the authority originating the tracer action. This indicates that some communication centres are not thoroughly checking their own records before instigating tracer action.

3. The tracing of a message may result in a considerable number of consequential messages. Ships and authorities are to ensure that the message in question has in fact not been received before requesting tracer action.

(D of C 77/1/21)

Section 2

PERSONNEL

UNCLASSIFIED

334—DFRB Pensions—Commutation

1. The Defence Forces Retirement Benefits Board has adopted a special procedure to expedite the consideration of applications for the payment of commutation. Under Section 74 of the Act the DFRB Board may approve an application for commutation by a pensioner, other than a pensioner in receipt of a medical pension under the DFRB Act, who has not attained the age of 57 years.

2. Approval of an application for commutation of pension is dependent on the applicants medical history, current state of health, purpose of commutation and any such other relevant terms and conditions that the DFRB Board may determine. Therefore it is inadvisable for a member to enter into any form of commitment before approval of commutation has been given.

3. Under the new procedure the DFRB Board will accept applications for commutation approximately two months prior to the date of retirement, in order to expedite a final decision upon discharge. Inquiries may be made before applications are submitted.

4. The address, to which all inquiries should be directed, and from which the standard forms of application may be obtained, is:

The Secretary,
Defence Forces Retirement Benefits Board,
West Block,
Parkes, ACT. 2600.

5. In the case of early applications, the DFRB Board examines the proposal, in principle, and arranges for the necessary examination by a Commonwealth Medical Officer before the date of the proposed retirement.

15500/69—2

6. Adverse medical reports or any other matter requiring special consideration could lengthen the time required to bring an application to finality. However, the DFRB Board has established special procedures to ensure the most expeditious action possible with a view to making payments of approved commutation as soon as practicable, on retirement.

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

(HPB 263/1/174)

UNCLASSIFIED

335—Passages on Marriage While Serving Overseas and Rates of Oversea Allowance Applicable

1. A member who marries while serving overseas will be entitled to the removal of his wife and child at Departmental expense, under normal conditions, from the locality of his posting in the overseas country to Australia, provided:

a. He is serving on long term duty and has been absent from Australia for at least twelve months;

b. he and his wife and child return to Australia at the same time;

c. he would have been entitled, if he had been a married member prior to his departure from Australia, to the removal of his wife and child at Departmental expense from Australia to the locality of his posting in the overseas country; and

d. he complies with the requirements of the Department of Immigration.

2. A member who contemplates marriage overseas should ensure that all necessary requirements are satisfied in sufficient time to enable his wife and child to travel to Australia at the same time as himself on completion of his posting.

3. If a member serving on long term duty overseas is granted leave to proceed to Australia to marry, he will be entitled to the removal of his wife and child at Departmental expense, under normal conditions, from the place of marriage in Australia to the locality of his posting in the overseas country (and return to Australia on completion of his posting) provided:

a. an entitlement exists for a member to be accompanied by his wife and child to that locality at Departmental expense; and

b. his wife and child will be able to spend not less than twelve months with him in that locality.

The Department will not be responsible for any expenses incurred by the member in respect of his own fares, etc, while absent on leave from his overseas posting.

4. The preceding conditions only apply to a members wife and child. The provision of fares at Departmental expense for other dependants will be considered on submission of full details to Navy Office.

5. Where a member marries while serving on long term duty in an overseas country and his wife and child are entitled to travel to and from that locality at Departmental expense, the appropriate rates of allowances and conditions approved for a married accompanied member will apply to the member from the date his wife joins and lives with him at his locality of posting. This provision does not apply to a member who marries while serving overseas and is not entitled to a passage at Departmental expense for his wife and child.

6. If a member on marriage has an entitlement to married accompanied rates of allowances and conditions, the following will apply regarding payment of Oversea Living Out Allowance:

a. Where a Member Lives Out:

(i) and is in receipt of an a. unmarried rate of OLOA he may be paid, from the date his wife joins and lives with him at the overseas locality of his posting until completion of a period of twelve months after the date on which payment of the full a. unmarried rate of OLOA commenced, a married rate of OLOA calculated by deducting the difference between the a. and b. unmarried rate of OLOA from the b. married rate of OLOA. Thereafter the b. married rate of OLOA will be paid; and

(ii) is in receipt of a b. unmarried rate of OLOA, he may be paid the b. married rate of OLOA from the date his wife joins and lives with him at the locality of his posting.

b. Where a member lives-in:

(i) and lives out after marriage, he may be paid the b. married rate of OLOA from the date his wife joins and lives with him at the locality of his posting; and

(ii) continues to live in after marriage payment of allowances will be considered by submission of full details.

Note: If a member is paid Marriage Allowance concurrently with an unmarried rate of OLOA for any period prior to the arrival of his wife at the locality of his posting, the unmarried rate of OLOA will be reduced to the extent of the element included in it for the return of the value of rations and quarters to an unmarried member (viz, $427 pa ($1.17 per day) for ranks up to and including Captain).

7. If a members wife and child remain in the oversea locality of his posting after his departure for Australia on termination of his posting, and an entitlement exists for married accompanied rates of allowance on marriage, the allowances will cease, unless otherwise determined by Navy Office, on departure of the member. Where it is considered that circumstances exist which justify payment of an allowance, details of all relevant particulars, including the living circumstances of the members wife and child, should be submitted to Navy Office for consideration. To avoid any possibility of hardship arising from circumstances of this nature, the details requested should be made available as soon as they are known, preferably before the members departure from the overseas locality.

8. Details of any situation or circumstances arising not covered by these conditions should be submitted to Navy Office.

9. *See* NPI 231/1 for definition of 'child' and 'family'. Where applicable, in this order 'child' may be read to mean children.

10. NPI should be noted and will be amended in due course.

(HPB 252/4/94)

UNCLASSIFIED

336—Results of Passing Out and Higher Education Test—HMAS LEEUWIN—March 1969

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

2. The results of the above test have been adjusted to the HET standards and the sailors mentioned in Annex A 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.

Annex A

Name	*Rank*	*O/N*	*III Geog*	*IV Nav*	*V Maths*	*VIII Eng Exp*	*Remarks*
ADAMS, David J.	JR	R103351	60	..	64	..	
ALSTROM, Brian W.	JR	R105151	62	78	..	65	
BERRY, Ricky J.	JR	R105703	..	..	..	57	
BUCK, David	JR	R105454	..	..	..	59	
BURTON, Michael T.	JR	R104702	60	..	..	..	
CARMICHAEL, Ian F.	JR	R105704	..	..	..	50	
CARNEY, John F.	JR	R103357	..	52	..	..	
CHAPMAN, Raymond J. ..	JR	R104301	67	54	..	68	
CIFALA, Charles J.	JR	R103358	..	50	..	..	
DAY, Darryl, J.	JR	R104703	64	..	..	66	
DELANEY, Peter W.	JR	R103360	..	..	..	50	
DENNIS, Lynn E.	JR	R104704	..	..	..	62	
DERBY, Peter G.	JR	R105457	..	56	..	53	
FAULKNER, David A.	JR	R104706	..	..	..	59	
FORSTER, Leslie	JR	R105154	..	..	..	54	
GEORGE, Terrance A.	JR	R103362	..	62	..	..	
GLOSSOP, James	JR	R104707	..	..	..	58	
HAMROL, Peter E.	JR	R105155	..	57	..	..	
HARRISON, David L.	JR	R103365	..	52	..	66	
HERRENBERG, Bernard J. ..	JR	R104709	..	59	..	62	
HORSBURGH, Raymond H. ..	JR	R104710	..	..	..	54	
JOHNSTON, John D.	JR	R104712	..	57	..	50	
KELLY, Noel P.	JR	R104713	57	..	..	61	
LIDGARD, Andrew J.	JR	R104714	..	61	..	57	
LILLEY, John G.	JR	R104715	60	56	61	77	QESD
LUCAS, Boleslaw	JR	R103369	..	65	..	..	
McANULTY, Kenneth A. ..	JR	R103373	74	60	52	70	
MANSELL, Joseph G.	JR	R103370	..	..	..	59	
MITCHELL, Robert T.	JR	R103372	..	..	..	60	
MORGAN, William P.	JR	R104718	..	53	..	58	
NUTTALL, Garry W.	JR	R103376	..	..	..	61	
PASFIELD, Michael G.	JR	R103377	..	54	..	51	
PASKINS, Allan G.	JR	R104719	58	..	..	..	
PIKE, Bryan S.	JR	R105709	..	..	..	60	
PILLEY, Graeme F.	JR	R103378	..	53	..	74	
PREWETT, Maxwell J.	JR	R104306	..	55	..	71	
PUGH, Glen D.	JR	R105460	..	..	..	60	
RAINBIRD, Leigh	JR	R105710	..	..	..	50	
RAYMOND, Trevor J.	JR	R104308	..	..	..	53	
ROBERTS, Kenneth	JR	R105159	..	61	..	66	
SARGANT, Ross E.	JR	R105161	..	..	..	53	
SHERRIF, Barry C.	JR	R105711	..	54	..	..	
SHERRINGTON, Colin ..	JR	R104723	..	..	..	50	
SMART, Stephen B.	JR	R103380	..	50	..	56	
SMITH, Alexander C.	JR	R105461	..	..	..	60	
SMITH, Anthony T.	JR	R104724	..	..	..	50	
SMITH, Geoffrey W.	JR	R104725	52	..	..	..	
STOCKALL, Kerry L.	JR	R104726	..	..	..	64	
THOMPSON, Ian R.	JR	R014309	..	..	..	56	
TURNER, Noel	JR	R103382	..	54	..	60	
UNWIN, Neil E. J.	JR	R104311	..	..	..	60	
VAN BODEGRAVEN, Robert F.	JR	R103383	60	..	..	..	
VAN MASTRIGT, Franklin ..	JR	R104729	..	62	..	..	
WALTER, Kevin J.	JR	R104730	..	..	..	60	
WEBB, Allan R.	JR	R105162	..	..	..	62	
WENZL, Kurt	JR	R103384	..	53	..	..	
WING, Barry K.	JR	R103385	..	..	..	63	
YATES, Alan E.	JR	R103386	..	..	..	50	

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

337—Alteration and Addition Item—HMAS DERWENT

The following Alteration and Addition Item is approved to be carried out in HMAS DERWENT:

Class List Item No 387 (Ex TDL 'CDV').

a. *Item:* 'Seeburg Cold Drink Vendor (Polaris Model) Coin Operated, to be bought by Ships Canteen Fund.

Dimensions: Height 68″, Width 30″, Depth 28½″, weight approximately 480 lbs.

Refrigeration: ¼ HP Hermatic.

Electrical: 117V, 60 cycles.

Fresh Water required.

2 × 50 lb, CO_2 cylinders required to be located.

To be installed against after thwartships bulkhead in ships cafeteria.'

b. The additional weight involved is approximately 480 lbs, and weight compensation is required. Details of actual weights on and off are to be reported on completion of the item.

c. *References:* (1) HMAS DERWENTs Form ASI182, (TG 103) TDL 'CDV', dated 3 July 1968 forwarded under cover of FOCAF Memorandum dated 15 August 1968.

(2) Our 1224/72/263 dated 3 October 1968.

(3) FOCAF Memorandum AF1212/25/15 dated 22 October 1968.

(CNTS 1224/72/263)

UNCLASSIFIED

338—Alteration and Addition Items—HMAS KIMBLA

1. The following Alteration and Addition Items are approved to be carried out in HMAS KIMBLA:

a. *Class List Item No 156* (Ex TDL 'AK').

(1) *Item:* 'Fit wash basin outside port aft cabin under existing tap and connect drain from wash basin to existing drain in cabins.'

(2) Weight compensation is not required but weight variation is to be reported on completion of the work.

b. *Class List Item No 157* (Ex TDL 'AL').

(1) *Item:*

'(a) Extend laboratory/wheelhouse intercom system to bridge and adjacent to oceanographic winch.

(b) Install two suitable Audio Amplifiers in laboratory with speakers from each amplifier on the bridge and in the laboratory.'

(2) Weight compensation is not required.

c. *Class List Item No 158* (Ex TDL 'AM').

(1) *Item:* 'Provide additional or reposition Punka Louvres in port aft cabin to give air flow over both bunks.'

(2) No weight compensation is required as weight involved is negligible.

d. *Class List Item No 159* (Ex TDL 'AN').

(1) *Item:* 'Existing temporary cable lead from oceanographic winch area to laboratory for use with VTD probe to be wired as a permanent installation. Co-axial cable Type RG 58 cu (0561–L54112) to be supplied by RANRL. The cable at the oceanographic winch end should terminate in a waterproof junction box and a watertight stowage for 15 ft of cable should be provided adjacent to the junction box.'

(2) Weight compensation is not required.

e. *Class List Item No 160* (Ex TDL 'AO').

(1) *Item:* 'Existing workbench top to be removed from the laboratory workshop and a stainless steel sink and drain boards fitted in lieu. Hot and cold water leads are to be provided over sink. A suitable timber top is to be provided to enable unit to be used as a bench for heavy work.

(2) Weight compensation is not required.

2. *References:* HMAS KIMBLAs Forms AS1182 (TG 103) TDLs 'AK', 'AL', 'AM', 'AN' and 'AO' dated 10 July 1968 forwarded under cover of FOCAF Memorandum dated 17 July 1968.

(CNTS 1232/51/89)

UNCLASSIFIED

339—Fixed Issuing Prices for Provisions and Victualling Allowances as From 1 April 1969

1. The price list for fresh fruit and vegetables which has operated since 1 January 1969, has been amended.

2. A revised price list, operative from 1 April 1969, has been distributed to all HMA ships and establishments.

3. The following rates of victualling allowances per head per day, will apply as from 1 April 1969:

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley ..	0.78	0.80
All other messes of 300 or less	0.77	0.78
Messes of more than 300	0.75	0.77
Additional for ships of the Strategic Reserve and for ships deployed with the United States Navy in the Far East ..		0.04
Supplementary 'Broadside' messing allowance for HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH ..		0.01
HMAS MELVILLE	0.80	..
HMAS TARANGAU	0.82	..
Cadet Midshipmen at RANC	0.86	*
Junior Recruits at Training Establishments		
Apprentices at RANATE		
Australian Sea Cadets attending Camps and Courses ..		

* The allowance of 86 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 88 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 106 of 1969 is hereby cancelled.

(D of V 903/51/156)

(*Navy Order 106 of 1969*)

UNCLASSIFIED

340—Naval Stores—Introduction—Allowance—Liquid Petroleum Gas Torches

1. In the interests of safety, versatility and ease of operation, it has been decided to introduce liquid petroleum torches and associated equipment into Naval Services, in lieu of blow lamps, for use in soldering, brazing, etc.

2. Details of the new equipment, which has already been introduced for Apprentice Training, are given below:

a.

Group Class	*Catalogue No*	*Description*	*Acctg Classn*
3439	66–029–3818	Brazing and Soldering Set; complete with the constituent parts hereunder	P
8120	66–012–6797	Cylinder, compressed gas	P
3439	66–029–3819	Burner, gas torch	C
3439	66–029–3820	Tip, non-electric soldering iron ..	C
3439	66–029–3821	Holder, copper bit	C
3439	66–029–3822	Stem and valve	P
3439	66–029–3823	Burner, gas torch	C
3439	66–029–3824	Burner, paint	C

b. Additional items for shipboard use only:

Group Class	*Catalogue No.*	*Description*	*Acctg Classn*
8120	66–031–3280	Hose assembly, rubber 12 ft ..	C
8120	66–031–3281	Valve, cylinder, gas	P
3439	66–031–3282	Hand piece, gas torch	P
8120	66–012–6797	Cylinder, compressed gas	P
3439	66–031–3283	Burner, gas torch	C

3. The allowance of the abovementioned equipment is as follows:

HMA Ships	*Allowance of Kit 3439–66–029–3818*	*Allowance of Additional Items in Paragraphs 2* b.
CVS, AP	6	2
AO, DDGs, DD	3	1
DES, AGS		
AD	8	4
PTF	1	—
Other ships	2	1

4. Ships are to return existing stocks of blow lamps (all patterns) and demand the new equipment to the scale laid down in Paragraph 3 of this order. Shore establishments may demand the general kit (Item 2 a.) on a one for one basis, in lieu of present allowance of blow lamps.

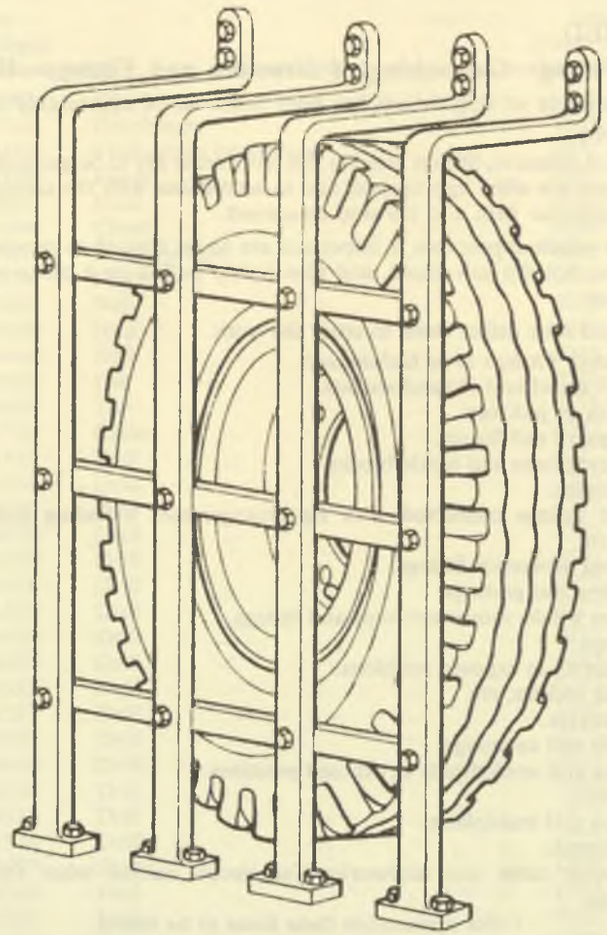
5. LP (Liquid Petroleum) gas cylinders are to be stowed in accordance with BR 1754 Article 0310, and protected from direct sunlight. It should be noted that LP gas is 1.5 times as heavy as air and precautions against leakage below decks exercised. The gas is non-poisonous, but the normal practice of good ventilation when used in enclosed compartments is clearly essential to avoid suffocation.

(DSAP 505/87/705)

UNCLASSIFIED

341—Naval Stores—Introductions—Motor Transport—Multi-piece Road Wheel Guard

1. 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 2in by ¼in for the uprights and 1½in for the horizontals, the interior dimensions of the guarded space being:

Height	51in
Depth	15½in

The spacing of the uprights and horizontals should be 15in and the horizontals must be positioned inside the uprights.

3. Mounting bolts at the floor and wall should be ½in diameter; ⅜in 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 4in × ⅜in steel which is to fit across the back of at least two studs or joists.

5. Navy Order 319 of 1966 is hereby cancelled.

(DSAP 459/63/19)

(*Navy Order 319 of 1966*)

UNCLASSIFIED

342—Ship Fitting—Galvanising of Structure and Fittings—HMA Ships

1. 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.

5. Navy Order 356 of 1966 is hereby cancelled.

(ACDC 1209/51/73)

(*Navy Order 356 of 1966*)

UNCLASSIFIED

343—Stores—General—ABR 5074—RAN Catalogue of Stores—Group Classes: Various—Change of Stock Numbers

1. With effect from 16 June, 1969, the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD(N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0241	241082	Diaphragm	0241	923–2265
0241	241084	Diaphragm	0241	923–2267
0242	25280	Flash-point apparatus	0657	197368
0243	4729	Foam	0243	200–9140
0243	14647	Hose	0243	14650
0248	5294	Chest	0248	124–1761
0253	10352	Psychrometer	0253	943–1646
0264	17918	Feeder	0259	942–6907
0265	L86440	Nail	0265	6992
0265	L86444	Nail	0265	382
0265	L86445	Nail	0265	384
0271	6564	Die	0271	910–1452
0271	16639	Tap	0271	120–2739
0272	2704	Roller	0272	923–7522
0272	4523	Drill	0272	923–7857
0272	4524	Drill	0272	923–7858
0272	4525	Drill	0272	923–7859
0272	4526	Drill	0272	923–7860
0272	4527	Drill	0272	923–7861
0272	4528	Drill	0272	923–7862
0272	4529	Drill	0272	923–7863
0272	4530	Drill	0272	923–7864
0272	4531	Drill	0272	923–7865
0272	4532	Drill	0272	923–7866
0272	4533	Drill	0272	923–7867
0272	4534	Drill	0272	923–7868
0272	4535	Drill	0272	923–7869
0272	4536	Drill	0272	923–7870
0272	4537	Drill	0272	923–7871
0272	4538	Drill	0272	923–7872
0272	4539	Drill	0272	923–7873
0272	4540	Drill	0272	923–7874
0272	4541	Drill	0272	923–7875
0272	4542	Drill	0272	923–7876
0272	4543	Drill	0272	923–7877
0272	4544	Drill	0272	923–7878
0272	4545	Drill	0272	923–7879
0272	4546	Drill	0272	923–7880
0272	4547	Drill	0272	923–7881
0272	200	Drill	0272	910–8939
0272	203	Drill	0272	910–8937
0272	205	Drill	0272	910–8940
0272	1034	Socket	0272	923–7934
0272	1078	Socket	0272	923–7935

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0272	1511	Expander	0272	923–7475
0272	1512	Expander	0272	923–7476
0272	1514	Expander	0272	923–7477
0272	1516	Expander	0272	923–7478
0272	1517	Expander	0272	923–7479
0272	1519	Expander	0272	923–7480
0272	1520	Expander	0272	923–7481
0272	1521	Ratchet Handle	0272	923–7587
0272	1522	Ratchet Handle	0272	923–7588
0272	1523	Ratchet Handle	0272	923–7589
0272	1524	Ratchet Handle	0272	923–7590
0272	1525	Ratchet Handle	0272	923–7591
0272	1526	Expander	0272	923–7474
0272	1533	Expander	0272	923–7467
0272	1544	Expander	0272	923–7468
0272	1567	Expander	0272	923–7469
0272	1569	Expander	0272	923–7470
0272	1575	Ratchet Handle	0272	923–7586
0272	1576	Ratchet Handle	0272	923–7584
0272	2283	Sleeve	0272	923–7992
0272	2284	Sleeve	0272	923–7993
0272	2285	Sleeve	0272	923–7994
0272	2286	Sleeve	0272	923–7995
0272	2287	Socket	0272	923–7996
0272	2633	Mandril	0272	923–7559
0272	2634	Mandril	0272	923–7560
0272	2638	Mandril	0272	923–7564
0272	2647	Mandril	0272	923–7566
0272	2648	Mandril	0272	923–7567
0272	2663	Mandril	0272	923–7568
0272	2702	Roller	0272	923–7520
0272	2703	Roller	0272	923–7521
0272	2704	Roller	0272	923–7522
0272	2706	Roller	0272	923–7523
0272	2707	Roller	0272	923–7524
0272	2710	Roller	0272	923–7526
0272	2711	Roller	0272	923–7527
0272	2714	Roller	0272	923–7528
0272	2720	Roller	0272	923–7529
0272	3078	Socket	0272	923–8002
0272	3079	Socket	0272	923–8003
0272	3621	Drill	0272	923–7581
0272	3650	Mandril	0272	923–7551
0272	3652	Mandril	0272	923–7552
0272	3655	Mandril	0272	923–7553
0272	3675	Mandril	0272	923–7555
0272	4230	Mandril	0272	923–7556
0272	4232	Roller	0272	923–7515
0272	4500	Drill	0272	923–7834
0272	4501	Drill	0272	923–7835
0272	4502	Drill	0272	923–7836

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0272	4503	Drill	0272	923–7837
0272	4504	Drill	0272	923–7838
0272	4505	Drill	0272	923–7839
0272	4506	Drill	0272	923–7840
0272	4507	Drill	0272	923–7841
0272	4508	Drill	0272	923–7842
0272	4509	Drill	0272	923–7843
0272	4510	Drill	0272	923–7844
0272	4511	Drill	0272	923–7845
0272	4512	Drill	0272	923–7846
0272	4513	Drill	0272	923–7847
0272	4514	Drill	0272	923–7848
0272	4515	Drill	0272	923–7849
0272	4516	Drill	0272	923–7850
0272	4517	Drill	0272	923–7851
0272	4518	Drill	0272	923–7852
0272	4519	Drill	0272	923–7853
0272	4520	Drill	0272	923–7854
0272	4521	Drill	0272	923–7855
0272	4522	Drill	0272	923–7856
0272	4548	Drill	0272	923–7882
0272	4549	Drill	0272	923–7883
0272	4550	Drill	0272	923–7884
0272	4551	Drill	0272	923–7885
0272	4552	Drill	0272	923–7886
0272	4553	Drill	0272	923–7887
0272	4554	Drill	0272	923–7888
0272	4555	Drill	0272	923–7889
0272	4556	Drill	0272	923–7890
0272	4557	Drill	0272	923–7891
0272	4562	Drill	0272	923–7892
0272	4563	Drill	0272	923–7893
0272	4800	Drill	0272	923–7894
0272	4801	Drill	0272	923–7895
0272	4802	Drill	0272	923–7896
0272	4803	Drill	0272	923–7897
0272	4804	Drill	0272	923–7898
0272	4805	Drill	0272	923–7899
0272	4806	Drill	0272	923–7900
0272	4807	Drill	0272	923–7901
0272	4808	Drill	0272	923–7902
0272	4809	Drill	0272	923–7903
0272	4810	Drill	0272	923–7904
0272	4811	Drill	0272	923–7833
0272	4812	Drill	0272	923–7905
0272	4813	Drill	0272	923–7832
0272	4814	Drill	0272	923–7831
0272	4815	Drill	0272	923–7830
0272	4816	Drill	0272	923–7823
0272	4817	Drill	0272	923–7824
0272	4818	Drill	0272	923–7825

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0272	4819	Drill	0272	923–7826
0272	4820	Drill	0272	923–7827
0272	4821	Drill	0272	923–7828
0272	4822	Drill	0272	923–7829
0272	5600	Expander	0272	923–7449
0272	5601	Expander	0272	923–7450
0272	5602	Expander	0272	923–7451
0272	5605	Expander	0272	923–7452
0272	5606	Expander	0272	923–7453
0272	5607	Expander	0272	923–7454
0272	5610	Expander	0272	923–7456
0272	5611	Expander	0272	923–7457
0272	5612	Expander	0272	923–7458
0272	5613	Expander	0272	923–7459
0272	5615	Expander	0272	923–7460
0272	5616	Expander	0272	923–7461
0272	5617	Expander	0272	923–7462
0272	5618	Expander	0272	923–7463
0272	5619	Expander	0272	923–7464
0272	5630	Expander	0272	923–7465
0272	5650	Mandril	0272	923–7541
0272	5651	Mandril	0272	923–7542
0272	5652	Mandril	0272	923–7543
0272	5655	Mandril	0272	923–7545
0272	5656	Mandril	0272	923–7544
0272	5665	Mandril	0272	923–7546
0272	5666	Mandril	0272	923–7547
0272	5667	Mandril	0272	923–7548
0272	5688	Mandril	0272	923–7550
0272	5690	Roller	0272	923–7504
0272	5691	Roller	0272	923–7505
0272	5692	Roller	0272	923–7506
0272	5696	Roller	0272	923–7508
0272	5697	Roller	0272	923–7509
0272	5700	Roller	0272	923–7511
0272	5701	Roller	0272	923–7512
0272	5702	Roller	0272	923–7513
0272	5715	Roller	0272	923–7498
0272	5716	Roller	0272	923–7499
0272	5717	Roller	0272	923–7500
0272	5718	Roller	0272	923–7501
0272	5719	Roller	0272	923–7502
0272	5730	Roller	0272	923–7503
0272	7450	Expander	0272	923–7437
0272	7451	Expander	0272	923–7438
0272	7452	Expander	0272	923–7439
0272	7453	Expander	0272	923–7440
0272	7454	Expander	0272	923–7441
0272	7455	Expander	0272	923–7442
0272	7457	Expander	0272	923–7443
0272	7458	Expander	0272	923–7444

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0272	7460	Expander	0272	923–7446
0272	7463	Ball Socket Extension Drive	0272	923–7585
0272	7464	Ball Socket Extension Drive	0272	923–7582
0272	7465	Ratchet	0272	923–7583
0272	7466	Mandril	0272	923–7531
0272	7467	Mandril	0272	923–7532
0272	7468	Mandril	0272	923–7533
0272	7469	Mandril	0272	923–7534
0272	7471	Mandril	0272	923–7535
0272	7472	Mandril	0272	923–7536
0272	7474	Mandril	0272	923–7538
0272	7477	Roller	0272	923–7486
0272	7478	Roller	0272	923–7487
0272	7479	Roller	0272	923–7488
0272	7480	Roller	0272	923–7489
0272	7481	Roller	0272	923–7490
0272	7482	Roller	0272	923–7491
0272	7483	Roller	0272	923–7492
0272	7484	Roller	0272	923–7493
0272	7486	Roller	0272	923–7495
0272	8117	Drill	0272	923–8005
0272	8118	Drill	0272	923–7580
0272	9295	Drill	0272	923–8007
0272	9296	Drill	0272	923–8008
0272	9297	Drill	0272	923–8009
0272	9298	Drill	0272	923–8010
0272	9299	Drill	0272	923–8011
0272	9300	Drill	0272	923–8012
0272	9301	Drill	0272	923–8013
0272	9302	Drill	0272	923–8014
0272	9303	Drill	0272	923–8015
0272	9304	Drill	0272	923–8016
0272	9305	Drill	0272	923–8017
0272	9306	Drill	0272	923–8018
0272	9307	Drill	0272	923–8019
0272	9308	Drill	0272	923–8020
0272	9309	Drill	0272	923–8021
0272	9310	Drill	0272	923–8022
0272	9311	Drill	0272	923–8023
0272	9312	Drill	0272	923–8024
0272	9313	Drill	0272	923–8025
0272	9314	Drill	0272	923–8026
0272	9315	Drill	0272	923–8027
0272	9326	Drill	0272	923–8028
0272	9328	Drill	0272	923–8029
0272	9329	Drill	0272	923–8030
0272	9330	Drill	0272	923–8031
0272	9332	Drill	0272	923–8032
0272	9334	Drill	0272	923–8033
0272	9335	Drill	0272	923–8034
0272	9338	Drill	0272	923–8035

Old Stock No		*Item Name*	*New Stock No*	
Group Class	*Catalogue Number*		*Group Class*	*Catalogue Number*
0272	9339	Drill	0272	923–8036
0272	9341	Drill	0272	923–8037
0272	9343	Drill	0272	923–8038
0272	9344	Drill	0272	923–8039
0272	9345	Drill	0272	923–8040
0272	9346	Drill	0272	923–8041
0272	9348	Drill	0272	923–8042
0272	9350	Drill	0272	923–8043
0272	9351	Drill	0272	923–8044
0272	9354	Drill	0272	923–8045
0272	9355	Drill	0272	923–8046
0272	9356	Drill	0272	923–8047
0272	9357	Drill	0272	923–8048
0272	9358	Drill	0272	923–8049
0272	9359	Drill	0272	923–8050
0272	9361	Drill	0272	923–8051
0272	9362	Drill	0272	923–8052
0272	9363	Drill	0272	923–8053
0272	9364	Drill	0272	923–8054
0272	9365	Drill	0272	923–8055
0272	9366	Drill	0272	923–8056
0272	9368	Drill	0272	923–8057
0272	9369	Drill	0272	923–8058
0272	9371	Drill	0272	923–8059
0272	9373	Drill	0272	923–8060
0272	9374	Drill	0272	923–8061
0272	9375	Drill	0272	923–8062
0272	9376	Drill	0272	923–8063
0272	9378	Drill	0272	923–8064
0272	9379	Drill	0272	923–8065
0272	9380	Drill	0272	923–8066
0272	9382	Drill	0272	923–8067
0272	9384	Drill	0272	923–8068

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 465/52/1292)

UNCLASSIFIED

344—Stores—General—Special Precautions Against Loss of Stores Held by Detached Parties

1. 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, in order that necessary police inquiries may be facilitated when stores are lost.

2. The frequency of the muster will vary according to the particular circumstances of each case. It is the responsibility of the Commanding Officer of the parent ship to issue instructions in this regard at the beginning of each operation.

3. The contents of this order are already included in ABR 4 (Article 1408). ABR 93 will be amended.

4. Navy Order 321 of 1966 is hereby cancelled.

(DSAP 400/51/222)

(*Navy Order 321 of 1966*)

UNCLASSIFIED

345—Ventilation—Fan Chambers—Use as Stowage Spaces

1. It has been noted during trials and inspections in ships in commission that increasing use is being made of fan chambers as stowage spaces. This practice can seriously affect the efficient maintenance and operation of fans, gas boxes and valves, etc, sited within the chambers and an instance has occurred of opened drums of low flashpoint paint being sited in a supply fan chamber, thus presenting an undesirable fire hazard.

2. Fan chambers are essentially a part of the ventilation system and as such should be maintained in a hygienic condition and kept free of noxious or flammable materials.

3. Commanding Officers are, therefore, to ensure that the use of fan chambers as stowage spaces is kept to an essential minimum and in all cases unrestricted access is to be available at all times for the operation and maintenance of equipment sited in the chambers.

(DWE 1211/51/309)

Navy Orders 81–170 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

ANOs 346-366/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2 June 1969.

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

By direction of the Naval Board,

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

16044/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

346 Commonwealth Merchant Ships Area Communications Scheme—Cessation of RAN Participation.

347 Demolitions—Responsibilities.

348 Sailors Posted for Diving Courses.

349 Womens Royal Australian Naval Service Reserve.

SECTION 2—PERSONNEL

350 Conditions of Entry and Service of Instructor Officers.

351 Education Allowance—Members Serving in Australia.

352 Reunion Fares for Children of Members Who Have Been Posted Oversea on Long Term Duty.

353 Ships Sporting Colours.

SECTION 3—OPERATIONAL AND TRAINING

354 Sailors Course Programme—1969.

SECTION 4—EQUIPMENT, STORES AND SERVICING

355 Alteration and Addition Item—HMAS DIAMANTINA.

356 Alteration and Addition Item—HMA Ships PERTH and HOBART.

357 Alteration and Addition Item—HMAS MORESBY.

358 Alteration and Addition Item—HMAS MORESBY.

359 Alteration and Addition Item—100 Foot Patrol Boats.

360 Delegations of Authority to Arrange Purchases Without Prior Reference to Contract or District Boards (Supply and Development Regulation 35 (1)).

361 Stores—General—Cancellation of Demands and Dues Out at Store Depots.

362 Ton Class Minesweepers—Danger of Funnel Fires.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

363 Alternatives for Air Equipment and Material—Introduction of Form SD135 in Lieu of Forms AA109Z and AA109Y.

364 RAN Research Laboratory—Address.

SECTION 6—ESTABLISHMENTS

365 Fire Precautions—Establishments.

366 Motor Transport Drivers.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

346—Commonwealth Merchant Ship Area Communications Scheme—Cessation of RAN Participation

1. Since 1946 the navies of the United Kingdom, Canada, New Zealand, and Australia have participated in the above scheme, whereby messages to and from Commonwealth Merchant Ships are passed over naval circuits free of charge. The RAN has also provided a morse broadcast for merchant ships and a supplementary receiving station for traffic from merchant ships.

2. The reason for the scheme was to preserve a ready means of communication with these ships in war or emergency; but over recent years it has become apparent that this basis for the scheme is now no longer valid. Canada accordingly ceased to participate in the scheme from 1 April 1969, and it has been decided that Australia will also terminate her participation on 1 October 1969.

3. From 1 October 1969 merchant ships communications in the Australia area will be solely by direct working with OTC stations, particularly PERTHRADIO and SYDNEYRADIO in the long range HF service.

4. Meteorological Bulletins and Navigational Warnings will continue to be broadcast via NAVCOMMSTA CANBERRA on BL Broadcast (CW) frequencies, keyed by SYDNEYRADIO (VIX).

5. Transmission of Mount Stromlo time signals by NAVCOMMSTA CANBERRA (VHP) will also cease from 1 October 1969.

6. There will be no change in charges for radio telegrams for RAN personnel, and personal messages for and from personnel in RN, RCN, RNZN and RAN warships will continue to be accepted for transmission via naval Fixed Services, Ship/Shore and Broadcasts.

7. Amendments to relevant naval publications are being issued separately. Amendments to ITU series and other commercial publications will be arranged by the Overseas Telecommunications Commission.

(D of C 16/207/109)

UNCLASSIFIED

347—Demolitions—Responsibilities

Navy Order 100 of 1969 is to be amended as follows:

Sub-paragraph b. *The Demolition Supervisor:*

amend the first sentence *to read:*

'The Demolition Officer may also be the Demolition Supervisor but *see* Paragraph 3.'

(DUW 2/204/90)

(*Navy Order 100 of 1969*)

16044/69—2

UNCLASSIFIED

348—Sailors Posted for Diving Courses

1. 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 ships 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.

3. Navy Order 223 of 1966 is hereby cancelled.

(MDG 333/8/225)

(*Navy Order 223 of 1966*)

UNCLASSIFIED

349—Womens Royal Australian Naval Service Reserve

1. Navy Order 705 of 1968 is to be amended as follows:

a. **Paragraph 10: Promotion**

Delete existing sentence and *insert* the following in lieu:

'10. WRANS Reserve Wrans accepted for continuous full time naval service will be considered for promotion under the following rules:

a. Those commencing within 12 months of discharge from the PNF:
   (1) Must be qualified for promotion under current WRANS rules in accordance with ABR 1077.
   (2) Vacancies must exist on WRANS promotion rosters.
   (3) Must be currently recommended on Form PP118 (AS507).

b. Those commencing after 12 months absence from the PNF:
   (1) Must be qualified for promotion under current WRANS rules in accordance with ABR 1077.
   (2) Vacancies must exist on WRANS promotion rosters.
   (3) Must have completed at least 12 months continuous full time naval service as a member of the WRANSR.
   (4) Must be currently recommended on Form PP118 (AS507).

Forms PP118 (AS507) are to be rendered on the same occasion as for members of the WRANS. If a wran is promoted during her approved period of full time service her continued employment after the expiry of that period will, subject to her application, be reviewed having regard to the requirements for full time service in the higher rank. The conditions of ABR 1077 Chapter 8 concerning reversion, reduction in rank and repromotion will apply.'

b. **Paragraph 18: Voluntary Naval Service**

Delete second sentence only. *Insert* the following in lieu:

'Payment for this service will be at the basic rate for their rank in the group to which they belong.'

c. *Add* the following Section and Annex A:

'K—UNIFORM

49. The authorised kits of members of the Womens Royal Australian Naval Service Reserve are listed in Annex "A" to this order.

50. The initial issue of uniform is to be regulated as follows:

a. Officers transferring and Wrans enlisting from the Permanent Naval Forces are expected to be in possession of the full authorised kit appropriate to the rank last held in the WRANS.

b. On the first occasion that a member reports for service, she will be instructed to bring with her such items of kit as are in her possession. These are to be inspected and issues made as necessary to replace any items that are unserviceable or of obsolete pattern, and to complete the members kit to the authorised scale.

c. An outfit allowance, based on the rate specified in Naval Pay Instructions 256/1, is payable on a pro-rata basis to a member on the first occasion that she renders continuous full time service for a period in excess of three months. Where the period since discharge from the WRANS is:

(1) in excess of two years ..	full entitlement in accordance with NPI 256/1
(2) in excess of one year ..	one half of entitlement in accordance with NPI 256/1
(3) any period up to and including one year	one quarter of the entitlement in accordance with NPI 256/1

51. During periods of naval service any items of kit becoming unserviceable through fair wear and tear or as a result of a casualty of the service will be replaced gratuitously except that in the case of stockings, replacement will be restricted to one pair per month. Uniform allowance will not be paid.

52. Issues of clothing are to be recorded on Form SA207 (AS149) in duplicate and the copies disposed of as follows:

Copy 1: to be used to support the ledger entry.

Copy 2: to be forwarded to the Director of Victualling at the end of the month in which the transaction occurred.

The copy of Form SA207 (AS149) forwarded to the Director of Victualling in respect of initial issues made to a member in accordance with Paragraph 2 b. is to have attached to it a statement detailing other serviceable items of kit in the members possession.

53. The completion of Form SA207 (AS149) in respect of initial issues to be recorded on page one of the members Certificate of Service.

54. Members carrying out continuous full time naval service may be issued with bedding and loan clothing under the same conditions as apply to members of the WRANS.'

ANNEX A

Uniform Kits

Catalogue No	*Item*	*Den*	*Officers Quantity*	*CPOs and POs Quantity*	*Other Wrans Quantity*
Scale 1—Kit of Members for Service of Less Than Three Months					
61081–5	ANKLETS, WOMENs, blue	Pr	1	1	1
61091–5	ANKLETS, WOMENs, white	Pr	1	1	1
*	BADGE, HAT	No	1	1	—
*	BADGES (except BADGE, HAT)	No	—	As necessary	
61119–28	CAP, SERVICE, WOMANs white	No	—	—	1
61139–43	CARDIGAN, WOMANs, blue	No	1	1	1
	COAT, WOMANs, cloth, wool, barathea No 1	No	1	—	—
	COAT, WOMANs, cloth, wool, twill No 1	No	—	2	2
	COAT, WOMANs, cloth, wool, venetian No 1	No	1	—	—
20666–98	COLLAR, SHIRT, semi-stiff, fused	No	4	4	4
	or				
20714–66	COLLAR, SHIRT, stiff	No			
61216–7	COVER, SERVICE CAP, plastic	No	—	—	1
61226–32	COVER, SERVICE Hat, womans, plastic	No	1	1	—
61291–6	DRESS, WOMANs, white	No	2	2	2
61309–15	FLANNEL, WOMANs, cotton	No	—	2	2
61327–31	GLOVES, KNITTED, cotton, white, womans	Pr	1	1	1
61347–55	GLOVES, LEATHER, brown, womans	Pr	1	1	1
	GREATCOAT, WOMANs, with shoulder straps	No	1	—	—
61374	HANDBAG, WOMANs	No	1	1	1
61391–7	HAT, SERVICE, womans, tricorne, plastic topped	No	1	1	—
21745	NECKTIE, black, rayon, daywear	No	1	1	1
61434–9	RAINCOAT, WOMANs	No	—	1	1
34901 35313	RIBBON, SERVICE CAP, metal thread	No	—	—	1
61451–7	SHIRT, WOMANs, blue	No	—	1	1
61473–8	SHIRT, WOMANs, poplin, white, double cuff	No	2	1	1
61510–609	SHOE, DRESS, leather, black, womans	Pr	1	1	1
61627–725	SHOE, DRESS, leather sole, white, womans	Pr	1	1	1
*	SHOULDER STRAPS	Pr	1	—	—
	SHOULDER FLASHES	Pr		As appropriate	
	SKIRT, WOMANs, cloth, wool, barathea, No 1	No	1	—	—
61815–41	SKIRT, WOMANs, cloth, wool, twill, No 1	No	—	2	2
	SKIRT, WOMANs, cloth, wool, venetian, No 1	No	1	—	—
61933–5	STOCKINGS, WOMENs, nylon, beige stretch fit, 60 denier	Pr	—	2	2
61921–6	STOCKINGS, WOMENs, nylon, beige, 30 denier	Pr	2	2	2
	or				
61939–45	STOCKINGS, WOMENs, nylon, black, 30 denier	Pr			
23335	SUITCASE, FIBRE-BOARD, 26in	No	1	1	1
	Additional Personal Loan Items for:				
	Cooks				
40012	APRON, FOOD HANDLERS, Cook	No	—	—	2
*	CAP, FOOD HANDLERS, Cook	No	—	—	1
61741–7	SHOE, GALLEY, leather, black, womans	Pr	—	—	1
	Sick Berth Attendants				
61101	APRON, white, SBA	No	—	—	2
61281–5	DRESS, WOMANs, SBA, blue	No	—	—	2
10428	CLOTH, COTTON, ORGANDIE, 42in	Yd	—	—	2
	Stewards				
61155–70	COAT, WOMANs, drill, white, MESS STEWARD	No	—	—	1
61741–7	SHOE, GALLEY, leather, black, womans	Pr	—	—	1
Scale 2—Additional Items Required for Service in Tropical Areas or when Summer Dress is Ordered					
61091–5	ANKLETS, WOMENs, white	Pr	2	2	2
61226–32	COVER, SERVICE HAT, womans, plastic	No	1	1	—
61291–6	DRESS, WOMANs, white	No	1	—	—
61309–15	FLANNEL, COTTON, womans	No	—	3	3
61391–7	HAT, SERVICE, womans, tricorne, plastic topped	No	1	1	—
61851–64	SKIRT, WOMANs, drill, Navy Blue	No	—	3	3

* Catalogue No as appropriate

Uniform Kits

Catalogue No	*Item*	*Den*	*Officers Quantity*	*CPOs and POs Quantity*	*Other Wrans Quantity*
Scale 3—Additional Items Required for Continuous Service in Excess of Three Months Duration					
*	BADGE, HAT	No	1	1	—
*	BADGES (except BADGE, HAT)	No	—	As necessary	
20343	BRUSH, CLOTHES	No	1	1	1
20347	BRUSH, SHOE, BLACKING	No	1	1	1
20349	BRUSH, SHOE, POLISHING	No	1	1	1
61119–28	CAP, SERVICE, WOMANs, white	No	—	—	1
20666–98	COLLAR SHIRT, SEMI-STIFF, fused	No	2	2	2
	or				
20714–66	COLLAR, SHIRT, stiff	No			
61226–32	COVER, SERVICE HAT, womans, plastic	No	1	1	—
61291–6	DRESS, WOMANs, white	No	2	1	1
61327–31	GLOVES, KNITTED, cotton, white, womens	Pr	1	1	1
61391–7	HAT, SERVICE, womans, tricorne, plastic topped	No	1	1	—
21745	NECKTIE, black, rayon, daywear	No	1	1	1
34901 35313	RIBBON, SERVICE CAP, metal thread	No	—	—	1
61451–7	SHIRT, WOMANs, blue	No	—	1	1
61473–8	SHIRT, WOMANs, poplin, white, double cuff	No	2	1	1
61510–609	SHOE, DRESS, leather, black, womans	Pr	1	1	1
*	SHOULDER STRAPS	Pr	1	—	—
	SHOULDER FLASHES	Pr		As appropriate	
61871–84	SLACKS, WOMENs, cloth, wool, serge No 1	No	—	—	2†
61921–6	STOCKINGS, WOMENs, nylon, beige, 30 denier	Pr	3	1	1
	or				
61939–45	STOCKINGS, WOMENs, nylon, black, 30 denier	Pr			
23501	TOOTHBRUSH	No	1	1	1
	Additional Personal Loan Items for:				
	Cooks				
40012	APRON, FOOD HANDLERS, Cook	No	—	—	2
*	CAP, FOOD Handlers, Cook	No	—	—	1
	Sick Berth Attendants				
61101	APRON, white, SBA	No	—	—	2
61281–5	DRESS, WOMANs, SBA, blue	No	—	—	2
10428	CLOTH, COTTON, ORGANDIE, 42in	Yd	—	—	2

* Catalogue No as appropriate

† Motor Transport Drivers only

(D of R 465/8/86)

(*Navy Order 705 of 1968*)

Section 2

PERSONNEL

UNCLASSIFIED

350—Conditions of Entry and Service of Instructor Officers

1. The current conditions of entry and service of Instructor Officers are laid down in this order, and will be incorporated in Regulations and Instructions in due course.

ENTRY

Entries Direct from Shore

2. **General**

a. Candidates for entry must be:

(1) Under 30 years of age on entry. In special circumstances applicants over 30 years of age may be accepted.

(2) Australian citizens or British subjects ordinarily resident in Australia.

b. All direct entry officers will be on probation for the first six months, during which they will be given full-time courses. The probationary period will end on successful completion of the courses.

3. **Professional Pre-requisites**

a. *Graduates*. Applicants must have graduated, or be qualified to graduate at a recognised University, in one of:

(1) The Faculty of Science;

(2) The Faculty of Education;

(3) Other Faculties having majored in a subject relevant to Service requirements. At present these subjects are Mathematics, Physics, Geography, History or English.

b. *Non-graduates*. Non-graduates must have successfully completed a course at a recognised Teachers College and have passed at least First Year University Mathematics or Physics.

4. **Allocation to List**

a. *Graduates* may on entry elect for a Permanent Commission or a Short Service Commission of ten years.

b. *Non-graduates* will be entered on a Short Service Commission of ten years. Extensions of Short Service may subsequently be granted subject to the exigencies of the Service.

5. **Instructor Midshipmen**

Cadet Midshipmen at the Royal Australian Naval College may be selected for the Instructor Branch, and as Instructor Midshipmen they will undertake training as detailed in current Navy Orders. Following the professional courses, they will undertake a full-time degree course at an Australian University, generally for a Science degree, but a course leading to a degree in Arts will be considered by the Naval Board if it meets Service requirements. The degree course may be followed by a one-year post-graduate course for a Diploma in Education.

CONDITIONS OF TRANSFER FROM SHORT SERVICE TO PERMANENT SERVICE

6. **Graduates**

Graduates who on entry were eligible to apply for a Permanent Commission but elected to serve on a Short Service Commission may apply to transfer to a Permanent Commission after one years service.

7. **Non-graduates**

Non-graduates may apply to transfer from Short Service to a Permanent Commission on attaining one of the pre-requisites for graduate entry as detailed in Paragraph 3 a.

PROMOTION

General

8. **Rank on Entry**

All new entry Instructor Officers will be entered as Instructor Sub-Lieutenant if under the age of 23½ years, or as Instructor Lieutenant if aged 23½ years or over. Officers entered as Sub-Lieutenant will be promoted Lieutenant at age 23½. Though the conditions for substantive rank will not be varied, new entries under age 23½ with suitable academic qualifications may be granted the acting rank of Lieutenant. The minimum qualification is a degree plus a teaching qualification.

9. **Promotion to Instructor Lieutenant-Commander**

a. *Graduates on Entry* will be promoted to Lieutenant-Commander after five years service as Lieutenant, or on reaching the age of 31½ years, whichever is the later.

b. *Non-graduates on Entry* will be promoted Lieutenant-Commander on attaining eight years seniority as Lieutenant. However, non-graduates who subsequently gain one of the degrees laid down in Paragraph 3 a. (1), (2) or (3) will be awarded a remission of one-half of the time remaining to serve as a Lieutenant, subject to a minimum of five years service as a Lieutenant or promotion at 31½ years, whichever is the later. Time remaining to serve as Lieutenant will be calculated from the last day of the month in which the examination for the final unit of the degree was taken.

c. Officers who gain promotion to Lieutenant-Commander in less than eight years will not have their basic date of seniority as Lieutenant advanced, ie, an officer due for promotion to Lieutenant-Commander after, say, six years as Lieutenant, will be promoted when his Navy List seniority is six years.

10. **Further Promotion.** *See* Navy Order 671 of 1966.

RETIREMENT, RESIGNATION

11. a. *Retiring ages*. *See* RI Chapter 3 Paragraph 0344.

b. *Resignation*. *See* RI Chapter 3 Paragraph 0347.

PAY

12. Dependent on qualifications, Instructor Officers may be granted pay seniority above that equivalent to their substantive rank seniority, as follows:

	Qualifications on Entry	*Minimum Pay Seniority*
a	Non-graduate aged under 23½, with teaching qualification and three years experience	Sub-Lieutenant of four years seniority
b	Graduate, with acceptable range of professional experience	Lieutenant on Promotion
c	Graduate, with Teachers Certificate or Diploma of Education or higher Educational qualification	Lieutenant of two years seniority
d	Graduate with four years acceptable professional experience	Lieutenant of three years seniority
e	Graduate with eight years acceptable professional experience	Lieutenant of four years seniority

(DNES 303/201/23)

(Navy Order 671 of 1966)

UNCLASSIFIED

351—Education Allowance—Members Serving in Australia

Statutory Authority has now been obtained to increase the maximum rate of the category 'A' rate of Education Allowance as shown in Navy Order 4 of 1969.

(HPB 252/10/2)

(Navy Order 4 of 1969)

UNCLASSIFIED

352—Reunion Fares for Children of Members Who Have Been Posted Oversea on Long Term Duty

Statutory Authority has now been obtained to implement the conditions shown in Navy Order 202 of 1968 governing reunion fares for children of members who have been posted oversea on long term duty.

(HPB 252/4/64)

(Navy Order 202 of 1968)

UNCLASSIFIED

353—Ships Sporting Colours

Navy Order 218 of 1969 is to be amended as follows:

Insert new colours for HMAS OVENS:

Jumper	*Socks*
Green with gold Vee	Gold

(DPS (A) 138/6/31)

(Navy Order 218 of 1969)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

354—Sailors Course Programme—1969

Navy Order 744 of 1968 is to be amended as follows:

EDP Course No	*Course*	*Amendment Action*
913620	TOW	(1) *Amend* start date 29.9.69 *to read* 22.9.69 (2) *Amend* duration 10 weeks *to read* 12 weeks
913630	B and L	*Amend* start dates: 7.7.69 *to read* 21.7.69 25.8.69 *to read* 8.9.69
913710	ME	*Amend* start dates: 21.7.69 *to read* 7.7.69 8.9.69 *to read* 25.8.69 17.10.69 *to read* 27.10.69
902310	MTD	*Amend* duration *to read* 4 weeks

(D of T 311/201/281)

(Navy Order 744 of 1968)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

355—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 632 (Ex TDL 'AB').

a. *Item:* 'To air condition the sick bay by means of a self-contained air conditioning unit Type "C". The unit is to be suitable for operation from 220VDC supply. The compressor is to be sited where convenient preferably outside the compartment. The cooling unit, with fan removed, to be fitted in supply trunk down stream from a cross connection to the exhaust through which the volume of supply and exhaust can be regulated for recirculation when the cooler is operating. The alteration to be designed to ensure satisfactory ventilation when cooling is not required.'

b. Approval is given for the Type 'C' unit in the Sick Bay in HMAS GASCOYNE to be removed and re-installed in HMAS DIAMANTINA.

c. Weight compensation is not required.

(CNTS 1224/57/149)

UNCLASSIFIED

356—Alteration and Addition Item—HMA Ships PERTH and HOBART

The following Alteration and Addition Item has been approved to be carried out in HMA ships PERTH and HOBART:

Class List Item No 38 (Ex TDL 'K').

a. *Item:* 'Deck scupper drainage to be provided in Washrooms 2-39-2-L, 1-55-2-L and 1-138-0-L to RAN Standards.'

b. Weight compensation will be required for the 150 lb additional weight.

c. *Reference:* HMAS PERTHs Form AS1182 (TG103) TDL 'K' dated 30 November 1967, forwarded under cover of FOCAF Memorandum dated 21 August 1968.

(CNTS 1215/60/118)

UNCLASSIFIED

357—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 34 (Ex TDL 'ABD').

a. *Item:* 'To install an Automatic Steering Unit.'

b. Weight compensation required is 1,200 lb at 2 feet above 1 Deck, or higher unless the Land Rover and trailer are landed, in which case, compensation for 200 lb only is required.

c. *References:* (1) HMAS MORESBYs Form AS1182 (TG103) TDL 'ABD' dated 12 December 1965, forwarded under cover of FOCAF Memorandum AF 1973/118 dated 11 January 1966.

(2) Hydrographer, RAN Memorandum AH 24/5 dated 18 March 1966, forwarded under cover of FOCAF Memorandum 1212/37/1 dated 28 March 1966.

(CNTS 1228/52/158)

UNCLASSIFIED

358—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 39 (Ex TDL 'NHAC').

a. *Item:* 'a. To remove the Sonar Hut situated on 03 deck and re-site the instruments in the enclosed bridge.

b. Continue the bulward around the wings of the upper bridge.

c. Site the pelorus, plotting table, pedestal for the Hi-Fix mast, etc, generally in accordance with the ships sketch (Navy Office drawing number 234/387).'

b. Weight variations are to be reported on completion of the item.

c. *References:* (1) HMAS MORESBYs Form AS1182 (TG103) TDLs 'ABF' and 'ABG' dated 20 May 1966, forwarded under cover of FOCAF Memoranda AF 1212/37/15 and AF 1212/37/16 respectively and dated 18 July 1966.

(2) NOM 1228/52/193.

(CNTS 1228/52/193)

RESTRICTED

359—Alteration and Addition Item—100 Foot Patrol Boats

The following Alteration and Addition Item is approved to be carried out in the 100 foot Patrol Boats:

Class List Item No 3 (Ex TDL 'NXC').

a. *Item:* 'To replace the undermentioned loudspeakers:

a. AP126081 loudspeakers fitted at adjacent bofors mounting with AP32031 loudspeaker.

b. AP126081 loudspeaker fitted adjacent mainmast with AP32031 loudspeaker.

c. AP126081 loudspeaker, fitted in junior rates mess with Pattern L40648 loudspeaker.'

b. Weight compensation is required for the estimated 20 lb additional weight involved.

(CNTS 1236/255/1)

UNCLASSIFIED

360—Delegations of Authority to Arrange Purchases Without Prior Reference to Contract or District Boards (Supply and Development Regulation 35 (1))

Navy Order 239 of 1968 is to be amended as follows:

EAST AUSTRALIA AREA

Under Sub-paragraph 'b. *Other Authorities, East Australia Area' add:*

Commanding Officer, HMAS CRESWELL	50
Commanding Officer, HMAS HARMAN	50

(DNA 2/4/48)

(Navy Order 239 of 1968)

UNCLASSIFIED

361—Stores—General—Cancellation of Demands and Dues Out at Store Depots

1. Where, for any reason, a demand or due out is cancelled at a store depot, the originator of the demand is to be advised of the cancellation by the relevant SSO by one of the undermentioned forms. The reason for cancellation is to be shown in the relevant form:

Copy No 3 of the Issue Voucher (IV) or Local Issue Voucher (LIV)

or

Stores Demand Observation or Rejection Note (Form SO124 (AD479)

or

A duplicate copy of a Dues Amendment or Cancellation (DAC).

2. In addition, for stores which have been demanded through EDP, a Deferred Supply Advice (DSA) showing the quantity due out as zero (.00), will be forwarded direct from EDP (ABR 5063 Article 5044 and ABR 4 Article 0614 refer).

3. It is intended that the DSA be expanded to show, by code, the reason for the cancellation, but this can only be achieved during reprogramming by EDP, and the use of the DAC for this purpose, as referred to in Paragraph 1, is an interim measure.

(DSAP 400/51/214)

UNCLASSIFIED

362—Ton Class Minesweepers—Danger of Funnel Fires

1. 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.

7. Navy Order 358 of 1966 is hereby cancelled.

(ACMD 1227/251/212)

(*Navy Order 358 of 1966*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

363—Alternatives for Air Equipment and Material—Introduction of Form SD135 in Lieu of Forms AA109Z and AA109Y

Navy Order 96 of 1969 is to be amended as follows:

Paragraph 2

Delete 'Superintending Naval or Air Store Officer as appropriate' and *insert* 'appropriate Superintending Supply Officer'.

Paragraph 3

a. After 'Director of Air Stores, Navy Office (2 copies)' *add* 'Director of Victualling, Navy Office (2 copies)' and *extend* the bracket.

b. After 'Superintending Air Store Officer (2 copies)' *add* 'Superintending Victualling Store Officer (2 copies)' and *extend* the bracket.

(DSAP 601/51/47)

(*Navy Order 96 of 1969*)

UNCLASSIFIED

364—RAN Research Laboratory—Address

Further to Confidential Navy Order 3 of 1969, the postal address for the RAN Research Laboratory is now:

Superintendent,
RAN Research Laboratory,
Garden Island, NSW 2000.

(CEO (GS) 68/5/149)

(*Confidential Navy Order 3 of 1969*)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

365—Fire Precautions—Establishments

1. Attention is drawn to an 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.

6. Navy Order 438 of 1966 is hereby cancelled.

(DNW 1426/5/53)

(Navy Order 438 of 1966)

UNCLASSIFIED

366—Motor Transport Drivers

1. 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 possesison 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 AS1303.

5. For some time past MTDs 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 MTDs 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 40 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 MTDs who are not considered to be competent to drive buses, in the following manner:

(1) possesses the maturity and aptitude to be a good bus driver and could become competent with about two weeks driving instruction;

(2) 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 MTDs 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 328 of 1966 is hereby cancelled.

(D of T 311/3/29)

(Navy Order 328 of 1966)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

HISTORIAN (M)

ANO 367/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
2 June 1969.

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

16045/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

367—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During March 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC series contained in the Annex to this order have been distributed to ships and services during March 1969.

2. Copies of amendments referred to in the Annex 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.

ANNEX

BR AMENDMENTS

Publication No	*Amendment No*
BR 27 Vol 2	Change No 5
BR 125	New Entries No 1 July 1968
BR 125	New Entries No 2 August 1968
BR 125	New Entries No 3 September 1968
BR 125	New Entries No 4 October 1968
BR 125	New Entries No 5 November 1968
BR 125	New Entries No 6 December 1968
BR 125	Supplement No 4 October 1968
BR 125	Supplement No 5 November 1968
BR 125	Supplement No 6 December 1968
BR 218 (3)	Change No 8
BR 218 (3)	Change No 9
BR 218 (3)	Change No 10
BR 268 (62)	Change No 5
BR 309	Change No 2
BR 994	Change No 11
BR 1644 (2)(E)	Change No 7
BR 1768 (2)	Change No 3
BR 1768 (2)	Change No 5
BR 1771B (4)	Change No 2
BR 1800	Erratum to Changes Nos 7 and 9
BR 1898 (10)	Change No 1
BR 1898 (10)	Change No 2
BR 1943	21.6.68
BR 1943	30/10/68
BR 1943	29.7.68
BR 1943	26.8.68
BR 2111 (13)	Change No 3
BR 2111 (15)	Change No 1
BR 2122	Change No 3
BR 2122 (7)	Change No 6
BR 2125 (2)	Change No 4
BR 2125 (9)	Change No 3
BR 2207	Change No 1

BR AMENDMENTS—*continued*

Publication No	*Amendment No*
BR 2207	Change No 4
BR 2211	Change No 5
BR 2245	Change No 2
BR 2245	Change No 3
BR 2301 (1)	Change No 1
BR 2360 (3)	Change No 1
BR 3208	Change No 8
BR 3315	Change No 2
BR 3382	Change No 4
BR 3382	Change No 6
BR 3607	12.5 mm
BR 3607	Change No 4
BR 3607	Change No 5
ABR 5016	Amendment No 17
ABR 5069/67	Change No 5
MBR 8001	Issue 36
MBR 8001	Issue 37
MBR 8001	Issue 38
MBR 8074	Supplement No 1 January 1969
JSR Journal	Volume 23 No 11
List Prop Lots	Amendment No 58

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aircraft	February 1969
Aircraft	March 1969
Electrical Design News	15 January 1969
Electrical Design News	1 February 1969
Electrical Design News	15 February 1969
Electrical Information Bulletin	No 740 2 December 1968 (0967-001-3740)
Electrical Information Bulletin	No 742 30 December 1968 (0967-001-3742)
Flight	Volume 95 No 3122 9 January 1969
Flight	16 January 1969
Flight	23 January 1969
HMSO List of Government Publications	Issued during November 1968
Journal of Naval Engineering	Volume 3 June 1968

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
AP (RAN) 8 Air Crew Notes	AL 9
AP (RAN) 8 Vol 1 Book 1	AL 134, 135 and 136, AIL 27
AP (RAN) 8 Vol 1 Book 2	AL 67 and 68, AIL 20 and 21
AP (RAN) 8 Vol 1 Book 3	AL 46, AIL 33
AP (RAN) 8 Vol 1 Book 4	AL 20
AP (RAN) 8 Vol 1 Book 5	AL 38
AP (RAN) 8 Vol 1 Book 6	AL 40, AIL 10
AP (RAN) 8 Vol 1 Book 7	AIL 23 and 24
AP (RAN) 8 Vol 2 Book 1	AL 52

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AP (RAN) 8 Vol 2 Book 2	AIL 185 and 187
AP (RAN) 8 Vol 2 Books 1 and 2 ..	AL 51, AIL 183
AP (RAN) 8 Vol 3 Part 1	AL 30
AP (RAN) 8 Vol 3 Books 1, 2 and 3 ..	AIL 2 and 3
AP (RAN) 8 Vol 5 Book 1	AL 26
AP (RAN) 8 Vol 5 Book 2	AL 84
AP (RAN) 8 Vol 6 Part 1	AL 29, 30 and 31
AP (RAN) 8 Vol 6 Part 2	AL 65, 66, 70, 71 and 72
AP (RAN) 8 Vol 6 Part 3	AL 54
AP (RAN) 8 Vol 6 Book 3	AIL 70, 71 and 72
AP (RAN) 9AB Vol 6 Parts 2B and 4B	AIL 1
AP (RAN) 9B Vol 1	AIL 8
AP (RAN) 9B Vol 3 Part 1	AIL 1 and 2
AP (RAN) 10 Crews Notes	AL 12
AP (RAN) 10 Vol 1 Book 3 ..	AL 21
AP (RAN) 10 Vol 5 Parts 1, 2 and 3	AL 2 and 3
AP (RAN) 11 Vol 2	AL (RAN) 10, 11, 13 and 16 AL (RAN) 12 with T/Letter No 50 Attached
AP (RAN) 14 Vol 5 Parts 1, 2 and 3	AL 3
AP (RAN) 19 Vol 2 Book 1 ..	AL 39
AP (RAN) 19 Vol 2 Book 2 ..	AL 40
AP (RAN) 19 Vol 2 Books 1 and 2 ..	AL 38
AP (RAN) 28 Vols 1, 2, 3 and 6 ..	AL 7
AP (RAN) 41 Vols 1 and 2	AL 2
AP (RAN) 53 Vol 4 Part 6	AL 1
AP (RAN) 100 Vol 2 Part 2 ..	AL 7
AP (RAN) 100 Vol 2 Part 6 ..	AL 7
AP (RAN) 100 Vol 2 Part 7 ..	AL 11, 12, 14, 15 and 16
AP (RAN) 100 Vol 2 Part 8 ..	AL 20 and 23
AP (RAN) 100 Vol 2 Part 9 ..	AL 9
AP (RAN) 100 Vol 2 Part 10 ..	AL 15, 16 and 17
AP (RAN) 100 Vol 2 Part 11 ..	AL 12
AP (RAN) 101	AL 154
AP (RAN) 101 Issue 2	AL 31
AP (RAN) 140 (3rd Edition) ..	Erratum to AL 1
AP (RAN) 500 Vol 2 Part 1 ..	AL 36, 37 and 38
AP (RAN) 500 Vol 2 Part 2 ..	AL 29 and 30
AP (RAN) 503 Vol 1	AL 1, 2, 3 and 4
AP (RAN) 600 Vol 2 Part 1 ..	AL 17, 19 and 20
AP (RAN) 600 Vol 2 Part 2 ..	AL 10
AP (RAN) 600 Vol 2 Part 3 ..	AL 11
AP (RAN) 602 Vol 5 Part 2 ..	AL 7
AP (RAN) 603 Vol 1	AL 1, 2, 3, 4 and 5
AP (RAN) 605 Vol 1	AL 1
AAP 121	AL 41
AAP 702.50 Vol 2 Part 1	AL 13 and 14
AAP 873	AL 32 and 33
AAP 2 GCC 1045 (5th Edition) ..	AL 10
AAP 2 GCC 5305 (8th Edition) ..	AL 30
AAP 2 GCC 5805 (9th Edition) ..	AL 16, 17 and 18
AAP 2 GCC 5810 (9th Edition) ..	AL 17

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AAP 2 GCC 5820 (9th Edition) ..	AL 22
AAP 2 GCC 5820 (10th Edition) ..	AL 24
AAP 2 GCC 5821 (9th Edition) ..	AL 43
AAP 2 GCC 5825 (9th Edition) ..	AL 20
AAP 2 GCC 5825 (10th Edition) ..	AL 22
AAP 2 GCC 5826 (9th Edition) ..	AL 24
AAP 2 GCC 5830 (11th Edition) ..	AL 25
AAP 2 GCC 5831 (9th Edition) ..	AL 18
AAP 2 GCC 5835 (10th Edition) ..	AL 18 and 19
AAP 2 GCC 5840 (10th Edition) ..	AL 22
AAP 2 GCC 5840 (11th Edition) ..	AL 24
AAP 2 GCC 5845 (11th Edition) ..	AL 15
AAP 2 GCC 5850 (10th Edition) ..	AL 10
AAP 2 GCC 5895 (8th Edition) ..	AL 17
AAP 2 GCC 5895 (9th Edition) ..	AL 19
AAP 2 GCC 5905 (9th Edition) ..	Erratum to AL 27 and 29
AAP 2 GCC 5910 (8th Edition) ..	AL 30 and 31
AAP 2 GCC 5920 (11th Edition) ..	AL 14 and 15
AAP 2 GCC 5935 (8th Edition) ..	AL 24 and 25
AAP 2 GCC 5945 (10th Edition) ..	AL 18
AAP 2 GCC 5950 (9th Edition) ..	AL 20 and 21
AAP 2 GCC 5955 (9th Edition) ..	AL 26
AAP 2 GCC 5961 (4th Edition) ..	AL 12
AAP 2 GCC 5970 (9th Edition) ..	AL 19, 21 and 22
AAP 2 GCC 5977 (11th Edition) ..	AL 14 and 15
AAP 2 GCC 5985 (12th Edition) ..	AL 20
AAP 2 GCC 5990 (9th Edition) ..	AL 19
AAP 2 GCC 6135 (9th Edition) ..	AL 13 and 14
AAP 2 GCC 6140 (10th Edition) ..	AL 13
AAP 2 GCC 6340 (11th Edition) ..	AL 16 and 17
AAP 2 GCC 6625 (9th Edition) ..	AL 20
AAP 2 GCC 6720 (8th Edition) ..	AL 12
AAP 2 GCC 8120 (10th Edition) ..	AL 17
AP (N) 1	AL 58 and 59
AP (N) 82	AL 1
AP (N) 208	Erratum to AL 5
AP (N) 1024 Vol 1	Erratum to AL (RAN) 2
AP 107D-0201-1	AL 3
AP 109A-0001-2	Leaflet AL 1218-(B796) Leaflet AL 1248-(B817) Leaflet AL 1249-(B816) Leaflet AL 1251-(B819)
AP 112C-0400-1	AL 7
AP 116B-0209-3A (N)	AL (RAN) 1
AP 116D-0118-1	AL 28 and 29
AP 116D-0118-6	AL 22
AP 1086 (1966)	AL 1 (Sections 6D, 6G, 21D and 21K) AL 2 (Sections 14C, 27P, 28M and 28N) AL 3 (Section 14A) Section 10A (Replaces Section 10A in Book 4 Part 1)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AP 1086 Book 1	AL 54
AP 1086 (1966) Section 27C	AL 1
AP 1086 (1966) Section 27N	AL 2
AP 1086 (1966) Section 27HS ..	AL 4
AP 1086 (1966) Section 5K	AL 1
AP 1086 Book 1 (2nd Edition) ..	AL 53
AP 1182E (N) Vol 1	AL (RAN) 1
AP 1182 (N) Vol 2	Leaflet AL 245-(E54) Leaflet AL 246-(E55) Leaflet AL 254-(E57) Leaflet AL 255-(E51)
AP 1182 (N) Vol 4 Parts 2 and 6 ..	AL 33
AP 1182A (N) Vol 1	AL 46
AP 1182E (N) Vol 1	AIL 8/68 and 9/68
AP 1275G Vol 1 (2nd Edition) Part 2 ..	AL 46
AP 1275G Vol 3 Part 1 (N) ..	AL 9
AP 1275A Vol 1 Section 24	AL 140
AP 1641H Vol 2 Part 1	Leaflet B4 (Cancellation)
AP 1641P Vol 1 Part 2 and Vol 5 ..	AL 97
AP 1641P Vol 1 Parts 2 and 5 ..	AL 97 and 98
AP 1661E Vol 1 (2nd Edition) ..	AL 168, 170, 173 and 174
AP 1664D Vol 1 Part 2	AL 93, 94 and 95
AP 16640 (2nd Edition) Vol 1 Parts 1 and 3	AL 87
AP 1803D Vol 1 Book 3A	AL 66, 67 and 68
AP 1803F Vol 2 Part 2	AL 66
AP 2111A Vols 1 and 5 (2nd Edition) ..	AL 24
AP 2337 Vol 2	Leaflet AL 269-(A60)
AP 2487AB Vol 2	Leaflet AL 61-(B42)
AP 2531S Vol 2	AL (RAN) 4
AP 2887N Vol 3 Part 1 (n) Book 2 ..	AL 3
AP 2887N Vol 5 Part 6	AL 1
AP 2890SC Vol 2	AL 4
AP 4121C Vol 2 Part 1	AL (RAN) 3
AP 4269C Vol 2 Part 1	AIL 33
AP 4320B Vol 2	AL (RAN) 4
AP 4340 Vol 1 Book 1	AL 47 and 48, AL (RAN) 1
AP 4343 Vol 4 Part 6 (1st Edition) ..	AL 14
AP 4343C Vol 1 Book 2	AL 185
AP 4483A Vol 1 Part 1	AL 89
AP 4677A and B Vols 1 and 6 ..	Erratum
NAO1-85SAD-1 (0701-180-1403) ..	AL (RAN) 1
NAO1-85SAD-4-2 (0701-180-5190) ..	Change Notice (1.4.68)
NAO0-35QB-185 (0700-080-4633) ..	Change No 1, Change No 3 (October 1968)
NAO0-35QH-2 (0700-080-5064) ..	Change No 1 (July 1968), Change No 2
NAO0-35QH-2 (0700-080-5065) ..	Change Notice (November 1968)
NAO0-35QR-268 (0700-080-6762) ..	Change No 1 (September 1968)
NAO1-40AVC-2-2 (0700-090-2282) ..	Change Notice 1.10.68
NAO1-40AVC-2-2-1 (0701-090-2292) ..	Interim Change No 9 (27.11.68)
NAO1-40AVC-2-2-2 (0701-090-2302) ..	Interim Change No 20 (22.11.68)
NAO1-40AVC-2-4-2 (0701-090-2362) ..	Interim Change No 7 (1.11.68)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
NAO1-40AVC-2-7-2 (0701-090-2422) ..	Interim Change No 7 (30.9.68), Change Notice (1.11.68)
NAO1-40AVC-4-1 (0701-090-2462) ..	Change (15.10.68)
NAO1-40AVD-2-1 (0701-090-3991) ..	Interim Man Change No 5 (6.9.68)
NAO1-40AVD-2-2 (0701-090-4001) ..	Interim Change No 4 (18.11.68)
NAO1-40AVD-2-2-3 (0701-090-4031) ..	Interim Change No 4 (17.10.68), AL (RAN) 1
NAO1-40AVD-2-4-1 (0701-090-4071) ..	Interim Change No 5 (6.12.68)
NAO1-40AVD-2-7-2 (0701-090-4131) ..	Interim Change No 2 (10.10.68)
NAO1-40AVD-2-9 (0701-090-4151) ..	Interim Change No 4 (17.10.68)
NAO1-40AVD-4-5 (0701-090-4201) ..	Interim Change No 4 (30.9.68) Interim Change No 5 (22.11.68)
NAO1-40AVD-4-6 (0701-090-4211) ..	Interim Change No 5 (30.9.68)
NAO2A-35GN-502 (0702-080-0101) ..	AL (RAN) 1
NWO3-5J-17 (0703-021-8130)	AL (RAN) 1
NW11-5C-20 (0711-020-1710)	AL (RAN) 1
NA11-5C-21 (0711-020-1720)	AL (RAN) 1
NA16-30APG53-503 (0716-070-2401) ..	AL (RAN) 1
NA16-30ARA25-2 (0716-070-5740) ..	AL (RAN) 1
NA16-30ARA50-1 (0716-071-5140) ..	AL (RAN) 1 Erratum
NA16-30ARC51-2 (0716-070-6181) ..	AL (RAN) 1
NA16-30ARM9-2 (0716-070-6510) ..	AL (RAN) 1
NA16-30ARN52-5 (0716-071-6940) ..	AL (RAN) 1
AP 0535-013-4004 Section 8 Part D ..	Supplement (1.11.68)
ICAO Bulletin Vol 24 No 1	January 1969
Navsanda 2002	Supplement (1.11.68) Section 8 Part 'C'
Air Navigation Orders	Part 48 Section 48.0 Issue 3
Air Pictorial	February 1969
Air Almanac	May-August 1969
TSD 594 (Rolls Royce)	T/Letter No 137
JASAP	AL 31 and 32
Retrospective Mod B'let Book 1 ..	AL 17 Erratum to AL 17
Westland Group Process Specification ..	AL 79

(D of V 465/57/979)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 368-383/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2 June 1969.

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

By direction of the Naval Board,

L. Kandau.

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

16182/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

368 Clocks in HMA Ships.

369 Courts-martial—Use of Australian National Flag.

370 Submarine Branch—Morse Standards For Radio Operators.

SECTION 2—PERSONNEL

371 Command and Discipline of Australian Forces Acting Together—(A) on SEATO Exercises and (B) at Larrakeyah Barracks, Darwin.

372 Overseas Accounts—Certification of Accounts for Accommodation Costs, Etc.

373 Prizes—Supplementary List Midshipmen (Seaman).

374 SGCE Preparatory Course.

SECTION 3—OPERATIONAL AND TRAINING

375 Training of Engineroom Personnel—Steam and Diesel Categories.

SECTION 4—EQUIPMENT, STORES AND SERVICING

376 Alteration and Addition Item—HMAS MELBOURNE.

377 Ammunition—Annual Practice Allowance.

378 Diving—Underwater Ship Husbandry by Divers.

379 Gun Mountings—4.5 Inch Mark 6 Series Mountings—Elevating VSGs—Resetting of Relief Valves and Rewinding of Elevating Pump Motors.

380 Gunnery—Fire Control—Abolition of Broadside Fire in 4.5 Inch Mark 6 Turrets.

381 Pumping, Flooding and Draining—Machinery Spaces—From Bilge Water Clearance Systems.

382 Tar, Stockholm Catalogue 0474/L55393—Safety Precautions.

383 Wireless—Allocation of HF/SSB Transceivers Type AN/URC-58.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

368—Clocks in HMA Ships

1. 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 297 of 1966 is hereby cancelled.

(DSAW 519/253/35)

(*Navy Order 297 of 1966*)

UNCLASSIFIED

369—Courts-martial—Use of Australian National Flag

RI 1242 is being amended to read as follows:

1242. **Courts-martial—ceremonial.** The Australian National Flag is to be hoisted whenever a Court-martial is sitting or about to sit. It is to be hoisted at the peak or at the yardarm.

2. On the day on which the court-martial is to sit, the Australian National Flag is to be hoisted and a gun fired each day when colours are hoisted, or at any time previously that the court may resume its sitting. The Australian National Flag is to be hauled down when the court adjourns for the day.

(CEO (GS) 37/2/90)

UNCLASSIFIED

370—Submarine Branch—Morse Standards For Radio Operators

1. The standard of morse reception of some Radio Operators selected for submarine service has been reported as having fallen below that required by ABR 27 Volume 2 Article 1220.

2. To ensure that future selected volunteers are up to the required standard on arrival in United Kingdom, the following action is to be taken:

a. Applications to volunteer from Radio Operators are to be accompanied by a certificate from a qualified Communication Officer that the sailor is of the required standard.

b. Selected volunteers will be posted to HMAS PENGUIN one week earlier than is the present practice. This week—together with any other available time—is to be spent at the STC, Sydney, in morse training.

3. ABR 27 Volume 2 will be amended.

(D of T 311/4/268)

Section 2

PERSONNEL

UNCLASSIFIED

371—Command and Discipline of Australian Forces Acting Together—(A) on SEATO Exercises and (B) at Larrakeyah Barracks, Darwin

1. Further joint orders have been made by the Chiefs of Staff under Regulation 4 of the Defence Force Regulations (*see* RI Appendix 2A).

2. **SEATO Exercises.** By joint order dated 6 March 1969, the Chiefs of Staff of the three Services have ordered that the bodies of the Naval Forces, the Military Forces and the Air Force, when serving together in the course of a South East Asia Treaty Organisation exercise, in Australia or overseas, are acting together.

3. **Larrakeyah Barracks, Darwin.** By joint order dated 4 March 1969, the Chief of Naval Staff and the Chief of the General Staff have ordered that the bodies of the Naval Forces and of the Military Forces, when serving together at Larrakeyah Barracks, are acting together.

4. The effect of the foregoing orders is to enable members of one Service to exercise powers of command and arrest (but not powers of punishment) over members of another Service when the Services are serving together in the circumstances specified.

5. Under Regulations 5, 6 and 7 of the Defence Force Regulations, the orders do not have effect in relation to members of the Military Forces and the Air Force when serving on board any of HMA ships.

6. RI will be amended in due course.

(CEO (GS) 2/1/30)

UNCLASSIFIED

372—Overseas Accounts—Certification of Accounts for Accommodation Costs, Etc

1. 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 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. These provisions will be included in NPI in due course.

(HPB 201/3/7)

UNCLASSIFIED

373—Prizes—Supplementary List Midshipmen (Seamen)

1. 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 years 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.

3. Navy Order 480 of 1966 is hereby cancelled.

(HPB 38/6/31)

(*Navy Order 480 of 1966*)

UNCLASSIFIED

374—SGCE Preparatory Course

1. A preparatory course to assist selected CW candidates to qualify educationally for commissioned rank will be conducted bi-annually in HMAS LEEUWIN.

2. The courses, which are of 19 weeks duration, will normally commence on the second Monday in January and July. The courses will cater primarily for the SGCE subjects of English, Mathematics, Physics and Navigation but alternative subjects will be available where appropriate.

3. Although SGCE subject syllabuses will be studied, the length of the course makes it more convenient for candidates to attempt the LEEUWIN Educational Test (LET) which is conducted in mid-May and mid-November. Passes in LET subjects are accepted alternatives to SGCE passes for purposes of qualifying educationally for commissioned rank but do not count towards the award of an SGCE Certificate. Candidates will be given the opportunity to sit the SGCE examinations in April or October if they have achieved a suitable standard at this stage of the course.

4. The course is available to candidates for the Special Duties List and the Supplementary List (Seaman, Aircrew, Supply and Secretariat).

5. CW candidates will be nominated to appear before a Pre-selection Board as soon as possible after their CW papers are initiated. Successful candidates who are volunteers to attend the Preparatory Course will be considered for selection. Selected candidates will be posted to HMAS LEEUWIN for the duration of the course.

6. Selection of SD candidates to attend the course will be based on such criteria as age, rank, academic and professional qualifications and SD category, such that those candidates who are closest to being fully qualified for promotion will be chosen. In general, candidates will be expected to have previously achieved one HET or SGCE subject credit either by examination or by the award of an exemption as a result of civilian educational qualifications.

7. Selections of SL candidates will be based primarily on the recommendations of the Pre-selection Board.

(DNES 312/16/65)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

375—Training of Engineroom Personnel—Steam and Diesel Categories

1. In order to provide billets at sea for Acting Mechanicians 2nd Class and Engineroom Artificers 3rd Class of both categories, to reduce turbulence in posting and to assist in normal forecasting it is essential that foreknowledge of the expected award of Engineroom Watchkeeping Certificates to individual Mechanicians and Artificers of both categories is available at Navy Office.

2. It is also most desirable to have similar knowledge regarding the award of other Engineering Departmental Watchkeeping Certificates to Engineering Mechanics, Mechanicians and Engineroom Artificers of both categories.

3. On the last day of January, April, July and October all ships are to report by letter to the Director of Sailors Postings, Navy Office, Canberra, the state of training as follows:

Report of Training of Engineroom Personnel

Reference ANO 375/69

List of names of sailors who could reasonably be expected to qualify for the award of one of the following certificates, with brief comments upon training progress, and forecast of the probable date of award of certificates:

a. AWC
b. AWC (D)
c. TWC
d. MWCD
e. BRWC
f. ERWC
g. ERWCD

4. Navy Orders 442 of 1966 and 458 of 1968 are hereby cancelled.

(D of T 303/21/84)

(*Navy Orders 442 of 1966 and 458 of 1968*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

376—Alteration and Addition Item—HMAS MELBOURNE

Navy Order 266 of 1969 is to be amended as follows:

a. *Delete: 'Class List Item Number 157* (Ex TDL "NMCE")' and *insert* in lieu '*Class List Item Number 236* (Ex TDL "NMCE")'.

b. *Reference:* FOCAF letter AF 1212/36/39 dated 27 March 1969.

(CNTS 1213/52/764)

(*Navy Order 266 of 1969*)

RESTRICTED

377—Ammunition—Annual Practice Allowance

Navy Order 376 of 1967 as amended by Navy Order 643 of 1968 and Navy Order 10 of 1969 is to be amended *to read* as follows in respect of Table E4:

TABLE E4

Annual Practice Allowance (Small Arms Ammunition)—ASCC

Item	*Denomination*	*Allowance per Unit*
Ammunition 7.62MM Ball	Rounds	40 (a) (b)
Ammunition .22in Rimfire	Rounds	40 (a)

Notes: (a) Per cadet per annum.

(b) To be issued during continuous training periods.

(DAS 725/252/19)

(*Navy Orders 376 of 1967, 643 of 1968 and 10 of 1969*)

RESTRICTED

378—Diving—Underwater Ship Husbandry by Divers

1. Due to the extension of periods between dockings, and the remoteness of possible operating areas, the Fleet must become more self-reliant and depend increasingly on its own resources for underwater maintenance and emergency repairs. The naval diver has a major contribution to make in this respect.

2. A number of developments has already been made in the use of divers in the underwater ship maintenance role. These developments include the changing of sonar domes and the changing of destroyer, frigate, conventional submarine and coastal minesweepers propellers.

3. Captains and Commanding Officers are encouraged, therefore, to use their divers to carry out routine inspections of their ships bottoms, and to make recommendations where appropriate on the use of divers in the underwater ship maintenance role.

4. The tasks that divers are able to perform depend on their ability and skill, and care should be taken not to attempt tasks beyond the capabilities of the divers available. Clearance Divers should normally be used for sonar dome and propeller exchange operations, although ship divers can be used to assist in these operations. All divers should, however, be capable of dressing propellers and cleaning sonar domes, the latter being of increasing importance with the introduction into the Fleet of glass fibre domes which will not be treated with anti-fouling composition, and so will rely upon divers to combat fouling.

5. No attempt should be made to remove fouling from the hull except as an emergency measure for the following reasons:

a. Heavy fouling should not normally occur; if it does, only the fullest examination in dock will permit the cause to be determined and remedial measures to be decided.

b. It appears from previous experience that the most likely cause of heavy fouling is loss of at least one, and generally two or three complete systems of protective plus anti-fouling paints due to adhesion failure. In such cases the protection of the hull against corrosion is seriously weakened. Removal of fouling will inevitably result in further loss of paint from the affected areas and this cannot be accepted.

6. Instructions are included in Annexes A and B to this order, for the cleaning of sonar domes and dressing of propellers, respectively, Relevant planned maintenance schedules are being amended accordingly.

ANNEX A

Cleaning of 100-inch and 157-inch Sonar Domes

1. In order to maintain a low level of self-noise in HMA ships, it is essential that the surface of sonar domes should be kept free of marine growth.

2. Inspection of the domes should be carried out by divers at monthly intervals for ships operating in temperate waters and fortnightly for ships in tropical waters, or in areas of severe fouling.

3. When fouling is found it should be carefully removed, using a bristle brush or a soft wooden scraper. In the case of stainless steel domes, which are coated with anti-fouling paint, this cleaning technique is to be adopted until the next docking, when the dome should be cleaned off and re-painted in accordance with the relevant handbook.

ANNEX B

Cleaning and Dressing of Propellers

1. **Cleaning**—Propellers are to be cleaned using wire brushes and/or other suitable scrapers. Certain propellers have a special edge treatment applied to the trailing edge which may not be easily recognisable. This consists of a bevel edge which gives a definite knuckle and a very sharp edge (this treatment may be applied on both faces). This sharp edge, and particularly the knuckle, are essential features which reduce the tendency to sing and must be preserved. Other propellers fitted to submarines may have lead/araldite filled grooves in the blade faces. Care must be taken to avoid disturbing the fillings.

2. **Dressing**—The shape of the leading edge is most important in maintaining quiet speeds. Minor damage in the form of chips or roughening of the edge should be faired to give a smooth contour. Attempts to repair more extensive damage should not be made as the noise output of the propeller could easily be increased.

(ACMD 1623/202/34)

RESTRICTED

379—Gun Mountings—4.5 Inch Mark 6 Series Mountings—Elevating VSGs—Resetting of Relief Valves and Rewinding of Elevating Pump Motors

(DCI (RN) 917/1968)

Background

1. Failure of elevating pump motors have been reported over a long period. Following exhaustive trials it was proved conclusively that the motor and starter are satisfactory to meet the performance required. Reports showed that motors were becoming defective due to faulty drill, ie, insertion of locking bolt with the mounting in power; starting with locking bolt in or hand maintenance valves in wrong positions.

8. The relief valve settings of the elevating VSG are currently set to allow for pressures generated in the elevation system during broadside fire. Thus if the elevating motor is started with the VSG in a stalled condition excessive temperature rise takes place before the relief valve lifts.

3. Trials have now been carried out in the RAN using an instrumented motor with 0.064 inch diameter winding and VSG 'A' end relief valve settings reduced to 1,000 for both elevating and depressing.

4. Full swash was applied to the VSG 'A' end with delivery and return valves closed to simulate starting and switching to 'Remote' with the elevation locking bolt inserted. Motor volts, current and temperature of the windings were recorded throughout the trials.

5. An analysis of the results leads to the conclusion that lowering of relief valve settings gives a worthwhile increase in motor protection. The larger diameter motor windings with a better heat dissipation rate allowed the starter overload sufficient time to operate before excessive temperatures occurred.

Resetting Relief Valves

6. Accordingly on receipt of this order all relief valve settings on 4.5 inch Mark 6 Series Elevating VSGs are to be reset as follows and a notation made in the Master Record:

a. *Depressing of Relief Valve*—Situated Tilt Control Arm Side of 'A' end, Adjustment to be screwed fully out, then turned back approximately half the amount screwed out.

b. *Elevating Relief Valve*—Situated opposite side to above. Adjustment to be fully screwed out then turned back approximately half the amount screwed out.

Note: Locking device securing plate hole may need to be redrilled.

7. After resetting relief valves autographic records of the elevation motion should be taken to ensure that relief valves are not lifting. A Recovery Firing Trial should also be carried out at the first opportunity to ensure that the recovery performance has not been adversely affected. If it has the relief valves should be readjusted to the original settings and the fact reported to ACNB.

8. Because of the higher pressure generated in the elevation system, broadside fire is no longer to be used after the relief valve settings have been reduced. Drill books will be amended accordingly.

9. Elevating VSGs in new manufacture and overhauled mountings are to have relief valves set accurately to 1,000 psi depressing and 1,000 psi elevating using hydraulic pressure.

Rewinding of Elevating Motors

10. All elevating pump motors are to be examined and the Serial Number compared with the following list. A defect item is to be raised for all motors to Weapons Reference Number 88604-618-738 not wound with 0-064 inch diameter windings requesting survey and rewinding to the latest design. After rewind a modification plate is to be fitted adjacent to the existing name plate and the figure 1 struck through.

11. Motors to Weapons Reference Number 88604-605-879 and 88604-605-880 are wound with 0-060 conductors and cannot be rewound with 0-064 wire owing to the size of their slots. No action is required on these motors until defective when they should be rewound with the same wire.

WR Number 88604-618-738 wound with 0.056 wire
Serial Numbers D415034/5-01 to 04
D415028/4-01 to 06
D415165/7-01 to 05
D415233/7-01
D426877/1-01 to 06
D415240/4-02
D415257/4-01
D415335/4-01 to 02 and 04 to 06
D415374/4-01 to 03
D485009/2-01 to 03

WR Number 88064-618-738 wound with 0.064 wire
Serial Numbers N485018/2-01 to 06
D485026/2-01 to 03

WR Number 88604-605-879
WR Number 88604-605-880
} All serial numbers wound with 0.060 wire.

(ACMD 736/59/234)

RESTRICTED

380—Gunnery—Fire Control—Abolition of Broadside Fire in 4.5 Inch Mark 6 Turrets

(DCI (RN) 1201/1968)

1. When the modification to the elevation relief valves of the 4.5 inch Mark 6 Turrets promulgated in Navy Order 379 of 1969 is completed, broadside fire will no longer be possible.

2. The implications of this are:

a. When opening fire in Naval Gunfire Support, two salvos should be fired instead of one broadside.

b. When firing in clock rate using Spotting Instruction No 3, two salvos should be fired on occasions when a broadside was previously required.

3. Drill books and other publications will be amended shortly. Pencilled amendments in the sense of Paragraph 2, should be inserted until the official amendments are received.

(DSAW 736/59/234)

(Navy Order 379 of 1969)

RESTRICTED

381—Pumping, Flooding and Draining—Machinery Spaces—From Bilge Water Clearance Systems

1. 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 unattached 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.

5. Navy Order 197 of 1966 is hereby cancelled.

(ACDC 1211/251/161)

(Navy Order 197 of 1966)

UNCLASSIFIED

382—Tar, Stockholm Catalogue 0474/L55393—Safety Precautions

1. A drum containing Stockholm tar recently burst in the bulk storeroom of an establishment in Sydney and the liquid contents were sprayed over a considerable area. In order to prevent similar occurrences of this nature, the instructions detailed in this navy order are to be implemented in future.

2. This material is subject to vaporisation in hot conditions and the resulting build up of gas can cause the drum to burst. The accumulated gas should be released at intervals not exceeding once each month, by slowly unscrewing the cap of the drum.

3. ABR 4 will be amended in due course.

(DSAP 512/87/246)

RESTRICTED

383—Wireless—Allocation of HF/SSB Transceivers Type AN/URC-58

1. The AN/URC-58 is an HF SSB transceiver manufactured by RF Communications as the RF-301 Series and is the primary transmitter for patrol boats and certain other small craft. It is also supplied to certain shore establishments.

2. The initial allocation has been revised as a result of experience and operational requirements.

3. Ships and establishments with holdings in excess of this allocation are to return the transceivers to SNSO, Sydney, at the first available opportunity. Naval Board authority will be required for any alteration to the allocation table.

4. Annex A lists the new allocations.

ANNEX A

Ship/Establishment	*Allocation*	*Remarks*
Patrol Boats	20	One per boat, complete with RF 302R remote aerial coupler.
HMAS MORETON	1	Base Station
HMAS MELVILLE	1	Base Station
HMAS TARANGAU ..	1	Base Station
HMAS LEEUWIN	1	Base Station
HMAS WATERHEN ..	1	Base Station
HMAS LONSDALE ..	1	Base Station
JB MARINE SECTION ..	1	Base Station
JB MISSILE RANGE ..	1	—
HMAS CERBERUS	4	1 Communications school, complete with RF 301R remote aerial coupler. 1 Weapons Electrical school, complete with RF 301R remote aerial coupler. 1 MSO. 1 West Head Gunnery Range.
SAR CRAFT (Jervis Bay) ..	2	One per 'Bertram' craft. To be returned SNSO Sydney when Patrol Boats assume SAR duties.
Aircraft Water Lighter ..	1	—
MRL 253	1	—
HMAS PALUMA	1	To be fitted complete with RF 301R remote aerial coupler. Fitting dependent on A and A action to modernise communications.
FOICEA Pool	1	For use by Diving School and RANTAU as required. To be normally held at DRC in fully operational condition. May be augmented from Sydney Area Repair Pool in an emergency. *See* also notes.
HMAS MELBOURNE ..	1	To be replaced at a later date by AN/URT-24 transmitter. *See* note 2.

ANNEX A—*continued*

Ship/Establishment	*Allocation*	*Remarks*
HMAS SYDNEY	2	Temporary fit only. *See* note 1.
Torpedo Recovery Vessels (new construction)	3	One per TRV.
HMAS SEAL	1	IMS Conversions to diving tenders.
HMAS OTTER	1	—
HMAS PORPOISE	1	—
HMAS OVENS	2	For passage to Australia only.
HMAS ONSLOW	2	To be returned SNSO Sydney on arrival. *See* notes 1 and 2.
HMAS VENDETTA ..	2	Temporary fit only. Two RF 301E ex-HMAS BRISBANE are to be fitted, together with 2 RF 302R remote aerial couplers. *See* note 1.
Repair Pools		
HMAS TARANGAU ..	3	For TARANGAU and PNG Patrol Boats. Complete with 2 RF 301R remote aerial couplers. *See* note 2.
HMAS MELVILLE	2	For MELVILLE and Patrol Boats. Complete with 1 RF 301R remote aerial coupler.
HMAS LEEUWIN	1	For LEEUWIN and Patrol Boat. Complete with 1 RF 301R remote aerial coupler.
HMAS CERBERUS	1	For CERBERUS and LONSDALE.
HMAS WATERHEN ..	2	For WATERHEN and Patrol Boats. Complete with 1 RF 301R remote aerial coupler.
SYDNEY AREA (DRC/SNSO)	5	To be held DRC. Includes 1 RF 301E ex-HMAS BRISBANE and 2 RF 302R remote aerial couplers.

Notes:

1. FOICEA pool will eventually be increased by a further five sets ex SYDNEY, VENDETTA and OVENS.

2. Initial allocations to TARANGAU, MELVILLE and WATERHEN Repair Pools will be one less than shown and to the Sydney Area (DRC/SNSO), two less than shown, pending return of transceivers temporarily fitted in BERTRAMS (one each for TARANGAU and MELVILLE), MELBOURNE (for WATERHEN) and ONSLOW (two for DRC/SNSO).

(D of C 518/251/916)

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ANOs 384-405/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 June 1969.

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

16647/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

384 Commissioning.
385 NBCD—Officer Responsibilities.
386 Security—Warning Notices.
387 Sonar AN/SQS 23 Series—Classification.

SECTION 2—PERSONNEL

388 Uniform—Sailors—Jacket, Working Dress—Wear With No 4 and No 10 Dresses.
389 United Services Institutes.

SECTION 4—EQUIPMENT, STORES AND SERVICING

390 Alteration and Addition Item—HMAS DIAMANTINA.
391 Alteration and Addition Item—HMAS DUCHESS.
392 Alteration and Addition Item—Type 12 Destroyer Escorts.
393 Alteration and Addition Item—HMAS YARRA.
394 Ammunition—Pyrotechnics—Aircraft—Signal Kit Illumination Mark 79 Mod 0—Introduction.
395 Foil, Wrapping, Aluminium—Introduction in the RAN for Use as a Cooking Aid.
396 Guided Weapons—Ikara Missiles—Propellant Records.
397 Guided Weapons—Seacat Missiles—Propellant Records.
398 Lubricants—Introduction of Neox Products for Stern Tube Lubrication.
399 Machinery—Air Conditioning Plants—Cleanliness of Gas Circuit.
400 Naval Stores—General—Group Class 0474—Kilfrost Pastes—Use.
401 Portable Electrical Test Equipment.
402 Stores—General—Group Class 5840—Radar Equipment Except Airborne—Change of Stock Numbers.
403 Stores—General—Group Class 5915—Filters and Networks—Change of Stock Numbers.
404 Supply of Gamlen Products to HMA Ships.
405 Uniform Badges—Merger of the Coxswain Category and the Regulating Branch.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

384—Commissioning

The following commissioning has been effected:

HMAS OVENS .. .. 18 April 1969
(AS (NS) 1211/251/200)

UNCLASSIFIED

385—NBCD—Officer Responsibilities

(*Not Applicable to HMA Submarines*)

Introduction

1. The following order revises instructions to officers carrying out NBCD duties.

NBCD Officer

2. The Executive Officer will be known as the NBCD Officer in ships where an officer has not been specially posted for such duties. He will be responsible to the Captain for the overall NBCD organisation and for taking the necessary corrective measures in case of fire, flooding, or any damage sustained by the ship. If for any reason he has to assume command of the ship, this responsibility will become that of the Marine Engineer Officer. He is to superintend the preparation of the Watch and Station Bill by branch and departmental officers, and is responsible under the Captain for overall organisation and training (*see* RI Article 2981). He is responsible for the organisation and provision of personnel from all departments to meet NBCD requirements, and for arranging training to exercise the ships NBCD organisation, including personnel of all branches.

Marine Engineer Officer

3. The Marine Engineer Officer is responsible for:

a. All material preparations and countermeasures required within the ship for defence against the effects of damage or contamination resulting from N, B or C weapons, conventional damage or fire.

b. The organisation and efficiency of all arrangements for collective protection against damage, fire or NBCD hazards, including:

(1) Maintenance of all doors, hatches, and other watertight and gastight fittings, in accordance with the normal maintenance practice, including AFUs and air conditioning plant.

(2) The ventilation organisation of the ship (*see* also RI Article 2982).

(3) The correct markings of bulkheads, openings and ventilation systems. The actual maintenance of markings remains the responsibility of the custodian of the compartment.

(4) The custody, distribution and maintenance of NBCD equipment throughout the ship, except equipment supplied for NBCD monitoring and decontamination.

c. Maintenance of power and, in conjunction with the Electrical Department, all electrical power.

d. Ship Firefighting—ensuring that the correct methods are taught to all personnel, and maintenance of all equipment.

e. Pumping and flooding to maintain stability.

f. Measures to avoid contamination of fresh water supplies.

g. The training of all Technical personnel in NBCD matters.

4. Where an officer is posted for NBCD duties the Marine Engineer Officer will be relieved of those duties assumed by the NBCD Officer in Paragraph 7.

Weapons Electrical Engineer Officer

5. The Weapons Electrical Engineer Officer is responsible for:

a. Those duties listed under Ordnance Engineer Officer in Paragraphs 34 and 36 of Chapter 19, BR 2170.

b. The administration and organisation of the Weapons and Electrical Engineering Department being co-ordinated with the ship NBCD organisation.

c. The training of the Weapons Electrical Engineering Department including that necessary for personal protection and for its NBCD duties.

d. All practical facilities being given for Weapons Electrical Engineering personnel to take part in NBCD exercises.

e. Minimising fire, smoke and pump suction chokeage risks in compartments for which he is responsible.

f. The maintenance and calibration of radiac instruments.

Radiological Protection Officer

6. The Radiological Protection Officer is to be selected by the Captain. He is to be responsible through the NBCDO to the Captain for:

a. Making known to all departments the regulations for limiting the exposure of persons to ionising radiations which are promulgated from time to time, and for advising on the necessary precautions. Departmental officers are responsible that the precautions are observed in their own departments.

b. Maintaining records of all radiation doses received by members of the ships company ensuring that the Medical Officer is given any relevant information for inclusion in medical records.

c. The custody, distribution and efficiency of all equipment supplied for NBCD monitoring and decontamination purposes, calling upon the appropriate technical departments for assistance in maintenance or calibration. He is to issue to departments concerned those instruments required for the routine tests of specialised equipment.

d. The organisation of monitoring, decontamination and cleansing procedures for dealing with radiological and chemical agents, for the training of monitors in radiological and chemical warfare monitoring and for the training of decontamination and cleansing teams.

e. In action, or in the event of an accident involving a radiological hazard, for advising the Command and the Marine Engineer Officer of the implications of present or impending radiation or CW hazards, and countermeasures within the ship or establishment. In assessing these hazards and advising on countermeasures he is to consult the Medical Officer as necessary, and in the case of airborne hazards, the Meteorological Officer.

Posting of NBCD Officer

7. Where an officer is posted for NBCD duties he will be known as the NBCDO and he will be responsible to the Executive Officer for the overall NBCD organisation, training, material preparations and countermeasures, and for all arrangements for collective protection against damage, fire and NBCD hazards.

8. The NBCD Officer is to have custody of and be responsible for the distribution of all NBCD equipment except equipment supplied for NBC monitoring and decontamination purposes. In this duty he is to be assisted where appropriate by personnel from the Engine Room and Air Departments (*see* Paragraph 12).

9. In action the NBCDO will control the activities of the NBCD teams other than those in the Air Department and in the Machinery Spaces.

The Damage Control Engineer Officer

10. In carriers the DCEO is to be responsible to the Marine Engineer Officer for:

a. The ventilation organisation of the ship.

b. The correct markings of bulkheads, openings and ventilation systems.

c. The maintenance of all damage control equipment.

Shipwright Officer

11. The Shipwright Officer where borne is to be responsible to the Marine Engineer Officer for the maintenance of all doors, hatches and other watertight and gastight fittings in accordance with normal maintenance practice.

Custody and Control of NBCD Stores

12. It is appreciated that the custody and control of NBCD stores presents special problems, particularly with items that must be readily available for use. Officers charged with custody of stores may, subject to the Captains approval, delegate custody to officers or suitable senior sailors in order to effect the control required. Form SX125/SX126 should be used for this purpose.

HMA Submarines

13. Orders for HMA submarines will be issued separately.

14. Navy Order 508 of 1968 is hereby cancelled.

(DNSD 1600/208/45)

(*Navy Order 508 of 1968*)

UNCLASSIFIED

386—Security—Warning Notices

1. Form AS111, Security Warning 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.

3. Navy Order 496 of 1966 is hereby cancelled.

(DNI 1502/51/17)

(*Navy Order 496 of 1966*)

RESTRICTED

387—Sonar AN/SQS 23 Series—Classification

The AN/SQS 23 series sonar equipment have been downgraded as follows:

a. technical details hardware and components .. .. UNCLASSIFIED

b. all manuals .. .. UNCLASSIFIED

The operational performance will continue to be classified CONFIDENTIAL.

(DNI 400/2/916)

Section 2

PERSONNEL

UNCLASSIFIED

388—Uniform—Sailors—Jacket, Working Dress—Wear With No 4 and No 10 Dresses

1. The working dress jacket introduced for wear by sailors with action working dress in cold and inclement weather may now be worn with Dress No 4 and No 10 on cold days at the Captains discretion.

2. The jacket is not, however, to be worn with these dresses outside ships, establishments and dockyards.

(DV 930/51/82)

UNCLASSIFIED

389—United Services Institutes

1. 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 provisions 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 2000	Tel 27 2066
QLD ..	Victoria Barracks, BRISBANE, QLD 4000	Tel 33 4420
WA ..	Swan Barracks, Francis Street, PERTH, WA 6000	Tel 28 5021
VIC ..	William Street, MELBOURNE, VIC 3000	Tel 329 7051
TAS ..	c/o Naval, Military and Air Force Club, 31 Davey Street, HOBART, TAS 7000	Tel 2 3498
SA ..	Torrens Hall, King William Road, ADELAIDE, SA 5000	Tel 23 4373

6. Navy Order 412 of 1966 is hereby cancelled.

(DPS (A) 108/2/59)

(*Navy Order 412 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

390—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 651 (Ex TDL 'RIM').

a. *Item:* 'Remove ice cream machine from the Canteen Annex.'

b. Weight off is to be reported to Navy Office on completion of the work.

c. *Reference:* HMAS DIAMANTINAs Form AS1182 (TG103) TDL 'RIM' dated 2 October 1968 forwarded under cover of FOCAF Memorandum dated 24 October 1968.

(CNTS 1224/56/213)

UNCLASSIFIED

391—Alteration and Addition Item—HMAS DUCHESS

Navy Order 8 of 1969 is to be amended as follows:

Delete Sub-paragraph a., and *insert* in lieu:

a. *Item:* '(1) To remove 2 in number Atmospheric Steam Ovens from the Forward and After Galleys.

(2) To fit 1 in number Steam Pressure Oven in the Forward Galley in accordance with Navy Order 236 of 1967.'

(CNTS 1215/59/190)

(*Navy Orders 236 of 1967 and 8 of 1969*)

UNCLASSIFIED

392—Alteration and Addition Item—Type 12 Destroyer Escorts

The following Alteration and Addition Item is approved to be carried out in Type 12 Destroyer Escorts:

Class List Item No 265 (Ex TDL 'NFAP').

a. *Item:* '(1) To fit separate arrangements for supplying and renovating lubricating oil for auxiliary turbines in accordance with Navy Office Drawing No MAL-1-11, Revision 1.

(2) To modify the existing lubricating oil renovating system.'

b. Weight compensation is required for the estimated weight increase of 700 lb involved in the item.

c. *References:* (1) AFO 'A' Serial No 67/61 Item No 64 for Type 12 Frigates.

(2) Navy Office Memorandum 1224/251/88 (CO3429) dated 17 August 1964.

(3) Navy Office Memorandum 1224/251/88 dated 1 April 1965.

(CNTS 1224/251/487)

UNCLASSIFIED

393—Alteration and Addition Item—HMAS YARRA

The following Alteration and Addition Item is approved to be carried out in HMAS YARRA:

Class List Item No 389 (Ex TDL 'YV').

a. *Item:* '(1) To re-arrange bunks, kit lockers, coat cupboards and suitcase racks in 3P mess only as indicated on NO Drg No 209/1160.

(2) Reading lamps to be so positioned that a head to feet sleeping arrangement is achieved.

(3) Perforated division plates between bunks which have not been fitted are to be fitted in accordance with NO Drg No 0/3126.'

b. Weight compensation is not required as no weight increase is envisaged.

c. *Reference:* HMAS YARRAs Form AS1182 (TG103) TDL 'YV' (undated) forwarded under cover of FOCAF Memorandum dated 11 July 1968.

(CNTS 1224/67/462)

UNCLASSIFIED

394—Ammunition—Pyrotechnics—Aircraft—Signal Kit Illumination Mark 79 Mod 0—Introduction

Item: The following store is hereby introduced into Naval Service in the RAN for Aircrew only:

Signal Kit Illumination Mark 79 Mod 0.

This store supersedes the Genrus Mayday Rocket Flare Kit which is no longer available.

Description: Each Kit consists of one Projector Signal Surface Mark 31 Mod 0; a plastic bandolier holding seven Signals Hand Fired Mark 80 Mod 0; and an Instruction Sheet, sealed in a plastic envelope.

Intended Use: The Kit is designed to be used by downed aircraft personnel as a distress signalling device. It is small and light in weight so that it can be carried in pockets of flight suits.
The projector aims and fires the signals. Each signal contains a red pyrotechnic star. Upon activation this star is propelled upward to an altitude of from 250 to 450 feet. Each star burns for a minimum of 4½ seconds.

Functional Description: This device is functioned by release of the firing pin so that it strikes the percussion primer in the base of the signal. The primer ignites a black powder expelling charge which ignites the first fire composition of the star and propels the star to the desired altitude.

Safety Precautions: The projector trigger screw must be checked frequently to assure that it is tight. A loose trigger can release the firing pin prematurely and cause injury, or it might fall out and be lost during emergency loading, thereby making the projector useless.

The trigger screw must be in the safety slot while a signal is being loaded.

In firing the projector, care must be taken to raise the arm well above the head with the projector held in a vertical position. A loaded projector must never be pointed toward other personnel or toward the body of the user.

Explosive Classification: Group 9. Category X.

Service Life: While no absolute service life has yet been established it is expected that these Kits, including particularly the hand fired signals Mark 80 Mod 0 will be serviceable for a minimum of five years from date of manufacture.

Allowance: The outfit allowance is one Kit per aircrew. Each aircrew will be allowed in addition three signals per annum for practice and demonstration purposes. Procurement action has been taken and demands on SASO, Newington, will be met upon receipt of the stores which are expected to be available, mid 1969.

(DAS 727/56/125)

UNCLASSIFIED

395—Foil, Wrapping, Aluminium—Introduction in the RAN for Use as a Cooking Aid

1. Foil, wrapping, aluminium, Catalogue No 55149, has been adopted for use as a cooking aid in the RAN.

2. The item is available on demand from Superintending Victualling Store Officer, Royal Edward Victualling Yard, and will be supplied in rolls of 18 inch width in lengths of 500 feet and 15 feet.

3. Manual of Victualling Stores, ABR 93, Part II, Section 6, will be amended in due course.

(D of V 401/61/183)

RESTRICTED

396—Guided Weapons—Ikara Missiles—Propellant Records

1. The procedures for recording and reporting temperatures experienced by Guided Weapon Motors are contained in BR 862 (NMER), change No 8.

2. Although the provisions of BR 862, Article 1115, change No 10 apply to many Air and Surface Guided Weapons, special provision has to be made for Ikara missiles.

3. **Temperatures Exceeding 70° F**

The lives of Murawa motors of Ikara missiles are considerably shortened when they are stored at elevated temperatures. Logistic problems are greatly eased if storage temperatures are kept below 70° F. Penalties are assessed on temperatures above 70° F.

4. **Reporting of Motor Temperatures**

a. From the magazine temperature records, the average of maximum daily temperatures for each week Sunday to Saturday inclusive, is calculated. Where a fraction of a week occurs, it is recorded as a complete week.

b. This information is used to complete the Abstract of Magazine Log; Murawa Motor, which constitutes Part Record Sheet 57 in the Log Book for Ikara Missile M3 or Part Record Sheet 53 in the M5 Log Book, TW134.

c. Reporting in accordance with Article 1115 is to be on Form AS1147a, amended locally to the following format:

Report on Surface Launched GW Motors, Stored in Temperatures Exceeding 70° F (Murawa)

Magazine	*Type of Motor*	*Serial No of Motor*	*Serial No of Missile*	*Date Received on Board*	*No of Weeks in which Average Maximum Daily Temperature lay in the Range*												
					60–65°	*65–70°*	*70–75°*	*75–80°*	*80–85°*	*85–90°*	*90–95°*	*95–100°*	*100–105°*	*105–110°*	*110–115°*	*115–120°*	*120–125°*	*125–130°*

d. Because of the severe penalties incurred at the high temperatures which can be experienced by RAN ships, frequent revisions of missiles remaining life are necessary. Therefore quarterly reports on 1 January, April, July and October, are required in lieu of the half-yearly reports required by Article 1115 (1)(a).

e. *Abnormally High Temperatures*

When weekly average storage temperatures exceeding 110° F or individually recorded temperatures exceeding 120° F are experienced, a signalled report is to be made to FOCAF, information FOICEA, C of P and ACNB in accordance with Article 1116.

f. Guided missile motors should be listed by serial numbers and should not be shown on the same Form AS1147a as other propellant.

5. **Penalties**

On receipt of temperature reports either on Forms AS1147a or on Sheet 57 or 53 as appropriate of the Log Book for Ikara Missile, the corresponding penalty for each motor will be calculated by the Ordnance Inspecting Officer at the Armament Depot in accordance with the following table:

Penalty for Each Week Stored in the Range											
70–75°	75–80°	80–85°	85–90°	90–95°	95–100°	100–105°	105–110°	110–115°	115–120°	120–125°	125–130°
0.2 week	0.7 week	1.3 weeks	2.2 weeks	3.3 weeks	4.8 weeks	6.9 weeks	9.4 weeks	13 weeks	17.7 weeks	24.3 weeks	33 weeks

6. **Withdrawal Date**

Having entered the penalties on Sheet 57 or 53 as appropriate, the Depot Inspecting Officer is to calculate the revised withdrawal date for each motor and enter the date on Sheet 56 of the Log Book for Ikara Missile M3 or Sheet 51 in the M5 Log Book. The penalties are subtracted from a life of 10 years at 70° F from the date of filling.

7. **Withdrawal of Overage Motors**

The Officer-in-Charge of the Armament Depot will ensure that motors with insufficient remaining life are not issued to ships and are withdrawn from service.

8. This Navy Order is to be noted in Chapter 11 of NMER pending formal amendment.

9. Navy Order 209 of 1966 is hereby cancelled.

(CINO 740/252/833)

(*Navy Order 209 of 1966*)

RESTRICTED

397—Guided Weapons—Seacat Missiles—Propellant Records

1. The procedures for recording and reporting temperatures experienced by Guided Weapon Motors are contained in BR 862 (NMER) change No 8.

2. Although the provisions of BR 862, Article 1115, change No 10, apply to many Air and Surface Guided Weapons, special provision has to be made for Seacat Missiles.

3. **Temperatures Exceeding 60° F (Mod 0 Missiles) and 90° F (Mod 1 Missiles)**

The lives of Sealyham motors of Seacat missiles are considerably shortened when they are stored at elevated temperatures. Logistic problems are greatly eased if storage temperatures are kept below 60° F and 90° F respectively and penalties assessed on temperature above these figures. The effects and limitations on the exposure of Seacat missiles to the suns direct rays and high ambient temperatures have been published in Navy Order 376 of 1968 as amended by Navy Order 516 of 1968.

4. **Reporting of Motor Temperatures**

a. From the magazine temperature records, the average of maximum daily temperatures for each week Sunday to Saturday inclusive, is calculated. Where a fraction of a week occurs, it is recorded as a complete week.

b. This information is used to complete the Part Sheet for Motor; Abstract of Magazine Log, which constitutes Sheet 5b in the Seacat Missile Log Book.

c. Reporting in accordance with Article 1115 is to be on Form AS1147A, amended locally to the following format:

Report on Surface Launched GW Motors, Stored in Temperatures Exceeding 60° F (Seacat Mod 0 Missiles) or 90° F (Seacat Mod 1 Missiles)

Magazine	*Type of Motor*	*Serial No of Motor*	*Serial No of Missile*	*Date Received on Board*	*No of Weeks in which Average Maximum Daily Temperature lay in the Range*												
					60–65°	*65–70°*	*70–75°*	*75–80°*	*80–85°*	*85–90°*	*90–95°*	*95–100°*	*100–105°*	*105–110°*	*110–115°*	*115–120°*	*120–125°*	*125–130°*
					(x)	(x)	(x)	(x)	(x)	(x)								

(x) To be completed for Mod 0 Missiles only.

d. Because of the severe penalties incurred at the high temperatures which can be experienced by RAN ships, frequent revisions of missiles remaining life are necessary. Therefore quarterly reports on 1 January, April, July and October, are required in lieu of the half-yearly reports required by Article 1115 (1)(a).

e. *Abnormally High Temperatures*

When weekly average storage temperatures exceeding 110° F or individually recorded temperatures exceeding 120° F are experienced, a signalled report is to be made to FOCAF, information FOICEA, C of P, and ACNB, in accordance with Article 1116.

f. Guided missile motors should be listed by serial numbers and should not be shown on the same Form AS1147a as other propellant.

5. **Equivalent Life**

On receipt of temperature reports either on Forms AS1147a or on Sheet 5b of the Seacat Missile Log Book, the equivalent life expended by each motor will be calculated by the Ordnance Inspecting Officer at the Armament Depot in accordance with the following tables:

Mod 0 Missiles With K23 Motors

Equivalent Life for Each Week Stored in the Range

Under 60°F	60–65°	65–70°	70–75°	75–80°	80–85°	85–90°	90–95°	95–100°	100–105°	105–110°	110–115°	115–120°	120–125°	125–130°
0.7 week	0.8 week	0.9 week	1.1 weeks	1.3 weeks	1.6 weeks	1.9 weeks	2.3 weeks	2.8 weeks	3.3 weeks	4.0 weeks	4.8 weeks	5.9 weeks	7.0 weeks	8.5 weeks

Note: Temperature penalties commence at 60° F, but equivalent life is based on 70° F.

Mod 1 Missiles and Mod 0 Missiles With Motors Other Than K23

Equivalent Life for Each Week Stored in the Range

Under 90°F	90–95°	95–100°	100–105°	105–110°	110–115°	115–120°	120–125°	125–130°
1 week	1.1 weeks	1.5 weeks	2.1 weeks	2.8 weeks	3.7 weeks	5.0 weeks	6.7 weeks	9.1 weeks

6. **Withdrawal Date**

Having entered the equivalent life on Sheet 5b, the Depot Inspecting Officer is to calculate the revised withdrawal date for each motor and enter the date on Sheet 5a of the Seacat Missile Log Book. The lives of Sealyham Motors are as follows:

K23 Motors—5.5 years at 70° F.

Later Motors—5 years at 90° F.

7. **Withdrawal of Overage Motors**

The Officer-in-Charge of the Armament Depot will ensure that motors with insufficient remaining life are not issued to ships and are withdrawn from service.

8. This Navy Order is to be noted in Chapter 11 of NMER pending formal amendment.

9. Navy Order 209 of 1966, 426 of 1968 and 585 of 1968 are hereby cancelled.

(DNQA/CINO 740/252/1135)

(Navy Orders 209 of 1966, 376, 426, 516 and 585 of 1968)

UNCLASSIFIED

398—Lubricants—Introduction of Neox Products for Stern Tube Lubrication

(DCIs (RN) 166 of 1967 and 1612 of 1968)

1. Grease, special purpose, Neox DT (X) has been introduced as follows and replaces Neox DT Extra Heavy in applications where the latter was formerly specified:

Group Class	*Catalogue Number*	*Nato Class*	*Description*	*Denom*	*Acctg Class*
0474	220-1628	9150	Grease, Special Purpose, NEOX DT (X) in 7 lb tin	lb	C

Stocks are being made available at dockyards. The introduction will complete the range of NEOX products available for stern tube lubrication, as follows:

a. 0725-220-1625 (Formerly (45 Gall Drum) 0721-721025 and 0475-943) 0725-220-1626 (Formerly (5 Gall Drum) 0721-721026 and 0475-10232) — NEOX Medium (Formerly known as NEOX Standard)

b. 0725-220-1627 (Formerly (45 Gall Drum) 0721-72107) — NEOX D Heavy (Formerly known as NEOX D)

c. 0471-220-1628 (7 lb Tin) .. .. — Grease, Special Purpose, NEOX DT (X)

2. All of the products specified in Paragraph 1 are specially blended heavy emulsifiable oils for use primarily, in applications where oil/water contact is inevitable and where lubrication and, sometimes, sealing characteristics are also important. In Paragraph 1, a. and b., are medium and heavy oils respectively and c. Neox DT (X) can be regarded as being a grease.

3. Ships should effect change-overs at the earliest convenient time. As OC160 and OM750 are not incompatible with the Neox oils, a simple change of oil without cleaning of systems is all that is required. Every effort should be made, however, to ensure that as much as possible of the old oil is drained down before topping up with the new oil. In the case of grease lubricated stern tube bearings, the compressor and greasing system should be cleaned out as far down towards the bearings as practicable before the new charge is put in. It will be appreciated that this can be more readily achieved while the ship is in dry dock.

4. Details concerning the application of these products are as follows:

a. *Neox Medium*—Type 12 Destroyer Escorts and Ton Class Minesweepers fitted with oil lubricated stern tube bearings, in lieu of the mixture of OC160 and OM750, for use in temperate climates (*see* Paragraph 5 below).

b. *Neox D Heavy*—Type 12 Destroyer Escorts, HMAS MORESBY and Ton Class Minesweepers fitted with oil lubricated stern tube bearings, in lieu of the mixture of OC160 and OM750, for use in tropical climates (*see* Paragraph 5 below). HMA ships concerned are to introduce this oil at the earliest convenient opportunity in lieu of the mixture currently in use.

c. *Grease, Special Purpose Neox DT (X)*—Ships, including submarines, fitted with grease lubricated stern tube bearings, Experience has shown that the grease at present allowed for this purpose (0474-474049, Grease, Neox DT Extra Heavy), has a tendency to become too soft when used in tropical and sub-tropical waters, resulting in excessive consumption. 0471-220-1628 grease is a thicker grade of Neox and suitable for use under all climatic conditions, where 0474-474049 is currently specified. Grease Neox DT Extra Heavy and Neox DT (X) are completely compatible and it is not necessary to clean out the old grease before re-charging with 0474-220-1628, Neox DT (X).

Neox Medium

5. Neox Medium is included in this order for information only and it is not intended at present to introduce this grade into the RAN. The use of Neox D Heavy for oil lubricated stern tube bearings has been specified, as it is likely that very heavy expenditure of the Neox Medium would occur in hot climates.

6. If Neox D Heavy is used in colder climates there will be a tendency for the oil to thicken, necessitating a change to a thinner grade. Reports are to be forwarded to Navy Office should it appear that these conditions are likely to be encountered.

7. Navy Order 73 of 1967 is hereby cancelled.

(ACDC 1211/51/414)

(*Navy Order 73 of 1967*)

UNCLASSIFIED

399—Machinery—Air Conditioning Plants—Cleanliness of Gas Circuit

1. 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 principal methods of de-hydration: heat, dry air, and vacuum. Heat may be of use in de-hydrating 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 (eg, 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 0.5mm 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 (ie, 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 fom 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 in due course.

15. Navy Order 280 of 1966 is hereby cancelled.

(PME 400/2/608)

(*Navy Order 280 of 1966*)

UNCLASSIFIED

400—Naval Stores—General—Group Class 0474—Kilfrost Pastes—Use

1. 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 493 of 1966 is hereby cancelled.

(DSAP 512/87/106)

(*Navy Order 493 of 1966*)

UNCLASSIFIED

401—Portable Electrical Test Equipment

1. 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.

5. Navy Order 216 of 1966 is hereby cancelled.

(DWE 400/60/90)

(*Navy Order 216 of 1966*)

UNCLASSIFIED

402—Stores—General—Group Class 5840—Radar Equipment Except Airborne—Change of Stock Numbers

1. As a result of investigations carried out with the Defense Supply Agency, USA, Federal Stock Numbers (FSN) have been obtained for the undermentioned items. The stock numbers are changed as follows:

Old Stock No		*Description*	*New Stock No*	
Class Group	*Number Catalogue*		*Class Group*	*Number Catalogue*
5840	00-L60005	Video assembly	5840	00-682-3020
5840	00-L60019	Coil, focussing	5840	00-686-3086
5840	00-L60039	Gating assembly	5840	00-682-3096
5840	00-L60042	Isolator	5895	00-066-7220
5840	00-L60046	Memory assembly	7440	00-909-9369
5840	00-L60052	Motor generator	6125	00-852-1883
5840	00-L60063	Reader	7440	00-907-9165
5840	00-L60064	Reader	7440	00-907-9164

2. Action is to be taken to adjust accounts in accordance with ABR 4 (Naval Storekeeping Manual) Article 1815, with effect from 25 June 1969.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 519/61/66)

UNCLASSIFIED

403—Stores—General—Group Class 5915—Filters and Networks—Change of Stock Numbers

1. Navy Order 656 of 1968 is to be amended as follows:

New Stock No 3330-00-559-2189 quoted against Old Stock No 5915-00-559-2189 *should read* '5330-00-559-2189'.

2. Action is to be taken to adjust accounts in accordance with ABR 4 (Naval Storekeeping Manual) Article 1815, with effect from 25 June 1969.

(DSAP 519/72/708)

(*Navy Order 656 of 1968*)

UNCLASSIFIED

404—Supply of Gamlen Products to HMA Ships

Navy Order 450 of 1968 is to be amended as follows:

Annex B

Hong Kong .. *Delete*—Getz Bros & Co.

Singapore .. *Delete*—Distributors as shown, and *insert* in lieu:

'Gamlen Chemical Company (A'asia) Pty Ltd,
Room 8, 4th Floor,
Santam House,
65 High Street,
SINGAPORE.
Telephone 36 2878.
Cables: Gamlenite—Singapore.'

(DSAP 512/80/290)

(*Navy Order 450 of 1968*)

UNCLASSIFIED

405—Uniform Badges—Merger of the Coxswain Category and the Regulating Branch

1. It has been decided that badges to be worn by Chief Petty Officers and Petty Officers of the Coxswain Category, as from 1 July 1969 will be the existing badges for Chief and Petty Officer Coxswain.

2. A new badge—a six-spoked wheel—has been approved for the rank of Leading Coxswain.

3. Catalogue numbers of Leading Coxswain badges are as follows:

Catalogue No	*Type*
62044	Gold embroidered
63044	Red embroidered
64044	Blue embroidered
65044	Blue woven
69044	Red woven

4. All sailors transferring from the present Regulating Branch are to wear the approved badges of the new Coxswain Category.

5. Gratuitous issues are to be made in accordance with the appropriate scale in ABR 93, Part II, Section 2.

(D of V 917/54/184)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 406/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
10 June 1969.

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

16648/69

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

406—Laboratories and Test-Houses Registered by the National Association of Testing Authorities (NATA)—Use by Inspection Services of the Department of the Navy

1. 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 peacetime 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 of 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 a booklet entitled 'Rules of National Association of Testing Authorities Australia'.

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. Optics and Photometry,
e. Heat and temperature measurement,
f. Non-destructive testing,
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, eg, 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 whetever 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:
   (1) The prices charged for testing.
   (2) Priorities of testing work.

(3) Arrangements for the witnessing of tests.

(4) The number of copies of reports issued.

(5) 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 firms 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 (eg, 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 reprecussions 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 firms 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 Australia. 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

(1) The results shall be accompanied by a statement of the order of accuracy of the measurements, or

(2) 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 required 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, ACT 2600

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 checktesting 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 CINOs 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 recalibration, 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 374 of 1966 is hereby cancelled.

(DNQA 178/1/21)

(*Navy Order 374 of 1966*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 407/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
10 June 1969.

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

16646/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

407—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During April 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC Series contained in the Annex to this order have been distributed to ships and services during April 1969.

2. Copies of Amendments referred to in the Annex 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.

ANNEX

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
(RAN) 4 Vol 5 Book 2	AL (RAN) 15
(RAN) 7 Vol 5 Parts 1, 2 and 3	AL 3
(RAN) 7 Vol 5 Part 2	AL 4
(RAN) 8 Pilots Notes (Mk 31A)	AIL 32–33
(RAN) 8 Vol 1 Book 2	AL 66
(RAN) 8 Vol 1 Book 3	AIL 36
(RAN) 8 Vol 1 Book 5	AL 37
(RAN) 8 Vol 1 Book 7	AIL 25
(RAN) 8 Vol 1 Book 8	AIL 9 and AL 17
(RAN) 8 Vol 2 Books 1 and 2	AIL 188
(RAN) 8 Vol 2 Book 2	AIL 186 and 189
(RAN) 8 Vol 3 Part 1	AL 28 and 29
(RAN) 8 Vol 3 Part 1 Book 1	AIL 4
(RAN) 8 Vol 5 Book 2	AL 85
(RAN) 8 Vol 5 Book 3	AL 21
(RAN) 8 Vol 5 Book 1	AL 27
(RAN) 8 Vol 6 Part 2	AIL 5 and AL 69
(RAN) 9AB Vol 1	AIL 9 and 10
(RAN) 9AB Vol 2	AIL 18 and 19 T/Letter No 73 (Book 1) T/Letter No 73 (Book 2) T/Letter No 74 T/Letter No 75
(RAN) 9AB Vol 2 Book 2	AIL 19
(RAN) 9B Vol 6 Parts 2A, 3 and 4A	AL 23
(RAN) 9B Vol 6 Part 1	AL 8 and 9
(RAN) 10 Vol 1 Book 3	AL 22
(RAN) 10 Vol 2 Book 1	AL 24
(RAN) 11 Vol 2	AL (RAN) 14 and 15
(RAN) 19 Vol 1 Book 1 and 2	AL 21
(RAN) 19 Vol 2 Book 1	AL 43 and 45
(RAN) 19 Vol 2 Books 1 and 2	AL 41 and 42 (With Change 4 of MW055–1520–211–30/35ATT) AL 44 and 48
(RAN) 41	Erratum to AL 1

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
(RAN) 58 Vol 1, 3 and 6	AL 1
(RAN) 100 Vol 2 Part 3	AL 5 and 6
(RAN) 100 Vol 2 Part 7	AL 18
(RAN) 100 Vol 2 Part 8	AL 26 and 27
(RAN) 100 Vol 2 Part 9	AL 10
(RAN) 102 Issue 2	AL 32
(RAN) 140 (3rd Edition)	AL 4
(RAN) 500 Vol 2 Part 1	AL 39, 40 and 43
(RAN) 500 Vol 2 Part 2	AL 31, 32 and 33
(RAN) 500 Vol 2 Part 1 Section 1	Erratum to Mod. Skyhawk A/C–AF408 Issue 2
(RAN) 503 Vol 1	AL 5
(RAN) 600 Vol 2 Part 1	AL 21 and 22
(RAN) 600 Vol 2 Part 2	AL 13
(RAN) 602 Vol 5 Part 2	AL 8
AAP 121	AL 42
AAP 702.1 Book 1 Part 3	AL 209
AP 109A–0001–2	AL 125.2 (B782) Alt 1 AL 125.3 (J1) Alt 2 AL 125.4 (B820) AL 125.5 (B801) Alt 1 AL 125.6 (B821) AL 125.7 (B822) AL 125.8 (B813) Alt 1
AP (N) 154	AL 6
AP (N) 208	AL 6
AP (N) 1025	AL 71
116B–0102–16	AL 13
116D–0102–1A	AL 24
116D–0102–2	AL 45 (B24)
117X–0101–1 (Formerly AP 2563BZ Vol 1)	AL 1 (With Cover Label)
109A–0001–1	AL 60
109A–0002–1	AIL 16/68, 17/68, 18/68, 19/68, 20/68, 21/68, 22/68, 23/68, 24/68, 25/68
112G–0102–1	AL 5
116D–0130–1	AL 21 (With Cover Label)
(N) 1024 Vol 1	AL 46
(N) 1024 Vol 4 Part 6	AL (RAN) 7
1086 (1966) Section 4BG	AL 1
1086 (1966) Section 40B	AL 1
1086 (1966) Section 28D	AL 1
1086 (1966) Section 33E	AL 1
1086 (1966) Section 5J	AL 1
1086 (1966) Section 5P	AL 1
1181 Vol 2	AL 224–(B175)
1182 (N) Vol 4 Parts 2 and 6	AL (RAN) 4
1182 (N) Vol 4 Parts 2 and 6	AIL 1/69
1234C Vol 3	AL 23
1275G Vol 2 Part 1	Leaflet AL 221–(C42) and Notes to RN Hold.)
1464D Vol 2 Part 1	Leaflet No 48 (AL 1 Inc) Leaflet No 50 (AL 4 Inc)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
1641P Vol 1 Part 2 and Vol 5	AL 96, 98, 99 and 100
1661E Vol 1	AL 169, 171 and 172
1803S Vol 1 Book 2	AIL 1/68 to 29/68 Incl.
1803 Vol 2 Part 1	Leaflet M19
1803D Vol 1 Book 1	AL 103
1803R Vol 1	AIL 2/68
2337 Vol 1 Book 2	AL 110–112
2487AB Vol 2	AL 62–(B43)
2531B Vol 2	AL 67–(B51)
2533C Vol 2 Part 1	Leaflet No 17
2537G Vol 1 (Now AP 117L–0202–1)	AL 3 (With Cover Label)
2554E Vol 2	Leaflet AL 29–(B20)
	Leaflet AL 30–(B21)
4303B Vol 1 Book 2	AL 33
4343A Vol 1	AL 157
4343A Vol 2	AL 208 (B65)
4343C Vol 1 Book 3	AL 70
4343C Vol 2	AL 143
4343D Vol 3 Part 1 (N)	AL 28
4471A Vol 1 Part 2 (Book 2)	AL 161 and 162
4515C Vol 3 Part 1 Section 2 Chapter 65	AL 6
4578 Vol 2	Leaflet AL 6–B23
4677A and B Vol 2	AL 32–(B24) Alt 1
	AL 33–(B25) Alt 1
	AL 34–(B26) Alt 1
	AL 35–(B23) Alt 1
	AL 36–(B27) Alt 1
	AL 37–(B28)
NAO0–35QB–177 (0700–080–4553)	Change No 3 (October 1968)
NAO1–40AVC–2–1 (0701–090–2261)	Change Notice (1.10.68)
	Interim Change No 22 (22.11.68)
NAO1–40AVC–2–2–2 (0701–090–2322)	Interim Change No 18
NAO1–40AVC–4–3 (0701–090–2481)	Change Notice (1.12.68)
NAO1–40AVC–4–6 (0701–090–2511)	Change Notice (15.10.68)
NAO1–40AVC–4–8 (0701–090–2531)	Change Notice (1.12.68)
NAO1–40AVC–4–9 (0701–090–2541)	Change Notice (1.12.68)
NAO1–40AVD–1 (0701–090–3971)	AL (RAN) 1
NAO1–40AVD–2–2–3 (0701–090–4031)	AL (RAN) 2
NAO1–40AVD–2–7 (0701–090–4111)	Interim Change No 6 (18.10.68)
NAO1–40AVD–4–7 (0701–090–4221)	Interim Change No 4 (22.11.68)
NAO1–40AVE–6–3 (0701–090–3901)	Issue 1.8.68
NAO1–85SAD–1B (0701–180–1423) February	AL (RAN) 1
NAO2B–10DAA–4 (0702–030–0417)	Change No 1 (15.11.68)
NAO3–25BB–502 (0703–060–0411)	Change Notice (1.10.68)
NW01–85SAD–2–9 (0701–180–1540)	AL (RAN) 1
NW03–5AS–9 (0703–020–4830)	Change Notice (15.9.67)
NAO3–110AD–23 (0703–230–3410)	AL (RAN) 1 and 2
NA16–30APS88–2 (0716–070–4850)	AL (RAN) 2
NW16–35C–6280–1 (0716–080–4971)	Change Notice (1.7.68)
NA16–30ARC51–2 (0716–070–6181)	AL (RAN) 2
OP 4 Vol 2 (3rd Rev) (0609–000–4212)	Change No 2
OP 4 Vol 2 (3rd Rev) (0609–000–4213)	Change No 2

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
OP 4 Vol 2 (3rd Rev) (0609–000–4214)	Change No 4
OP 4 Vol 2 (3rd Rev) (0609–000–4215)	Change No 5
OP 4 Vol 2 (3rd Rev) (0609–000–4216)	Change No 6
OP 4 Vol 2 (3rd Rev) (0609–000–4217)	Change No 7
OP 5 Vol 1 (0609–000–5103)	Change No 3
OP 5 Vol 1 (0609–000–5105)	Change No 5
OP 5 Vol 1 (0609–000–5106)	Change No 6
OP 5 Vol 1 (0609–000–5107)	Change No 7
OP 5 Vol 1 (0609–000–5108)	Change No 8
Army Adjutant Bulletin	No 30 (Baltimore) 31, 32, 33, 34, 35, 37 and 42 No 52 (St. Louis)
AIC DCA	HO 3/1969

BR AMENDMENTS

Publication	*Amendment No*
BR 210	Change 3
BR 268 (62)	Change 3
BR 268 (62)	Change 8
BR 320F	Supplement September 1968
BR 911	Change 4
BR 935 (5)	Change 5
BR 1282	Change 2
ABR 1692	Change 5
ABR 1692	Change 6
BR 1699 (4)	Change 2
BR 1768 (3)	Change 4
BR 1771 (54)	Change 4
BR 2050 (641)	Change 8
BR 2111 (15)	Change 2
BR 2112 (5)	Change 10
BR 2112 (7)	Change 6
BR 2112 (7)	Change 8
BR 2129 (4)	Change 1
BR 2139 (2)	Change 1
BR 2367	Change 4
BR 2509 (2)	Change 2
BR 2902	Change 7
BR 2902	Change 8
BR 3002	Change 16
BR 3382	Change 4
BR 3428	Change 1
BR 3428	Change 2
BR 3428	Change 3
BR 3428	Change 4
BR 3428	Change 5
ABR 5020	Change 9
ABR 5071	Change 1
JSR Journal	Vol 23, No 8, August 1968
JSR Journal	Vol 23, No 9, August 1968
JSR Journal	Vol 23, No 10, August 1968
MBR 8014	Notice No 14

BR AMENDMENTS—*continued*

Publication	*Amendment No*
MBR 8020	CV Specification Amdt dated October 1968
MBR 8020	CV Specification Amdt dated December 1968
MBR 8020	Amdt dated December 1968
MBR 8020	CN Specification Amdt dated October 1968
MBR 8020	CN Specification Amdt dated December 1968
MBR 8889	Suppt Winter 1968

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Approach	February, 1969
DEF 1234	Part 1, Section 8, Issue 3, November 1968
DEF 1234	Amendment 19, September 1968
Electrical Design News	Vol 14, No 5, 1 March 1969
Electrical Design News	Vol 14, No 6, 15 March 1969
Electronics Information Bulletin	No 733, August 1968 N/SO967–001–3733
Electronics Information Bulletin	No 734, 9 September 1968 N/SO967–001–3734
Electronics Information Bulletin	No 735, 23 September 1968 N/SO967–001–3735
Electronics Information Bulletin	No 743, 13 January 1969
Electronics Information Bulletin	No 744, 29 January 1969
Flight	Vol 95, No 3126, 6 February 1969
Flight	Vol 95, No 3126, 30 January 1969
International Electronics	Vol XV, No 6, December 1968–January 1969
Naval Ship Systems Command Technical News	Vol 17, No 7, November 1968
UK Journal of the Institute of Navigation ..	Vol 22, No 1, January 1969

NAVWEP CHANGES

Publication	*Change No*
OP 2580	PMS/SMS Vol 5, Parts 1 and 2, Change 5
OP 2585	PMS/SMS Vol 3, Change 6
OP 2585	PMS/SMS Vol 3, Part 1, ACN 5–6
OP 2585	PMS/SMS Vol 3, Part 1, ACN 5–4
OP 2585	PMS/SMS Vol 3, Part 1, ACN 5–13
OP 2585	PMS/SMS Vol 3, Part 6, ACN 5–3
OP 2585	PMS/SMS Vol 4, ACN 2–3
OP 3347	PMS/SMS Change 1 dated 15 February 1969

(D of V 465/57/552)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Historian

RESTRICTED

ANOs 408-417/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 June 1969.

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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17026/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

408 Removal of Classified Material from Ships and Establishments.

SECTION 2—PERSONNEL

409 Pay, Rent Norm and Table of Normal Living Expenses for Purpose of Payment of Temporary Rental and Temporary Accommodation Allowance.

410 Sailors—Higher Duties Allowance.

411 Vietnamese Campaign Medal—Wearing of Service Attachment Emblems.

SECTION 3—OPERATIONAL AND TRAINING

412 RANR Training—Instructions and Procedures for Sailing Training Craft.

413 Alteration and Addition Item—HMA Ships YARRA and PARRAMATTA.

414 Machinery—Destroyer Escorts Type 12—Main Steam Turbines—CAF Gaskets for Astern Manoeuvring Valves.

415 Stores—General—Group Class 4730—Fittings and Specialities, Hose, Pipe and Tube—Change of Stock Numbers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

416 Lists of Equipment, Etc—Instructions for Preparation and Amendment.

417 Revision of Form SA 116, Report of Stores Lost/Damaged on Board.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

408—Removal of Classified Material from Ships and Establishments

1. On occasions when it is necessary for classified material to be removed from ships and establishments by officers attending meetings and conferences, etc, the officers concerned should, where possible, arrange for the classified material to be sent and returned by the 'SAFE HAND' method. However, where short notice prevents the use of the 'SAFE HAND' system, the officer removing the classified material is required to obtain the prior approval of the Commanding Officer of the ship or establishment, Director or Head of Branch. Pending the printing of serially numbered books of Forms KC 119 'Permit to remove Classified Matter' officers removing such material from ships and establishments must arrange for a permit as per Annex A, to be completed in duplicate and signed by an approved Authorising Officer.

2. The original copy of the permit is to be carried by the borrower at all times, and the duplicate is to be kept in the Branch or Directorate as an office record.

3. Officers removing and or approving the removal of classified material from ships and establishments are responsible for ensuring that it is adequately protected at all times. When not actually in use, it should be kept in a locked container and guarded by the officer concerned, unless it can be kept in an approved safe. 'TOP SECRET' material must never, under any circumstances be taken home.

4. To avoid embarrassment and inconvenience when visiting establishments controlled by departments other than Department of Navy, officers carrying classified material should enquire from the authority they are visiting the procedures operating within the establishment with respect to the removal of classified material, and if necessary, comply with the procedures as applied to officers working within that establishment.

5. Advice regarding the availability of Forms KC 119 will be promulgated in a future Navy Order. Supplies of the forms should then be demanded from SVSO.

ANNEX A

Department of the Navy

Permit to Remove Classified Matter

Establishment..... *Date*.....

Branch or Directorate.....

Removal of the Undermentioned classified Matter from the Area is Approved.

Approved Officer...../...../.....

Signature of Borrower.....

Borrowers Name..... (*If not an Approved Officer*)

(*Block Letters*)

Conditions of Removal

1. TOP SECRET matter must never under any circumstances, be taken to an officers place of residence.
2. An officer taking classified matter from an area must guard against theft, or compromise.
3. The loss of any classified matter whilst in the custody of an officer must be reported immediately the loss is detected to the appropriate Security Officer.
4. On return of the classified matter an acknowledgement of receipt will be obtained on the original copy. APPROVED OFFICERS—INCLUDE COMMANDING OFFICERS OF SHIPS AND ESTABLISHMENTS. DIRECTORS AND HEADS OF BRANCHES.

17026/69—2

ANNEX A—*continued*

File No	*Security Classification*	*Description of Title*	*Reason for Removal and Temporary Location*	*Date Due for Return*

Acknowledgement of Receipt.

All Documents Listed Above Have Been Returned Intact. *Signature*...../...../.....

Designation.....

Distribution: Original—Held by Borrower.

Duplicate—Appropriate Office Record.

(SEO (S) 1617/205/27)

Section 2
PERSONNEL

UNCLASSIFIED

409—Pay, Rent Norm and Table of Normal Living Expenses for Purpose of Payment of Temporary Rental and Temporary Accommodation Allowance

1. A table showing the pay, rent norm and normal living expenses used in the assessment of claims for payment of Temporary Rental and Temporary Accommodation Allowance is shown in the Annex attached to this Order.

2. These rates are applicable from 25 October 1968.

3. Navy Order 54 of 1968 is hereby cancelled.

ANNEX

Pay, Rent and Normal Living Expenses for Temporary Rental Allowances and Temporary Accommodation Allowance with Effect from 25 October 1968

Rank	*Pay Plus Allowances (MA $1.10, SA 70c, UA 28c, TOTAL = $2.08)*		*Rent Norms for TAA and TRA (15% of Pay and Allowances)*	*Normal Living Expenses*				
	Daily	*Annual*		*Member and Wife*	*Member, Wife and One Child*	*Member, Wife and Two Children*	*Member, Wife and Three Children*	*Member, Wife and Four Children*
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
A/Sub-Lieutenant ..	9.26	3,379.90	9.73	15.90	18.20	20.50	21.80	23.10
Sub-Lieutenant ..	10.21	3,726.65	10.71	17.10	19.60	22.10	23.50	24.90
0/2 years	10.61	3,872.65	10.71	17.70	20.30	22.90	24.35	25.80
0/4 years	11.01	4,018.65	10.71	18.90	21.70	24.50	26.05	27.60
0/6 years	11.94	4,358.10	10.71	18.90	21.70	24.50	26.05	27.60
Lieutenant	11.94	4,358.10	12.53	18.90	21.70	24.50	26.05	27.60
0/1 year	12.45	4,544.25	12.53	20.10	23.10	26.10	27.75	29.40
0/2 years	13.37	4,880.05	12.53	21.30	24.50	27.70	29.45	31.20
0/3 years	13.90	5,073.50	12.53	21.30	24.50	27.70	29.45	31.20
0/4 years	14.40	5,256.00	12.53	22.50	25.90	29.30	31.15	33.00
0/5 years	14.91	5,442.15	12.53	22.50	25.90	29.30	31.15	33.00
0/6 years	15.43	5,631.95	12.53	23.70	27.30	30.90	32.85	34.80
0/7 years	15.94	5,818.10	12.53	23.70	27.30	30.90	32.85	34.80
Lieutenant-Commander	17.31	6,318.15	18.20	24.90	28.70	32.50	34.55	36.60
0/1 year	17.82	6,504.30	18.20	26.10	30.10	34.10	36.25	38.40
0/2 years	18.34	6,694.10	18.20	26.10	30.10	34.10	36.25	38.40
0/3 years	18.85	6,880.25	18.20	26.10	30.10	34.10	36.25	38.40
0/4 years	19.36	6,966.40	18.20	26.10	30.10	34.10	36.25	38.40
0/6 years	19.87	7,252.55	18.20	26.10	30.10	34.10	36.25	38.40

Rank	Pay Plus Allowances (MA $1.10, SA 70c, UA 28c, TOTAL = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
Commander ..	20.72	7,562.80	21.77	26.10	30.10	34.10	36.25	38.40
0/2 years	21.24	7,752.60	21.77	26.10	30.10	34.10	36.25	38.40
0/4 years	21.75	7,938.75	21.77	26.10	30.10	34.10	36.25	38.40
0/6 years	22.26	8,124.90	21.77	26.10	30.10	34.10	36.25	38.40
Captain	23.12	8,438.80	24.29	26.10	30.10	34.10	36.25	38.40
0/2 years	23.64	8,628.60	24.29	26.10	30.10	34.10	36.25	38.40
0/4 years	24.25	8,851.25	24.29	26.10	30.10	34.10	36.25	38.40
0/6 years	24.64	8,993.60	24.29	26.10	30.10	34.10	36.25	38.40
Captain (Special rate)..	29.39	10,727.35	30.87	26.10	30.10	34.10	36.25	38.40
Rear-Admiral ..	34.87	12,727.55	36.61	26.10	30.10	34.10	36.25	38.40
Surgeon Lieutenant ..	17.72	6,467.80	18.62	26.10	30.10	34.10	36.25	38.40
0/1 year	18.49	6,716.00	18.62	26.10	30.10	34.10	36.25	38.40
0/2 years	19.09	6,967.85	18.62	26.10	30.10	34.10	36.25	38.40
0/3 years	19.77	7,216.05	18.62	26.10	30.10	34.10	36.25	38.40
0/4 years	20.46	7,467.90	18.62	26.10	30.10	34.10	36.25	38.40
0/5 years	21.31	7,778.15	18.62	26.10	30.10	34.10	36.25	38.40
Surgeon Lieutenant-Commander ..	22.17	8,084.75	23.31	26.10	30.10	34.10	36.25	38.40
0/1 year	23.02	8,402.30	23.31	26.10	30.10	34.10	36.25	38.40
0/2 years	24.15	8,814.75	23.31	26.10	30.10	34.10	36.25	38.40
0/3 years	25.02	9,132.30	23.31	26.10	30.10	34.10	36.25	38.40
Surgeon Commander ..	27.21	9,931.65	28.56	26.10	30.10	34.10	36.25	38.40
0/1 year	28.34	10,344.10	28.56	26.10	30.10	34.10	36.25	38.40
Surgeon Captain ..	30.69	11,201.85	32.20	26.10	30.10	34.10	36.25	38.40
Chaplain	13.37	4,880.05	14.07	21.30	24.50	27.70	29.45	31.20
Chaplain (4 years) ..	14.63	5,339.95	15.33	22.50	25.90	29.30	31.15	33.00
Chaplain (14 years) ..	17.75	6,478.75	18.62	26.10	30.10	34.10	36.25	38.40
Chaplain (20 years) ..	19.62	7,111.30	20.58	26.10	30.10	34.10	36.25	38.40
Sub-Lieutenant(U) ..	6.80	2,482.00	7.14	13.50	15.40	17.30	18.40	19.50
Midshipman.. ..	6.80	2,482.00	7.14	13.50	15.40	17.30	18.40	19.50
SAILORS								
Group 1								
Able	7.20	2,628.00	7.56	14.10	16.10	18.10	19.25	20.40
Leading	8.01	2,923.65	8.40	14.70	16.80	18.90	20.10	21.30
PO	8.64	3,153.60	9.10	15.30	17.50	19.70	20.95	22.20
PO 0/2 years ..	8.79	3,208.35	9.10	15.90	18.20	20.50	21.80	23.10
PO 0/4 years ..	8.94	3,263.10	9.10	15.90	18.20	20.50	21.80	23.10
CPO	9.54	3,482.10	10.01	16.50	18.90	21.30	22.65	24.00
CPO 0/2 years ..	9.68	3,533.20	10.01	16.50	18.90	21.30	22.65	24.00
CPO 0/4 years ..	9.86	3,598.90	10.01	16.50	18.90	21.30	22.65	24.00
CPO 0/6 years ..	10.02	3,657.30	10.01	17.10	19.60	22.10	23.50	24.90
Group 2								
Able	7.48	2,730.20	7.84	14.10	16.10	18.10	19.25	20.40
Leading	8.28	3,022.20	8.68	15.30	17.50	19.70	20.95	22.20
PO	8.92	3,255.80	9.38	15.90	18.20	20.50	21.80	23.10
PO 0/2 years ..	9.07	3,310.55	9.38	15.90	18.20	20.50	21.80	23.10

Rank	Pay Plus Allowances (MA $1.10, SA 70c, UA 28c, TOTAL = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 2—continued								
PO 0/4 years ..	9.22	3,365.30	9.38	15.90	18.20	20.50	21.80	23.10
CPO	9.82	3,584.30	10.29	16.50	18.90	21.30	22.65	24.00
CPO 0/2 years ..	9.97	3,639.05	10.29	17.10	19.60	22.10	23.50	24.90
CPO 0/4 years ..	10.14	3,701.10	10.29	17.10	19.60	22.10	23.50	24.90
CPO 0/6 years ..	10.30	3,759.50	10.29	17.10	19.60	22.10	23.50	24.90
Group 3								
Able	7.74	2,825.10	8.12	14.70	16.80	18.90	20.10	21.30
Leading	8.55	3,120.75	8.96	15.30	17.50	19.70	20.95	22.20
PO	9.15	3,339.75	9.59	15.90	18.20	20.50	21.80	23.10
PO 0/2 years ..	9.31	3,398.15	9.59	15.90	18.20	20.50	21.80	23.10
PO 0/4 years ..	9.45	3,449.25	9.59	16.50	18.90	21.30	22.65	24.00
CPO	10.05	3,668.25	10.57	17.10	19.60	22.10	23.50	24.90
CPO 0/2 years ..	10.19	3,719.35	10.57	17.10	19.60	22.10	23.50	24.90
CPO 0/4 years ..	10.37	3,785.05	10.57	17.10	19.60	22.10	23.50	24.90
CPO 0/6 years ..	10.54	3,847.10	10.57	17.70	20.30	22.90	24.35	25.80
Group 4								
Able	7.99	2,916.35	8.40	14.70	16.80	18.90	20.10	21.30
Leading	8.77	3,201.05	9.28	15.90	18.20	20.50	21.80	23.10
PO	9.38	3,423.70	9.87	16.50	18.90	21.30	22.65	24.00
PO 0/2 years ..	9.53	3,478.45	9.87	16.50	18.90	21.30	22.65	24.00
PO 0/4 years ..	9.68	3,533.20	9.87	16.50	18.90	21.30	22.65	24.00
CPO	10.28	3,752.20	10.78	17.10	19.60	22.10	23.50	24.90
CPO 0/2 years ..	10.42	3,803.30	10.78	17.70	20.30	22.90	24.35	25.80
CPO 0/4 years ..	10.60	3,869.00	10.78	17.70	20.30	22.90	24.35	25.80
CPO 0/6 years ..	10.76	3,927.40	10.78	17.70	20.30	22.90	24.35	25.80
Group 5								
Able	8.20	2,993.60	8.61	14.70	16.80	18.90	20.10	21.30
Leading	8.99	3,281.35	9.45	15.90	18.20	20.50	21.80	23.10
PO	9.59	3,500.35	10.08	16.50	18.90	21.30	22.65	24.00
PO 0/2 years ..	9.75	3,558.75	10.08	16.50	18.90	21.30	22.65	24.00
PO 0/4 years ..	9.89	3,609.85	10.08	17.10	19.60	22.10	23.50	24.90
CPO	10.50	3,832.50	11.06	17.70	20.30	22.90	24.35	25.80
CPO 0/2 years ..	10.63	3,879.95	11.06	17.70	20.30	22.90	24.35	25.80
CPO 0/4 years ..	10.81	3,945.65	11.06	17.70	20.30	22.90	24.35	25.80
CPO 0/6 years ..	10.98	4,007.70	11.06	18.90	21.70	24.50	26.05	27.60
Group 6								
Able	8.45	3,084.25	8.89	15.30	17.50	19.70	20.95	22.20
Leading	9.24	3,372.60	9.73	15.90	18.20	20.50	21.80	23.10
PO	9.84	3,591.60	10.36	16.50	18.90	21.30	22.65	24.00
PO 0/2 years ..	9.99	3,646.35	10.36	17.10	19.60	22.10	23.50	24.90
PO 0/4 years ..	10.18	3,715.70	10.36	17.10	19.60	22.10	23.50	24.90
CPO	10.74	3,920.10	11.27	17.70	20.30	22.90	24.35	25.80
CPO 0/2 years ..	10.80	3,971.20	11.27	17.70	20.30	22.90	24.35	25.80
CPO 0/4 years ..	11.06	4,036.90	11.27	18.90	21.70	24.50	26.05	27.60
CPO 0/6 years ..	11.22	4,095.30	11.27	18.90	21.70	24.50	26.05	27.60
Group 7								
Able	8.70	3,175.50	9.17	15.30	17.50	19.70	20.95	22.20
Leading	9.46	3,452.90	9.94	16.50	18.90	21.30	22.65	24.00
PO	10.06	3,671.90	10.57	17.10	19.60	22.10	23.50	24.90
PO 0/2 years ..	10.22	3,730.30	10.57	17.10	19.60	22.10	23.50	24.90
PO 0/4 years ..	10.36	3,781.40	10.57	17.10	19.60	22.10	23.50	24.90
CPO	10.97	4,044.05	11.55	18.90	21.70	24.50	26.05	27.60

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for *TAA* and *TRA* (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 7—continued								
CPO 0/2 years ..	11.10	4,051.50	11.55	18.90	21.70	24.50	26.05	27.60
CPO 0/4 years ..	11.28	4,117.20	11.55	18.90	21.70	24.50	26.05	27.60
CPO 0/6 years ..	11.45	4,179.25	11.55	18.90	21.70	24.50	26.05	27.60
Group 8								
Able	8.95	3,266.75	9.38	15.90	18.20	20.50	21.80	23.10
Leading	9.71	3,544.15	10.22	16.50	18.90	21.30	22.65	24.00
PO	10.31	3,763.15	10.85	17.10	19.60	22.10	23.50	24.90
PO 0/2 years ..	10.47	3,821.55	10.85	17.70	20.30	22.90	24.35	25.80
PO 0/4 years ..	10.61	3,872.65	10.85	17.70	20.30	22.90	24.35	25.80
CPO	11.22	4,095.30	11.76	18.90	21.70	24.50	26.05	27.60
CPO 0/2 years ..	11.35	4,142.75	11.76	18.90	21.70	24.50	26.05	27.60
CPO 0/4 years ..	11.53	4,208.45	11.76	18.90	21.70	24.50	26.05	27.60
CPO 0/6 years ..	11.70	4,270.50	11.76	18.90	21.70	24.50	26.05	27.60
Group 9								
Able	9.20	3,358.00	9.66	15.90	18.20	20.50	21.80	23.10
Leading	9.96	3,635.40	10.43	17.10	19.60	22.10	23.50	24.90
PO	10.56	3,854.40	11.06	17.70	20.30	22.90	24.35	25.80
PO 0/2 years ..	10.72	3,912.80	11.06	17.70	20.30	22.90	24.35	25.80
PO 0/4 years ..	10.84	3,956.60	11.06	17.70	20.30	22.90	24.35	25.80
CPO	11.47	4,186.55	12.04	18.90	21.70	24.50	26.05	27.60
CPO 0/2 years ..	11.60	4,234.00	12.04	18.90	21.70	24.50	26.05	27.60
CPO 0/4 years ..	11.78	4,299.70	12.04	18.90	21.70	24.50	26.05	27.60
CPO 0/6 years ..	11.95	4,361.75	12.04	18.90	21.70	24.50	26.05	27.60
Group 10								
Able	9.45	3,449.25	9.94	16.50	18.90	21.30	22.65	24.00
Leading	10.21	3,726.65	10.71	17.10	19.60	22.10	23.50	24.90
PO	10.81	3,945.65	11.34	17.70	20.30	22.90	24.35	25.80
PO 0/2 years ..	10.97	4,024.05	11.34	18.90	21.70	24.50	26.05	27.60
PO 0/4 years ..	11.11	4,055.15	11.34	18.90	21.70	24.50	26.05	27.60
CPO	11.72	4,277.80	12.32	18.90	21.70	24.50	26.05	27.60
CPO 0/2 years ..	11.85	4,335.25	12.32	18.90	21.70	24.50	26.05	27.60
CPO 0/4 years ..	12.30	4,390.95	12.32	18.90	21.70	24.50	26.05	27.60
CPO 0/6 years ..	12.20	4,453.00	12.32	20.10	23.10	26.10	27.75	29.40
Group 11								
Able	9.70	3,540.50	10.22	16.50	18.90	21.30	22.65	24.00
Leading	10.46	3,817.90	10.99	17.70	20.30	22.90	24.35	25.80
PO	11.06	4,036.90	11.62	18.90	21.70	24.50	26.05	27.60
PO 0/2 years ..	11.22	4,095.30	11.62	18.90	21.70	24.50	26.05	27.60
PO 0/4 years ..	11.36	4,146.40	11.62	18.90	21.70	24.50	26.05	27.60
CPO	11.27	4,369.05	12.60	18.90	21.70	24.50	26.05	27.60
CPO 0/2 years ..	12.10	4,416.50	12.60	20.10	23.10	26.10	27.75	29.40
CPO 0/4 years ..	12.28	4,482.20	12.60	20.10	23.10	26.10	27.75	29.40
CPO 0/6 years ..	12.45	4,544.25	12.60	20.10	23.10	26.10	27.75	29.40
Group 12								
Able	9.95	3,631.75	10.43	17.10	19.60	22.10	23.50	24.90
Leading	10.71	3,909.05	11.27	17.70	20.30	22.90	24.35	25.80
PO	11.31	4,128.15	11.90	18.90	21.70	24.50	26.05	27.60
PO 0/2 years ..	11.47	4,186.55	11.90	18.90	21.70	24.50	26.05	27.60
PO 0/4 years ..	11.61	4,237.65	11.90	18.90	21.70	24.50	26.05	27.60
CPO	12.22	4,360.30	12.81	18.90	21.70	24.50	26.05	27.60
CPO 0/2 years ..	12.35	4,509.75	12.81	20.10	23.10	26.10	27.75	29.40
CPO 0/4 years ..	12.53	4,573.45	12.81	20.10	23.10	26.10	27.75	29.40
CPO 0/6 years ..	12.70	4,645.50	12.81	20.10	23.10	26.10	27.75	29.40

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 13								
Able	10.20	3,723.00	10.71	17.10	19.60	22.10	23.50	24.90
Leading	10.96	4,000.40	11.48	18.90	21.70	24.50	26.05	27.60
PO	11.56	4,219.40	12.11	18.90	21.70	24.50	26.05	27.60
PO 0/2 years ..	11.72	4,277.80	12.11	18.90	21.70	24.50	26.05	27.60
PO 0/4 years ..	11.86	4,328.90	12.11	18.90	21.70	24.50	26.05	27.60
CPO	12.47	4,551.55	13.09	20.10	23.10	26.10	27.75	29.40
CPO 0/2 years ..	12.60	4,599.00	13.09	20.10	23.10	26.10	27.75	29.40
CPO 0/4 years ..	12.78	4,664.70	13.09	20.10	23.10	26.10	27.75	29.40
CPO 0/6 years ..	12.95	4,726.75	13.09	20.10	23.10	26.10	27.75	29.40
Group 14								
Able	10.45	3,814.25	10.29	17.70	20.30	22.90	24.35	25.80
Leading	11.21	4,091.65	11.76	18.90	21.70	24.50	26.05	27.60
PO	11.81	4,310.65	12.39	18.90	21.70	24.50	26.05	27.60
PO 0/2 years ..	11.97	4,369.05	12.39	18.90	21.70	24.50	26.05	27.60
PO 0/4 years ..	12.11	4,420.15	12.39	20.10	23.10	26.10	27.75	29.40
CPO	12.72	4,642.80	13.37	20.10	23.10	26.10	27.75	29.40
CPO 0/2 years ..	12.85	4,690.25	13.37	20.10	23.10	26.10	27.75	29.40
CPO 0/4 years ..	13.03	4,755.95	13.37	20.10	23.10	26.10	27.75	29.40
CPO 0/6 years ..	13.20	4,818.00	13.37	21.30	24.50	27.70	29.45	31.20
Group 15								
Able	10.70	3,905.50	11.27	17.70	20.30	22.90	24.35	25.80
Leading	11.46	4,182.90	12.04	18.90	21.70	24.50	26.05	27.60
PO	12.06	4,401.90	12.67	20.10	23.10	26.10	27.75	29.40
PO 0/2 years ..	12.22	4,460.30	12.67	20.10	23.10	26.10	27.75	29.40
PO 0/4 years ..	12.36	4,511.40	12.67	20.10	23.10	26.10	27.75	29.40
CPO	12.97	4,734.05	13.65	20.10	23.10	26.10	27.75	29.40
CPO 0/2 years ..	13.10	4,781.50	13.65	20.10	23.10	26.10	27.75	29.40
CPO 0/4 years ..	13.28	4,847.20	13.65	21.30	24.50	27.70	29.45	31.20
CPO 0/6 years ..	13.45	4,909.25	13.65	21.30	24.50	27.70	29.45	31.20
Group 16								
Able	10.95	3,996.75	11.48	17.70	20.30	22.90	24.35	25.80
Leading	11.71	4,274.15	12.32	18.90	21.70	24.50	26.05	27.60
PO	12.31	4,493.15	12.95	20.10	23.10	26.10	27.75	29.40
PO 0/2 years ..	12.47	4,551.55	12.95	20.10	23.10	26.10	27.75	29.40
PO 0/4 years ..	12.61	4,602.65	12.95	20.10	23.10	26.10	27.75	29.40
CPO	13.22	4,825.30	13.86	21.30	24.50	27.70	29.45	31.20
CPO 0/2 years ..	13.35	4,872.75	13.86	21.30	24.50	27.70	29.45	31.20
CPO 0/4 years ..	13.53	4,938.45	13.86	21.30	24.50	27.70	29.45	31.20
CPO 0/6 years ..	13.70	5,000.50	13.86	21.30	24.50	27.70	29.45	31.20
Group 17								
Able	11.20	4,088.00	11.76	18.90	21.70	24.50	26.05	27.60
Leading	11.96	4,365.40	12.53	18.90	21.70	24.50	26.05	27.60
PO	12.56	4,584.40	13.16	20.10	23.10	26.10	27.75	29.40
PO 0/2 years ..	12.72	4,642.80	13.16	20.10	23.10	26.10	27.75	29.40
PO 0/4 years ..	12.86	4,693.90	13.16	20.10	23.10	26.10	27.75	29.40
CPO	13.47	4,916.55	14.14	21.30	24.50	27.70	29.45	31.20
CPO 0/2 years ..	13.60	4,964.00	14.14	21.30	24.50	27.70	29.45	31.20
CPO 0/4 years ..	13.78	5,029.70	14.14	21.30	24.50	27.70	29.45	31.20
CPO 0/6 years ..	13.95	5,091.75	14.14	21.30	24.50	27.70	29.45	31.20
Group 18								
Able	11.45	4,190.20	12.04	18.90	21.70	24.50	26.05	27.60
Leading	12.21	4,456.65	12.81	20.10	23.10	26.10	27.75	29.40
PO	12.81	4,675.65	13.44	20.10	23.10	26.10	27.75	29.40

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	*Annual*		*Member and Wife*	*Member, Wife and One Child*	*Member, Wife and Two Children*	*Member, Wife and Three Children*	*Member, Wife and Four Children*
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 18—continued								
PO 0/2 years ..	12.97	4,734.05	13.44	20.10	23.10	26.10	27.75	29.40
PO 0/4 years ..	13.11	4,785.15	13.44	20.10	23.10	26.10	27.75	29.40
CPO	13.72	5,007.80	14.42	21.30	24.50	27.70	29.45	31.20
CPO 0/2 years ..	13.85	5,055.25	14.42	21.30	24.50	27.70	29.45	31.20
CPO 0/4 years ..	14.03	5,120.95	14.42	21.30	24.50	27.70	29.45	31.20
CPO 0/6 years ..	14.20	5,183.00	14.42	21.30	24.50	27.70	29.45	31.20
Group 19								
Able	11.70	4,270.50	12.32	18.90	21.70	24.50	26.05	27.60
Leading	12.46	4,547.90	13.09	20.10	23.10	26.10	27.75	29.40
PO	13.06	4,766.90	13.72	20.10	23.10	26.10	27.75	29.40
PO 0/2 years ..	13.22	4,825.30	13.72	21.30	24.50	27.70	29.45	31.20
PO 0/4 years ..	13.36	4,876.40	13.72	21.30	24.50	27.70	29.45	31.20
CPO	13.97	5,099.05	14.70	21.30	24.50	27.70	29.45	31.20
CPO 0/2 years ..	14.10	5,146.50	14.70	21.30	24.50	27.70	29.45	31.20
CPO 0/4 years ..	14.28	5,212.20	14.70	22.50	25.90	29.30	31.15	33.00
CPO 0/6 years ..	14.45	5,274.25	14.70	22.50	25.90	29.30	31.15	33.00
Group 20								
Able	11.95	4,361.75	12.53	18.90	21.70	24.50	26.05	27.60
Leading	12.71	4,639.15	13.37	20.10	23.10	26.10	27.75	29.40
PO	13.31	4,858.15	14.00	21.30	24.50	27.70	29.45	31.20
PO 0/2 years ..	13.47	4,916.55	14.00	21.30	24.50	27.70	29.45	31.20
PO 0/4 years ..	13.61	4,967.65	14.00	21.30	24.50	27.70	29.45	31.20
CPO	14.22	5,190.30	14.92	21.30	24.50	27.70	29.45	31.20
CPO 0/2 years ..	14.35	5,237.75	14.92	22.50	25.90	29.30	31.15	33.00
CPO 0/4 years ..	14.53	5,303.45	14.92	22.50	25.90	29.30	31.15	33.00
CPO 0/6 years ..	14.70	5,365.50	14.92	22.50	25.90	29.30	31.15	33.00
Group 21								
Able	12.20	4,453.00	12.81	20.10	23.10	26.10	27.75	29.40
Leading	12.96	4,730.40	13.58	20.10	23.10	26.10	27.75	29.40
PO	13.56	4,949.40	14.21	21.30	24.50	27.70	29.45	31.20
PO 0/2 years ..	13.72	5,007.80	14.21	21.30	24.50	27.70	29.45	31.20
PO 0/4 years ..	13.86	5,058.90	14.21	21.30	24.50	27.70	29.45	31.20
CPO	14.47	5,281.55	15.19	22.50	25.90	29.30	31.15	33.00
CPO 0/2 years ..	14.60	5,329.00	15.19	22.50	25.90	29.30	31.15	33.00
CPO 0/4 years ..	14.78	5,394.70	15.19	22.50	25.90	29.30	31.15	33.00
CPO 0/6 years ..	14.95	5,456.75	15.19	22.50	25.90	29.30	31.15	33.00
Group 22								
Able	12.45	4,544.25	13.09	20.10	23.10	26.10	27.75	29.40
Leading	13.21	4,821.65	13.86	21.30	24.50	27.70	29.45	31.20
PO	13.81	5,040.65	14.49	21.30	24.50	27.70	29.45	31.20
PO 0/2 years ..	13.97	5,099.05	14.49	21.30	24.50	27.70	29.45	31.20
PO 0/4 years ..	14.11	5,150.15	14.49	21.30	24.50	27.70	29.45	31.20
CPO	14.72	5,372.80	15.47	22.50	25.90	29.30	31.15	33.00
CPO 0/2 years ..	14.85	5,420.25	15.47	22.50	25.90	29.30	31.15	33.00
CPO 0/4 years ..	15.03	5,485.95	15.47	22.50	25.90	29.30	31.15	33.00
CPO 0/6 years ..	15.20	5,548.00	15.47	22.50	25.90	29.30	31.15	33.00
Group 23								
Able	12.70	4,635.00	13.37	20.10	23.10	26.10	27.75	29.40
Leading	13.46	4,912.90	14.14	21.30	24.50	27.70	29.45	31.20
PO	14.06	5,131.90	14.77	21.30	24.50	27.70	29.45	31.20
PO 0/2 years ..	14.22	5,190.30	14.77	21.30	24.50	27.70	29.45	31.20
PO 0/4 years ..	14.36	5,241.40	14.77	22.50	25.90	29.30	31.15	33.00

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 23—continued								
CPO	14.97	5,464.05	15.75	22.50	25.90	29.30	31.15	33.00
CPO 0/2 years ..	15.10	5,511.50	15.75	22.50	25.90	29.30	31.15	33.00
CPO 0/4 years ..	15.28	5,577.20	15.75	22.50	25.90	29.30	31.15	33.00
CPO 0/6 years ..	15.45	5,639.25	15.75	23.70	27.30	30.90	32.85	34.80
Group 24								
Able	12.95	4,726.75	13.58	20.10	23.10	26.10	27.75	29.40
Leading	13.71	5,004.15	14.42	21.30	24.50	27.70	29.45	31.20
PO	14.31	5,223.15	15.05	22.50	25.90	29.30	31.15	33.00
PO 0/2 years ..	14.47	5,281.55	15.05	22.50	25.90	29.30	31.15	33.00
PO 0/4 years ..	14.61	5,332.65	15.05	22.50	25.90	29.30	31.15	33.00
CPO	15.22	5,555.30	15.96	22.50	25.90	29.30	31.15	33.00
CPO 0/2 years ..	15.35	5,602.75	15.96	23.70	27.30	30.90	32.85	34.80
CPO 0/4 years ..	15.53	5,668.45	15.96	23.70	27.30	30.90	32.85	34.80
CPO 0/6 years ..	15.70	5,730.50	15.96	23.70	27.30	30.90	32.85	34.80
Group 25								
Able	13.20	4,818.00	13.86	21.30	24.50	27.70	29.45	31.20
Leading	13.96	5,095.40	14.63	21.30	24.50	27.70	29.45	31.20
PO	14.56	5,314.40	15.26	22.50	25.90	29.30	31.15	33.00
PO 0/2 years ..	14.72	5,372.80	15.26	22.50	25.90	29.30	31.15	33.00
PO 0/4 years ..	14.86	5,423.90	15.26	22.50	25.90	29.30	31.15	33.00
CPO	15.47	5,646.55	16.24	23.70	27.30	30.90	32.85	34.80
CPO 0/2 years ..	15.60	5,694.00	16.24	23.70	27.30	30.90	32.85	34.80
CPO 0/4 years ..	15.78	5,759.70	16.24	23.70	27.30	30.90	32.85	34.80
CPO 0/6 years ..	15.95	5,821.75	16.24	23.70	27.30	30.90	32.85	34.80
Group 26								
Able	13.45	4,909.25	14.14	21.30	24.50	27.70	29.45	31.20
Leading	14.21	5,186.65	14.91	21.30	24.50	27.70	29.45	31.20
PO	14.81	5,405.65	15.54	22.50	25.90	29.30	31.15	33.00
PO 0/2 years ..	14.97	5,464.05	15.54	22.50	25.90	29.30	31.15	33.00
PO 0/4 years ..	15.11	5,515.15	15.54	22.50	25.90	29.30	31.15	33.00
CPO	15.72	5,737.80	16.52	23.70	27.30	30.90	32.85	34.80
CPO 0/2 years ..	15.85	5,785.25	16.52	23.70	27.30	30.90	32.85	34.80
CPO 0/4 years ..	16.03	5,850.95	16.52	23.70	27.30	30.90	32.85	34.80
CPO 0/6 years ..	16.20	5,913.00	16.52	23.70	27.30	30.90	32.85	34.80
Group 27								
Able	13.70	5,000.50	14.42	21.30	24.50	27.70	29.45	31.20
Leading	14.46	5,277.90	15.19	22.50	25.90	29.30	31.15	33.00
PO	15.06	5,496.90	15.82	22.50	25.90	29.30	31.15	33.00
PO 0/2 years ..	15.22	5,555.30	15.82	22.50	25.90	29.30	31.15	33.00
PO 0/4 years ..	15.36	5,606.40	15.82	23.70	27.30	30.90	32.85	34.80
CPO	15.97	5,829.05	16.80	23.70	27.30	30.90	32.85	34.80
CPO 0/2 years ..	16.10	5,876.50	16.80	23.70	27.30	30.90	32.85	34.80
CPO 0/4 years ..	16.28	5,942.20	16.80	23.70	27.30	30.90	32.85	34.80
CPO 0/6 years ..	16.45	6,004.25	16.80	24.90	28.70	32.50	34.55	36.60
Group 28								
Able	13.95	5,091.75	14.63	21.30	24.50	27.70	29.45	31.20
Leading	14.71	5,369.15	14.47	22.50	25.90	29.30	31.15	33.00
PO	15.31	5,588.60	15.10	22.50	25.90	29.30	31.15	33.00
PO 0/2 years ..	15.47	5,646.55	15.10	23.70	27.30	30.90	32.85	34.80
PO 0/4 years ..	15.61	5,697.65	15.10	23.70	27.30	30.90	32.85	34.80
CPO	16.22	5,920.30	17.01	23.70	27.30	30.90	32.85	34.80
CPO 0/2 years ..	16.35	5,967.75	17.01	23.70	27.30	30.90	32.85	34.80
CPO 0/4 years ..	16.53	6,033.45	17.01	24.90	28.70	32.50	34.55	36.60
CPO 0/6 years ..	16.70	6,095.50	17.01	24.90	28.70	32.50	34.55	36.60

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
SAILORS—*continued*	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
Group 29								
Able	14.20	5,183.00	14.95	21.30	24.50	27.70	29.45	31.20
Leading	14.96	5,460.40	15.68	22.50	25.90	29.30	31.15	33.00
PO	15.56	5,679.40	15.31	23.70	27.30	30.90	32.85	34.80
PO 0/2 years ..	15.72	5,737.80	15.31	23.70	27.30	30.90	32.85	34.80
PO 0/4 years ..	15.86	5,788.90	15.31	23.70	27.30	30.90	32.85	34.80
CPO	16.47	6,011.55	17.29	24.90	28.70	32.50	34.55	36.60
CPO 0/2 years ..	16.60	6,059.00	17.29	24.90	28.70	32.50	34.55	36.60
CPO 0/4 years ..	16.78	6,124.70	17.29	24.90	28.70	32.50	34.55	36.60
CPO 0/6 years ..	16.95	6,186.75	17.29	24.90	28.70	32.50	34.55	36.60
Group 30								
Able	14.45	5,274.25	15.19	22.50	25.90	29.30	31.15	33.00
Leading	15.21	5,551.65	15.96	22.50	25.90	29.30	31.15	33.00
PO	15.81	5,770.65	16.59	23.70	27.30	30.90	32.85	34.80
PO 0/2 years ..	15.97	5,829.05	16.59	23.70	27.30	30.90	32.85	34.80
PO 0/4 years ..	16.11	5,880.15	16.59	23.70	27.30	30.90	32.85	34.80
CPO	16.72	6,102.80	17.57	24.90	28.70	32.50	34.55	36.60
CPO 0/2 years ..	16.85	6,150.25	17.57	24.90	28.70	32.50	34.55	36.60
CPO 0/4 years ..	17.03	6,215.95	17.57	24.90	28.70	32.50	34.55	36.60
CPO 0/6 years ..	17.20	6,278.00	17.57	24.90	28.70	32.50	34.55	36.60
NAVAL DOCKYARD POLICE								
Constable A ..	9.46	3,452.90	9.94	16.50	18.90	21.30	22.65	24.00
Constable A 0/6 years	10.06	3,671.90	9.94	17.10	19.60	22.10	23.50	24.90
Constable A 0/8 years	10.22	3,730.30	9.94	17.10	19.60	22.10	23.50	24.90
Constable A 0/10 years	10.36	3,781.40	9.94	17.10	19.60	22.10	23.50	24.90
Sergeant II ..	10.97	4,004.05	11.55	18.90	21.70	24.50	26.05	27.60
Sergeant II 0/2 years	11.10	4,051.50	11.50	18.90	21.70	24.50	26.05	27.60
Sergeant I ..	11.28	4,117.20	11.83	18.90	21.70	24.50	26.05	27.60
Sergeant I 0/2 years..	11.45	4,179.25	11.83	18.90	21.70	24.50	26.05	27.60
Constable B ..	8.70	3,175.50	9.10	15.30	17.50	19.70	20.95	22.20

Note: Where a member has a wife and five or more children an amount equal to the difference between:

a. The scale of normal living costs for a member, wife and three children, and

b. The scale of normal living costs for a member, wife and four children,

is to be added to b. for each child in excess of four in assessing the scale of normal living costs.

(HPB 252/4/65)

(*Navy Order 54 of 1968*)

UNCLASSIFIED

410—Sailors—Higher Duties Allowance

1. The following rules have been approved to apply regarding the payment of Higher Duties Allowance to sailors.

a. Basically, any vacancy should be filled by a qualified sailor in the same pay group as that of the normal occupant of the position. The rate of higher duties allowance is then dependent upon rank only.

b. Where a. is not possible and the sailor who fills the vacancy is qualified in the particular category or an affiliated category, the rate of higher duties allowance may be based on rank and/or group pay provided the pay appropriate to the category of the vacant position is not exceeded.

c. Where a. is not possible and b. does not apply the rate of higher duties allowance is to be based on the difference between the rate of pay of the acting sailor in his own rank and that of the higher rank:

(1) in his own pay group or

(2) in the pay group appropriate to the vacant position, whichever is less.

2. The application of rules b. and c. provide that:

a. If a complement allows for an SAP1 (Group 14) and an EAP1 (12) is posted he will be eligible for payment of HDA to SAP1;

b. If a complement allows for a CPOQMG (6) and a POFC (7) is posted, he will be eligible for payment of HDA to CPOQMG (6) only;

3. It will be necessary however to review all complements to ensure that the payment may be made on an equitable basis, and, as this task will take some time to complete it has been decided to implement the new rules with effect from 1 July 1969, by which time it is expected that the appropriate complement amendments will have been made.

4. In the meantime payment of the allowance may be approved where a change in rank only is involved or, where a member is acting in a higher rank and a higher group is also involved but payment is restricted to the difference in rank only.

'5. When the revised complements are issued 'Maybe any branch (MAB)' billets will be shown by rank only and 'Maybe any category (MAC)' billets by rank and branch only. In such cases HDA will then be payable in respect of rank only.

(HPB 252/4/116)

UNCLASSIFIED

411—Vietnamese Campaign Medal—Wearing of Service Attachment Emblems

1. As stated in Paragraph 2 of Navy Order 151 of 1969 the Vietnamese Campaign Medal will be issued with a Service Ribbon Attachment Emblem. This amends the provisions of Paragraph 2 of Navy Order 500 of 1967.

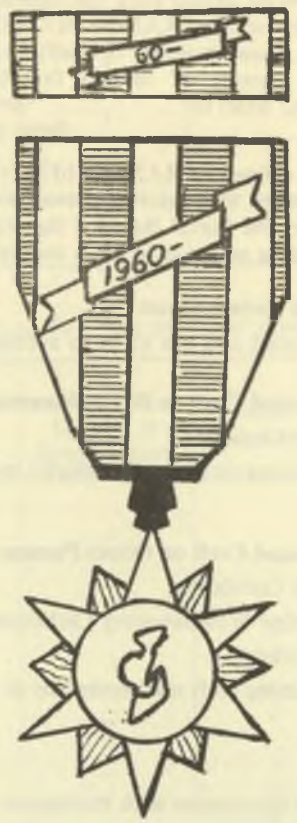
2. At the time Navy Order 500 of 1967 was promulgated the intention was that the Emblem would not be worn by the Australian Forces. This was subsequently reconsidered and it was decided that the Emblem would be worn. Navy Order 500 of 1967 should be noted accordingly.

3. The Service Ribbon Attachment Emblem is to be fixed on the ribbon by sewing or pinning as appropriate so that it is placed centrally on the ribbon with the straight sides of the scroll parallel to the vertical stripes of the ribbon. Diagrams showing the emblems affixed to the ribbon are shown at Annex 'A' to this order.

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

ANNEX A

Positioning the Annual Clusters on the Ribbon of the Vietnamese Campaign Medal



(HPB 38/201/31)

(Navy Orders 500 of 1967 and 151 of 1969)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

412—RANR Training—Instructions and Procedures for Sailing Training Craft

1. Local Naval Authorities are authorised to sail craft allocated for RANR training in accordance with RANOPs. They are to ensure that the officer posted 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, 11 and 12 are carried.

Procedure Before Sailing

2. Before RANR training craft are sailed for short periods 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 0132 (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 RANOPs 0132 (e) be planned, a programme is to be submitted to the Naval Board and prior approval obtained. Officers recommended for such cruises will be posted by the Naval Board if the cruise is more than 72 hours; if the cruise is 72 hours 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 RANOPs, Articles 0126, 0127 and 0108 (d) (ii).

Minimum Qualifications to Command 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 Craft on Ocean Passage

6. a. Small Ships Command Certificate.

b. RANR Restricted Bridge Watchkeeping Certificate.

c. Ocean Navigation Certificate.

d. Experience in local training craft not necessarily in command during the previous twelve months.

Wearing of Flags

7. Craft under way by day in accordance with Paragraph 2 are to wear the white ensign but are not to wear a masthead pendant.

8. Craft manned in accordance with 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 is to be accounted for as set out in ABR 93, Chapters 20 and 22.

Minimum Complements for RANR Craft

10. HMA GPVs, SDBs and MRLs, 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	..
Total ..	1	2	4	= 7

11. HMA GPVs and MRLs 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

12. **Patrol Boats Allocated to RANR Training**

Rank	*OFFR*	*CPO or PO*	*JS*	*Remarks*
LEUT(X) ..	1	..	..	In command (To hold RANR RWKC and SSCC, and ONC for Ocean Passage)
LEUT(X) ..	2	..	..	2 for Ocean Passage, to hold RANR RWKC
LEUT/SBLT(X) ..	1	..	..	Not for Ocean Passage
Chief or PO (MASC)	..	1	..	2 for Ocean Passage
LSQMG	..	..	1	..
LS (MASC) ..	..	..	1	..
AB (MASC) ..	..	..	2	3 for Ocean Passage
RO	..	..	1	..
ERAD 1 or 2 ..	..	1	..	Completed Patrol Boat PCT and in possession of ERWCD. (*See* Note).
ERAD2	..	1	..	For Ocean Passage (may be POMED or MECHD)
LME	..	..	1	May be A/ERAD2
MED	..	..	2	May be A/ERAD2
EMP	..	..	1	May be A/SAP2
EMC	..	..	1	May be A/SAC2
CK	..	..	1	For Ocean Passage and as required
Total ..	2	2	10	Non Ocean Passage
Total ..	3	4	12	Ocean Passage

Note: For Ocean Passages complement borne must include MCCD and ERWCD qualifications, or PNF ERA posted for Patrol Boat Charge Duties.

13. Navy Orders 234 and 414 of 1966 are hereby cancelled.

(DRNP 311/52/26)

(*Navy Orders 234 and 414 of 1966*)

UNCLASSIFIED

413—Alteration and Addition Item—HMA Ships YARRA and PARRAMATTA

1. The following Alteration and Addition Item is approved to be carried out in HMA Ships YARRA and PARRAMATTA.

Class List Item No 388 (Ex TDL 'NFDB')

a. *Item:* 'To fit a separate discharge overboard for the cooling water from the Machinery Control Room air conditioning unit and the Flake-ice Machine in accordance with Williamstown Naval Dockyard Drawing PP513 (Navy Office Drawing 209/88–3)'.

b. Weight compensation 290 lbs is required at No 2 deck level.

c. *References:* HMAS YARRAs Form AS 2022 dated 14 June 1965.

(CNTS 1224/67/312)

RESTRICTED

414—Machinery—Destroyer Escorts Type 12—Main Steam Turbines—CAF Gaskets for Astern Manoeuvring Valves

1. Trials in the RN have proved that use of the following 1/32 inch CAF jointing is satisfactory when making the cover joints of Astern Manoeuvring valves:

a. *Permanite*—Turner Bros Asbestos Co Ltd,

b. *Super Golden Walkerite*—James Walker and Co Ltd,

c. *Klingerit* (*Best Quality*)—Richard Klinger Ltd,

d. *Phoenixite 1786*—British Belting and Asbestos Ltd.

2. When re-making these cover joints 1/32 inch thick CAF jointing is to be used with the outside diameter on the PCD of the bolts. Care is to be taken to ensure that the joint is pulled down evenly, by the use of feeler gauges, and a torque of 150 lb is to be applied to each bolt. The bolt threads should be lightly smeared with moly-disulphide grease.

3. BR 3001, Chapter 10, Page 10.10 will be amended.

4. Refitting authorities are requested to arrange for drawings to be amended as necessary.

(ACDC 1224/51/393)

UNCLASSIFIED

415—Stores—General—Group Class 4730—Fittings and Specialities, Hose, Pipe and Tube—Change of Stock Numbers

1. The Stock Numbers of the undermentioned items have been changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
4730	00–595–4370	Pump, Submerged	2915	00–595–4370
4730	00–923–8383	Wave Guide Assembly	5985	00–923–8383

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 501/80/101)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

416—Lists of Equipment, Etc—Instructions for Preparation and Amendment

Navy Order 272 of 1969 is to be amended as follows:

Paragraph 5e—Line 10—*Opposite* 'Equipment Schedule'

Delete 'all tools are to be shown in Forms AD787J'.

Paragraph 5f—Line 2—*Opposite* 'Itemised List of Spare Gear and Special Tools'

Before 'tools' *insert* 'accessories and'.

(DSAP 400/62/1852)

(*Navy Order 272 of 1969*)

UNCLASSIFIED

417—Revision of Form SA116, Report of Stores Lost/Damaged on Board

1. Form SA116 'Return of Stores Lost/Damaged/Broken on Board' has been revised to accord with the terms used in Naval Financial Regulation 132A and to provide for the making of a formal order under the regulation. The revised form has been re-titled 'Report of Stores Lost/Damaged On Board'.

2. The main changes made to the form are as follows:

a. The form has been expanded to include on its reverse side a formal order for recovery under the provisions of Naval Financial Regulation 132A.

b. Also included on the reverse side of the form are three preprinted authorisation statements for completion by members who admit liability and agree to pay compensation without the necessity of a formal order being made.

c. 'Misconduct' has been added to the alternatives 'Accident, Neglect or Theft' in the wording relating to causes of loss or damage. In this regard theft by a member also involves misconduct but theft by a non-member or person unknown may or may not involve misconduct by a member. In cases of theft, it is necessary for the Naval Board to know whether misconduct by a member is also involved and this is to be indicated by the Captain simply deleting the words 'Accident' and 'Neglect'.

d. References to 'breakage' have been deleted because 'damage' is regarded as also encompassing 'breakage'.

e. 'Signature of Officer' has been changed to 'Signature of Investigating Officer' to eliminate any doubt as to the person referred to.

3. In association with the introduction of the revised forms, RI Chapter 48, has been amended by Amendment 18. Details of the amendments are shown in the Annex to this order.

4. Initial requirements of revised Forms SA116 are to be demanded from SVSO Sydney, quoting this order in the REMARKS Block of the Stores Demand. On their receipt, use of the old Forms SA116 is to be discontinued and any stocks held are to be disposed of; the new forms are to be used in conjunction with the amended instructions to RI as indicated in the Annex.

ANNEX

Amendments to RI Chapter 48 Effected by Amendment 18

1. *Omit* 4891 (1) and (2) and *insert* the following:

4891. **General.** This section deals with the recovery from members, by administrative means, of amounts by way of compensation to the Commonwealth in cases where loss of or damage to stores or other property of the Commonwealth has occurred and the loss or damage is due to the negligence or misconduct of the member.

2. If the member whose negligence or misconduct is responsible for the loss or damage declines to make good the loss or damage voluntarily, recourse may be had to regulation 132A of the Naval Financial Regulations, which authorises monetary changes in respect of any such loss or damage to be made against a member's pay and allowances of amounts not exceeding $100 in any individual case, after formal investigation of the loss but without a disciplinary charge being made.

2. After article 4892, *insert* the following new article:

4892A. **Liability admitted.** If the member admits voluntarily liability and agrees to make good the loss or damage, it is not necessary to make a formal order under regulation 132A. The Captain is to:

a. assess the amount to be made good, having regard to 4893 (2);

b. enter, on the front of Form SA116, the amount to be made good; and

c. if the amount is to be recovered by deductions from the members pay and allowances, obtain from the member on the back of Form SA116 a voluntary written authorisation for the deductions to be made. (This is necessary because no deduction may be made from a members pay unless authorised by a law of the Commonwealth (vide Naval Financial Regulation 303) or by the member himself.)

2. There is no statutory limit on the amount that may be recovered from the member where the member agrees to make good the loss or damage, but for amounts in excess of $100 the approval of the Naval Board is to be obtained before the money is accepted.

3. *Omit* 4893 (1) and *insert* the following:

4893. **Monetary Charges.** If the member does not agree to make good the loss or damage, a monetary charge may be ordered, under regulation 132A, as follows:

a. Up to $40—by the Captain.

b. Over $40, but not exceeding $100—by the Captain subject to the approval of a Flag Officer or the Naval Board.

c. Not exceeding $100—by the Naval Board.

An order is to be made on the back of Form SA116.

1A. If the Captain considers that the members liability to the Commonwealth exceeds $100 and the member does not agree to make good the loss or damage, the Captain is not to make an order under regulation 132A but is to refer the matter to Navy Office for a decision as to what action is to be taken for recovery from the member.

(DSAP 464/70/492)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

ANO 418/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
17 June 1969.

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

By direction of the Naval Board,

J. Standau.

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

17027/69

Section 2
PERSONNEL

UNCLASSIFIED

418—Rescue and Resuscitation in the Royal Australian Navy

1. Before presenting a detailed description of the salient features of life saving (Annexes 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 amongst 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 can not, the rescuer must be able to preserve his own freedom of action. Release techniques are described in Annex A.

The Tow Back

10. The type of tow used will again depend upon the circumstances, and various methods are described in Annex B; the following points, however, generally apply:

a. The subjects head must always be kept above water even though the rescuers 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 rescuers job easier.

c. The rescuer should keep his own and the subjects legs as near the surface as possible to avoid retardation effect, if the subjects 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.

ANNEX 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 the hip level sweep them out against the thumbs of the subject to a right angle with the body. The rescuers arms must be kept straight throughout.

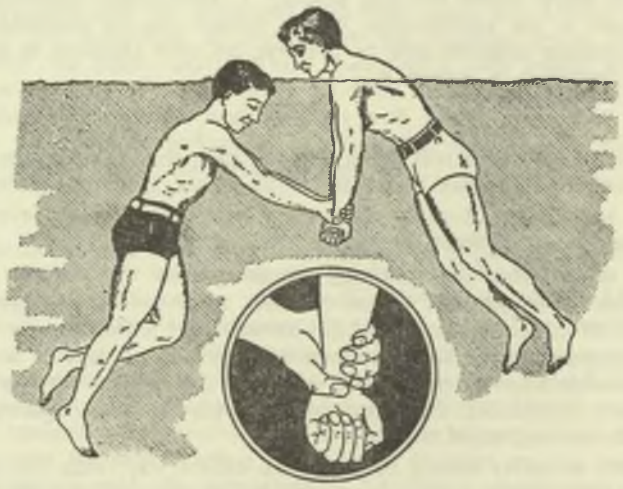


Fig. 1

ANNEX 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.

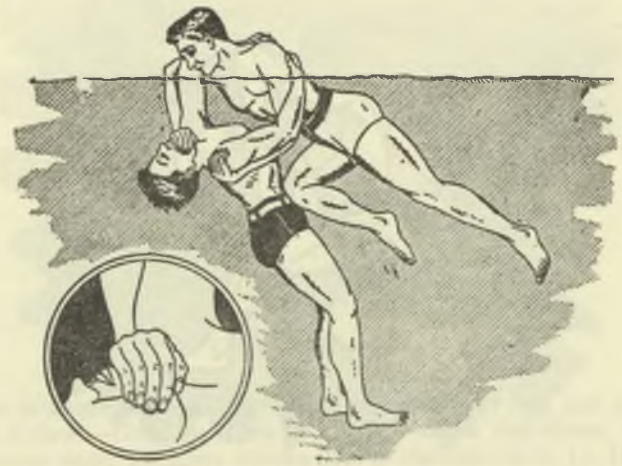


Fig. 3

ANNEX 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 subjects 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

ANNEX A—*continued*

Fig. 6

ANNEX 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 subjects 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, rescuers thumbs uppermost, fingers under the arms, elbows kept in the side (as in 1). Draw the subjects arms out at right angles to the body; this will prevent him from turning.

ANNEX B—*continued*

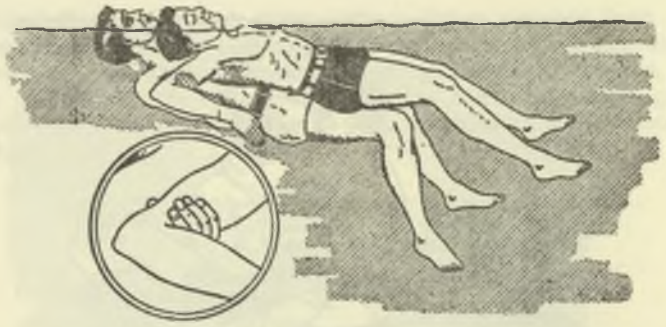


Fig. 8

(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 subjects armpits, fingers apart, and place them on his chest, thumbs on the collar bone. Raise the arms sideways, pushing the subjects at right angles to his body. Keep the subjects head up to the chin.

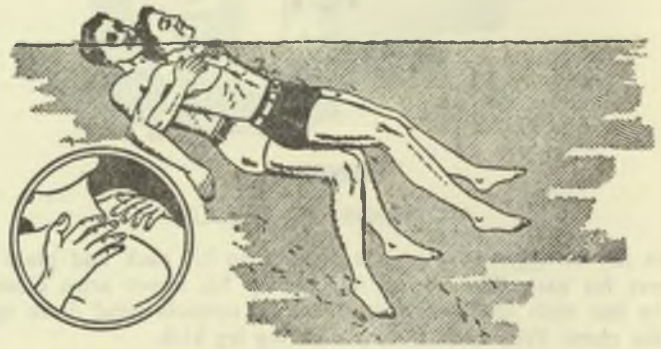


Fig. 9

(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.

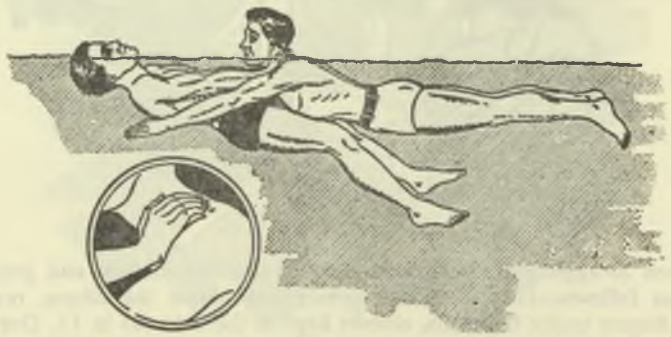


Fig. 10

ANNEX B—*continued*

(5) *Unigrip Method*—This method, recommended by the RLSS, is the best standard method to encourage amongst 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 subjects 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 rescuers wrist and pull it down onto his own chest whereupon the tow may continue.

c. During any of the restraint the rescuer will swim on the back.

ANNEX C

ARTIFICIAL RESPIRATION

1. 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, Sylvesters method is the next most efficient—provided that a free airway can be maintained. If Sylvesters 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 victims forehead and the right hand under his neck, tilt the 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 subjects 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 three or four 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.

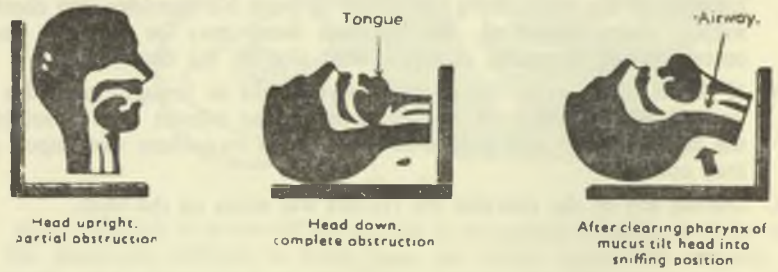


Fig. 11

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 subjects face.

6. An alternative method is to inflate the lungs through the subjects 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 breathe himself, help by timing your assistance to coincide with his efforts, watch his chest for timing, but no 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.

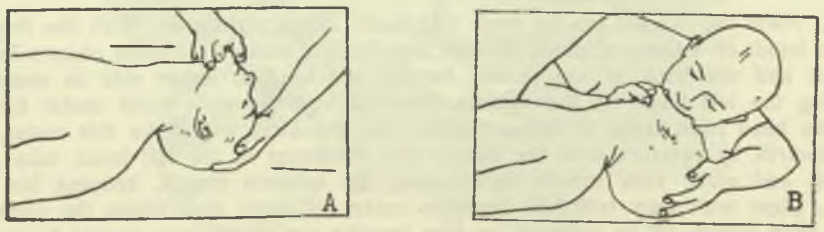


Fig. 12

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 the heads suffices so long as the patients head is fully extended. In rough water, the patients head should be higher out of the water, higher relative to the rescuers shoulder, and rotated towards the rescuers, not looking vertically upwards. But in such a position, mouth and nose are invisible from the side.

Fig. 13

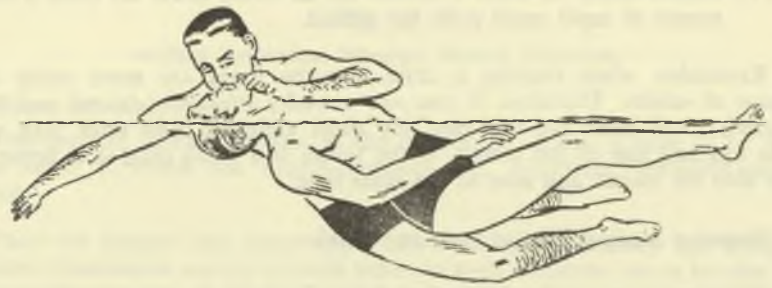


Fig. 14

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 rescuers head only slightly higher than the patients. The rescuer does not attempt to swim fast or make a full stroke whilst doing rescue breathing, because this tends to depress the patients head and face, and waves are apt to wash over the patients 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 the rescuers 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 rescuers mouth points to the tip of his own shoulder. The patients 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 idea 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 subjects 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 can see the chest lift.

(6) Remove your mouth; listen for air return from victims 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.

Sylvesters 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 patients 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.

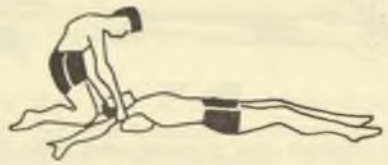


Fig. 15

Artificial Respiration. Sylvesters Method. Inspiration.

20. Now sweep the arms downwards, cross the forearms over the body, and by leaning forwards compress the sides and front of the lower ribs. This movement should also take two seconds.

Fig. 16

Artificial Respiration. Sylvesters 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 Sylvesters 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 subjects 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.

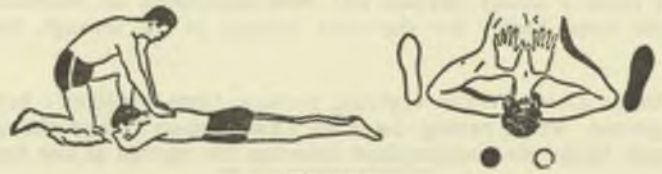


Fig. 17

ANNEX 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 subjects 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.)

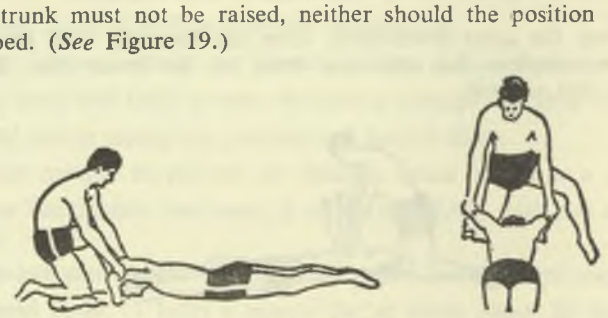


Fig. 19

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.

ANNEX 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 perservering. 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 subjects 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. *Subjects Arm Injured*—Place the subjects arms by his side and substitute a rolled garment under the forehead. Lift under the shoulders instead of by the arms.

36. *Subjects Ribs Injured*—In this case omit the pressure movement, effecting the lifting only.

37. Navy Order 514 of 1966 is hereby cancelled.

(MDG 156/51/27)

(*Navy Order 514 of 1966*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Historian.

RESTRICTED

ANO 419/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
23 June 1969.

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

17028/69

RESTRICTED

Section 2
PERSONNEL

RESTRICTED

419—Medical Instructions for Naval Aircrew Personnel

1. 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 Height.
IX Aircrew Selected for Skyhawk Training.

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. The provisions in Foreign Naval or Air Instructions relating to physical requirements and flying medical categories remain applicable to Foreign Navy and Air 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, such personnel must pass a full aircrew medical examination conducted in accordance with requirements of that country and in accordance with current seastags.

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, eg:
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. Any ascent over 30,000 feet in the decompression chamber should only be carried out when recompression facilities are immediately available and is at the discretion of the Senior Medical Officer.
c. Ascent to, and sustained level at 30,000 feet for 60 minutes in the chamber 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 Indoctrinaiton Course 1964.
A1/64F Fit for full flying duties as a pilot in the low altitude role, ie, below 30,000 feet. Failed 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 (ie, less than 30,000 feet) 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 45 will be permitted to fly at more than 30,000 feet 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 a high altitudes.

b. That they are under the age of 35.

c. That they are not 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, eg:

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, eg—'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 examination, which is to include a refraction test, is to be recorded on Form AF Med 1B. The result of the ENT Specialists 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 AM5. 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 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 12 months. This is to include an X-ray examination of the chest and an audiometric examination on each occasion. An electrocardiogram examination is also required.

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 shown in Section VIII. Whenever the weight of an officer or sailor exceeds the given figure, 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 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 45 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.

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 specialists 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 12 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 Foreign Navy or Air personnel while serving in the Royal Australian Navy. If such an officer or sailor is considered permanently unfit for further flying duties by an Air Medical Board, he is to be given a category of At or Bt (unfit for flying whilst serving in the RAN). The appropriate authority will be informed and his disposal determined by the Australian Commonwealth 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 or of 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 1 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, eg, 'A1/- in fourteen days' may be given, but the finding is always to be qualified to show that the category in the interval, eg, 'A1/- in fourteen days, until then At/-'.

52. When sick leave is recommended in the interim, the category is to read, eg, 'A1/- in fourteen days, until then At/-'.

53. The whole category as described is to be stated fully on Forms AF Med 23 and AM255z.

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, eg, '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:

Form No	*Occasions for Use*	*Method of Compilation*	*Disposal of Forms*
F Med 154 (Medical Officers report of Aircraft Accident or Incident) and Enclosures A, B, C, D, E and F	After an aircraft accident or incident	One copy to be completed and signed by the Medical Officer	Under cover of a letter to ACNB through the relevant Administrative Authority. After action in Navy Office the copy will be forwarded to the RAN School of Aviation Medicine RANAS Nowra
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

Form No	*Occasions for Use*	*Method of Compilation*	*Disposal of Forms*
AF Med 1 ..	a. When an Air Medical Board is held b. When required as in Paragraphs 29, 36 and 50	To be completed in full detail by Medical Officer presenting the case	Original to AF Med 4 Duplicate to MDG
AM 255z (*PM 133*)	When an Air Medical Board is held other than on entry	In duplicate completed and signed by the Medical Officer	Original to Administrative Authority. Duplicate to Secretary, Department of the Navy for DAPO/DGM
AF Med 1B ..	For Ophthalmic Specialists examination of aircrew in duplicate	Completed by Ophthalmic Specialist	Original to Medical Director-General, Duplicate to AF Med 4
AF Med 1C ..	For ENT Specialists examination of aircrew in duplicate	Completed by ENT Specialist	Original to Medical Director-General. Duplicate to AF Med 4
AM 5 (*PM 103*)	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, eg, 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 individuals 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 AF Med 154 and enclosures A, B, C, D, E and F will be issued without demand.

SECTION V—MEDICAL STANDARDS FOR MEMBERS OF NAVAL AIRCREW
(*See also* Section IX)

Flying Medical Categories

61. The following flying medical categories are required on entry or transfer to aircrew duties:

a. As pilot—A1/-, ie, fit for full flying duties as a pilot.

b. As observer, which operator, seaman UC (Air)—B1/-, ie, 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 inch minimum. 78 inch maximum.
Leg length (pilots only)	39 inch minimum.
Thigh length (pilots and observers)	26 inch maximum.
Weight	*See* Section VIII.

In no circumstances can a candidate for pilots 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. (*See also* Section IX.)

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 table:

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	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, eg, 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
	Esophoria	0–6 Prism D	
	Hyperphoria	0–1 Prism D	
Cover Test—Recovery must be rapid			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

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 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 corrected lenses (two pairs clear, and one pair tinted Crookes B2 or equivalent). When ready, the spectacles should be obtained from the suppliers and taken by the member concerned to the naval ophthalmic specialist for checking and certification.

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', eg, '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 12 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 members 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 feet 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 feet 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 feet 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 Officers journal, aircrew are to be considered as part of the ships 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. The letters AME are to be recorded after the Flying Medical Category at Annual Medical Examinations, and SME after the Flying Medical Category for all other medical examinations.

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.

88. SECTION VIII—WEIGHT FOR HEIGHT

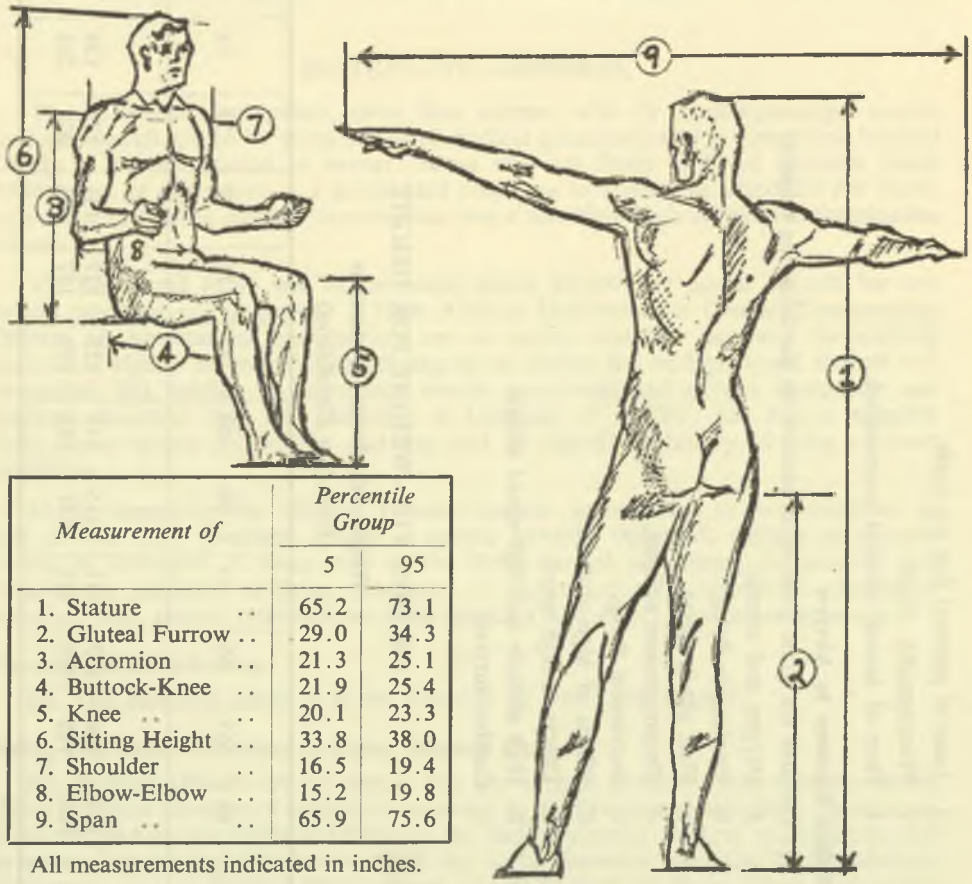
Weight Standards for Aircrew

(Including Candidates)

Height (Inches) ..	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Weight (Pounds)—															
Minimum	105	106	107	111	115	119	123	127	131	135	139	143	147	151	153
Maximum	160	165	170	175	181	186	192	197	203	209	214	219	225	230	235

SECTION IX—AIRCREW SELECTED FOR SKYHAWK TRAINING

89. All pilots are to be measured on the Anthropometric Device at the School of Aviation Medicine, HMAS ALBATROSS, and the results recorded on Form AF Med 7. Pilots selected for A4G training are to conform within the limits of the 5-95 percentile group. (These measurements are additional to those in Paragraph 63.) As the A4G Cockpit is designed to accommodate the measurements of the 5-95 percentile flying personnel the dimensions given are the critical minimum/maximum dimensions with which the pilot can safely fly the aircraft. The names of those pilots whose measurements are not within the 5-95 percentile group are to be reported to Navy Office, copy to the Medical Director-General.



Measurement of	*Percentile Group*	
	5	95
1. Stature ..	65.2	73.1
2. Gluteal Furrow ..	29.0	34.3
3. Acromion ..	21.3	25.1
4. Buttock-Knee ..	21.9	25.4
5. Knee	20.1	23.3
6. Sitting Height ..	33.8	38.0
7. Shoulder ..	16.5	19.4
8. Elbow-Elbow ..	15.2	19.8
9. Span	65.9	75.6

All measurements indicated in inches.

90. ABR 1991 will be amended in due course.

91. Navy Orders 220 and 313 of 1966, 297 of 1967 and 341 of 1968 are hereby amended.

(MDG 327/251/6)

(*Navy Orders 220 and 313 of 1966, 297 of 1967 and 341 of 1968*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 420-424/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
23 June 1969.

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

By direction of the Naval Board,

L. 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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17252/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

420 Accidents—Power-operated Directors, Turrets and Mountings—Safety Precautions.

SECTION 4—EQUIPMENT, STORES AND SERVICING

421 Alteration and Addition Item—HMAS DIAMANTINA.

422 Alteration and Addition Item—HMAS STUART.

423 Boilers—Mountings—Babcock and Wilcox Type G9A Hand Operated Soot-blowers—Type 12 Destroyer Escorts.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

424 Removal of Government Property From Naval Establishments—Use of Form AD460 (KP104).

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

420—Accidents—Power-operated Directors, Turrets and Mountings—Safety Precautions

1. 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.

5. Navy Order 477 of 1966 is hereby cancelled.

(DWE 177/201/8)

(*Navy Order 477 of 1966*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

421—Alteration and Addition Item—HMAS DIAMANTINA

The following Alteration and Addition Item is approved to be carried out in HMAS DIAMANTINA:

Class List Item Number 649 (Ex TDL 'NRAI').

a. *Item:* '(1) Site a 6 foot Bain-Marie forward, extend servery openings to 6 feet wide with roll up shutter.

(2) Make provision for siting deep freeze against forward bulkhead of cross passage.

(3) Remove the cupboard and open racks adjacent to baking ovens and fit a 6 ft 6 in long, stainless steel topped, preparation bench with three roll out cereal bins under. Fit a 15 inch wide, bread cooling shelf over.

(4) Replace the centre table with a 5 ft × 3 ft work bench with implement stowage cupboards under.

(5) Extend the stainless steel draining bench forward to join Bain-Marie, fit additional storage cupboards under the bench area.'

b. Weight compensation is not required for the item, however, details of weight variations are to be reported to Navy Office on completion of the work.

(CNTS 1224/56/204)

UNCLASSIFIED

422—Alteration and Addition Item—HMAS STUART

Navy Order 130 of 1968 is to be amended as follows:

Delete the item as worded and *substitute* in lieu:

a. *Item:* 'a. To modify the exhaust ventilation system to the Wardroom Galley as follows:

(1) Existing 7½ inch centrifugal fan to be replaced by a 10 inch centrifugal fan.

(2) Trunking to be resized and air-flow restrictions at bends to be reduced to a minimum.

(3) Gauze filter to be replaced by a Vokes filter.

(4) Adequate trunk cleaning facilities to be introduced.

(5) Exhaust fan controller to be sited outside galley and adjacent to galley door.

b. To modify the supply ventilation to the Wardroom Galley as follows:

(1) To fit an Additional 7½ inch centrifugal fan.

(2) Associated trunking to be fixed and arranged in accordance with air-conditioning general handbook Vols 1 and 2, Section J.'

c. Sub-Paragraphs b, c and d are *to read* c, d and e respectively.

(CNTS 1224/73/223)

(*Navy Order 130 of 1968*)

UNCLASSIFIED

423—Boilers—Mountings—Babcock and Wilcox Type G9A Hand Operated Soot-blowers—Type 12 Destroyer Escorts

(*DCI (RN) 146 of 1969*)

1. Failures of Babcock and Wilcox soot-blowers in the above class of ships frequently occur due to either incorrect operation or slacking back of the securing devices.

2. The following actions are to be taken by dockyards through Defect Lists, by reference to the following drawings:

HMAS YARRA, HMAS PARRAMATTA, HMAS STUART, HMAS DERWENT — MAB-1-7.

HMAS SWAN — MGB-1-4.

a. ⅜ inch BSW Nyloc self-locking nuts (AP 0214/120-2816) are to be fitted in lieu of ⅜ inch BSW faced nuts (Item 010B of relevant drawing).

b. ½ inch spring or tab washers are to be used to secure trigger bracket set pins (Item 048 of relevant drawings).

c. Circular tally plates, engraved with the following information, are to be fitted to the handwheels:

(1) Number of Soot-blower.

(2) Direction of rotation.

3. These modifications are being incorporated in HMAS TORRENS during construction.

(ACDC 1224/51/394)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

424—Removal of Government Property From Naval Establishments—Use of Form AD460 (KP104)

1. Government stores or equipment are not to be removed from a naval establishment except on the written authority of an officer on Form AD460 (KP104), 'Pass Note for Government Property'.

2. In the case of stores or equipment on charge to a particular officer in the establishment (eg, storekeeping officers) the form is to be signed by the officer concerned personally or by an officer who has been delegated to sign on his behalf.

3. In the case of stores or equipment owned by some other authority, such as the Department of Works, or visiting ships, the form is to be signed by a responsible officer of that authority or ship.

4. The detailed procedure for preparation and use of Pass Notes, Form AD460 (KP104) is as follows:

a. Government stores or equipment, or any items of stores or equipment of a description similar to such articles and which are not covered by 'Private Property Passes' (Form KP100), are permitted to be removed from an establishment only on the authority of a Pass Note, Form AD460 (KP104), signed by authorised officers as indicated in Paragraphs 2 and 3.

b. Forms AD460 (KP104) are to be prepared in duplicate and are to show time and date, consignee or destination of the items, description and quantity of the items, signature of the person removing and where a vehicle is used the registered number of the vehicle. Before signing, the responsible officer is to satisfy himself that a valid reason for removal exists and is to endorse the form with a brief reference to any written authority, eg, Sales

Authority Number, Local Purchase Order Number, etc, or when no such written authority is available, then with brief particulars of the reason for removal.

c. Where a number of items are being removed and full details are shown on Store Vouchers in the possession of the person removing them, a reference to the registered numbers of the Stores Vouchers may be entered on the Pass Note in lieu of a detailed description of the items.

d. Where packaged items are being removed under authority of a Bill of Lading, Shipping/Interim Receipt Note for Stores or Consignment Note, a copy of which is in the possession of the person removing them, a reference to packing or case numbers only should be shown on the Pass Note for items which cannot be visually checked without opening the cases. The relevant Bill of Lading, etc, numbers are also to be shown.

e. Copy No 1 of the Pass Note is to be handed by the authorising officer to the person removing the items who is to surrender it with the items to the Naval Dockyard Police constable or Regulating Sailor at the establishment gate for checking. The police constable or Gangway Staff is to retain this copy.

5. Internal distribution of the books of forms in ships and establishments is to be controlled by the Supply Officer or other authorised officer.

(D/O & M 464/55/33)

Navy Orders 230-285 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 425-433/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7 July 1969.

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

By direction of the Naval Board,

L. 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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17539/69

CONTENTS

No — *Title*

SECTION 2—PERSONNEL

425 Personnel Records—Shipboard Arrangements.

426 Certificate of Discharge for Sailors (Form PH100).

SECTION 3—OPERATIONAL AND TRAINING

427 Manhandling Techniques.

SECTION 4—EQUIPMENT, STORES AND SERVICING

428 Alteration and Addition Item—HMAS STALWART.

429 Dielectric Shields—Failures.

430 HMA Submarines—Lists of Equipment, Etc.

431 Machinery Spares—Application of Reduction Factor During SOAP and New Construction in HMA Ships.

432 Supply Operations Assistant Programme (SOAP) Signing of Stores Demand and Return Vouchers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

433 Colours of Covers for Official Publications.

Section 2

PERSONNEL

UNCLASSIFIED

425—Personnel Records—Shipboard Arrangements

1. With the introduction of EDP independent running it is intended that use of the Service Certificate, Form AS459, its cover, Form AS459A and certain enclosures will be discontinued. A sailors service documents will then consist of Form PH14—Sailors Service Record (ANO 302/69 is relevant), supplemented by the following forms:

*Form PH108	..	Divisional Officers Record Sheet (previously Form AS264).
Form PH109	..	Divisional Officers Record Sheet (Remarks) (previously Form AS264a). This form is to be completed by Divisional Officers only until the sailor is promoted to Able Seaman or Acting Artificer 2nd Class.
Form PE102	..	Application for Test and Report of Result (previously Form AS442). This form is to be destroyed on promotion to Leading Rank, Petty Officer or Chief Petty Officer as appropriate.
*Form PH110	..	Training and Employment Record—Recruits and Ordinary Seamen. This form is to be destroyed on promotion to Able Rank.
*Form PH22	..	EDP Leave Record (ANO 300/69).
Form PA109	..	Status Advice Note.
Form PA25	..	Qualification Advice Note.
Form PD100 (duplicate copy)	..	Disciplinary Charge Sheet and Punishment Record (previously Form AS241).

* Indicates a new or revised form.

2. Forms PH108, PH110 and PE102 will be distributed without demand in the near future. They are to be introduced progressively during parallel running (ANO 302/69) by transcribing information from existing forms as follows:

Form PH108	..	AS264.
Form PH110	..	History Sheets and Form AS3139.
Form PE102	..	AS442.

Form AS264a need not be transcribed but is to be retained until the sailor is promoted to Able Seaman or Acting Artificer 2nd Class when it is to be destroyed. This form is now obsolete, however, and it is not to be used in future. Stocks of Form PH109 should be demanded in the normal manner.

3. After transcription, use of Forms AS264, AS442, AS3139, and History Sheets for Ordinary Seamen and Recruits is to be discontinued.

4. All of the forms listed in Paragraph 1. of this order, with the exception of Forms PH22 and PD100 (duplicate copy), are to be retained by the Divisional Officer. Form PH22 is to be maintained in the Regulating Office and Form PD100 (duplicate copy) in the Ships or Personnel Office in accordance with ANO 300/69 and RI 2091A respectively.

5. All forms to be accommodated in the Divisional Officers binder, with the exception of Forms PA109 and PA25, are of identical size and pre-punched to suit the two ring construction of the binder. Forms PA109 and PA25 are smaller forms but are also punched to suit the binder.

Procedure on Posting of Sailors

6. Subsequent to receipt of this navy order, a sailor proceeding to take up a new posting is to be handed one copy of Form PH14—Sailors Service Record and Form PH22—Leave Record (if received). These copies are to be presented to the Ships Office or Personnel Office of the new ship or establishment for temporary use pending receipt of new print-outs from Navy Office (new records are issued each time a posting gain is processed at the EDP centre). The other forms held by the Divisional Officer are to be returned to the appropriate office for onward transmission to the new ship.

Note: Until independent running commences these documents are to be accompanied by the Service Certificate. Form PD100 (duplicate copy) and the other copy of Form PH14 (ANO 302/69) are to be destroyed.

7. With the introduction of the above procedure, the requirement contained in RI Article 1062 for each sailor to inspect his Service Certificate annually is cancelled. Instead the sailor is to inspect the initial Form PH14—Sailors Service Record received in the ship or establishment after he has joined. The primary purpose of this inspection is to verify details of next-of-kin and other personal particulars.

8. A similar procedure to that outlined in Paragraphs 7. and 8. above in regard to the transfer of the Service and Leave Records and inspection of the initial Service Record received in the ship or establishment is also to apply to officers.

9. Instructions for disposal of the Service Certificate will be issued nearer the date of independent running. The existing Divisional Officers binder Form AS264B is to be returned to the Superintending Victualling Store Officer when no longer required.

10. Chapter 10 of RI (Personal Records) is in course of amendment and will be issued in sufficient time to enable ships and establishments to familiarise themselves with its contents before independent running commences.

(HPB 302/1/21)

(*Navy Orders 300 and 302 of 1969*)

UNCLASSIFIED

426—Certificate of Discharge for Sailors (Form PH100)

1. Consequent on the decision to discontinue use of the Service Certificate (*see* Navy Order 425 of 1969 immediately preceding this Navy order) it is intended to issue all sailors who are discharged after the commencement of EDP independent running with Certificates of Discharge (Form PH100).

2. The Certificate will be prepared in Navy Office and forwarded without demand to the sailors Commanding Officer for handing to the sailor. Where this is not possible, as for example in the case of a sailor who is discharged at short notice, the certificate will be forwarded to the sailors address on discharge by registered post as early as possible.

3. A copy of the Certificate of Discharge, which is printed on white ledger paper size 8 inches × 6 inches with the badge of the RAN superimposed in light blue (shown as light grey in navy order), appears as Annex A. The box headed 'Type of Discharge' will be completed in accordance with the following table:

Cause of Discharge	*Notation on Certificate of Discharge*
a. Invalidity	Honourable
b. Disability Present on Entry	Honourable
c. Free Discharge	Honourable
d. Promoted to Commissioned Rank	Honourable
e. Fraudulent Entry	Unsuitable
f. Unsuitable	Honourable or Unsuitable*
g. Services No Longer Required	Unsuitable
h. Dismissed	Dishonourable
i. Expiration of Engagement	Honourable

* Discharge unsuitable under RI 0887 (4) and (5) will be recorded as 'Honourable' on the certificate of discharge. Discharge unsuitable under RI 0887 (6) will be recorded as 'Unsuitable' on the certificate of discharge.

4. RI will be amended in due course.

5. The following are the general entitlements of sailors being discharged:

Reason for Discharge	*General Entitlements*
Engagement Expired Unsuitable Discharge Free Under the Naval Defence Act Section 25A Disability present on entry	Travel Warrant Travelling Allowance Removal Accrued leave *See* ABR 5020 Naval Pay Instructions
Fraudulent Entry	Accrued leave
Invalided (PUNS, BNPS) except for causes within own control	Travel Warrant Travelling Allowance Removal Accrued leave *See* ABR 5020 Naval Pay Instructions
Invalided (PUNS, BNPS) for causes within own control	Travel Warrant Travelling Allowance Accrued leave *See* ABR 5020 Naval Pay Instructions
SNLR	Travel Warrant Travelling Allowance Removal (In certain circumstances) Accrued leave (from previous leave year only) *See* ABR 5020 Naval Pay Instructions

Reason for Discharge	*General Entitlements*	
Dismissal	Travel Warrant Travelling Allowance	*See* ABR 5020 Naval Pay Instructions
At own request before completing twenty years continuous service	Removal Travel Warrant	Providing 3 years service completed and discharge is because of compassionate circumstances relating to family matters
	Travelling Allowance Accrued leave	
At own request after completing twenty years continuous service	Travel Warrant Travelling Allowance	*See* ABR 5020 Naval Pay Instructions
	Removal	Where removal has not been effected within 12 months of date of discharge, except where discharge is on compassionate grounds for family reasons
	Accrued leave	

6. On date of cessation of pay and eligibility for payment in lieu of furlough and extended leave *see* ABR 5020 Naval Pay Instruction. On payment of DFRB benefits *see* RI 4821.

ANNEX A

PH 100
(1969)

ROYAL AUSTRALIAN NAVY

CERTIFICATE OF DISCHARGE

Surname		Given Names	
Rank		Personal No.	Amount of Effective Service Years / Days
Date of Birth		Place of Birth	
Date of Entry	Date of Discharge	Type of Discharge	
Seniority		Conduct Assessment	
Decorations and Medals			
Period of War Service Years / Days		Periods of Special Service Areas	Years / Days
Special Qualifications		Signature of Recipient	

.....
Chief of Naval Personnel

.....19.....
Date

(HPB 320/1/4)

(*Navy Order 425 of 1969*)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

427—Manhandling Techniques

1. 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 method 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 weightlifter 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.

6. Navy Order 379 of 1966 is hereby cancelled.

(D of T 311/3/31)

(*Navy Order 379 of 1966*)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

428—Alteration and Addition Item—HMAS STALWART

The following Alteration and Addition Item is approved to be carried out in HMAS STALWART:

Class List Item Number 13 (Ex TDL 'L').

a. *Item:* 'To install an automatic level controller to "Victor" oily water separator.'

b. Weight compensation will not be required for the item.

c. *Reference:* HMAS STALWARTs Form AS1182 (TG103) TDL 'L' dated 12 September 1968 forwarded under cover of FOCAF Memorandum dated 24 September 1968.

(CNTS 1228/53/63)

UNCLASSIFIED

429—Dielectric Shields—Failures

1. There have been recent instances of failure of Dielectric Shields fitted to HMA ships, particularly after ships have been docked at non-naval dockyards.

2. Defective areas in shields caused by faulty application of materials will be subject to high current density with consequent development of highly alkaline conditions at the metal face, loss of cathodic protection and localised hull corrosion.

3. The attention of ships and authorities concerned is drawn to the necessity for correct hull preparation and the secure bonding of shield material to the hull in accordance with ABR 5023 (Cathodic Protection Manual). When ships are docked in non-naval dockyards, Naval Overseers and ships officers are to ensure that the dockyards are fully aware of the approved procedures and that these are rigidly enforced.

4. Regular examination of Dielectric Shields to detect non-adhesion and build up of calcareous deposits should be carried out by divers wherever practicable.

(DMED 1211/52/193)

UNCLASSIFIED

430—HMA Submarines—Lists of Equipment, Etc

1. Quadruplicate copies of Lists of Equipment, etc, for HMA submarines are in future to be distributed to the Principal Overseer, Cockatoo Dockyard.

2. ABR 4 Article 3515 will be amended in due course.

DSAP (400/62/1893)

UNCLASSIFIED

431—Machinery Spares—Application of Reduction Factor During SOAP and New Construction in HMA Ships

1. Machinery Spare Gear is currently allowed to HMA ships on the basis of a specified quantity for each individual type of equipment fitted in the ship. Identical components are fitted in a number of different types of equipments, thus a particular item may be fitted in say 10 different types of equipment. Each equipment, considered individually, requires on board support. Where 1 No is allowed as a spare for each of the 10 separate equipments, a total allowance of 10 No would be provided under current arrangements. Past experience may indicate, however, that very few of these items become unserviceable and actual usage of the spares may be say only 1 or 2 over a period of years.

2. It has been decided that, in future, a reduction factor will be applied to these allowances during SOAP. This reduction factor is to be:

> The highest single allowance plus an amount generally equal to an average 12 months usage (the latter amount to be varied as necessary having regard to any unusual features known to the SOAP Team or Ships Officers).

3. In the case of new construction, the usual procedure would be to load the ships with the complete outfit of stores as outlined in Paragraph 1. above. At the first SOAP after 2-3 years many of these stores would be landed using the reduction factor outlined above.

4. Planning is proceeding in conjunction with EDP for a system similar to that in operation in the USN, whereby a computerised allowance, based on total ships population of an item and various other factors, will be calculated. This is, of necessity, a long term project, particularly for Machinery Spares, and it is not expected that the system will be available for current new construction.

5. As an interim measure for HMA Ships SWAN and TORRENS the reduction factor used by MOD (Navy) for new construction is to be applied. This is—the total

of the individual allowances plus the highest single allowance divided by two—eg, if there are four types of equipment each containing an identical component and the allowances of support spares of these equipments are:

1st Equipment	6
Remaining three equipments	2 each
Total of individual allowances	12
+ Highest single allowance	6
	18
	2 ÷
Reduced allowance	9

6. List of Equipment, etc, will continue to show the individual allowances for the various equipments. Details of the reduced allowances will be supplied to Ships Officers by the SOAP Team or the Commissioning Party.

7. ABR 4 Chapter 39 will be amended in due course.

(DSAP 1100/51/36)

UNCLASSIFIED

432—Supply Operations Assistance Programme (SOAP) Signing of Stores Demand and Return Vouchers

1. The instructions detailed in ABR 4 Articles 3808 and 3809 provide for Stores Demands, and Stores Return Vouchers (raised during SOAP) to be signed by the responsible ships Accounting Officer. The authority for signing these vouchers has now been extended to the OIC SOAP, to sign on behalf of the Store Accounting Officer.

2. ABR 4 will be amended in due course.

(DSAP 302/2/77)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

433—Colours of Covers for Official Publications

1. Where practicable, the covers of all RAN publications are to be coloured according to security classification as follows:

SECRET	: Pink
CONFIDENTIAL	: Light Green
RESTRICTED	: Light Blue
UNCLASSIFIED	: Light Grey

2. The covers of existing publications need not be replaced.

(CEO (GS) 465/1/1393)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

ANOs 434-440/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
14 July 1969.

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

17716/69

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
434	RI—List of Navy Orders Affecting.
	SECTION 2—PERSONNEL
435	Annual Medical Examination of Dockyard Police.
436	Short Term Duty Travelling Allowance.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
437	Electronic Warfare—Equipment Type AN/SLR-2—Fitted in HMA Ships—Painting of Radomes.
438	Pumping, Flooding and Draining—Machinery Spaces—From Bilge Water Clearance Systems.
439	Stores General—Group Classes—Various—Transfer to NATO Group Classes and Re-identification—Transceiver MTR-1.
	SECTION 7—CANCELLED LIST
440	Cancellation of Navy Orders.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

434—RI—List of Navy Orders Affecting

With reference to Page iv of RI, the following list shows those Navy Orders in force on 30 April, 1969 which amend or amplify RI (as corrected up to Amendment No 17):

RI Article	*Navy Order*
Chapter 5	16/1967, 95/1967
Chapter 10	44/1969
1001	735/1968
1022	706/1968
1071	257/1968
Chapter 10 Sections 111-IV	811/1968
1232	634/1967, 525/1967
1239	525/1967
1602	237/1968
1661	171/1968
1702	337/1968
1734	489/1968
1842	445/1967
Chapter 18 Sections VI-VIII	542/1967
Chapter 19, Part II	816/1968
Chapter 20, Part III	
2039C	272/1968
Chapter 29 Part IV	508/1968
3509	606/1968
4505	111/1969
Chapter 53	432/1968, 22/1969
56015	808/1968, 116/1968
6261	281/1967
Appendix 1D	430/1968
Appendix 4A	323/1966
Appendix 4B	535/1967, 497/1966
Appendix 5A	498/1966, 14/1967, 88/1968
Appendix 26B	493/1967
Appendix 29A	468/1968
Appendix 45A	136/1967, 535/1967

(CEO (GS) 465/3/4)

Section 2

PERSONNEL

UNCLASSIFIED

435—Annual Medical Examination of Dockyard Police

1. 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. Navy Order 487 of 1966 is hereby cancelled.

(MDG 327/53/30)

(*Navy Order 487 of 1966*)

UNCLASSIFIED

436—Short Term Duty Travelling Allowance

1. The rates of Short Term Duty Travelling Allowance as shown in NPI 209/1 have been varied. In the future these rates will only be promulgated by Navy Order and in due course will be withdrawn from the Naval Pay Instructions. The conditions governing payment of this allowance will remain in the Naval Pay Instructions. Accordingly, Tables A, B, and C are consolidated hereunder:

TABLE A

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LT CMDR, LT CMDR (SD) or Relative Rank*	*CDRE and Above*
Argentina ..	$A ..	17	20	23
Austria	Schillings ..	500	600	700
Bahrain ..	Dinars ..	18.500	20.000	21.500
Belgium ..	Francs ..	1,000	1,150	1,300
Brazil	$A ..	21.50	24.00	26.00
Britain	£Stg ..	5.15.0	7.5.0	9.0.0
Burma	Kyats ..	95	105	115
Canada	$Can ..	24	27	30
Caribbean Area (except Trinidad and Tobago):				
15 Dec to 15 Apr	$A ..	22.00	24.50	27.00
16 Apr to 14 Dec	$A ..	17.50	20.00	22.50
Ceylon	Rupees ..	115	118	121
Chile	$A ..	18	21	24
Denmark ..	Kroner ..	165	190	215
UAR Egypt ..	£Eg ..	8.550	10.440	12.250
Fiji	$F	14.00	14.50	15.00
Finland ..	FMks ..	90	105	120
France	Francs ..	115	130	150
Germany ..	Marks ..	69	75	81
Ghana	New Cedis ..	26.50	27.50	28.50
Greece	Drachmae ..	500	620	750
Hong Kong ..	$HK ..	110	125	140
India:				
Bombay, Calcutta and New Delhi	Rupees ..	130	140	150
Ireland	£Irish ..	5.15.0	7.5.0	9.0.0
Israel	£Is ..	65	77	92
Italy	Lire ..	11,500	13,000	15,000

TABLE A—*continued*

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LT CMDR, LT CMDR (SD) or Relative Rank*	*CDRE and Above*
Kenya	EA shgs ..	152	161	169
Laos	Kips ..	10,150	10,650	11,100
Lebanon ..	£Leb ..	66	78	93
Malaysia ..	$M ..	62	67	75
Malta	£Stg ..	7.3.0	7.13.0	8.5.0
Mexico	Pesos ..	270	300	330
Netherlands ..	Florins ..	68	76	84
New Zealand ..	$NZ ..	13.50	15.50	17.50
Nigeria	£N ..	6.10.0	7.15.0	8.15.0
Norway	Kronor ..	155	180	205
Pakistan ..	Rupees ..	110	120	130
Peru	$A ..	23.50	27.00	30.00
Philippines ..	Pesos ..	65	78	91
Singapore ..	$S	72	82	93
South Africa:				
Johannesburg ..	Rand ..	16.30	17.50	18.80
Elsewhere ..	Rand ..	11.80	12.50	13.20
South Vietnam ..	Piastres ..	4,250	4,700	5,050
Spain	Pesetas ..	930	1,090	1,250
Sweden ..	Kronor ..	118	133	148
Switzerland ..	Francs ..	95	100	110
Taiwan	$NT ..	700	780	860
Tanzania ..	EA Shgs ..	150	158	165
Thailand ..	Baht ..	400	480	560
Timor	$A ..	16.00	17.00	18.00
Trinidad and Tobago ..	$TT ..	39	44	50
USA	$US ..	24	27	30
Yugoslavia ..	New Dinars ..	245	295	335

TABLE B

Cambodia ..	Riels ..	715	770	825
India:				
(other than Bombay, Calcutta and New Delhi) ..	Rupees ..	40	45	50
Indonesia ..	$A ..	13.50	15.50	17.50
Japan	Yen ..	4,950	5,400	5,850

TABLE B—*continued*

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LT CMDR, LT CMDR (SD) or Relative Rank*	*CDR E and Above*
New Caledonia ..	CFP Francs ..	900	960	1,050
South Korea ..	Won ..	3,100	3,300	3,500
USSR	Roubles ..	12	13	14
TABLE C				
Nauru	$A ..	2.00	2.25	2.50
Other Countries ..	$A ..	3.00	3.75	4.50

2. The effective dates for changes in rates or inclusion in a new table in the above tables are as follows:

a. Fiji—from 16 August, 1968.

b. New Caledonia—from 18 December, 1968.

c. Nauru—from 20 December, 1968

d. Denmark, Finland, Netherlands, Norway, and Sweden—from 7 January, 1969.

e. Cambodia, Indonesia, Laos, Malaysia, Singapore, South Vietnam and Timor—from 14 January, 1969.

3. Navy Order 25 of 1969 and the rates shown in Navy Order 232 of 1969 are hereby cancelled.

(HPB 252/7/26)

(*Navy Orders 25 and 232 of 1969*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

437—Electronic Warfare—Equipment Type AN/SLR-2—Fitted in HMA Ships—Painting of Radomes

1. 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 EN39 Enamel, Epoxy, black.

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.

5. Navy Orders 152 of 1966 and 482 of 1967 are hereby cancelled.

(ACDC 400/2/492)

(*Navy Order 152 of 1966 and 482 of 1967*)

RESTRICTED

438—Pumping, Flooding and Draining—Machinery Spaces—From Bilge Water Clearance Systems

Navy Order 381 of 1969 is to be amended as follows:

Paragraph 2, Line 1:

Amend 'unattached' *to read* 'unattended' in lieu.

(ACDC 1211/251/161)

(*Navy Order 381 of 1969*)

UNCLASSIFIED

439—Stores General—Group Classes—Various—Transfer to NATO Group Classes and Re-identification—Transceiver MTR-1

1. Transceiver MTR–1, components and accessories have been re-identified and transferred to appropriate NATO Group/Classes as detailed in Annex 'A'.

2. Annex 'B' includes details of fitted items and their respective RAN preferred spares.

3. Action is to be taken to adjust accounts in accordance with ABR4 (RAN Storekeeping Manual), Article 1815.

4. ABR 5074 will be amended and Change Sheets for respective Group/Classes issued accordingly.

ANNEX A

Old Stock No	*Pye Part No*	*Prime Mfrs Code and Part No*	*New Stock Number*		*Description*	*Denom*	*Acctg Classification*
			Group Class	*Catalogue No*			
—	—	Z0163 ABR5045 ..	—	—	Manual, Technical	No	—
0558/L24396 ..	35–140 ..	—	5965	66–017–1069	Headset, Electrical	No	P
0558/L26789 ..	36–109 ..	—	5805	66–019–2210	Key, Telegraph	No	P
0558/L28785 ..	41–200 ..	—	5965	66–018–2029	Microphone, Magnetic ..	No	P
0561/L14459 ..	D500/A76	—	5995	66–018–2031	Cable Assembly, Special Purpose, Electrical	No	P
0628/L10462 ..	2–196 ..	—	5820	66–018–2032	Antenna	No	C
0628/L12871 ..	D500/130 ..	—	8105	66–019–6435	Bag, Cotton, Duck ..	No	C
0628/L21774 ..	D500/A75..	—	5820	66–018–2034	Dummy Load, Electrical ..	No	P
0628/L42666 ..	D500/A82..	—	5975	66–018–2033	Rod, Ground	No	C
0635/L33544 ..	MTR1 ..	—	5820	66–016–1978	Radio Set	No	P
0557/L29044 ..	40–183 ..	Z0100 SH–SR–18 ..	6625	66–018–9260	Meter, Arbitrary Scale ..	No	P
0558/972–9307	69–220 ..	U0308 T24/201/3 ..	0558	5965–99–972–9307	Loudspeaker, Permanent Magnet	No	C
0559/012–0231	34–160 ..	U0154 L1382 .. Z0517 L1382	0559	5920–99–012–0231	Fuseholder	No	C
0559/L23020 ..	34–105 ..	U0154 L1055/10 .. Z0517 L1055/10	0559	5920–99–940–2085	Fuse-link, Electrical ..	No	C
0559/L45743 ..	133–128 ..	U0154 L1001/425 .. Z0517 L1001/425	0559	5940–99–913–4991	Terminal, Screwed Head ..	No	C
0559/L45744 ..	133–129 ..	U0154 L1001/15U .. Z0517 L1001/15U	0559	5940–99–933–0216	Terminal, Screwed Head ..	No	C
0567/L42285 ..	138–119 ..	—	5930	66–019–2206	Detent, Switch	No	C
0567/L42286 ..	283514 ..	—	5930	66–019–2179	Switch, Rotary	No	C
0567/L42287 ..	75–135 ..	—	5930	66–019–2163	Switch, Rotary	No	C
0567/L42288 ..	155–105 ..	—	5930	66–018–9203	Switch, Rotary	No	C
0567/L42289 ..	138–117 ..	—	5930	66–018–9204	Switch Section, Rotary ..	No	C
0567/L42290 ..	138–118 ..	—	5930	66–018–9205	Switch Section, Rotary ..	No	C
0567/L42291 ..	72–110 ..	—	5930	66–019–2164	Switch Sub-assembly ..	No	C
0567/L42292 ..	138–121 ..	—	5930	66–019–2205	Detent, Switch	No	C
0567/L42293 ..	138–120 ..	—	5930	66–019–6401	Switch Section, Rotary ..	No	C
0567/L42294 ..	283187 ..	—	5930	66–019–6402	Switch Section, Rotary ..	No	C
0567/L42295 ..	138–122 ..	—	5930	66–019–2159	Switch Section, Rotary ..	No	C
0567/L42296 ..	138–123 ..	—	5930	66–019–2160	Switch Section, Rotary ..	No	C
0567/L42297 ..	138–124 ..	—	5930	66–019–2161	Switch Section, Rotary ..	No	C
0567/L42298 ..	138–125 ..	—	5930	66–019–2162	Switch Section, Rotary ..	No	C
0567/L42313 ..	70–317 ..	D8351 100NT ..	5930	66–018–5216	Switch, Toggle	No	C
0567/L42314 ..	70–329 ..	D8351 101NT ..	5930	66–018–5214	Switch, Toggle	No	C
0567/L45809 ..	70–339 ..	D8351 133NT ..	5930	66–018–5215	Switch, Toggle	No	C
0568/L30113 ..	48–214 ..	U0928 P73 ..	5935	66–018–6098	Connector, Receptacle, Electrical	No	C
0568/L42843 ..	67–304 ..	Z0514 X2/UG ..	5935	66–019–6430	Socket, Crystal	No	C
0568/L50119 ..	67–279 ..	—	5935	66–019–2214	Socket, Relay	No	C
0568/L50121 ..	48–235 ..	Z0514 XP12 ..	5935	66–018–9262	Connector, Receptacle. Electrical	No	C
0568/L50122 ..	67–381 ..	U0928 J30	5935	66–018–4193	Jack, Telephone	No	C
0568/L50123 ..	48–178 ..	U0928 P427 ..	5935	66–018–4192	Connector, Receptacle, Electrical	No	C
0568/L50125 ..	67–379 ..	Z0514 XS12 ..	5935	66–018–9263	Connector, Receptacle, Electrical	No	C
0621/— ..	QQV03/10..	—	0621	5960–99–000–2798	Valve, Electronic	No	C
0621/— ..	M8082 (CV 4063)	—	0621	5960–99–000–4063	Valve, Electronic	No	C
0621/L48614 ..	OA95 ..	—	0621	5960–99–037–2017	Semi-conductor Device, Diode	No	C
0621/L48866 ..	1N2094 ..	—	No longer manufactured (*See* preferred spare)		Semi-conductor Device, Diode	No	C
0621/L48902 ..	ASZ17 .. OC35	—	0621	5960–99–037–2159	Transistor	No	C
0627/L17878 ..	11–337 ..	—	5950	66–019–2207	Coil, Radio Frequency ..	No	C
0627/L17879 ..	279051 ..	—	5950	66–018–9257	Coil, Radio Frequency ..	No	C
0627/L17880 ..	279022 ..	—	5950	66–018–9258	Coil, Radio Frequency ..	No	C

ANNEX A—*continued*

Old Stock No	*Pye Part No*	*Prime Mfrs Code and Part No*	*New Stock Number*		*Description*	*Denom*	*Acctg Classification*
			Group Class	*Catalogue No*			
0627/L17881 ..	276071 ..	—	5950	66–019–2180	Core, Adjustable Tuning ..	No	C
0627/L17987 ..	11–341 ..	—	5950	66–019–6436	Transformer, Radio Frequency	No	C
0627/L17988 ..	11–344 ..	—	5950	66–019–6437	Transformer, Radio Frequency	No	C
0627/L17989 ..	11–347 ..	—	5950	66–019–6438	Transformer, Radio Frequency	No	C
0627/L17990 ..	11–350 ..	—	5950	66–019–6439	Transformer, Radio Frequency	No	C
0627/L17991 ..	11–345 ..	—	5950	66–019–6441	Transformer, Radio Frequency	No	C
0627/L17992 ..	11–348 ..	—	5950	66–019–6442	Transformer, Radio Frequency	No	C
0627/L17993 ..	11–351 ..	—	5950	66–019–6443	Transformer, Radio Frequency	No	C
0627/L17994 ..	11–352 ..	—	5950	66–019–6447	Transformer, Radio Frequency	No	C
0627/L17995 ..	11–349 ..	—	5950	66–019–6446	Transformer, Radio Frequency	No	C
0627/L17996 ..	11–346 ..	—	5950	66–019–6445	Transformer, Radio Frequency	No	C
0627/L17997 ..	11–343 ..	—	5950	66–019–6444	Transformer, Radio Frequency	No	C
0627/L17998 ..	11–342 ..	—	5950	66–019–6440	Transformer, Radio Frequency	No	C
0627/L46993 ..	86–314 ..	—	5950	66–018–9259	Transformer, Power, Step-Down and Step-Up	No	C
0627/L46994 ..	85–174 ..	—	5950	66–019–2178	Transformer, Audio Frequency	No	C
0627/L46995 ..	17–103 ..	—	5950	66–019–6199	Transformer, Audio Frequency	No	C
0627/L46996 ..	D500/A7 ..	—	5820	66–018–9266	Transformer, Sub-assembly, Aerial Current	No	C
0627/L46997 ..	87–173 ..	—	5950	66–018–9206	Coil, Radio Frequency ..	No	C
0627/L46998 ..	83–128 ..	—	5950	66–019–6198	Transformer, Audio Frequency	No	C
0631/012–4728	665861 ..	U1857 DEF5132 (CMM3–Y)	0631	5910–99–012–4728	Capacitor, Fixed, Mica Dielectric	No	C
0631/016–7006	280038 ..	Z0113 E7876 ..	0631	5910–99–016–7006	Capacitor, Variable, Air Dielectric	No	C
0631/L18448 ..	5GH10–022	Z0030 CTR–A–NPO..	5910	66–019–6421	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L18465 ..	5GH10–027	Z0030 CTR–A–NPO..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L18541 ..	5GR5–068..	Z0030 CDS–B–N750..	5910	66–011–1497	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L18610 ..	5CA5–112..	Z0030 DFB601 ..	5910	66–017–2187	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18652 ..	5CA5–122..	Z0030 DFB604 ..	5910	66–017–2188	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18675 ..	5CA10–127	Z0030 DFB605 ..	5910	66–018–4157	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18711 ..	5CA10–139	Z0030 DFB607 ..	5910	66–019–6405	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18756 ..	5CA5–156..	Z0030 DFB609 ..	5910	66–017–2189	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18773 ..	5CA5–168..	Z0030 DFB610 ..	5910	66–017–2190	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18785 ..	5CA5–182..	Z0030 DFB611 ..	5910	66–017–2191	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18792 ..	5CC5–210..	Z0030 DFB212 ..	5910	66–017–2192	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18882 ..	5CC5–222..	Z0030 DFB216 ..	5910	66–021–2842	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L18894 ..	5CC5–227..	Z0030 DFB217 ..	5910	66–017–3716	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L19017 ..	5HO750–320	U1857 DEF5131 (CP31–K)	0631	5910–99–011–5504	Capacitor, Fixed, Paper Dielectric	No	C
0631/L19067 ..	5BA125–310	Z0113 C296AA/A10K	5910	66–016–3467	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L19404 ..	5BB16–710	Z0113 C426AM/E100	5910	66–017–7653	Capacitor, Fixed, Electrolytic	No	C
0631/L20023 ..	D500/A46..	—	5910	66–019–2212	Capacitor, Variable, Air Dielectric	No	C
0631/L20024 ..	20–139 ..	Not used	*See* 5910	66–019–6400	*See* Pye Pt No 20–141 ..	No	C
0631/L20248 ..	5BA400–247	Z0113 C296AC/A4K7	5910	66–017–3718	Capacitor, Fixed, Plastic Dielectric	No	C

ANNEX A—*continued*

Old Stock No	*Pye Part No*	*Prime Mfrs Code and Part No*	*New Stock Number*		*Description*	*Denom*	*Acctg Classification*
			Group Class	*Catalogue No*			
0631/L20249 ..	5BA400–410	Z0113 C296AC/A100K	5910	66–018–1388	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L20250 ..	5BA400–447	Z0113 C296AC/A470K	5910	66–017–2337	Capacitor, Fixed, Plastic Dielectric	No	C
0631/L20251 ..	5GH5–018..	Z0030 CTR–A–NPO..	5910	66–020–7781	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20252 ..	5GH5–068..	Z0030 CTR–B–NPO..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20253 ..	5AB20–122	Z0030 CTR–A–Y ..	5910	66–017–7139	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20254 ..	5GB10–110	Z0030 CTR–B–N750..	5910	66–016–4722	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20255 ..	5GZ00–310	Z0030 CDT–B–Z ..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20256 ..	5AD00–220	Z0030 CDS–A–Z ..	5910	66–016–3166	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20257 ..	5AA20–220	Z0030 CDS–C–Y ..	5910	66–019–6427	Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20258 ..	5AD20–233	Z0030 CDT–C–Y ..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20259 ..	5RC50–615	Z0030 ES5005 ..	5910	66–017–3745	Capacitor, Fixed, Electrolytic	No	C
0631/L20260 ..	5FB16–750	Z0030 ET4C ..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Electrolytic	No	C
0631/L20261 ..	5FB3–810 ..	Z0030 ET5C ..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Electrolytic	No	C
0631/L20262 ..	5GH5–027..	Z0030 CTR–A–NPO..	No longer manufactured (*See* preferred spare)		Capacitor, Fixed, Ceramic Dielectric	No	C
0631/L20264 ..	22–124 ..	Not used	*See* 5910	66–019–2212	*See* Pye Pt No D500/A46 ..	No	C
0631/L20266 ..	20–141 ..	—	5910	66–019–6400	Capacitor, Variable, Air Dielectric	No	C
0631/L20267 ..	5PC350–540	Z0071 W54/WP200 ..	5910	66–017–3741	Capacitor, Fixed, Paper Dielectric	No	C
0631/L20788 ..	5BB16–610	Z0113 C426AM E10..	5910	66–018–0979	Capacitor, Fixed, Electrolytic	No	C
0632/— ..	1JK5–239 ..	Z0030 RWV4J ..	0632	5905–99–011–3334	Resistor, Fixed, Wire Wound..	No	C
0632/— ..	1IG1–018 ..	U0019 109	5905	66–019–6432	Resistor, Fixed, Film ..	No	C
0632/— ..	1DA10–010	Z0084 BTS ..	0632	5905–99–022–1001	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–018	Z0084 BTS ..	0632	5905–99–022–1016	Resistor, Fixed, Composition	No	C
0632/— ..	1DF1–227..	Z0084 DCC–S ..	0632	5905–99–021–5735	Resistor, Fixed, Film ..	No	C
0632/— ..	1DF1–330..	Z0084 DCC–S ..	0632	5905–99–021–6316	Resistor, Fixed, Film ..	No	C
0632/— ..	1DG1–456..	Z0084 DCE–S ..	0632	5905–99–021–6607	Resistor, Fixed, Film ..	No	C
0632/— ..	1DA10–033	Z0084 BTS ..	0632	5905–99–022–1046	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–056	Z0084 BTS ..	0632	5905–99–022–1079	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–068	Z0084 BTS ..	0632	5905–99–022–1088	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–110	Z0084 BTS ..	0632	5905–99–022–1109	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–112	Z0084 BTS ..	0632	5905–99–022–1121	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–118	Z0084 BTS ..	0632	5905–99–022–1142	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–139	Z0084 BTS ..	0632	5905–99–022–1184	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–156	Z0084 BTS ..	0632	5905–99–022–1205	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–168	Z0084 BTS ..	0632	5905–99–022–1214	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–218	Z0084 BTS ..	0632	5905–99–022–2037	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–233	Z0084 BTS ..	0632	5905–99–022–2067	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–247	Z0084 BTS ..	0632	5905–99–022–2088	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–256	Z0084 BTS ..	0632	5905–99–022–2100	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–268	Z0084 BTS ..	0632	5905–99–022–2109	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–310	Z0084 BTS ..	0632	5905–99–022–2130	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–315	Z0084 BTS ..	0632	5905–99–022–2151	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–215	Z0084 BTS ..	0632	5905–99–022–2025	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–347	Z0084 BTS ..	0632	5905–99–022–2214	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–382	Z0084 BTS ..	0632	5905–99–022–3208	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–410	Z0084 BTS ..	0632	5905–99–022–3037	Resistor, Fixed, Composition	No	C
0632/— ..	1DA10–412	Z0084 BTS ..	0632	5905–99–022–3049	Resistor, Fixed, Composition	No	C

ANNEX A—*continued*

Old Stock No	*Pye Part No*	*Prime Mfrs Code and Part No*	*New Stock Number*		*Description*	*Denom*	*Acctg Classification*
			Group Class	*Catalogue No*			
0632/— ..	1DA10–433	Z0084 BTS ..	0632	5905–99–022–3100	Resistor, Fixed, Composition	No	C
0632/L35439 ..	26–156 ..	Z0086 BJNAR 50250F 58710	5905	66–018–9200	Resistor, Variable	No	C
0632/L35440 ..	28–118 ..	Z0086 BJNAR 10410SM 1074	5905	66–018–9201	Resistor, Variable	No	C
0632/L35441 ..	28–160 ..	Z0086 BJNAR 50250 SD20	5905	66–016–5492	Resistor, Variable	No	C
0632/L35693 ..	1ZA502 ..	Z0113 B8320 07P/47K	5961	66–017–2335	Resistor, Thermal	No	C
0632/L35694 ..	56–212 ..	—	6625	66–019–6448	Shunt, Meter	No	C
0632/L35695 ..	1JL5–050 ..	Z0030 2WL ..	5905	66–018–4190	Resistor, Fixed, Wire Wound..	No	C
0632/L35696 ..	56–213 ..	—	5905	66–019–6449	Resistor, Fixed, Wire Wound..	No	C
0632/L35697 ..	1ZA401 ..	Z0084 BW1/2 ..	5905	66–017–3708	Resistor, Fixed, Wire Wound..	No	C
0632/L35698 ..	1ZA503 ..	Z0113 38320 01A/4E..	5961	66–017–2336	Resistor, Thermal	No	C
0632/L35699 ..	1ZA405 ..	Z0084 CLA ..	5950	66–019–6434	Coil, Radio Frequency ..	No	C
0634/L38544 ..	50–310 ..	—	5945	66–019–2213	Relay, Armature	No	P
0635/L10671 ..	D500/A25..	—	5820	66–018–9264	Amplifier-Oscillator Sub-assembly	No	P
0635/L10672 ..	D500/A26..	—	5820	66–018–9265	Mixer Stage, Frequency ..	No	P
0635/L10673 ..	D500/A27..	—	5820	66–019–2154	Amplifier, Intermediate Frequency	No	P
0635/L10674 ..	D500/A28..	—	5820	66–019–2155	Amplifier-Detector	No	P
0635/L10675 ..	D500/A29..	—	5820	66–019–2156	Control, Receiver	No	P
0635/L10676 ..	D500/A30..	—	5820	66–019–2157	Oscillator, Radio Frequency..	No	P
0635/L10677 ..	D500/A31..	—	5820	66–019–2158	Amplifier, Audio Frequency..	No	P
0635/L10678 ..	D500/37 ..	—	5999	66–018–9267	Printed Circuit Board ..	No	P
0635/L10679 ..	D500/A4 ..	—	5950	66–019–6197	Transformer, Radio Frequency	No	P
0635/L10681 ..	D500/A3 ..	—	5820	66–018–9208	Pin Assembly, Riveted, Contactor, PA Coil	No	C
0635/L43447 ..	D500/13 ..	—	5820	66–018–9209	Sleeve Contactor, PA Coil ..	No	C
0635/L43448 ..	D500/19 ..	—	5340	66–018–9207	Spring, Helical, Compression	No	C
0635/L10680 ..	D500/A55..	—	5820	66–019–2181	Amplifier, Audio Frequency..	No	C
0635/L10685 ..	D500/A35..	—	5820	66–019–2203	Tuning Unit, Radio Frequency	No	P
0635/L46578 ..	D500/A37..	—	5355	66–019–2202	Dial, Control	No	P
0568/— ..	67–328 ..	K0027 CP180025/3 ..	5935	66–017–3707	Socket, Electron Tube ..	No	P
0568/— ..	67–380 ..	Z0514 FM9/AU ..	5935	66–023–2962	Socket, Electron Tube ..	No	C
0628/L10682 ..	—	Z0101 103630X ..	5985	66–019–6457	Antenna	No	C
0628/L13021 ..	—	Z0101 131728X ..	5985	66–019–6456	Tripod, Antenna	No	P
0562/L12714 ..	—	Z0021 218	6140	66–025–9338	Battery, Storage	No	C
0562/— ..	—	—	0562	6140–99–910–1819	Battery, Storage	No	P
—	67–382 ..	Z0514 PS10 ..	5935	66–018–9261	*Connector, Receptacle Electrical; socket, 10 way	No	P
—	283522 ..	Z0120 283522 ..	5930	66–019–2204	*Switch, Rotary; 3 posn, 1 sect, receiver system switch	No	C
—	131–105 ..	U0928 J21	3935	66–018–4194	*Jack, Telephone	No	C

Note: * Not supplied as an initial outfit.

ANNEX B

Fitted Item		*RAN Preferred Spare*		*Description*
Group Class	*Catalogue Number*	*Group Class*	*Catalogue Number*	
0621	L48866	5961	66–023–3109	Semi-conductor Device, Diode (L55320) Type IN3256
0631	5910–99–102–4728	0631	5910–99–012–4262	Capacitor, Fixed, Mica Dielectric (± 2% DEF 5132 (CMM3–Y))
5910	66–019–6421	5910	66–019–6423	Capacitor, Fixed, Ceramic Dielectric (± 2.5%)
0631	L18465	5910	66–019–6424	Capacitor, Fixed, Ceramic Dielectric (± 2.5%) Now CTR–B–NPO
5910	66–011–1497	5910	66–019–6426	Capacitor, Fixed, Ceramic Dielectric (± 2.5%)
5910	66–018–4157	5910	66–019–6425	Capacitor, Fixed, Plastic Dielectric (± 5%)
5910	66–019–6405	5910	66–020–7541	Capacitor, Fixed, Plastic Dielectric (± 5%)
0631	5910–99–011–5504	0631	5910–99–011–7826	Capacitor, Fixed, Paper Dielectric (H1)
5910	66–017–7653	5910	66–019–7916	Capacitor, Fixed, Electrolytic (C426AR/E125) Now 125uf
5910	66–020–7781	5910	66–019–6406	Capacitor, Fixed, Ceramic Dielectric (± 2.5%)
0631	L20252	5910	66–019–6429	Capacitor, Fixed, Ceramic Dielectric (± 2.5%) Now CTR–C–NPO
5910	66–017–7139	5910	66–019–6452	Capacitor, Fixed, Ceramic Dielectric (± 10%) Now CDS–F–Y
5910	66–016–4722	5910	66–019–4680	Capacitor, Fixed, Ceramic Dielectric (± 2.5%)
0631	L20255	5910	66–020–7779	Capacitor, Fixed, Ceramic Dielectric (± 80, −20%) Now CDR–B
5910	66–019–6427	5910	66–018–4035	Capacitor, Fixed, Ceramic Dielectric (± 10%)
0631	L20258	5910	66–019–6428	Capacitor, Fixed, Ceramic Dielectric (± 10%) Now CDS–C–Y
5910	66–017–3745	5910	66–019–6453	Capacitor, Fixed, Electrolytic (Phillips C428AR/H16) Now 16uf, 64v
0631	L20260	5910	66–019–6422	Capacitor, Fixed, Electrolytic (ET3C) Now 500uf, 18v
0631	L20261	5910	66–019–6451	Capacitor, Fixed, Electrolytic, Now ET3B
0631	L20262	5910	66–019–6424	Capacitor, Fixed, Ceramic Dielectric (± 2.5%) Now CTR–B–NPO
0631	L20264	5910	66–019–2212	Capacitor, Variable, 3 gang 10–540pF
5910	66–018–0979	5910	66–019–7912	Capacitor, Fixed, Electrolytic, Now C426AR/E10
0632	5905–99–022–1001	0632	5905–99–012–0211	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1016	0632	5905–99–012–0217	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–5735	0632	5905–99–012–8501	Resistor, Fixed, Film, 1/4W DEF 5114 (RO3–D)
0632	5905–99–022–6316	0632	5905–99–012–8526	Resistor, Fixed, Film, 1/4W DEF 5114 (RO3–D)

17716/69—8

0632	5905–99–022–1046	0632	5905–99–022–1043	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1079	0632	5905–99–022–1076	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1088	0632	5905–99–022–1085	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1109	0632	5905–99–022–1106	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1121	0632	5905–99–022–1118	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1142	0632	5905–99–022–1139	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1184	0632	5905–99–022–1181	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1205	0632	5905–99–022–1202	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–1214	0632	5905–99–022–1211	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2037	0632	5905–99–022–2034	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2067	0632	5905–99–022–2064	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2088	0632	5905–99–022–2085	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2100	0632	5905–99–022–2095	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2109	0632	5905–99–022–2106	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2130	0632	5905–99–022–2127	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2151	0632	5905–99–022–2148	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–2025	0632	5905–99–022–2022	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (FC7–K)
0632	5905–99–022–2214	0632	5905–99–022–2211	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–3028	0632	5905–99–022–3025	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–3037	0632	5905–99–022–3034	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–3049	0632	5905–99–022–3046	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
0632	5905–99–022–3100	0632	5905–99–022–3097	Resistor, Fixed, Composition (± 5%) 1/4W DEF 5112 (RC7–K)
5905	66–018–4190	0632	5905–99–011–7880	Resistor, Fixed, Wire Wound (± 5%) 1–1/2W 51 ohm DEF 5111 (RWV3–J)
5905	66–017–3708	5905	66–019–6431	Resistor, Fixed, Wire Wound (± 5%)
5935	66–023–2962	0568	5935–99–056–0135	Socket, Electron Tube, DEF 5251 (VH. B9A–2)
5935	66–017–3707	0568	5935–99–580–0598	Socket, Electron Tube

(DSAP 465/58/789)

Section 7

CANCELLED LIST

UNCLASSIFIED

440—Cancellation of Navy Orders

The following Navy Orders, having been incorporated in RI (ABR 5016) by Amendment No 17, are hereby cancelled:

Navy Order Cancelled	*Superseded by RI Article*
1966	
378	1064 (10) 1071 Appendix 10A
487	4487
1967	
467	0347
1968	
79	3591 3592 3593
97	5801 (2), (3) and (4) Appendix 58A
100	2093 (4)
105	1850A 1850B
124	1845
142	0235 0235A 0235B 0235C
158	1522 (2) and (5)
185	1672 (8) and (9)

(CEO (GS) 465/7/4)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN

ANOs 441-452/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
14 July 1969.

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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18077/69

CONTENTS

No *Title*

SECTION 2—PERSONNEL

441 Dental Fitness of Personnel and Their Families Proceeding to HMAS TARANGAU.

442 Flying and Diving After Dental Treatment.

443 Members of the WRANS and RANNS—Retention After Marriage.

444 Sentences of Detention—Financial Effect.

445 Surgical, Orthopaedic and Artificial Aids and Appliances.

SECTION 4—EQUIPMENT, STORES AND SERVICING

446 Alteration and Addition Item—HMAS SYDNEY.

447 Batteries and Cells—Mercury Batteries—Care in Handling—Use in Submarines.

448 Fire Hazards—Temporary Electric Wiring.

449 Sonar—GRP Domes for Surface Ships.

450 Sonobuoys—Accounting.

451 Stores—Returns by HM Ships and Ships of Other Commonwealth Navies.

452 Wireless—RAN Oberon Submarines—Modification of Type 609 Submarine Indicator Buoy—Provision of Special Serial Numbers and Test Transmission Facilities.

Section 2
PERSONNEL

UNCLASSIFIED

441—Dental Fitness of Personnel and Their Families Proceeding to HMAS TARANGAU

1. 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. As only emergency dental treatment may be available, personnel inconvenience and distress may be avoided if these precautions are taken.

3. Navy Order 377 of 1966 is hereby cancelled.

(MDG 156/51/86)

(Navy Order 377 of 1966)

UNCLASSIFIED

442—Flying and Diving After Dental Treatment

1. The risk of secondary or reactionary haemorrhage after dental treatment increases the hazards of flying (other than as a passenger in pressurised 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 temperature.

'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.

18077/69—2

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.

7. Navy Order 488 of 1966 is hereby cancelled.

(MDG 327/54/85)

(*Navy Order 488 of 1966*)

UNCLASSIFIED

443—Members of the WRANS and RANNS—Retention After Marriage

1. Approval has been given for retention of members of the WRANS and RANNS after marriage where the member volunteers for further service, and conditions exist whereby the Naval Board will be enabled to utilise her services, namely:

a. A posting appropriate to her rank, training, and experience, will be available;

b. Such posting will be available in an appropriate place having regard to her expected domestic circumstances after marriage; and

c. Her expected domestic circumstances after marriage will be such as to allow her to carry out uninterruptedly the whole duties of the posting.

2. In these circumstances the member will serve subject to the following conditions of service:

a. *Pay and normal allowances:* will continue as though the marriage had not taken place;

b. *Married allowances:* are not payable, but if the member is married to a Serviceman he may qualify if he satisfies all the normal qualifying conditions;

c. *Qualification allowances:* as applicable to a single member;

d. *District allowances:* a married member may qualify at the rate applicable to a single member. It should be noted, however, that where the married members husband is employed by the Commonwealth or an Authority of the Commonwealth in a district allowance locality he will be entitled only to the single rate payable under normal rules;

e. *Living out allowances:* as applicable to a single member;

f. *Living out away from home allowances:* not applicable;

g. *Retention of lodgings allowance:* payable subject to normal rules applicable to a single member where the married member is unable to live at home because of Service requirements and cannot be supplied with single Service quarters;

h. *Removal expenses:* as applicable to a single member. However, if her husband is a Serviceman, he may qualify in the normal manner;

i. *Temporary accommodation and temporary rental allowance:* not applicable. If the member's husband is a Serviceman he may qualify in the usual way, but allowance should not be made for periods of travel when travelling allowance is payable;

j. *Education allowance:* no entitlement. However, where the member marries a Serviceman with a child or children of school age and subsequently conditions arise which it is considered warrant payment of the allowance,

details should be referred to Navy Office. Only in exceptional circumstances will a member be retained in the Service if she marries a man with children (eg, widower, divorcee, etc);

k. *Gratuities:* as applicable to a single member;

l. *Travel on duty and travel allowances, uniforms and uniform allowance:* as applicable to a single member;

m. *Rations, quarters, etc:* members will be expected to live at home if posted in the locality where their husbands are employed. They will not be entitled to married quarters or other housing assistance in their own right. If married to Servicemen they may be permitted to retain married quarters once their husbands are posted away only if it is current policy to allow members wives to remain in quarters, eg. for unaccompanied postings oversea;

n. *Medical and dental treatment:* as applicable to single members;

o. *Leave:*

(1) *Leave on marriage:* members are in no circumstances to be granted paid compassionate leave for the purpose of getting married, but are to utilise all leave due to them. Where this period of leave is less than 28 days, a period of unpaid leave may be granted in addition to leave due, to make a total of not more than four weeks.

(2) *Normal leave, and furlough:* as applicable to single members;

p. *Leave travel:* not normally applicable, as usually the member will be posted to the locality where her husband is employed. However, where the member is separated from her husband as the result of a posting to a different locality, the following will apply:

(1) if she is married to a civilian, she may be provided with free leave travel to his normal place of residence, under conditions similar to those applicable to a single member travelling to her home;

(2) if she is married to a Serviceman and he is living at a home maintained by him, she may be provided with free leave travel under conditions similar to those applicable to a single member travelling to her home. In these circumstances normal leave concession provisions for the husband will not apply;

(3) if she is married to a Serviceman and neither is living at home, for leave travel purposes of both members, 'home' is defined as the locality where the wife is serving. However, travel to another locality, not more distant, may be permitted for either party but not both, against the husbands entitlement;

q. *'Ausdil Scheme:* normal conditions as applicable to single members;

r. *Funeral provisions:* normal conditions as applicable. For purposes of travel to the members funeral, her nearest relative would be her husband;

s. *Allotments and other deductions from pay:* as applicable to single members;

t. *Termination of service prior to completion of engagement/commission:* the member will be discharged if she ceases to be fully employable, and short notice only may be given. The member will be permitted to resign, or be discharged once she becomes pregnant. In general, the reasons for, and the retiring benefits payable on discharge of a single member, will apply to a married member. The member may also claim discharge at any time

if there is a substantial change in her marital situation, and she is to request free discharge if she is unable to meet a particular service requirement, eg, the working of regular watches, or inability to take up a posting;

u. *Extension of commission, or re-engagement:* as applicable to single members;

v. *Contribution to DFRB:* the married member will continue to contribute and be entitled to benefits under the DFRB Act as if the marriage had not taken place.

3. Applications from members who desire to remain in the Service should be submitted in sufficient time to enable suitable arrangements regarding relief, granting of leave on marriage, etc, to be made.

4. After marriage and prior to commencement of retention service, the members marriage certificate is to be sighted and the members Certificate of Service endorsed accordingly.

5. ABR 5020 and ABR 1077 will be suitably amended.

(HPB 341/1/17)

UNCLASSIFIED

444—Sentences of Detention—Financial Effect

1. The Committee appointed by the Minister for Defence to inquire into the Services Detention Arrangements commented in their report on:

a. the lack of awareness by officers and other service personnel of the financial effects of a sentence of detention; and

b. the lack of advice, in some instances, to a wife or other person to whom an allotment is payable, which contains an allowance in the nature of marriage allowance, of the changes in payment to be expected during the period of the servicemans detention.

2. Commanding Officers are to take the following action to ensure that these points are met as far as the Royal Australian Navy is concerned:

a. On at least one day per quarter the financial effects of a punishment of detention are to be explained in Ships Daily Orders (NPI Articles 91 to 91/8 and 129 to 132 inclusive refer).

b. All officers charged with Divisional responsibilities are to have RI 3125 drawn to their attention and a routine is to be instituted to ensure that Paragraphs (2), (3) and (4) of that instruction are complied with on each occasion of a member being committed to prison or detention.

(DNLS 321/1/29)

UNCLASSIFIED

445—Surgical, Orthopaedic and Artificial Aids and Appliances

1. 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.

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.

10. Navy Orders 534 of 1966 and 182 of 1969 are hereby cancelled.

(MDG 1009/51/11)

(*Navy Orders 534 of 1966 and 182 of 1969*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

446—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY by Ships Staff:

Class List Item Number 373 (Ex TDL 'AAJ').

a. *Item:* 'To convert 2E1 Ships Company Library to a CPOs Mess by:

(1) Resiting the Library in 5P Classroom.

(2) Fitting settee type bunks to sleep six in number CPOs.

(3) Removing disused chests of drawers from 2C Casbah and resiting them in 2E1 proposed Mess for Kit Lockers.'

b. Weight compensation is not required for the item in view of displacement limitation.

c. *Reference:* HMAS SYDNEYs Form AS1182 (TG103) TDL 'AAJ' dated 22 October 1968 forwarded under cover of FOCAF Memorandum dated 4 November 1968.

(CNTS 1426/2/50)

UNCLASSIFIED

447—Batteries and Cells—Mercury Batteries—Care in Handling—Use in Submarines

1. 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, eg, 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 changed 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 to 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.

6. Navy Orders 470 of 1966 and 38 of 1968 are hereby cancelled.

(ACDC 1108/51/50)

(Navy Orders 470 of 1966 and 38 of 1968)

UNCLASSIFIED

448—Fire Hazards—Temporary Electric Wiring

1. Two minor fires have recently been caused in HMA ships by temporary electric wiring rigged by contractors.

2. While the provision and rigging of temporary equipment in ships under refit is properly the responsibility of the dockyard, Commanding Officers are reminded of the provisions of BR 3000 Marine Engineering Manual Article 0504 Paragraph 2 which is to be taken to apply to all Technical Heads of Departments.

3. Special attention is to be paid to temporary electric wiring during rounds.

4. Navy Order 521 of 1968 is relevant.

(CONS 1246/51/244)

(Navy Order 521 of 1968)

UNCLASSIFIED

449—Sonar—GRP Domes for Surface Ships

(DCI (RN) 588/1969)

1. GRP domes are now being generally fitted to Hull Outfits 15/19 and Hull Outfits 18/20 as replacements for stainless steel skinned domes as follows:

a. Pattern 0633/192542, A/S 80 100 inch Dome.

For use with Hull Outfits 15/19, except in the case of first suffix A variants (*see* Paragraph 2). To be fitted in lieu of domes Pattern 0633/191323, A/S 82, Pattern 0633/191324, A/S and Pattern 0633/190940, A/S 78 (Deep draught domes).

b. Pattern 0633/194002, A/S 74 157 inch Dome.

For use with Hull Outfits 18/20. To be fitted in lieu of Pattern 0633/191330 and Pattern 0633/191440, Dome base and sides.

2. Ships fitted with Hull Outfits 15/19 first suffix A (ie, Hull units housing Sonar 164G/174F combination), cannot use GRP domes as replacements since there is insufficient clearance for the 'Q' transducer, which would foul the strengthening diaphragm. For these Hull Outfits, 15A and 19A, the stainless steel domes must continue to be used and a limited stock will be maintained for these particular services.

3. Instructions for fitting GRP domes and for their maintenance are contained in BRs 2232 and 2239.

(DNS 400/1/582)

UNCLASSIFIED

450—Sonobuoys—Accounting

1. Sonobuoys are expendable items not subject to recovery or repair action and are to be dealt with as consumable stores. However, in view of their value and importance, the items are to be issued from the Supply Officers stock only on presentation of demands, Forms SX100, signed by an officer specially authorised by the Commanding Officer to demand sonobuoys.

2. ABR 4 Annex 26 (21) will be amended in due course.

(DSAP 519/259/140)

UNCLASSIFIED

451—Stores—Returns by HM Ships and Ships of Other Commonwealth Navies

1. Returns of stores from HM ships and ships of other Commonwealth Navies are to be accepted at HMA dockyards and 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 survey 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.

3. Navy Order 339 of 1966 is hereby cancelled.

(DSAP 501/56/43)

(Navy Order 339 of 1966)

UNCLASSIFIED

452—Wireless—RAN Oberon Submarines—Modification of Type 609 Submarine Indicator Buoy—Provision of Special Serial Numbers and Test Transmission Facilities

(DCI (RN) 1094/1967)
(DCI (RN) 1309/1968)

1. It is intended to modify the Type 609 Submarine Indicator Buoy fitted in HMA Oberon Submarines in accordance with Oberon Class Modification No 605. The modification replaces the present mechanically operated timing unit and actuator by a new electronically functioned timing unit, appropriate actuator and electrical switch.

2. This modification, in addition to improving reliability and maintainability, affords a simple means of changing the buoys serial number (a unique three figure number which is attached permanently to each buoy in order to identify the submarine from which it was released). It can be changed to one of two special test numbers when it is necessary to test the buoys radio transmitter and thereby reducing the chance of false alarms to the Subsmash Organisation. The change in buoys serial number/special test number is effected by a change of Panel Keyer Code Cards.

3. The two test numbers are '000' and '555'. These have been chosen not only for their distinctive patterns when transmitted in the morse code, but also because the use of both test numbers constitutes one of the required checks of the correct functioning of the actuating mechanism of the timing unit.

4. Modification kits provided for the purpose of carrying out the modification referred to in Paragraph 1 above do not include Panel Keyer Code Cards referred to in Paragraph 2 above. The modification is a Class 'A' action and is to be carried out by Ship/Base Staff upon receipt of modification kit and Panel Keyer Code Card both of which will be issued without demand to HMA submarines concerned upon receipt.

5. The following publications are relevant to the modification:

a. Establishment List E 1112 dated 23 February 1967.

(*Note:* This list includes the new items relevant to the new timing unit.)

b. BR 2182 (Addendum No 1)—Equipment Handbook.

c. BR 2182 (MOD)—Equipment Modification Handbook MOD No 10.

(ACDC 1218/51/278)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Historian

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ANOs 453-463/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 July 1969.

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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CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

453 Concessional Postage and Telegraph Rates to Members of the Armed Forces.

454 EDP—Area EDP Officer (AEDPO) East Australia Area.

SECTION 2—PERSONNEL

455 Conditions for Training of Singapore Service Personnel Under the Australian Aid to Singapore Programme.

456 Naval Dockyard Police—Postings.

457 United Service Institution of New South Wales Essay Competition 1969-70.

SECTION 3—OPERATIONAL AND TRAINING

458 Training—40/60 Lightweight Loading Teacher.

SECTION 4—EQUIPMENT, STORES AND SERVICING

459 Gunnery—Fire Control—MRS 3 Mod 1—GS Type 3 Modification to Leveller Amplifier Mark 4L.

460 Naval Stores (CRETE)—Introduction and Allowances—Group-Class 0657 Cat No 519-4000—Test Set, Transistor CT 537.

461 Officers Mess Traps—Replacement Allowances—1969-70.

462 Sailors Mess Utensils—Replacement Allowances—1969-70.

463 Testing of 4.5 Mark 6 Gun Mountings—General Service Pumps.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

453—Concessional Postage and Telegraph Rates to Members of the Armed Forces

1. 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 and Thailand and in HMA ships attached to the Strategic Reserve or proceeding to and from Vietnam. The concessions, which equal approximately 50 per cent of the normal correspondence civil rates, are detailed in Annex A.

b. Expeditionary Force Messages (EFM) to Malaysian area, at the rate of 25 cents per message as shown in Annex A.

c. A free postage concession, including airmail, will apply on personnel correspondence, ie, letters, letter cards, post cards, greeting cards and voice tapes:

(1) to Australian servicemen in Vietnam and HMA ships employed on operations in inland waters, or off the coast of Vietnam;

(2) from Australian servicemen served by Australian Forces Post Offices in Vietnam and from HMA ships employed on operations in inland waters, or off the coast of Vietnam, to Australian addressees. Details of provisions governing this concession are given in Annex B.

d. 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 the United Kingdom. The rates at present in operation and the instructions relating to relevant mails are detailed in Annex C.

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

3. Navy Order 172 of 1966 is hereby cancelled.

ANNEX A

Concessional Rates of Postage on mails addressed to members of the Australian Forces serving in Malaysia, Singapore 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

ANNEX A—*continued*

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
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.

ANNEX B

1. Free postage concession rate applying to personal mail to members serving in Vietnam from Australia, or from members serving in Vietnam to Australian addressees.

a. *Special fees:*
Registration, Certified Mail, Acknowledgment of Delivery and Special Delivery fees will continue to be charged in respect of the free postage concession rate applicable to eligible members.

b. *Eligible mail:*
Personal correspondence.
Incidental enclosures, ie, photographs may also be included.
Voice tapes are limited to a maximum weight of 2 lb the external cover being endorsed 'personal communication'.

2. Each item of mail eligible for free postage should bear the senders name and address on the reverse side and the word 'free' in the position normally occupied by postage stamps.

3. It will continue to be necessary for all free postage mail to be postmarked in the normal manner.

ANNEX C

1. 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

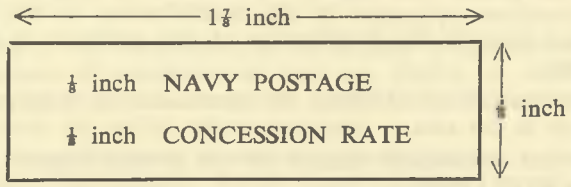
Airmail

Letters	6c per ounce
Postcards	4c each ½ ounce.

ANNEX C—*continued*

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.

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 (A) 68/201/13)

(Navy Order 172 of 1966)

UNCLASSIFIED

454—EDP—Area EDP Officer (AEDPO) East Australia Area

1. The position of Area EDP Officer (AEDPO) has recently been established on the staff of FOICEA. He is responsible to FOICEA through the Area Secretary for the following:

a. Advise FOICEA, through the Area Secretary, on local EDP matters in the East Australia Area.

b. Direct the operation of the Garden Island EDP Centre.

c. Act as a liaison between the Canberra EDP Centre and the Garden Island EDP Centre.

d. Advise and assist ships and establishments in the East Australia Area on immediate EDP matters; particularly on matters relating to Data Transcription and EDP Reporting.

e. Control all Data Operators at the EDP Centre, and liaise with Civil and Commissioned establishments in the East Australia Area on matters affecing the Data Operators and Data Transcription Officers in those establishments.

f. Arrange EDP training classes, as required, in ships and establishments.

g. Ensure the proper and regular maintenance of Data Transcription and Communications equipment in all establishments in the East Australia Area, and assist in the investigation of any problems in relation to this equipment.

h. Supervise the prompt clearance of rejects, and investigate the reason for any delays in this area.

i. Institute and co-ordinate routines for the prompt dispatch of data to the Canberra EDP Centre.

j. Supervise all Data Operators in the East Australia Area in matters regarding employment, and relief during periods of absence for leave, sickness, etc.

2. Navy Order 621A of 1968 is hereby cancelled.

(AS (EDP) 1426/3/10)

(Navy Order 621A of 1968)

Section 2

PERSONNEL

UNCLASSIFIED

455—Conditions for Training of Singapore Service Personnel Under the Australian Aid to Singapore Programme

Training of Singapore Service Personnel

1. This order details terms and conditions which are to be applied to Singapore Service Personnel training in RAN ships and establishments under the Australian Aid to Singapore Programme.

Training Authority

2. All requests for naval training of Singapore Service Personnel under this Programme will be forwarded through the Australian High Commission, Singapore, to the Department of Defence, Canberra, which will consult Navy Office on the request received. Advice of details of training approved, periods involved, etc, will be forwarded from Navy Office to the administrative authorities and ships or establishments concerned.

Pay Arrangements

3. Payment of basic pay of trainees, which is the responsibility of the Singapore Government, will be made through the Cash Account of the ship or establishment where the trainee is located. The monthly drawing rate of the basic pay will be authorised by the Director of Navy Accounts, on advice from the Ministry of Interior and Defence, Singapore, by an Expenditure Authority number. The Expenditure Authorities issued by DNA will include the monthly amount and commencement date, and are to be quoted on the payment vouchers. At the time this advice

is forwarded to ships and establishments concerned, copies of the pro forma at the Annex will also be sent. On transfer of a trainee the Expenditure Authority is to be communicated to the receiving ship or establishment indicating the last payment made. The Expenditure Authority relating to a trainee is automatically cancelled on the date of cessation of his course or period of training, and no payment in advance of an entitlement after that date is to be authorised.

Fares

4. a. Air fares to and from Australia will be paid by the Australian Government. All trainees of commissioned rank are eligible to travel first class. All trainees below commissioned rank should travel tourist class. These arrangements may be varied where necessary.

b. Within Australia, travel is normally by road or rail at the expense of the Australian Government. Where travel on duty by air is desirable for Service reasons, eg, where trainees are members of a class under training and movement of the class is to be by air, this form of travel may be authorised, but should be kept to a minimum. Officers have a first class travel entitlement, other trainees a second class entitlement.

Allowances

5. The following allowances, which are the liability of the Australian Government and which will be paid to the Singapore Government, after being assessed by Navy Office on the basis of the information furnished in accordance with Paragraph 17 below, are applicable:

a. *Living Allowance.* An entitlement of $A1.00 per day exists for each trainee who is living-in in a ship or establishment or whilst living out in hotel type accommodation in the circumstances set out in Paragraph 10 b. below. Where a trainee spends leave or lives out for a period in other circumstances in non-Service accommodation, the living allowance entitlement increases to $A4.38 per day.

b. *Movement Allowance.* If a trainee remains in one ship or shore establishment for longer than three months, that ship or establishment will be regarded as his 'base' and whilst at that base, only the living allowance of $A1.00 per day outlined in Paragraph 5 a. will be payable. Where a trainee spends less than three months attached to any particular ship or establishment, entitlement exists to a movement allowance of $A1.20 per day for the period of this attachment. Where as part of his training programme, the trainee leaves his 'base' to visit another ship or service establishment the movement allowance of $A1.20 per day will be paid for the period of his absence from his 'base'. Movement allowance, which will be based on information furnished in accordance with Paragraph 17 is payable in addition to the living allowance referred to in Paragraph 5 a. above. (On advice from Ministry of Interior and Defence, Singapore, payment of the above allowances if applicable to the members concerned will be included with the authority forwarded by the Director of Navy Accounts in respect of the basic pay referred to in Paragraph 3 above.)

Clothing Allowance

6. a. Except as otherwise specified in Sub-paragraph b. of this paragraph, a clothing allowance of $A40.00 will be paid to the Singapore Government in respect of each trainee undergoing training in a ship or service establishment. This allowance is payable for the purpose of supplementing normal kit provided by the Singapore Government, which will make necessary adjustment to the scale of clothing issued before the trainee departs for Australia.

b. Where it is desirable in the interests of Service uniformity or for other reasons, eg, in the case of trainees undergoing the Midshipman SL Course, that trainees should be issued specific items from Australian sources, the allowance of $40.00 will not be paid to the Singapore Government. In lieu of this a gratuitous issue of such items of kit or clothing as may be considered necessary will be made to the trainees, after authority for this has been obtained by arrangement between the Singapore and Australian Governments. Adjustment with the Singapore Government for any variations to the $A40.00 allowance will be made at Navy Office on completion of training by the member.

Travel Warrants

7. Trainees may be granted travel warrants up to the value of $A50.00 per year for travel on leave. (*See* Paragraph 13.)

Baggage Allowance

8. a. Singapore Service Personnel travelling to and from Australia are entitled to the following excess baggage allowances:

22 lb when travelling to Australia;
33 lb when travelling from Australia.

This applies whether they travel first class or tourist class—ie, trainees who travel first class will have a larger total baggage entitlement than will those who travel tourist class.

b. Trainees travelling within Australia (other than at their arrival or departure) will not receive any baggage allowance.

Tuition Fees

9. Where training is in the nature of a technical course, instructional costs of $A12.50 per week are to be applied. No charge for 'on the job' training will be made. Assessment of the amount to be charged will be effected in Navy Office on the basis of information supplied in Paragraph 17.

Victualling and Accommodation

10. a. The victualling and accommodation charges where a trainee lives-in in a ship or service establishment are $3.50 per day.

b. Where trainees are required to live out in hotel type accommodation as an essential part of a service course of training (ie, as distinct from during leave or for other reasons as covered in Paragraph 5 above) in an area where service accommodation is not available, the provision of reasonable accommodation and meals may be accepted and the cost taken as a charge against Departmental funds, and adjustment will be effected in Navy Office against the Australian Aid to Singapore Programme, from information furnished in accordance with Paragraph 17.

Medical Clearances

11. Trainees are required to undergo a medical and X-ray examination prior to their departure for Australia. Further details should be obtained from the Australian High Commission, Singapore.

Medical and Dental

12. a. *Medical*—In the event of illness a trainee may be treated by the Medical Officer, and if necessary admitted to hospital.

b. General Dental Maintenance work should not be carried out, but emergency dental treatment may be given.

Leave

13. a. Recreation leave is not granted during a trainees stay in Australia, other than where the routine of the ship or establishment in which he is training makes it necessary to grant him such leave.

b. Requests for special leave recommended by the Commanding Officer of the ship or establishment will be submitted by the trainee direct to the High Commission for Singapore in Canberra. Written approval in reply will constitute the necessary authority for such leave.

c. Leave is not normally granted for special days of religious observance or Singapore Public Holidays, and trainees are entitled only to those Australian Holidays normally granted by the ship or establishment in which they are undergoing courses of training. However, should Commanding Officers receive a request for leave to observe a particular religious or national day supported by a convincing explanation, the matter may be referred to Navy Office who will obtain and communicate a decision from the High Commission for Singapore in Canberra.

English

14. All trainees attending courses wil be able to speak good English.

Discipline

15. Any disciplinary breaches are to be reported to the Naval Board for onward transmission to the Singapore Government through the Australian High Commission, Singapore.

Accounting Instructions

16. a. No financial adjustment is to be made in respect of medical and dental treatment of a minor nature provided from service sources. Where, however, expenditure is incurred for medical and dental treatment other than from service sources, such expenditure is to be treated initially as a normal charge to Departmental funds as in the case of RAN personnel. Adjustment of this expenditure and any additional costs which can be ascertained, eg, service hospitalisation, against the Australian Aid to Singapore Programme, will be effected in Navy Office from information furnished in accordance with Paragraph 17.

b. Travel warrants issued for leave purposes (*see* Paragraph 7) and for movement between establishments or oversea (including excess baggage) are to be endorsed 'Payable by Director of Navy Accounts, Melbourne, as a charge to Australian Aid to Singapore Programme DIV608—DEFENCE AID'. ABR 5018 (Navy Accounts Manual) Article 202 should be notated accordingly.

Annex Pro Forma

17. In order to arrange adjustment of allowances with Singapore Government, and to effect recovery of expenditure incurred, the pro forma as shown in the Annex 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 each trainee borne for training during the previous month. Copies of the pro forma will be supplied without demand to ships and establishments concerned. Adequate details should be furnished to enable claims to be established and copies of Forms FA119/FA132 and/or supporting documents attached. Nil returns are not required.

ANNEX to ANO 455 of 1969

Australian Aid to Singapore Programme

For Director of Navy Accounts
Navy Office
MELBOURNE

HMAS..... Month.....

Name.....

Rank.....

Expenditure Authority No.....(Vide Paragraph 3)

Monthly Drawing Rate $A.....(Vide Paragraph 3)

a. (1) Living Allowance (lower rate)—

$

Assessment of Entitlement:

Period: From to Days @

From to Days @

Total .. ..

(2) Living Allowance (higher rate)—

Assessment of Entitlement:

Period: From to Days @

From to Days @

Total .. ..

Details:.....

.....

.....

.....

b. Movements Allowance—Assessment of Entitlement:

$

Period: From to Days @

From to Days @

Total .. ..

Details:.....

.....

.....

.....

c. Clothing Allowance:
(ie, Items Issued and Value of same):

Value
$

.....

.....

.....

.....

d. Travel Warrants (Up to $A50.00 per year):

Date of Issue *Details of Travel* *Value*
$

.....

.....

.....

.....

e. Medical and Dental Treatment:

$

(1) Naval Hospital: From to
Days @

(2) Other Hospital: From to
Days @

(3) Amounts paid to civilian doctors .. .. ..

(4) Amounts paid to civilian dentists .. .. ..

Total .. ..

Details:.....

.....

.....

.....

$

f. Victualling and accommodation in.....
Mess (not to include periods for which Living Out Allowance payable while living out on duty, leave, etc):

From to Days @

$

g. Other Charges, eg, fares, excess baggage (give details) ..

.....

.....

.....

h. Hotel type accommodation and meals in accordance with Paragraph 11 b. in

.....

.....at.....

necessitated by.....

.....

.....

From to Days @ $

Summary of Above $

a. .....

b. .....

c. .....

d. .....

e. .....

f. .....

g. .....

h. .....

Grand Total .. .. _____

_____

Tuition:

Type of Course:

Period actually under tuition:

From.....to.....

(HPB 312/201/41)

UNCLASSIFIED

456—Naval Dockyard Police—Postings

1. It has been decided to promulgate Naval Police interstate postings and postings for courses in Weekly Posting Lists.

2. The conditions of Navy Order 554 of 1967 will apply.

(DRNP 331/8/261)

(*Navy Order 554 of 1967*)

UNCLASSIFIED

457—United Service Institution of New South Wales Essay Competition 1969-70

1. The Naval Board have been advised that the United Service Institution of New South Wales is introducing an annual essay competition in two Sections:

a. *Senior Section.* Open to all members of the United Services Institution and to all ranks of the Active and Reserve Lists of the Royal Australian Navy, the Australian Military Forces and the Royal Australian Air Force.

b. *Junior Section.* Open to all members of the Australian Sea Cadet Corps, the Australian Cadet Corps and the Air Training Corps.

Subject—Senior Section

2. Examine the case for integration of the armed services in Australia. If you agree that integration is required give your views on priorities and timings.

Subject—Junior Section

3. 'The main aim of adventure training for youth is to inculcate the qualities of self-reliance, initiative and discipline and thereby bring out the potential leader by the development of his character'. Give your views on how a stimulating yet safe adventure training programme should be organised and the types of activities it should include.

Prizes

4. $75 will be awarded for the winning essay in the Senior Section and $25 for the winning essay in the Junior Section.

5. The referees are empowered to recommend that prizes not be awarded if, in their opinion, essays do not reach a sufficiently high standard.

6. In the case of two or more essays of equal merit from the same Section, the prize money for the Section may be shared.

Judging

7. Essays will be judged by at least three referees appointed by the President of the United Service Institution of New South Wales.

8. The decision of the referees will be final.

Submission of Essays

9. Essays are to be typewritten and submitted in quadruplicate. Service facilities may be provided for typing assistance.

Length of Essays

10. a. *Senior Section.* Not to exceed 10,000 words.

b. *Junior Section.* Not to exceed 4,000 words.

11. Authorship is to be strictly anonymous. Each competitor is to adopt a motto and enclose with his essay a sealed envelope with the motto and some identification typewritten on the outside and his name and address inside.

12. The title and page number of any published or unpublished work to which reference is made in the essay must be quoted.

13. Essays are to be addressed to the Honorary Secretary, United Service Institution of New South Wales, History House, 8 Young Street, Sydney 2000. The envelope is to be marked 'United Service Institution of New South Wales Essay Competition'. Entries close on 31 March 1970.

Promulgation of Results

14. The results of the competition will be advised to the Services and will be promulgated as well in the United Service Institution Journal and Newsletter.

Publication

15. Essays submitted become the property of the United Service Institution of New South Wales and the Institution reserves the right to publish the winning essays.

(DNES 138/1/131)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

458—Training—40/60 Lightweight Loading Teacher

Navy Order 582 of 1968 is to be amended as follows:

Paragraph 3

Amend to read:

'The allowances of 40/60 lightweight loading teachers for HMA ships and establishments are shown hereunder:

a. HMA Ships	MELBOURNE ..	one set held permanently on board
	SYDNEY ..	
	SUPPLY ..	
b. HMAS WATSON ..	..	for reserve and fleet training
c. HMAS WATERHEN	..	for patrol boats and fleet training
d. HMAS CERBERUS	..	
e. HMAS TARANGAU'	..	

(DWE 736/72/1)

(*Navy Order 582 of 1968*)

Section 4
EQUIPMENT, STORES AND SERVICING

RESTRICTED

459—Gunnery—Fire Control—MRS 3 Mod 1—GS Type 3 Modification to Leveller Amplifier Mark 4L

(*DCI (RN) 246/1968*)

1. Change No 2 to BR 908 'Handbook for Gyro Stabiliser Type 3' has recently been issued to all ships and shore establishments fitted with this equipment. Some of these handbook amendments refer to modifications to the Leveller Amplifier Mark 4L and its associated test unit, which have not yet been published under the new weapons modification procedure. These modifications are:

a. *Leveller Amplifier Mark 4L*—To raise the Fixed Phase Excitation from 3.15 volts to 6.3 volts, thereby improving stabilising accuracy by preventing premature saturation.

b. *Test Outfit*—To increase sensitivity.

2. As a. above, involves a simple wiring change only, with subsequent improved performance, all services fitted with GS Type 3 are to undertake this modification in advance of the promulgation of the Modification Leaflet. Details of this change are:

Leveller Amplifier Mark 4L, Transformer TR4—Disconnect wire from Terminal 15 on TR4 to Relay RLB 1. Reconnect to Terminal 14 (6.3 volt tapping).

3. On completion of this modification, it will be found that the setting up figures given in the new Chapters 4, 5 and 7 of BR 908 (issued as part of Change No 2) can now be obtained. The modification to the Leveller Amplifier Test Outfit requires a modification kit, and until this is available the setting up procedure given in Chapter 7 Paragraphs 18-21 of Change No 2 is to be ignored. The alternative procedure given in Chapter 7 Paragraphs 12 to 17 is to be used in the interim period.

(DWE 737/56/102)

UNCLASSIFIED

460—Naval Stores (CRETE)—Introduction and Allowances—Group-Class 0657 Cat No 519-4000—Test Set, Transistor CT 537

1. The following item of Common Range Electrical Test Equipment (CRETE) has been introduced for general service use:

Nato Supply Classn	*Group Class*	*Cat No*	*Description*	*Acctg Classn*
6625	0657	519-4000	Test Set Transistor CT 537	P

2. Initial allowances are detailed in the annex.

3. In addition to initial allowances, the following allocations of Test Set to HMA dockyards have been made:

Garden Island	(for SWE)	1 No
	(for Leichhardt Test Room)	2 No
	(for DRC)	1 No
Williamstown	.. ..	2 No

4. With the exception of DDGs, supply will be effected, without demand, by SNSO, Sydney, as stocks become available. The Sierra Testers FSN 6625.00.893.2628 (CBUW) 219) currently in use in DDGs should continue to be used until they become unserviceable and require replacement.

ANNEX

CV	2 No
DDG	3 No ea
AD	3 No
AP, DD, DE, AGOR	1 No ea
HMAS TARANGAU	1 No
HMAS WATERHEN	1 No
HMAS WATSON	2 No
HMAS ALBATROSS	2 No
HMAS CERBERUS	6 No

HMAS NIRIMBA	4 No
HMAS HARMAN	2 No
HMAS HARMAN (for Belconnon)	1 No
HMAS MELVILLE (for Coonawarra)	2 No
HMAS KUTTABUL	2 No
RAN Trials Assessing Unit	1 No
HMAS CRESWELL (for JB Missile Range)	1 No
HMAS PLAYTPUS	1 No

(DSAP 519/69/164)

UNCLASSIFIED

461—Officers Mess Traps—Replacement Allowances—1969-70

1. Consequent on the revision of prices to be charged for mess gear, details of which have been promulgated, the authorised amounts to which free replacement of consumable items of officers mess traps may be made for the financial year 1969-70 are as follows:

	In Stationary Ships and Establishments	*In sea-going Ships*
	$	$
Mess:		
Flag Officer	—	526.72
Commodore or Captain	228.28	273.92
Flag Captain	—	141.04
Commander or Lieutenant-Commander in charge of detached independent command	117.52	140.28
Wardroom:		
Mess of one officer	34.36	41.24
Mess of two officers	63.04	75.64
For every officer in excess of two	16.52	19.80

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the 'Official Memorandum—Fixed Issuing Price List for Mess Gear', of 1 July 1969.

3. Replacement allowances are to be calculated in accordance with ABR 93, Chapter 22, Paragraph 14.

4. Navy Order 409 of 1968 is hereby cancelled.

(D of V 914/52/128)

(*Navy Order 409 of 1968*)

UNCLASSIFIED

462—Sailors Mess Utensils—Replacement Allowances—1969-70

1. Consequent on the revision of prices to be charged for mess gear, details of which have been promulgated, free replacement of consumable items of mess utensils will be allowed for Chief Petty Officers, Petty Officers and other Sailors messes in HMA ships and establishments during the financial year 1969-70 up to the following amounts:

	$
Chief Petty Officers and Petty Officers	6.12
Other sailors	3.76
Wrans when messed separately	6.12
Apprentices and Junior Recruits when messed separately	3.76

2. All consumable stores drawn against the above allowances are to be valued at the prices shown in the 'Official Memorandum—Fixed Issuing Prices for Mess Gear', dated 1 July 1969.

3. Replacement allowances are to be calculated in accordance with ABR 93, Chapter 22, Paragraph 14.

4. Navy Order 410 of 1968 is hereby cancelled.

(D of V 914/52/128)

(*Navy Order 410 of 1968*)

UNCLASSIFIED

463—Testing of 4.5 Mark 6 Gun Mountings—General Service Pumps

1. The length of time a pump takes to reach 140° F cannot be taken directly as an indication of pump conditions. However, it has been noted from results of the temperature rise tests that the rate of rise of temperature of a defective pump can be significant. Also 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. Further methods of in situ testing of pumps and motors are being investigated and will be promulgated when sufficient data has been collected. Planned Maintenance Schedules will then be amended.

3. Pending the promulgation of more specific tests the following is to be used in establishing the state of the pump and as required in Paragraph 5:

a. In the following Pump Efficiency test all current readings taken are line current, also currents given in Sub-paragraphs (3) and (4) are a guide only and will differ from mounting to mounting. Assessments of pump deterioration can only be determined by comparing the readings with those of the pump when it was known to be in A1 condition. Therefore it is essential that these readings be recorded in the master index:

(1) Run system as required to raise pump temperature to 110° F recording 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, approximately 15 amps (reading 'A').

(4) Shut pump by-pass; record driving motor current, approximately 20-24 amps (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.

b. Before commencing the temperature rise test, oil temperature should be 90° F or ambient whichever is higher:

(1) Shut pump discharge to system, shut off by-pass filter where fitted, shut of 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.

4. If in Paragraph 3. b. (2) the rise in any 15 minutes period is greater than 20° F a defect in the pump or system must be considered to exist. Action is to be taken as soon as possible to trace and rectify the defect. If no defect such as a leaky 'by-pass valve' can be found in the system, the pump is to be replaced. If the temperature rise in any 15 minutes period is greater than 15° F a defect must also be considered to exist, but remedial action is not so urgent. Cases where doubt exists are to be referred to the Director of Weapons and Electrical Engineering for decision.

5. The tests (Paragraph 3. a. and b.) are to be carried out at pre-refit and post-refit trials and at intervals not exceeding 24 months, or more frequently if doubt exists as to pump performance. Defect reports TM145 (AS 2061Z) for pumps whose performance is suspect are to contain the results of these tests. Results of the tests are to be entered in the master index.

6. Navy Orders 320 of 1966 and 380 of 1967 are hereby cancelled.

(DWE 736/53/28)

(*Navy Orders 320 of 1966 and 380 of 1967*)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

Historian

RESTRICTED

ANOs 464-472/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 July 1969.

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

18729/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

464 Commonwealth Savings Bank—Changes of Agent.

SECTION 2—PERSONNEL

465 Casualty Reporting—'Dangerously Ill'—Change in Nomenclature.

SECTION 3—OPERATIONAL AND TRAINING

466 Diving Suitability Tests for Ships Diver Candidates.

467 Introduction of Explosive Ordnance Disposal Refresher Course.

SECTION 4—EQUIPMENT, STORES AND SERVICING

468 Alteration and Addition Item—RAN Patrol Boats.

469 Boilers—Main Boilers—Internal Examination and Cleaning.

470 Introducton of Daily System Operability Tests—(MRS 3 River Class DEs)—Short Title DSOTs.

471 Low Voltage Aircraft Inspection Lamps.

472 Lubricants—Turbine Lubrication Systems—Effect of Certain Metals on Turbine Lubricating Oil.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

464—Commonwealth Savings Bank—Changes of Agent

1. Attention is drawn to the conditions for conducting agencies of Commonwealth Savings Bank in HMA ships and commissioned establishments as set out in Article 300 (3) of the Navy Accounts Manual (ABR 5018) which states:

> 'The Agency of the Commonwealth Savings Bank will be operated by the Supply Officer in the normal course and is not to be transferred to another officer except where Supply Charge will be surrendered for a reasonable period on account of:
>
> a. absence on duty;
>
> b. illness or injury; or
>
> c. absence on recreation leave.'

2. It will be noted that the conditions governing transfer restrict the transfer to another officer only where the Supply Officer surrenders Supply Charge for a reasonable period. Accordingly any absence by a Supply Officer on duty or in respect of a period when he does not surrender Supply Charge would be contrary to the agreement with the Commonwealth Savings Bank for operation of agencies in HMA ships.

3. In future a requirement of the Commonwealth Savings Bank is for changes in agency to be approved by Captains of HMA ships and a certificate be given on the reverse of Form CSB88 (Agreement for Appointment of an Agent) as to the reason for the change of agent in accordance with the terms of the agreement.

4. Introduction of the above arrangements should be made forthwith.

5. Navy Accounts Manual Article 300 will be amended in due course.

(DNA 207/52/3)

Section 2

PERSONNEL

UNCLASSIFIED

465—Casualty Reporting—'Dangerously Ill'—Change in Nomenclature

1. In order to conform to recently agreed SEATO procedure in connection with reporting particulars of medical patients, the use in the RAN of the term 'dangerously ill' is discontinued and the term 'very seriously ill' is to be used in its stead. This change is effective forthwith.

2. RI Articles 1602 (2), 1603 (1) and (2) are to be noted accordingly. RI Chapter 16 and NPI will be amended in due course.

(MDG 465/1/1475)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

466—Diving Suitability Tests for Ships Diver Candidates

Navy Order 863 of 1968 is to be amended as follows:

Paragraph 5: renumber as Paragraph 6.

Insert new Paragraph 5 as follows:

'The officer/sailor conducting the test is to report the result through his parent ship or establishment to the candidates administrative authority and the Diving School "HMAS PENGUIN".'

(D of T 311/4/253)

(Navy Order 863 of 1968)

UNCLASSIFIED

467—Introduction of Explosive Ordnance Disposal Refresher Course

1. It has been decided that MCD/CD Officers and Senior CD Sailors should receive regular and formal refresher training in EOD subjects to keep them up to date with new developments.

2. Accordingly a five day course will in future be held at HMAS WATSON on an as required basis.

Eligibility

3. Officers are to apply and sailors will be posted for the course as follows:

a. *MCD/CD Officers*
Every five years after qualifying.

b. *CPOCD and POCD*
Every five years after basic date of qualifying POCD.

4. The first course will commence on 3 November 1969.

(D of T 311/4/271)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

468—Alteration and Addition Item—RAN Patrol Boats

The following Alteration and Addition Item is approved to be carried out in the undermentioned Patrol Boats:

Class List Item Number 6 (Ex TDL 'NFX').

a. *Item:* 'To fit for, but not with, a capstan and two hawser reels as required for target towing.

Towing gear to be interchangeable with the after armament which, if fitted will be landed together with the ammunition for the towing operation.

The work is to be in accordance with a Navy Office Drawing No 249/344.

b. Towing facilities are to be fitted in the undermentioned Patrol Boats:
ARDENT, AWARE, BANDOLIER, BARBETTE, BARRICADE, BOMBARD, BUCCANEER.

c. Weight compensation is not required.

(CNTS 512/87/151)

UNCLASSIFIED

469—Boilers—Main Boilers—Internal Examination and Cleaning

(DCI (RN) (U) 522/1969)

1. A recent review of the condition of the main boilers in the Fleet shows that providing prescribed standards of maintenance, and particularly feed water purity, are maintained, then current internal cleaning intervals can be extended.

2. The revised instructions for internal examinations and internal cleaning, which are operative as from the date of this order, are given below.

Internal Examinations

3. The basic interval between internal examinations is eight months. For planning and recording purposes, the date of an internal clean is to be taken as the date of the final closing up of the boiler. BR 3000, Article 1236, Paragraph 9, refers. Internal examinations are to be carried out as follows:

a. *Eight months and 16 Months After Internal Cleaning*—An internal examination is to be carried out by the Marine Engineer Officer, and a brief report rendered to the Administrative Authority. The internal gear need not be removed except where necessary to ensure a proper examination. If the condition of the boiler at either of these examinations is found to be such that a full examination with the internal gear removed is considered necessary, then the Administrative Authority is to be informed and is to be associated with this further examination.

b. *24 Months and 32 Months after Internal Cleaning*—An internal examination is to be carried out by the Marine Engineer Officer and a representative of FOCAF. A full report is to be submitted to the Administrative Authority. The removal of part or all of the internal gear for these examinations will be dependent of the condition of the boiler and as required by the FOCAF representative. Application is to be made by signal to FOCAF, giving 28 days notice of the examination becoming due.

Internal Cleaning

4. The need for internal cleaning is dependent on the condition of the boiler as revealed by examination. For planning purposes, the basic internal cleaning interval is two years to two years eight months from the date of the previous internal clean. Where possible, the internal clean should be planned to coincide with a refit, but the task will remain a ships staff commitment and responsibility.

5. The basic interval may be varied to take account of the condition of individual boilers, using the following procedures:

a. If it is necessary to clean a boiler internally before two years, a report is to be made to FOCAF, through the administrative authority, if applicable, stating the circumstances which made this necessary.

b. Subject to the condition of the boiler at the two year eight month examination, FOCAF may extend the cleaning interval to three years four months, informing Navy Office of this action with all supporting evidence.

c. For an extension beyond three years four months, the Administrative Authority is to apply to Navy Office for approval, supplying all supporting evidence on the state of the boiler and stating the reasons for requiring an extension. A proposed date for the internal clean is to be given.

6. It is important that the reports called for in Paragraph 5 above are complete and accurate, to allow Navy Office to keep the cleaning intervals under review.

Internal Chemical Cleaning

7. Whenever possible, new construction boilers are chemically cleaned internally by an inhibited citric acid process before first raising steam. This is carried out before the internal gear is fitted. The process removes all oil and grease, millscale and manufacturing debris from the boiler, and establishes a protective layer of magnetite (black iron oxide Fe_3O_4), over the internal surfaces. The precautions given in BR 3000, Article 1235, Paragraph 3, are to be observed, but care must be taken to avoid damage to the magnetite layer during subsequent examinations.

8. The present policy is that 'in-service' internal cleaning is to be carried out by mechanical methods. 'In-service' chemical cleaning requires FOCAF recommendation and Navy Office approval and will only be considered in exceptional circumstances, eg, presence of active scab pitting and deposits which cannot be removed by normal mechanical means.

Wear and Waste Test Intervals

9. All Wear and Waste Tests are to be carried out at intervals of not more than three years four months. The Administrative Authority may apply to Navy Office for an extension of this interval, when this is necessary to allow the Wear and Waste Test to be carried out in conjunction with internal cleaning during a refit. The application should be made as in Paragraph 5 c above. The introduction of a non-destructive examination, to replace the present Wear and Waste Test, will be the subject of a separate navy order in due course.

10. BR 3000, Articles 1235 and 1236, will be amended in due course, but this order will not be incorporated in Change No 19, which is now being printed and includes a revision of Chapter 12.

(DMED 1211/52/194)

RESTRICTED

470—Introduction of Daily System Operability Tests—(MRS 3 River Class DEs)—Short Title DSOTs

1. Experience over the past few years has shown that the existing means of conducting daily user checks in ships of the Fleet, is becoming increasingly inadequate. The terms 'daily user checks' and the checks themselves, have generally fallen into disrepute in the Fleet, and tend to be treated as a 'chore', to be avoided at very slight pretext.

2. The reasons for this are numerous, but can basically be summarised as follows:

a. The checks and their application are not standard throughout the Fleet. The content of the daily user checks and the degree of importance placed upon them, vary from ship to ship.

b. The checks are fragmented and in some cases unco-ordinated. This is wasteful in both time and manpower.

c. The checks are not mandatory. Consequently they are frequently sacrificed to other ship commitments; be it to employ personnel involved on domestic or other duties, or merely subject to the convenience of individual departments. This results in their being conducted infrequently, incompletely and inadequately.

3. The concept of DSOTs as used in the USN overcomes these shortcomings. Furthermore, it has the advantage of providing a ready means of ascertaining system operability. This measure of operability can be used both on a daily basis or retrospectively, as an absolute guide to the systems operability over a period of time, say quarterly.

4. In order to improve the image and value of daily checks, it is intended to introduce a system, based on DSOTs of the DDGs, and henceforth to be known as 'Daily System Operability Tests'. The aim of DSOTs is to provide:

a. A continuous record of MRS-3 System operability.

b. The provision of one comprehensive presentation of test functions at each position, enabling personnel to be continually aware of the state of the overall test.

c. Rapid isolation of defects, enabling better allocation of maintenance effort.

5. RAN maintenance procedures and degree of skill of ship-borne maintainers obviate the necessity for the detail contained in USN DSOTs. However, some changes in procedures and requirements are necessary for the new system to derive the required improvement in conduct of and value gained from daily tests.

6. MRS-3 DSOTs have been prepared for River Class DEs, and are in the course of issue. GWS 20 DSOTs will be produced in due course. It is not intended to produce DSOTs for FPS3 ships but daily user checks are to continue to be carried out as at present. DSOTs for gunnery systems of future ships will be produced as required.

7. Upon introduction of the revised system of DSOTs, the following procedures are to be followed:

a. Conduct of DSOTs is to be considered mandatory. Should operational or other overriding requirements preclude the conduct of DSOTs, a notation is to be made in the daily data sheet.

b. A standing DSOT team as outlined in Paragraph 8 is to be used. This will ensure consistency in conduct, and will lead to increased efficiency and hence a reduction in time taken to conduct the tests.

c. The Weapons Electrical Officer and Gunnery Officer are to be informed by the 'Step Controller' daily, of the results of DSOTs and the state of the system.

d. Necessary maintenance or defect action is to be taken on the results of DSOTs according to normal ship policy.

Personnel

8. The suggested composition of the DSOT team is as follows:

PERSONNEL			
TS	TSO		(Step Controller)
	SAW		(Maintainer)
	LEM (WE)		(Maintainer)
	Clock Op		(TS Crew)
	Spot Op		(TS Crew)
GDP	275 Sight Op		(Crew)
	LO Sight Op		(Crew)
GDR	GDO (B) (OR TIU OP)		Maintainer
TURRET	SAP		(Maintainers)
	2WMs		
DIR	DIR Aimer		(Crew)

Method of Control

The method of control is by the TS controller calling Step No..... where upon the station designated automatically takes the action detailed and makes the single word report.

Example:

Step	*TS*	*GDR*	*GDP*	*MRS3 DIR*	*Turret*	*Instruction*	*Report*
1	X					TEST NO 1 SET: a. Two rings on check fire bell b. Press Director power on push CHECK: a. Director Amplidynes running and motors on lamps burn b. Filaments on director gyros running switch to 'ON' c. AA/SU COS to AA ..	Correct

Step Controller Orders: 'Test No 1—Step 1'.
TS Carried out instruction and reports.

Data Sheets

Data sheets will be completed by the step controller during the test, each form covers a period of 10 days (ie, two working weeks). Data sheets should be collected from and returned to either the Weapons Electrical Office or Armaments Office prior to and on completion of DSOTs.

(DWE 1224/251/734)

UNCLASSIFIED

471—Low Voltage Aircraft Inspection Lamps

1. '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.

4. Navy Order 370 of 1966 is hereby cancelled.

(ACDC 603/55/825)

(Navy Order 370 of 1966)

UNCLASSIFIED

472—Lubricants—Turbine Lubrication Systems—Effect of Certain Metals on Turbine Lubricating Oil

1. 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.

5. Navy Order 550 of 1966 is hereby cancelled.

(ACDC 400/2/248)

(Navy Order 550 of 1966)

Navy Orders 286-343 of 1966 are now over three years old and may be disposed of accordingly.

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18729/69—2

ANOs 473-490/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
12 August 1969.

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

19178/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

473 Australian Services Representation Overseas.

SECTION 2—PERSONNEL

474 Officers—Confidential Reports.
475 Discipline, Punishment Warrants.
476 RAN Half-yearly Promotion Lists.
477 Registration of Medical and Dental Officers.
478 Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas.
479 WRANS Officers Educational Standards.

SECTION 4—EQUIPMENT, STORES AND SERVICING

480 Sonar—Acoustic Checking of Sonor Type 176.
481 Alteration and Addition Item—HMA Ships MELBOURNE and SYDNEY.
482 Alteration and Addition Item—HMAS OXLEY.
483 Alteration and Addition Item—HMAS SYDNEY.
484 Ammunition—Pyrotechnics—Diesel and Fleet Tugs.
485 Lubricants—Introduction of Neox Products for Stern Tube Lubrication.
486 Maintenance of Electrical Equipment in HMA Ships—Damage to Heavy Electrical Equipment.
487 Naval Stores—Group/Class 6230—Introduction and Allowances Light Marker, Distress/SDU5E/ACR4F For Use by Clearance Divers and Swimmers of The Watch.
488 Stores General—Group Class 0423—Band Accessories—Reclassification of Accounting Classification.
489 Wireless—RAN OBERON Submarines Modification of Type 609 Submarine Indicator Buoy—Provision of Special Serial Numbers and Test Transmission Facilities.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

490 Form SX144—Attachment to Stores Demand Introduction.

Section 1
ADMINISTRATIVE AND GENERAL

RESTRICTED

473—Australian Services Representation Overseas

Navy Order 177 of 1969 is to be amended as follows:

ANNEX A

Sub-heading 'United Kingdom' Page 5

Delete 'Commodore R. A. H. Miller, RAN'.

Insert in lieu 'Commodore K. D. Gray, DFC'.

(DNI 22/201/67)

(*Navy Order 177 of 1969*)

Section 2
PERSONNEL

UNCLASSIFIED

474—Officers—Confidential Reports

1. Navy Order 811 of 1968 is to be amended as follows:

a. Article 1021 (4):

Delete and insert:

'4. Officers reporting on Naval Ordnance Design and Inspection Officers, Medical and Dental Officers and officers of the RANNS are to obtain, as indicated hereunder, opinion as to their professional conduct and ability during the periods covered by their reports. Opinions are to be obtained separately and forwarded as enclosures to Form AS206 (PP101). Opinions are to be obtained in sufficient time to allow Forms AS206 (PP101) to be rendered on the correct dates.

Officer Reported On	*Opinion to be Obtained From*
Inspectors of Naval Ordnance ..	Chief Inspector Naval Ordnance
Deputy Inspector Naval Ordnance—Guided Weapons	Chief Inspector Naval Ordnance
Assistant Inspectors of Naval Ordnance	Inspectors of Naval Ordnance
Fleet Medical Officer	Medical Director-General
Command Medical Officer East Australia Area	Medical Director-General
Medical Officer-in-Charge RANH CERBERUS	Medical Director-General
Medical Officer-in-Charge RANH PENGUIN	Medical Director-General
SMOs and Dental Officers of HMA Ships LEEUWIN, MELVILLE and TARANGAU	Medical Director-General

Officer Reported On	*Opinion to be Obtained From*
SMOs and Senior Dental Surgeons serving in ships administered by FOCAF	Fleet Medical Officer or Fleet Dental Surgeon (Note 1)
SMOs and Senior Dental Surgeons serving in ships and establishments administered by FOICEA	Command Medical Officer or Command Dental Surgeon East Australia Area (Note 1)

(DAPO 465/1/1356)

(Navy Order 811 of 1968)

UNCLASSIFIED

475—Discipline, Punishment Warrants

1. It is the wish of the Naval Board:

   a. that the time between when an offender is seen by his Captain and an approved punishment warrant is read be reduced to a minimum; and

   b. that when a Captain forwards a warrant to a superior authority proposing a punishment of detention the offender be informed of the nature of the punishment.

2. The Naval Board accordingly direct that attention be given to the following points:

   a. punishment warrants should be prepared as soon as possible after an offender has been adjudged guilty;

   b. except for reasons of remoteness of the superior authority, warrants are to be taken by hand to the office of the superior authority;

   c. they are to be accorded priority in being processed in the superior authoritys office and returned to the ship or establishment by the most expeditious means;

   d. where postal facilities are required to be used warrants are to be dispatched by 'Express Delivery' and are to be addressed to the Secretary to the superior authority (but not by name), eg:

      Secretary to FOICEA
      Naval Headquarters
      GARDEN ISLAND, NSW 2000

      or

      Secretary to Second Naval Member
      Navy Office
      CANBERRA, ACT 2600

   e. postage by 'Express Delivery' is to be used for return of approved warrants;

   f. when a Captain has reached a decision to propose a punishment of detention, which it is not intended to suspend, the offender is to be so informed. Because a superior authority, in order to achieve uniformity of punishment within his command may vary the proposed length of sentence the offender should be informed only of the nature but not the period of the proposed punishment;

   g. Commanding Officers are to ensure that immediately an offender is informed that a punishment of detention has been proposed, Divisional Officers take the action required by RI 3125 of explaining to the offender the effect of the sentence and the need for the offenders next-of-kin to be informed.

(DNLS 321/1/46)

UNCLASSIFIED

476—RAN Half-yearly Promotion Lists

1. RAN Half-yearly Promotion Lists will in future be promulgated on 30 June and 30 December at 0500Z except when these dates fall on a weekend or public holiday common to all States when they will be issued at the same time on the last preceding normal working day. This alteration does not affect the date of actual promotion, ie, 30 June and 31 December.

2. The provisional selection procedure will also apply to the promotion of WRANS and RANNS officers but as with male officers immediate promotion may be made on 30 June or 31 December or any other date.

(DAPO 351/30/2025)

UNCLASSIFIED

477—Registration of Medical and Dental Officers

1. Medical and Dental Officers of the PNF have in the past only been required to hold qualifications which would entitle them to be registered in a State or Territory of the Commonwealth of Australia for the performance of their duties in the Service. Legally this may have absolved them from the requirements of being registered in order to practice in the performance of their Service duties.

2. The Department of Defence has recently advised, however, that such officers should in fact be legally registered to practice their profession and that such registration should be valid in at least one State or Territory of the Commonwealth of Australia.

3. Serving PNF Medical or Dental Officers are to produce documentary evidence of registration in a State or Territory of the Commonwealth within three months of the date of this order to the Naval Board through normal service channels.

4. Medical and Dental Officers, upon entry into the PNF, are to produce documentary evidence of registration in a State or Territory of the Commonwealth or, if not registered documentary evidence of registration within three months of entry. This documentary evidence is to be forwarded to the Naval Board through normal service channels.

5. The attention of all Medical and Dental Officers is to be drawn to the contents of this order.

6. RI 5016 will be amended accordingly.

(MDG 327/251/138)

UNCLASSIFIED

478—Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas

1. This order explains the manner in which benefits arise under Repatriation, War Service Homes and Tax Legislation for special service in the North Borneo and Malay Peninsula Areas.

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 in escort duties or in transporting personnel and supplies to or from special areas.

4. Special Areas are defined by regulations. Those which apply to this order are:

a. *Northernmost area of Malaya* .. 28 May 1963

b. *North Borneo States and an area seaward (50 miles) as defined in Annex A* .. .. 8 December 1962-30 September 1967

and

c. *The Malay Peninsula and the Territory of Singapore and an area seaward (50 miles) as defined in Annex A* .. .. 7 July 1965-30 September 1967

5. The allotment of RAN ships for special service was made on the following basis:

a. *Minesweepers.* Minesweepers assigned to the British Commonwealth Strategic Reserve since mid-1964 were allotted for special service in the North Borneo Area for the complete period of absence from Australia, ie, from date of leaving the last port of call in Australia to the date of first port of call on return to Australia, or until 14 September 1966, ie, the day prior to date on which allotment ceased.

b. *Other Ships Assigned to FESR.* These ships were allotted from the date of leaving port for special duty or from the date of ceasing the previous duty, as appropriate, to date of return to port or to the next duty, as appropriate.

6. Annex B to this order lists the ships which were allotted for special service and the periods of allotment. This allotment confers eligibility on permanently posted crew members for the following benefits:

a. *Service in the Malay Peninsula Area:*

(1) Repatriation entitlements for occurrences during the period of allotment;

(2) War Service Homes Benefits; and

(3) RAS badge.

b. *Service in the North Borneo Area:*

(1) The benefits mentioned in the preceding sub-paragraph; and

(2) Complete tax exemption for allotted periods of service since 1 July 1965, and for leave accrued during allotted service.

7. A member permanently posted from Australia to a ship allotted for special service was allotted from date of his departure from the last point in Australia.

8. Allotment for special service continued during movements between allotted ships and, for purposes of tax exemption, whilst a member was in hospital because of illness or injury sustained during allotted service.

9. Members were allotted for special service where an exchange of personnel took place, the member served in a special area and the Naval Board were of the opinion that there was an operational requirement for this exchange.

10. The position of a member who was temporarily on board a ship allotted for special service but who was not permanently posted to the ship, eg, a Midshipman under training, was considered in relation to whether his particular service satisfied the requirements of special service (*see* Paragraphs 2, 3 and 4). If so, he was allotted individually for the period involved.

11. Service with the Royal Malaysian Navy was considered on an individual basis and allotment was made where special service was considered to have been performed.

12. Those members who qualified for allotment under Paragraphs 10 and 11 of this order have been informed, through their Commanding Officers, of the periods for which they were allotted.

13. Members who are 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)).

ANNEX 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 at a point 50 miles north (true) of the point of commencement; thence proceeding in a straight line southerly to the point of commencement.

ANNEX A—*continued*

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 bounderd 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.

ANNEX B

Allotment of RAN Ships for Special Service for the Purpose of the Repatriation (Special Overseas Service) Act 1962-1968 and the Income Tax Assessment Act—North Borneo and Malay Peninsula Areas

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
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

ANNEX B—*continued*

HMA Ship	*Period*	
	From	*To*
*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.

Navy Orders 362, 533 and 638 of 1966 are hereby cancelled.

(HPB 302/201/25)

(*Navy Orders 362, 533 and 638 of 1966*)

UNCLASSIFIED

479—WRANS Officers Educational Standards

1. The regulations detailing the educational qualifications required for promotion to Officer rank in the Womens Royal Australian Naval Service have been reviewed.

Award of SGCE Certificate

2. An SGCE Certificate will be awarded to every WRANS candidate who obtains pass marks in four SGCE subjects.

Promotion to Officer Rank

3. *Educational Standard.* Candidates are required to have passed the SGCE examinations in English and one other subject. Passes in equivalent HET subjects will be accepted in lieu.

Civilian Educational Qualifications

4. Wrans in possession of civilian educational qualifications equivalent to, or higher than, the academic standards demanded may be granted recognition of such qualifications at the discretion of the Naval Board for purposes of promotion to Officer rank.

5. In general the approved equivalent to SGCE will be passes in the pre-matriculation year of the various State educational systems.

6. A request for recognition of civilian educational qualifications is to be made to the Captain who is to forward it to Navy Office for decision. The application is to be supported by documentary evidence. A certificate from the appropriate examining authority should be forwarded where applicable, but statements, signed by Headmasters of schools, relating to internal examinations will be accepted where external examinations are not held at the end of the pre-matriculation year within the State educational system concerned. The Certificate or statement will be returned after perusal.

7. Civilian qualifications which are recognised by the Naval Board for purposes of promotion will not count towards the award of an SGCE Certificate.

Direct Entry Candidates for Promotion to Officer Rank

8. Candidates are required to have passes in English and one other subject in the pre-matriculation year and have studied two other subjects to the same level.

9. ABR 1077 will be amended in due course.

(D/WRANS 312/203/167)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

480—Sonar—Acoustic Checking of Sonar Type 176

(*DCI (RN) 661 of 1969*)

1. A useful check of the acoustic performance of Sonar Type 176 can be carried out using the Monitor Transducer installed in Hull Outfit 5. This check should be carried out when Hull Outfit 5 is lowered for testing Sonar Types 170 or 177.

2. The procedure is as follows:

a. Inject a signal from a Signal Generator CT 345 (1-volt output socket) across the leads to the Monitor Transducer. (Suitable means of access to these leads are described in Paragraph 4.) Set the frequency dial of the CT 345 to the HF of Type 176, and its attenuator to 0 db.

b. Set Hull Outfit 5 to the 3 foot mark.

c. Switch Type 176 to HF CONTINUOUS.

d. Set the line of light to the centre of the mark produced on the Bearing Recorders and switch to HOLD to align the Type 176 Transducer on the Monitor Transducer. Note the Relative Bearing.

e. Reset the frequency of the CT 345 to the LF of Type 176 and increase the attenuation until the audio output of Type 176 can only just be heard in the headphones. Note the setting of the attenuator.

f. Increase the signal level of the CT 345 to be 4 db higher than that noted in e.

g. Set Type 176 to CONTINUOUS, and check that recorder marking is obtained on the Relative Bearing noted in d. for both HF and LF operation, the CT 345 being set to the appropriate frequency in each case.

h. Restore the circuits, and resume normal operation.

3. The routine checks the following:

a. Correctness of indicated bearing of Type 176 (Paragraph 2 d.).

b. Background noise level in Type 176 (Paragraph 2 e.).

c. Marking ability of Type 176 (including the effect of self-generated interference due to rotating the Type 176 Directing Gear) (Paragraph 2 g.).

4. In ships fitted with Types 170, 176 and 177, access to the Monitor Transducer leads can be gained in the Sonar Instrument Space at the change-over switch which switches the Monitor Transducer between Types 170 and 177. It is necessary to set the switch to OFF and to remove its front cover; the Monitor Transducer connections are then exposed, isolated from all other circuits. The CT345 is to be connected between the cores of the Monitor Transducer cable; the live core of the transducer cable will normally be red or numbered 1.

(DWE 400/1/603)

UNCLASSIFIED

481—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:

Class List Item Numbers 237 and 374 (Ex TDLs 'NMCJ' and 'NYAU').

a. *Item:* '(1) To remove progressively the redundant piping and gear associated with the over the bow method of fuelling which is no longer a requirement.

(2) Avgas ring main to be sealed off at connection of forward filling branch and a blanking plate fitted at deck connection.

(3) Details of actual weights landed are to be reported to Navy Office.'

b. *References:* (1) Defence Council Instruction (Royal Navy) Number 1406 of 1966.

(2) Our 1213/251/28 dated 7 February 1967.

(3) FOCAF Memorandum AF 1213/51/3 dated 18 May 1967.

(4) Our 1213/251/28 dated 29 June 1967.

(5) Our 1213/251/28 dated 10 January 1969.

(CNTS 1213/251/28)

UNCLASSIFIED

482—Alteration and Addition Item—HMAS OXLEY

The following Alteration and Addition Item is approved to be carried out in HMAS OXLEY:

Class List Item Number 15 (Ex TDL 'WE2/69').

a. *Item:* '(1) To extend present Deck Locker in motor room from frame 93½ to frame 95.

(2) To alter "CAGE" door to open over new locker.'

b. Actual additional weight to be reported on completion of the item.

c. *Reference:* HMAS OXLEYs Form AS1182 (TG103) TDL WE2/69 dated 17 March 1969 forwarded under cover of FOCAF Memorandum dated 14 April 1969.

(CNTS 1218/61/130)

UNCLASSIFIED

483—Alteration and Addition Item—HMAS SYDNEY

The following Alteration and Addition Item is approved to be carried out in HMAS SYDNEY:

Class List Item Number 376 (Ex TDL 'AAM').

a. *Item:* 'To fit two in number 3 inch deck scuppers in 4F2 Main Galley Scullery, Frames 67-74 port; one drain at Frames 68-69, the other at Frames 72-73—both to be sited in the centre line of the compartment. Drain lines to be routed to the port aft corner of Buoyant Drum Compartment Number 3 (immediately below scullery) to link up with the existing drain line to the overboard discharge.'

b. Weight compensation is not required for the item.

c. *Reference:* HMAS SYDNEYs Form AS1182 (TG103) TDL 'AAM' dated 21 February 1969 forwarded under cover of Flag Officer Commanding Her Majesty's Australian Fleet Memorandum dated 24 March 1969.

(CNTS 1213/53/248)

UNCLASSIFIED

484—Ammunition—Pyrotechnics—Diesel and Fleet Tugs

Information .. The requirement of Pyrotechnics carried by Diesel and Fleet Tugs in the RAN has been the subject of re-appraisal and the approved items and quantities are detailed in two categories:

a. For normal Harbour duties:

393014	Cartridges Signal 1 inch White	12 No
393222	Cartridges Signal 1 inch Green	12 No
393183	Cartridges Signal 1 inch Red	12 No

365058	Signals Distress Mark 13 Mod. O .. plus 6 No stowed in each inflatable liferaft carried.	4 No
401028	Markers Manoverboard Smoke and Light ..	2 No
246071	Pistols Signal 1 inch	1 No

b. In the event of a tub proceeding to sea on salvage duties the following additional stores are to be carried:

405027	Rockets Line Carrying 2 lb	12 No
405002	Cartridges Line Carrying Rocket	20 No
405042	Lines ½ inch Nylon 300 yards	6 No
405004	Formers Line 12 inch	1 No
401041	Markers Smoke and Flame	4 No
365056	Matches Safety (containers of 30) ..	6 No
246019	Pistol Rocket Line-carrying Schermuly 1.66 inch Mark N3	1 No

Action .. Any quantities of the stores at present held as per Sub-paragraph b. are to be returned to the nearest RANAD, and when required will be made available on demand.

(DAS 725/52/262)

UNCLASSIFIED

485—Lubricants—Introduction of Neox Products for Stern Tube Lubrication

Navy Order 398 of 1969 is to be amended as follows:

Paragraph 1. c.

Delete '0471-220-1628 (7 lb tin)'.

Insert in lieu '0474-220-1628 (7 lb tin)'.

Paragraph 4. c.

Delete '471-220-1628'.

Insert in lieu '0474-220-1628'.

(ACDC 1211/51/414)

(*Navy Order 398 of 1969*)

UNCLASSIFIED

486—Maintenance of Electrical Equipment in HMA Ships—Damage to Heavy Electrical Equipment

1. 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.

3. Navy Order 569 of 1966 is hereby cancelled.

(DWE 1201/1/28)

(*Navy Order 569 of 1966*)

UNCLASSIFIED

487—Naval Stores—Group/Class 6230—Introduction and Allowances Light Marker, Distress/SDU5E/ACR4F For Use by Clearance Divers and Swimmers of The Watch

1. Following the successful trials of a Light Marker Distress SDU5E/ACR4F as Swimmer of the Watch Equipment for recovery of personnel from the sea at night and to replace the light Sea Cell 0503/16468 now used by Clearance Divers, it has been decided to introduce this item into service. The item is to be identified as follows:

Group/Class	*Cat No*	*Description*	*Accty Classn*
6230	00-067-5209	Light, Marker, Distress SDU5E/ACR4F	P

2. The Light Marker has a high intensity light, continuously visible at 5 miles in sea state 3, and has a battery with a 8-14 hour endurance. Replacement batteries are identified as follows:

Group/Class	*Cat No*	*Description*	*Accty Classn*
6135	00-073-8939	Battery Part No 4RMIB	C

Until a means of accurately determining battery life has been proven, batteries are to be replaced every six months or if used in an emergency.

3. The unit can be tested before use and, if necessary recharged immediately by replacement of the battery. The marker can be worn on the wrist by using a nylon strap 0552/L40585, and does not inhibit the swimmer.

4. **Use by Swimmer of the Watch.** The Light Marker Distress SDU5E/ACR4F is to be used by the Swimmer of the Watch at night and in poor visibility.

5. **Use by Clearance Divers.** The Light Marker Distress SDU5E/ACR4F is to replace the existing Light Sea Cell 0583/16468, Battery, Sea, Cell 0562/14244 and signal distress MK13 Mod 0 now used by clearance divers engaged in free swimming operations at night. It is to be checked for correct operation prior to use and thereafter used only in an emergency or to indicate the divers position, as directed by the supervisor. Pending trials on a suitable white smoke pyrotechnic, the signal distress, MK13 Mod 0 is still to be carried, strapped to the divers forearm during free swimming operations by day.

6. Initial allowances of the Light Marker Distress complete with Battery are as follows:

Type Description	*Qty per Ship*
CV, AP	6
AO, AD, DDG, DD, DE .. AGS, AGSC, AGOR, MHC, MSC	4
HMAS PENGUIN (Diving School)	24
HMAS PENGUIN (CDT2)	15
HMAS WATERHEN (CDT1)	12
HMAS LEEUWIN (CDT4)	4

7. An initial outfit of a spare battery for each Light Marker Distress allowed will be provided.

8. Supply to ships in commission and establishments will be effected, without demand by the appropriate Superintending Supply Officer, Sydney.

9. ABR 155 will be amended accordingly.

10. Navy Order 357 of 1968 is relevant.

(DUW 400/202/696)

(*Navy Order 357 of 1968*)

UNCLASSIFIED

488—Stores General—Group Class 0423—Band Accessories Reclassification of Accounting Classification

Navy Order 44 of 1968 is to be amended as follows:

Amend the following:

'Group Class	*Pattern No*	*Description*
0423	6556	Bows for Double Bass Mutes, general'

to read

'Group Class	*Pattern No*	*Description*
0423	6556	Bows for Double Bass
0423	N/P	Mutes, general'.

(DSAP 512/69/776)

(*Navy Order 44 of 1968*)

UNCLASSIFIED

489—Wireless—RAN OBERON Submarines Modification of Type 609 Submarine Indicator Buoy—Provision of Special Serial Numbers and Test Transmission Facilities

Navy Order 452 of 1969 is to be amended as follows:

Paragraph 4.

Delete second sentence and *insert in lieu* 'The modification is to be carried out by Base Staff in accordance with Article 0114 of ABR 1313, "Submarine Upkeep Manual" '.

(DSAP 1218/51/278)

(*Navy Order 452 of 1969*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

490—Form SX144—Attachment to Stores Demand Introduction

1. Form SX144 has been introduced to ensure that when the demanding authority is unable to identify a particular item to a Stock Number, all information needed by the supply authority to identify the item is available.

2. All relevant information is to be inserted in the appropriate blocks on Form SX144, two copies of which are to be attached to the Stores Demand SX12, and one copy retained by the originator.

3. Supplies of the forms are available from SVSO and ships and establishments are to demand their requirements in the normal manner.

(DSAP 464/77/82)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN

RESTRICTED

ANOs 491-505/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
19 August 1969.

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

19524/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

491 Naval Agent—Port Kembla.

492 Reciprocal Agreement USN/RAN for Supplies and Services.

SECTION 2—PERSONNEL

493 Education Allowance.

SECTION 4—EQUIPMENT, STORES AND SERVICING

494 Alteration and Addition Item—HMA River Class Destroyers.

495 Boats Slings—Shackle Pins.

496 Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 July 1969.

497 Naval Stores (General)—Group Classes 3740 and 6840—Insecticides and Insecticide Applicators.

498 Naval Stores (General)—Tool Kit Type NS1 New Composition.

499 Packing of Mark 44 Torpedoes in Containers Mark 197 Mod 1.

500 Stores (General)—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers and Item Names.

501 Stores (General)—Group Class 5821—Radio and Television Communication Equipment Airborne—Change of Stock Numbers.

502 Stores (General)—Group Class 6680—Liquid and Gas Flow, Liquid Level and Mechanical Motion Measuring Instruments—Change of Stock Numbers.

503 Tar—Stockholm—Catalogue 0474/L55393—Safety Precautions.

504 Transfer of Supply Division Records to EDP (NAVSTOK).

SECTION 7—CANCELLED LIST

505 Stores (General)—Group Class 5821—Radio and Television Communication Equipment Airborne—Change of Stock Numbers.

Section 1
ADMINISTRATIVE AND GENERAL

RESTRICTED

491—Naval Agent—Port Kembla

1. Due to the completion of the inner harbour at Port Kembla, New South Wales, and the probability of an increased number of visits by naval vessels, the Sub-Collector of Customs at Port Kembla has been appointed as a Naval Agent.

2. Requests for services should be addressed to FOICEA.

(AS (NS) 2/204/54)

UNCLASSIFIED

492—Reciprocal Agreement USN/RAN for Supplies and Services

With reference to Annex B of Navy Order 289 of 1969 it has been ascertained that:

a. All such supplies to Naval Ships or solitary aircraft are subject to the approval of the cognisant Fleet or Force Commanders when provided overseas.

b. Overhauls, repairs and alterations together with necessary equipment and its required installation to foreign Naval Ships or military aircraft are subject to the approval of CNO in each instance.

(DSAP 201/251/19)

(Navy Order 289 of 1969)

Section 2
PERSONNEL

UNCLASSIFIED

493—Education Allowance

1. Education Allowance (ie, for moves in Australia) is paid only in cases in which, and for such time as, a change of school is considered to cause serious interference in the childs education (NPI 1221/1, clauses (e) and (j)). For this purpose, the Government has ruled that serious inteference is to be determined as follows:

2. **Interstate Moves**

a. The guiding principles are:

(1) Removal at any time up to the commencement of the Intermediate or School Certificate years does not normally constitute serious interference;

(2) Removal during the Intermediate or School Certificate years may be held to constitute serious interference;

(3) Removal at the close of the Intermediate or School Certificate years does not normally constitute serious interference

(4) Removal after the commencement of the final two years of secondary education may be held to constitute serious interference.

b. Individual cases may arise under (1) and (3) in which removal would cause serious interference, eg, a child who had been removed during first year might well find serious difficulty in a further removal during second year. In such a case payment would be considered for the balance of the year.

c. Allowances paid in respect of those admitted under (2) would normally cease at the close of the Intermediate or School Certificate years. Allowances in respect of those admitted under (4) would normally be payable for the balance of the two year period.

3. **Intrastate Moves**

a. The guiding principles are:

(1) Removal during a public examination year may be held to constitute serious interference;

(2) Removal at any other time does not normally constitute serious interference.

b. Individual cases may arise under (2) in which removal would cause serious interference, eg, a removal during a year where the school at the new location does not provide tuition in a subject or subjects being pursued by the student and this would materially prejudice the students chances of success at the examination or pursuit of the career towards which the education is being directed.

4. **Unavailability of Secondary Education**

Serious interference occurs at any level of secondary education where secondary education facilities are not available at the locality of posting. So far as New Guinea is concerned, serious interference occurs if the parents are located at areas other than Port Moresby, Lae or Rabaul.

5. Cases which do not meet the above requirements will need to possess special features to gain support for payment of the allowance.

6. A member entitled to Education Allowance in respect of a posting to New Guinea should not claim Territory Secondary Education Subsidy first but should seek reimbursement through Education Allowance, ie, not part reimbursement from each. However, members not entitled to Education Allowance should still claim Territory Secondary Education Subsidy. Members in receipt of Education Allowance will qualify for visits of children to the area under NPI 122 (3) or 122/3 and not under Territory rules.

7. NPI 122/1 clause (j) provides that, in certain circumstances, where entitlement ceases, Education Allowance may be continued until the end of the academic year if the child continues to board at the school. This clause is amended to provide that the allowance will terminate where:

a. the member is posted back to the locality where the child is attending school, or the members wife or family return to that locality to live—payment shall cease from the date the member takes up duty in that locality or the date of the return of the wife or family, whichever first occurs; or

b. the child:

(1) attains the age of 20 years; or

(2) in the opinion of the Naval Board a change of school would cease to cause serious interference to the childs education;

provided that under both a. and b. above where the child is at a boarding school the allowance may be continued until the end of the current school term if the child remains at boarding school.

8. A member claiming payment of Education Allowance is now required to indicate whether or not his child holds a Commonwealth Scholarship, and to provide details of any claims for reimbursement which have been made under the scholarship.

9. The following conditions will apply regarding the scholarship:

a. *Living Allowance Portion of Scholarship*. No adjustment will be made to the amount of Education Allowance paid on account of the living allowance portion received;

b. *Textbook and Equipment Allowance Portion of the Scholarship*. In respect of one half of this allowance no adjustment will be made to the amount of Education Allowance payable—the balance will be deducted from Education Allowance payments as in c. below; and

c. *Fees Allowance Portion of Scholarship*. As a member is not entitled to receive reimbursement under the provisions of both the scholarship and Education Allowance in respect of the same expenses, the element included in the scholarship for fees will be deducted from the amount of Education Allowance payable.

10. NPI 122-122/6 should be noted pending amendment.

(HPB 252/10/2)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

494—Alteration and Addition Item—HMA River Class Destroyers

1. The following Alteration and Addition Item is approved to be carried out in the River Class Destroyers:

Class List Item No 392 (Ex TDL 'NFFF').

a. *Item:* 'To replace the existing 500 watt HF-AM Transmitter Type 603 and Associated 8 inch Aerial Trunk by 2 in number HF-SSB 1KW Transmitters Type AN/URT-23 (V) and associated Antenna Coupler Group AN/URA-38 and Whip Aerial Outfits AWF and AWF (M) in accordance with the following Navy Office guidance drawings:

Ship	*Drawing*
HMAS YARRA	653-31-181
HMAS PARRAMATTA	653-31-179
HMAS STUART	653-31-178
HMAS DERWENT	653-31-180

This equipment is to be fitted prior to or concurrently with the Multi-Channel fit—Item 334.'

b. The Item will provide topweight compensation for the fitting of Multi-Channel equipment.

(CNTS 1224/251/739)

UNCLASSIFIED

495—Boats Slings—Shackle Pins

(DCI (RN) 537/1969)

1. There have been three recorded cases in the RN where it appears that the shackle pins of boats slings, where the slings are fastened into the keel, have worked loose by vibration whilst the boat has been hoisted at the davit head.

2. To avoid similar occurrences, these pins are to be moused and as before, they should be regularly inspected.

(ACDC 1211/52/199)

UNCLASSIFIED

496—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 July 1969

1. The price list for fresh fruit and vegetables which has operated from 1 April 1969 has been amended.

2. A revised price list operative from 1 July 1969 has been distributed to all HMA ships and establishments.

3. No variation in Victualling Allowances is involved and the following rates per head per day will continue to apply from 1 July 1969:

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley ..	0.78	0.80
All other messes of 300 or less	0.77	0.78
Messes of more than 300	0.75	0.77
Additional for ships of the Strategic Reserve and for ships deployed with the United States Navy in the Far East ..	—	0.04
Supplementary 'Broadside' messing allowance for HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	—	0.01
HMAS MELVILLE	0.80	—
HMAS TARANGAU	0.82	—
Cadet Midshipmen at RANC .. .. .. Junior Recruits at training establishments .. Apprentices at RANATE .. .. .. Australian Sea Cadets attending camps and courses	0.86	*

* The allowance of 86 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 88 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 339 of 1969 is hereby cancelled.

(D of V 903/51/156)

(Navy Order 339 of 1969)

UNCLASSIFIED

497—Naval Stores (General)—Group Classes 3740 and 6840—Insecticides and Insecticide Applicators

Navy Order 73 of 1969 is to be amended as follows:

Annex A

a. *Items No 13 and 14: amend* Name in Report *to read* 'Insect repellent di-butyl-phthalate'.

b. *Item No 15: amend* Name in Report *to read* 'Insect repellent di-ethyl-toluamide'.

(MDG 514/62/170)

(Navy Order 73 of 1969)

UNCLASSIFIED

498—Naval Stores (General)—Tool Kit Type NS1 New Composition

Navy Order 164 of 1968 is to be amended as follows:

Delete

Group/Class	*Cat No*	*Description*	*Qty*
0276	5978	Square Set Mitre 10 inch	1'

Insert

'0461	5978	Square Set Mitre 10 inch	1'

(DSAP 506/83/52)

(Navy Order 164 of 1968)

UNCLASSIFIED

499—Packing of Mark 44 Torpedoes in Containers Mark 197 Mod 1

1. Mark 44 Torpedoes have on occasion been returned to RANTE from the Fleet incorrectly stowed in their containers so that the bottom thrust lug cavity of the torpedo is not aligned to engage with the lower aft support lug of the container, thus allowing movement, with the possibility of damage occuring to the torpedo during transport.

2. Attention is drawn to the Instructions for Packing contained in NAVWEPS OD20543 an extract of which is attached as Annex A to this order and particularly to Paragraphs 3 and 4 of the instructions.

3. Arrangements are being made for labels bearing the provisions of the above paragraphs to be attached to the bottom of containers, near the rear strap, as and when the containers pass through RANTE.

ANNEX A

Packing Instructions

Extract of NAVWEPS OD20543

1. Position the sling around the centre of gravity of the torpedo.

2. Apply a thin coat of talcum powder or soap stone to the exposed surfaces of the rubber pads, on the strap assemblies and supports.

3. Hoist and position the torpedo so that two of the thrust lug cavities are perpendicular to the vertical centre line of the container.

4. Lower the torpedo slowly with the bottom thrust lug cavity aligned to engage with the lower aft support lug. Remove the sling.

5. Coat the threads of the 'T' bolts with antisieze compound.

6. Close the forward, centre and aft straps. Swing the 'T' bolts into place on the forward, centre and aft lower supports and tighten.

Note: Do not tighten the straps excessively as damage to nuts, 'T' bolts, straps or torpedo may occur. Applied torque should be 8-12 foot pounds.

7. Apply a thin coat of talcum powder or soap stone to the exposed surfaces of the gasket.

8. Immediately before closing container, loosen the studs of the desiccant cover and remove the cover. Place three eight unit bags of desiccant in basket. Lock the cover in place with the studs.

9. Place the upper shell on the lower shell.

Caution: Take note of markings on upper and lower shells. Secure shells in position with forward and after ends mating.

10. Secure the swing bolts around the flange of the upper shell and tighten the nuts evenly, until the flange faces meet. Do not tighten to excess.

11. Seal the container at two diagonally opposite corners using self-locking car seals.

Note: The humidity indicator shall read 40 per cent or less prior to shipping.

(DAS 712/251/413)

UNCLASSIFIED

500—Stores (General)—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers and Item Names

Navy Order 225 of 1969 is to be amended as follows:

	Old Catalogue Number	*New Catalogue Number*
Delete	10415	923-7748
Insert in lieu	10415	923-9348

(DSAP 512/56/438)

(*Navy Order 225 of 1969*)

UNCLASSIFIED

501—Stores (General)—Group Class 5821—Radio and Television Communication Equipment Airborne—Change of Stock Numbers

1. As a result of investigation carried out with the Defense Supply Agency, USA, Federal Stock Numbers (FSN) have been obtained for the undermentioned items, which had been allocated a Local Stock Number for accounting and identification purposes. The stock numbers are changed as follows:

Old Stock Number		*New Stock Number*	
Catalogue Number	*Description*	*Group Class*	*Catalogue Number*
00-L53014	Bearing	3120	00-086-9054
00-L53015	Bearing	3120	00-489-4053
00-L53016	Bearing	3120	00-661-5056
00-L53082	Terminal Board	5821	00-828-8334
00-L53252	Heat Exchanger	5960	00-969-8937
00-L53383	Pad Assembly	5821	00-818-0336

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815, with effect from 25 August 1969.

3. ABR 5074 Catalogue of Stores will be amended in due course.

(DSAP 518/59/907)

UNCLASSIFIED

502—Stores (General)—Group Class 6680—Liquid and Gas Flow, Liquid Level and Mechanical Motion Measuring Instruments—Change of Stock Numbers

1. The undermentioned Local Stock Numbers have been allotted DSNs and an FSN changed as follows:

		New Stock Number	
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
66-L 10564	6680	66-010-9778	COUNTER, ROTATING, FIXED MOUNTING
66-L 10565	6680	66-010-9773	COUNTER, ROTATING, FIXED MOUNTING
66-L 10567	6680	66-010-9940	COUNTER, ROTATING, FIXED MOUNTING
66-L 10568	6680	66-010-9941	COUNTER, ROTATING, FIXED MOUNTING
66-L 10569	6680	66-010-9772	COUNTER, ROTATING, FIXED MOUNTING
00-275-8745	6680	00-273-8748	TACHOMETER, VIBRATING REED

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815, with effect from 25 August 1969.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/51/405)

UNCLASSIFIED

503—Tar—Stockholm—Catalogue 0474/L55393—Safety Precautions

1. A drum containing Stockholm tar recently burst in the bulk storeroom of an establishment in Sydney and the liquid contents were sprayed over a considerable area. In order to prevent similar occurrences of this nature, the instructions detailed in this order are to be implemented in future.

2. This material is subject to vaporisation in hot conditions and the resulting build up of gas can cause the drum to burst. The accumulated gas should be released at intervals not exceeding once each month, by slowly unscrewing the cap of the drum. Release of the vapour should be carried out in situ as handling involved in removal to open space could contribute to bursting of the drum if vaporisation has already occurred.

3. The tar is non-flammable for normal purposes but the vapour could have a minor hydrogen content and care should therefore be taken to ensure that there is no naked flame in the vicinity when the vapour is being released.

4. Navy Order 382 of 1969 is hereby cancelled.

5. ABR 4 will be amended in due course.

(DSAP 512/87/246)

(*Navy Order 382 of 1969*)

UNCLASSIFIED

504—Transfer of Supply Division Records to EDP (NAVSTOK)

1. The purpose of this order is to give a consolidated list of those stores that have already been transferred to EDP supply system NAVSTOK (*see* Annex A), and those groups which are to be transferred later this year (Annexes B and C are relevant).

2. With regard to those group/classes shown in Annexes B and C, the actual dates of transfer to EDP (NAVSTOK), in two separate steps, will be the subject of signal advice.

ANNEX A

Group/Classes Already Transferred to EDP (NAVSTOK)

Group/ Class	*Store Depot Code*	*Group/ Class*	*Store Depot Code*	*Group/ Class*	*Store Depot Code*	*Group/ Class*	*Store Depot Code*
FORMS	5819	0271	0027	4440	0027	7195	0124
V1	0124	0272	0027	4510	0027	7210	0124
V2	0124	0310	0124	4720	0027	7220	0124
V3	0124	0330	0124	4730	0027	7240	0027
V4	0086	0340	0124	4820	0027	7290	0124
V5	0124	0411	0027	4930	0027	7340	5819
V6	0086	0412	0027	5133	0027	7430	5819
V7	0086	0413	0027	5136	0027	7460	5819
V8	0086	0414	0027	5140	0027	7510	5819
0100	0027	0415	0027	5305	0027	7520	5819
0213	0027	0421	0124	5306	0027	7530	5819
0214	0027	0422	0124	5307	0027	7690	5819
0241	0027	0423	0124	5310	0027	7710	0124
0242	0027	0441	0027	5315	0027	7720	0124
0243	0027	0442	0027	5320	0027	7930	0027
0244	0027	0444	0027	5325	0027	8010	0027
0245	0027	0445	0027	5330	0027	8030	0027
0247	0027	0451	0124	5335	0027	8040	0027
0248	0027	0471	0027	5345	0027	8105	0124
0251	0027	0473	0027	5510	0027	8140	0124
0252	0027	0474	0027	5530	0027	8305	0124
0253	0027	1940	0027	5610	0027	8310	0124
0254	0027	1945	0027	5640	0027	8340	0124
0255	0027	2040	0027	6640	0027	8345	0124
0256	0027	2090	0124	6680	0027	9310	5819
0257	0027	3110	0027	6685	0027	9320	0027
0258	0027	3120	0027	6810	0027	9350	0027
0259	0027	3130	0027	6840	0027	9390	0027
0264	0027	3610	5819	6850	0027	9505	0027
0265	0027	3920	0027	6910	0027	9525	0027
0266	0027	4210	0027	7105	0124	9620	0027
0269	0027	4320	0027	7110	0124	9905	5819

ANNEX B

Group/Classes to be Transferred to EDP (NAVSTOK) 1969

Group	*Depot Code*	*Group*	*Depot Code*
0211	0027	1720	0027
0212	0027	2050	0027
0216	0027	3433	0027
0217	0027	3439	0027
0218	0027	3940	0027
0221	0027	4010	0027
0222	0027	4030	0027
0223	0027	4710	0027
0231	0027	5340	0027
0232	0027	5440	0027
0246	0027	5445	0027
0261	0027	5975	0027
0262	0027	6670	0027
0263	0027	6850	0027
0267	0027	7125	0027
0268	0027	9510	0027
0281	0027	9515	0027
0282	0027	9520	0027
0283	0027	9530	0027
0284	0027	9535	0027
0289	0027	9545	0027
0447	0027	9640	0027
0481	0027	9650	0027
1075	0027	9670	0027
1710	0027	9680	0027

ANNEX C

Group/Classes to be Transferred to EDP (NAVSTOK) 1969

Group	*Depot Code*	*Group*	*Depot Code*	*Group*	*Depot Code*	*Group*	*Depot Code*
0249	0027	0462	0027	4020	0027	6675	0027
0273	0027	0472	0027	4220	0027	6920	0027
0274	0027	0474	0027	4240	0027	7520	0027
0275	0027	0475	0027	4940	0027	7810	0027
0276	0027	0476	0027	5110	0027	7830	0027
0277	0027	0721	0027	5120	0027	7920	0027
0278	0027	0731	0027	5130	0027	8020	0027
0350	0027	3030	0027	5133	0027	8125	0027
0431	0027	3450	0027	5136	0027	8135	0027
0432	0027	3455	0027	5180	0027	8330	0027
0433	0027	3456	0027	5210	0027	9150	0027
0434	0027	3460	0027	5220	0027	9160	0027
0435	0027	3740	0027	5280	0027	9330	0027
0461	0027	3990	0027	5350	0027	9340	0027

(DSAP 178/1/170)

Section 7

CANCELLED LIST

UNCLASSIFIED

505—Stores (General)—Group Class 5821—Radio and Television Communication Equipment Airborne—Change of Stock Numbers

Navy Order 830 of 1968 is hereby cancelled.

(DSAP 519/59/907)

(*Navy Order 830 of 1968*)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

19524/69—3

HISTORIAN

RESTRICTED

ANO 506/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
28 August 1969.

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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19789/69

RESTRICTED

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

506—Ministry of Defence Standard Priority System for Supply and Movement of Material

(*DCI* (*General*) *205/1968*)

1. MOD have introduced a standard priority system for the supply and movement of material. The MOD system is similar to, but not identical with, the United States UMMIPS procedure. This system supersedes all existing priority and target/delivery dates systems for demanding material. This system has been in operation in MOD since 1 March 1969.

2. Some details of the system are set out in the Annexes to this order.

3. HMA ships drawing stores from MOD (N) store depots are to quote the relevant priority number on demands. Force/Unit Designators are allotted as follows:

a. for HMA ships due to operate in company with HM ships the Force Commander will allocate a Force/Unit Designator on request; and

b. for ships operating independently Force/Unit Designator III is to be used.

ANNEX A TO NAVY ORDER 506

1. The MOD standard priority system for supply and movement of material provides a ready basis for expressing the relative importance of demands and materiel movements by reference to 20 priority codes. The priority of issue is determined by a combination of two basic factors:

a. the operational importance of a Force or Unit in relation to others. This is called the 'Force/Unit Designator.'

b. the urgency of the requirement. This is called the 'Urgency of Need.'

These two factors when related to each other produce 20 priority codes which are placed in five groups to facilitate the channelling and processing of demands and to denote movement priority and are shown in Annex B to this order. Each group qualifies for different processing and/or movement time scales. Colour codes are introduced to distinguish the higher priority groups. The system provides for the use of 'Required Delivery Dates' but their use is restricted.

Definition of Urgency of Need

2. Demanding units themselves determine the 'Urgency of Need' for each demand according to the following criteria:

a. *Urgency of Need—A*

To be used where the materiel required is for:

(1) Operational missions or tasks which cannot be performed without it;

(2) Emergency repairs to equipment or stores vital to the performance of these missions, or

(3) Modification, manufacture or repair of major operational equipment, weapons, ammunition and supplies when, for lack of it, work stoppage has occurred or cannot be averted and this would prejudice Service operations.

ANNEX A—*continued*

b. *Urgency of Need—B*

To be used when the materiel required is for:

(1) Immediate use, the lack of which is impairing the operational capability of the force or unit concerned;

(2) Circumstances where operational tasks can be performed but with decreased effect and efficiency, or

(3) Emergency replacement or repair of equipment not used directly for operational missions or tasks.

(4) Occasions when serious personal hazard will arise unless the material is urgently supplied.

c. *Urgency of Need—C*

To be used when the materiel required is for urgent repair or replacement of equipment where time does not permit supply by routine means and which, for overseas, must be supplied by air because neither normal nor priority sea movement would meet the requirement.

d. *Urgency of Need—D* (*overseas only*)

To be used when the materiel required does not qualify for air movement but does, nevertheless, require faster than routine movement by sea.

e. *Urgency of Need—E*

To be used for routine replenishment and supply of items not qualifying for higher urgencies.

3. The demanding unit will be aware of its own Force/Unit Designator assigned from the range I to IV and, after deciding the appropriate Urgency of Need (A to E), the Force/Unit Designator is read in Table 1 of Annex B against the selected Urgency of Need to determine the appropriate priority code in arabic numbers. Each unit has the choice of only four priority codes (five for units overseas). For example, a unit with a Designator II is limited to the choice of one of the Priority Codes 02, 05, 10 or 18 if located in the United Kingdom, or 02, 05, 10, 14 or 18 if located overseas.

Pipeline Times

4. Details of maximum time scales for delivery of stores under the various priority codes are promulgated by local commands.

Submission of Demands

5. The time scales assume the prompt submission of demands by units and their timely receipt by the supply source. Demands bearing Priority Codes 01 to 08 from units within the United Kingdom, and demands with Priority Codes 01 to 12 from units overseas, for processing either locally in overseas theatres or in the United Kingdom are to be sent by the fastest authorised means. Other demands are to be sent by post or other authorised means. The date shown on a demand is to be the date of dispatch or transmission by the demanding unit to the supply source.

6. Priority Code 02 is to be used by all demanding units, regardless of Force/Unit designator, for medical or other supplies or equipment required immediately for treatment of cases of critical illness or injury, or for first-aid disaster relief.

ANNEX A—*continued*

Required Delivery Dates

7. Required Delivery Dates are not to be used except when materiel is to be delivered on or by a specific date to meet the following situations:

a. where the delivery of materiel can only be made on a particular day and at a particular place,

b. there is a scheduled date of deployment for a Force/Unit, or

c. the materiel is required for a specific repair or programme where the lack of materiel on a stated date will halt the task.

8. When necessarily used, the Required Delivery Date is to be quoted on a demand in addition to the priority code. It is not to be used to obtain a higher Priority Group/Movement Priority than that established by the priority code.

9. When a Required Delivery Date is later than the latest delivery date (*See* Paragraph 4) for Priority Codes 17 to 20 the special priority code 99 is to be substituted and the Required Delivery Date stated. If the Required Delivery Date cannot be given initially, Code 99 nevertheless must be used and the recipient of the demand advised of the Required Delivery Date when it is known.

10. Special Priority Code 99 is to be used, normally in conjunction with a Required Delivery Date, in place of any other priority code when materiel is required on a date later than that which would be achieved by using the maximum time scales for Priority Codes 17 to 20. It attracts Movement Priority 5 in respect of movement unless otherwise authorised.

Upgrading of Priority Demands

11. If a demanding unit requires earlier supply of materiel previously demanded under a less urgent priority code, new demands are to be submitted using the revised priority code. The original demand is to be cancelled or reduced by the demanding unit.

Colour Codes Indicating Priority Groups

12. The 20 priority codes have been consolidated into five priority groups as illustrated in Table 2 of Annex B, for the handling and processing of demands and subsequent movement of materiel. They are as follows:

Priority Codes	*Priority Group*	*Movement Priority*	*Colour Marking*
01–03	1	1	Red star
04–08	2	2	Green star
09–12	3	3	Blue star
13–16 (overseas only) ..	4	4	Violet star
17–20	5	5 (Routine)	—

Restriction of Quantity on Urgent Demands

13. To maintain the integrity of the system, the quantity of materiel included on demands bearing Priority Codes 01 to 12 is to be restricted to that amount required to satisfy the immediate requirement from which the demand arises. Additional quantities to satisfy other requirements or stock replenishment are to be demanded separately, quoting the appropriate priority code. In instances where quantities demanded under Priority Codes 01 to 12 seem in excess of the quantity that can reasonably be associated with immediate needs, the supply source may challenge the requirement with the demanding unit.

ANNEX A—*continued*

Priority Markings on Documents and Packages

14. The following instructions concern the marking of priority codes on documents and packages:

a. *Documents*. The priority code and, if applicable, a Required Delivery Date, is to be entered on all demands and issue orders, issue vouchers and on associated movement documents,

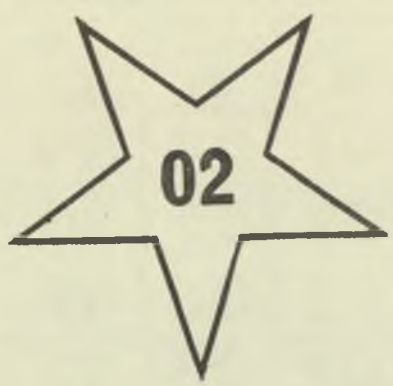
b. *Packages*. The movement marks on the packages include the priority code.

15. The system provides additionally for the use of coloured stars (five points) when, as a visual identification aid, they assist in the rapid processing of documents and the expeditious handling and movement of materiel.

16. A coloured star, if used on documents, may be stamped or marked in any suitable position. There is no requirement for coloured stars to be stamped on demands by demanding units.

17. On packages the coloured star appropriate to the priority code is used in conjunction with the priority code by marking the latter within the star, namely:

18. A star, when used on packages will not exceed six inches in diameter, and will not be marked in such a position where it could be confused with or obliterate descriptive markings or symbols relating to the contents of the package. When materiel is dispatched by air freight, air cargo labels (RAF Forms 2873A, B and C) are used in addition to the star and priority code.



19789/69—2

ANNEX B
TABLE 1

DERIVATION OF PRIORITY CODES BY RELATING FORCE/UNIT DESIGNATOR TO URGENCY OF NEED

FORCE/UNIT DESIGNATOR	URGENCY OF NEED				
	A	B	C	D*	E
I	01	04	09	13	17
II	02	05	10	14	18
III	03	06	11	15	19
IV	07	08	12	16	20

TABLE 2

CONSOLIDATION OF PRIORITY CODES INTO PRIORITY GROUPS/MOVEMENT PRIORITIES

FORCE/UNIT DESIGNATOR	URGENCY OF NEED				
	A	B	C	D*	E
I	01	04	09	13	17
II	02	05	10	14	18
III	03	06	11	15	19
IV	07	08	12	16	20

Priority Group/Movement Priority 1 (RED STAR)

Priority Group/Movement Priority 2 (GREEN STAR)

Priority Group/Movement Priority 3 (BLUE STAR)

Priority Group/Movement Priority 4 (VIOLET STAR)

Priority Group/Movement Priority 5 (ROUTINE)

*For use of overseas units demanding on UK

(DSAP 501/251/26)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 507-519/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 August 1969.

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

By direction of the Naval Board,

L. Kandau.

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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19790/69

CONTENTS

No *Title*

SECTION 2—PERSONNEL

507 Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons.

508 Medical Instructions for Naval Aircrew Personnel.

509 Programme of Professional Tests for Promotion to SD List—December 1969-November 1970.

SECTION 4—EQUIPMENT, STORES AND SERVICING

510 Ammunition—Pyrotechnics 393085—Rockets Lifechute Mark 6 365162—Signals Distress No 1 Mark 1 Introduction.

511 Disclosures of Information on Tenders for Supplies and Services.

512 Emergency Electrical Supply Cables—Use in Other Than Emergencies.

513 Guided Weapons—Special Care When Handling.

514 Gun Mountings—4.5 inch Mark 6 Series Mountings—Firing Circuits.

515 Loan Clothing and Eye and Face Protection Equipment—Reclassification and Accounting.

516 Magazine and Gunwharf Stores Failure Reports.

517 Naval Stores—Wind Sock Introduction.

518 Stores General Group Class 8120—Commercial and Industrial Gas Cylinders—Change of Stock Numbers.

SECTION 6—ESTABLISHMENTS

519 Economy in the Use of Electricity.

Section 2

PERSONNEL

UNCLASSIFIED

507—Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons

1. The manning of modern aircraft calls for as perfect as possible physiological and psychological balance on the part of aircrew.

2. Apart from pathological conditions this balance may be disturbed as a result of various extraneous factors, the effects of which are scarcely perceptible and therefore, negligible for everyday activities, but are considerably increased in the case of those whose work is in the air.

3. Flight safety, therefore, requires that Medical Officers responsible for the medical supervision of aircrew should be well aware of these factors and of the appropriate preventive measure. 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.

4. The effects of flying when suffering from common head colds may be serious and far-reaching.

5. A lowering of the black-out threshold may persist for three or four days after clinical recovery from gastro-enteritis.

6. The main extraneous factors to be taken into consideration are:

a. administration of certain drugs which do not require the patient to be confined to bed;
b. immunisation procedures;
c. loss of blood affecting regulars and occasional donors and following dental extractions;
d. simulated ascents in pressure chambers;
e. competitive or tiring sporting activities;
f. skin diving;
g. ingestion of alcoholic beverages; and
h. watchkeeping duties.

Administration of Certain Drugs

7. In general, aircrew requiring drugs having a systemic reaction will be removed from flying duties. In certain instances where these drugs are absolutely indicated they must be dispensed by, or with the knowledge of, the attending Medical Officer.

8. 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.

9. Drugs of the Barbiturate, Amphetamine, Tranquiliser and Antihistamine groups, which are supplied under various trade names, can have dangerous side reactions which have been regarded as the cause of accidents.

10. Aircrew who have been prescribed any of these drugs are to be temporarily grounded, and the squadron commander is to be informed that they are not to fly until passed fit by the Medical Officer.

Immunisation Procedures

11. It must be recognised that in particular cases of certain immunisations the following measures should be taken in the event of a reaction occurring:

a. *TAB-TABT-TABDT-Cholera and Anti-plague Immunisation*
Suspension from flying duties until local or general reactions have disappeared.

b. *Yellow Fever Immunisation*
Suspension from flying duties until all signs of possible general reactions have disappeared.

c. *Smallpox Vaccination*
Aircrew may only continue flying at the discretion of the Medical Officer.

Restrictions due to Blood Donations

12. Aircrew in active flying appointments are not to donate blood except in emergencies or special circumstances, such as those involving a rare blood type.

13. Aircrew who have donated blood in an emergency or other special circumstances are not to perform flying duties within a period of 72 hours following the donation, nor engage in flights at night or above 35,000 feet, or involving aerobatic or gunnery tactics within a period of seven days following donation.

14. Following dental extractions involving prolonged and severe haemorrhage from the socket(s) similar restrictions are to be observed.

Training in a Decompression Chamber

15. Test ascents in a decompression chamber up to a simulated altitude of 30,000 feet (9,144 metres), whether carried out for the sake of physiological control or as part of the aeromedical training of flying personnel, call for limitation as follows:

a. When symptoms and/or reactions occur during or after the test a suspension from flying duties will be prescribed according to the discretion of the attending Medical Officer.

b. Serious effects will entail a period of observation in hospital.

16. When training in the chamber entails a test of sudden and violent decompression, no high altitude flying during the day following the test is to be allowed for the members concerned.

Tiring Sporting or Recreational Activities

17. Flying fitness is impaired by fatigue. Fatigue can be caused by a number of factors, not the least of which is prior exhaustion from over-excessive muscular effort.

18. Aircrews are encouraged to participate in physical fitness programmes but are to be cautioned to plan these activities so that they will not affect their fitness to fly.

Skin Diving

19. The danger of aeroembolism during flight is considerably increased after a stay in an overcompressed atmosphere, and in particular after skin diving. To avoid the occurrence of such accidents, it is important that the following minimum safety rules be applied to aircrew:

a. Any aircrew member who, with an independent breathing apparatus, has skin dived deeper than 30 feet (10 metres) should be barred from flying at altitudes above 18,000 feet cabin pressure for the 12 hours following the dive.

b. Any incident occurring during, or following, skin diving imposes an automatic ban on flying until a medical examination has been carried out.

Restrictions following Consumption of Alcohol

20. The incapacitating nature of the after effects of over indulgence in alcoholic beverages is widely recognised. Also well recognised is the fact that the body takes an appreciable length of time to break down ingested alcohol.

21. Aircrew are not to undertake flying duties when under the influence of alcohol or within eight hours of the last ingestion of alcohol.

Watchkeeping Duties

22. In order that they may be properly rested, aircrew should not normally keep watch within eight hours of being due to undertake flying duties.

Dental

23. 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 442 of 1969 is relevant.

24. ABR 1991 will be amened in due course.

25. Navy Orders 518 of 1966 and 135 of 1967 are hereby cancelled.

(MDG 327/53/22)

(*Navy Orders 518 of 1966, 135 of 1967 and 442 of 1969*)

RESTRICTED

508—Medical Instructions for Naval Aircrew Personnel

Navy Order 419 of 1969 is to be amended as follows:

Paragraph 8, line 2:
delete 'Air' and *insert* 'Aviation'.

Paragraph 48, line 2:
delete 'or of' and *insert* 'of or'.

Paragraph 81, line 4:
delete 'Air' and *insert* 'Aviation'.

Paragraph 91:
delete 'Amended' and *insert* 'Cancelled'.

(MDG 327/251/6)

(*Navy Order 419 of 1969*)

UNCLASSIFIED

509—Programme of Professional Tests for Promotion to SD List—December 1969-November 1970

1. The tentative programme of professional tests in the Royal Australian Navy to be conducted from Navy Office during the period 1 December 1969 to 30 November 1970 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 3 and Thursday 4 December 1969
Ship Sub-Lt	Wednesday 25 and Thursday 26 February 1970
Eng Sub-Lt (AE)	Tuesday 3 and Wednesday 4 March 1970
EI Sub-Lt (L) (R) (AL) (AR)	Tuesday 3 and Wednesday 4 March 1970
Eng Sub-Lt (OE)	Tuesday 3 and Wednesday 4 March 1970
Ward Sub-Lt	Tuesday 17 and Wednesday 18 March 1970
Supply Sub-Lt (S) and (W) ..	Tuesday 17 and Wednesday 18 November 1970

4. This order will be reprinted for posting on Notice Boards.

5. Navy Order 667 of 1968 is hereby cancelled.

(HPB 312/6/5)

(*Navy Order 667 of 1968*)

Section 4

EQIPMENT, STORES AND SERVICING

RESTRICTED

510—Ammunition—Pyrotechnics 393085—Rockets Lifechute Mark 6 365162—Signals Distress No 1 Mark 1 Introduction

a. *Items* .. .. The following stores are introduced into Naval Service in the RAN:
393085—Rockets Lifechute Mark 6
395162—Signals Distress No 1 Mark 1.

b. *Reason for Introduction* .. .. They are to replace Rockets Signal 1 lb and Flares Signal Red as part of a navigational outfit for small craft and will be packed and issued as a set of 6-No each.

c. *Packaging* .. .. .. Box W86 contains 6-No 393085 Rockets Lifechute and 6-No 365162 Signals Distress No 1 Mark 1 individually enclosed in polythene envelopes sealed with cellotape.

d. *Details*

(1) *Item 393085 Rocket Lifechute Mark 6*

(a) Description .. .. This item is a rocket signal enclosed in a sealed plastic container. In the head of the rocket signal is a parachute-suspended red flare which is ejected at the apex of flight.

(a) Description—*continued*

To fire the lifechute:
(i) tear off red tape from around top lid
(ii) tear off green tape at bottom and remove corrugated lid;
(iii) hold container firmly midway along its length—red sealed end pointing upwards;
(iv) pull away striker release ring—rocket will be discharged after one to two second delay.

For night identification purposes:
(v) the top is coloured red and is smooth; and
(vi) the bottom is coloured green and is embossed with a raised cross.

(b) Life .. .. .. A life of five years has been provisionally allocated to the Rocket Lifechute Mark 6 subject to satisfactory annual proof.

(c) Explosive Classification .. Group 9 Category X.

(d) Allowances .. .. 1 set of 6-No 393085 Rockets Lifechute Mark 6 and 6-No 365162 Signal Distress No 1 Mark 1 as part of navigational outfit for small craft.

(e) Supply .. .. Procurement action has been taken to obtain stocks of the above sets and these will be issued to navigational outfits on receipt.

(f) Precautions in use .. Users of the rocket should be instructed to ensure that it is held upright or pointing slightly down wind from the vertical. It has been found that when held pointing slightly into the wind, the trajectory of the rocket is affected so greatly that there is a considerable risk that it will dive into the water before flare ignition occurs.

(2) *Item 365162 Signal Distress Day and Night No 1 Mark 1*

(a) Description .. .. The Signal Distress, day and night No 1 Mark 1 is for use at sea and on land, and is included in aircraft emergency and personal survival packs. It is a dual purpose signal having a smoke unit at one end, and a flare unit at the other end. Each unit can be functioned independently of the other. On a clear day the smoke signal can be seen for approximately 4½ miles from the air and 3½ miles at sea. At night, in conditions of good visibility, the flare signal can be seen from approximately 30 miles

(a) Description—*continued*

in the air and 5½ miles at sea. The signal is hand held and when functioned emits orange coloured smoke from one end for daytime use or an intense reddish flare from the other end for night use. The body is made of plastic material, is cylindrical in shape, and has a dividing wall, so providing two separate compartments, one at each end. Each compartment is fitted with an aluminium liner. The signal body is closed at each end by a screw on type plastic cap which screws down onto a rubber sealing ring. The caps differ in design and are distinguishable by touch so that the night signal end, which has eight fluted projections around the circumference of its cap, can be selected during darkness.

(b) Functioning .. ..

Day Signal (Smoke).

When the striker is released, it hits and fires the percussion cap, the flash from which ignites the primed cambric and the celluloid strip. The burning cambric and celluoid ignite the smoke pellet and dense orange coloured smoke is emitted.

Night Signal (Flare).

When the striker is released it hits and fires the percussion cap, the flash from which ignites the primed cambric and celluloid capsule. The burning cambric and celluloid ignite the flare composition which gives an intense reddish flare.

(c) Instructions for use ..

Unscrew the cap from the end to be fired then:

(i) hold the signal up at arms length 45° from body

(ii) point the signal away from your face, unfold the firing ring to full extent and twist.

(d) Life .. .. ..

(i) A shelf life of five years and an installed life of one year has been allocated to this signal. It has been necessary to allocate a new eight digit store reference number, of which the last two digits indicate the year of filling. HMA ships and RAN air stations should use the first six digits only when placing demands, etc;

(ii) No 1 Mark 1 Signals used in Liferafts: The shelf and installed life of these signals can be extended by two months when used in liferafts in order to allow for completion of voyage, etc.

(e) Explosive Classification .. Group 9 Category X.

(f) RANADs only .. .. Stocks issued to service must have more than one year of life remaining.

(g) Dimensions .. .. Overall Length .. .. 5.2 inches
Diameter .. .. 1.6 inches
Weight .. .. .. 8½ ozs.

(DAS 728/251/82)

RESTRICTED

511—Disclosures of Information on Tenders for Supplies and Services

1. Both Department of Supply and the Commonwealth Stores and Tender Board have on various occasions expressed concern at unauthorised disclosure of information in regard to Commonwealth tenders and contracts. More recently the Department of Supply has advised of approaches having been made to the Minister for Supply and senior officers of that Department by tenderers who were obviously aware of the exact status of recommendations on tenders in which the inquirers were interested.

2. It is appreciated that tender offers must on occasion be discussed by personnel concerned with the respective tenderer. It is stressed that on such occasions the discussion must be confined to relevant details of the actual offer only. It is also appreciated that approaches will be made to officers about the outcome of tenders or the nature and progress of Departmental recommendations. On all such occasions no indication is to be given as to the likely success of an offer or as to the number or details of other offers and outside inquiries seeking to ascertain who is dealing with tenders at a particular time should be answered in general terms to the effect that the tenders are being processed in accordance with normal procedures.

3. The Commonwealth Stores Supply and Tender Board has also referred to instances where persons who are not Commonwealth employees have had in their possession copies of the Boards Stores Circulars. Officers of this Department who have access to Stores Circulars are reminded that these circulars contain trade and commercial information supplied to Commonwealth Government departments on the understanding that such information is not made available to unsuccessful tenderers or any other member of the public. Inquiries by members of the public for information contained therein should be referred to the office of the Commonwealth Stores Supply and Tender Board.

4. Correspondence and documents dealing with the foregoing matters should be stamped COMMERCIAL-IN-CONFIDENCE and handled in accordance with Navy Order 475 of 1966.

5. Navy Order 464 of 1968 is hereby cancelled.

(SEO (MAT) 400/201/366)

(Navy Orders 475 of 1966 and 464 of 1968)

UNCLASSIFIED

512—Emergency Electrical Supply Cables—Use in Other Than Emergencies

1. There have been a number of cases reported in which ships are running emergency cables for routine supply of equipment under normal operational conditions, perhaps to achieve more equitable generator loading.

2. Whilst every effort has been made to design the emergency system to be as safe as possible, the essential flexibility and portability of the system cuts across normally accepted good electrical practice and some fairly obvious dangers exist which, in conditions other than emergency, are not acceptable.

3. Principal amongst these are:

a. Flexible cables are often draped and insecurely held so that they are readily fouled by stores/equipment in transit—the danger of terminations being pulled out is considerable.

b. Bulkhead connections, being readily removable, are of a temporary nature, giving rise to a very real danger of single phasing with consequent burn out of connected machines.

c. Emergency runs are usually energised via fuse links of very high capacity in relation to individual ships loads and in many cases equipment fed has little or no protection under fault conditions.

d. There is a considerably increased fire risk.

4. It is true that with thought and care most of the above risks can be minimal, but as a general policy emergency cables are only to be run in a genuine emergency, for exercise purposes or when their use is considered essential, bearing in mind the foregoing. Under such circumstances full consideration is to be given to these dangers and steps taken to minimise them.

(DWE 400/1/608)

RESTRICTED

513—Guided Weapons—Special Care When Handling

(DCI (RN) 349/1966)

1. During embarkation into an HM ship, a Seaslug Missile was badly damaged, when the jib of the dockyard floating crane, from which it was suspended, fell suddenly to its stops. The missile dropped about 10 feet on to the ships missile hatch coaming.

2. The accident was caused by failure of the derricking screws and examination afterwards showed that the screws and nuts were very badly worn.

3. Fortunately the missile was a non-explosive drill round. If it had been an operational round the consequences could have been very serious. The propellant in modern boost motors is extremely susceptible to impact, and trials evidence indicates that dropping onto a sharp projection may cause it to ignite.

4. Special attention must be paid to the condition of all appliances and gear used to lift missiles and in particular to see that regular tests and inspections are conscientiously carried out.

5. Navy Order 400 of 1966 is hereby cancelled.

(DAS 740/252/768)

(Navy Order 400 of 1966)

RESTRICTED

514—Gun Mountings—4.5 inch Mark 6 Series Mountings—Firing Circuits

(DCI (RN) 335/1969)

1. The modification to firing circuits of the 4.5 inch Mark 6 Series mountings has now been completed, but reports of 'sympathetic' firings, rendered in accordance with Paragraph 4 of Navy Order 381 of 1966 are still being received.

2. The Ministry of Defence (Navy) is also experiencing 'sympathetic' firings and from investigations carried out it appears that the firings may be due to the firing relays of one gun bouncing 'on' due to shock which occurs sometime during the recoil and recovery of the other gun. Slight differences in the mounting of the firing relay boxes, which already have two relays fitted at right angles to each other with contacts in series, may be the cause of this occuring more frequently in some ships and not at all in others. Arrangements are being made by MOD (N) for these relays to be replaced by shock proof relay Type 2 Pattern 5945-99-932-0971 for trial in selected RN ships. The results of these trials and subsequent action will be promulgated when known.

3. In the meantime if this bouncing 'on' does occur the following drill laid down for induced firings will also suffice for the shock firings:

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 gun fire.

b. Should 'sympathetic' firing still occur in conditions of drill above, guns must be loaded and fired alternately, left gun commencing, ie, 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 mountings crews limit.

4. Reports of 'sympathetic' firings should still be forwarded to Director of Weapons and Electrical Engineering, Navy Office, on Forms AS2022 (TM179) enclosing an event record when possible.

5. Navy Order 381 of 1966 is hereby cancelled.

(DWE 736/259/88)

(Navy Order 381 of 1966)

UNCLASSIFIED

515—Loan Clothing and Eye and Face Protection Equipment—Reclassification and Accounting

1. The items of loan clothing and eye and face protection detailed in the Annex to this order have been reclassified from permanent to consumable items.

2. Consumable items are to be written off charge on Forms SA207 (AS149) in accordance with the instructions contained in ABR 93 Manual of Victualling, Part I, Chapter 32, Article 3203 (5).

3. Supply officers are to ensure that appropriate arrangements are made to regulate the issue of replacements of worn articles strictly on the basis of one for one. No accounting action is required for worn items and they are to be disposed of on board.

ANNEX A

Catalogue No	*Description*	*Denom*
42590	Frame, hand, filter glass	No
42594	Frame, glass, for sub-lookouts	No
42668	Goggles, industrial, welding, 'Comweld'	Pr
42660	Goggles, industrial, oil fuel protection	Pr
42671	Goggles, industrial, w/out lens	Pr
41117	Goggles, rubber, w/clear window	Pr
41118	Goggles, rubber, clear window for	No
41119	Goggles, rubber, smoked window	No
42725	Lens, goggles, industrial, clear	Pr
42550	Filter, glass, shade 3, grade GW1	No
42551	Filter, glass, shade 4, grade GW2	No
42552	Filter, glass, shade 5, grade GW3	No
42553	Filter, glass, shade 6, grade GW4	No
42554	Filter, glass, shade 3, grade GW1F	No
42555	Filter, glass, shade 4, grade GW2F	No
42556	Filter, glass, shade 5, grade GW3F	No
42557	Filter, glass, shade 6, grade GW4F	No
42685	Goggles, sun, cloud observing	Pr
42650	Goggles, industrial, eye protection	Pr
42652	Goggles, industrial, eye protection, clear lens	Pr
42654	Goggles, industrial, eye protection, tinted lens	Pr
42640	Goggles, darkness, adaption, w/w filter glass red	Pr
42570	Filter, glass, red, goggles, darkness adaption	No
42720	Lens, anti-fogging, goggles, darkness adaption	No
42610	Glasses, sun, anti-glare	Pr
42613	Glasses, sun, anti-glare, Dems	Pr
42600	Frame, spectacle, glasses, sun, anti-glare, nylon	Pr
42730	Lens, helmet, welders, shade 11	No
42734	Lens, helmet, welders, plain cover glass	No
40035	Aural Protector, sound, plug, large	Set
40036	Aural Protector, sound, plug, medium	Set
40037	Aural Protector, sound, plug, small	Set
42400	Visor, foul weather with green filter	No
42500	Case, eye shields	No
40019	Apron, rubber	No
40044	Bag, contaminated clothing, PVC	No
42035	Thread, linen, black, 60/3	Reel

(D of V 512/51/82)

RESTRICTED

516—Magazine and Gunwharf Stores Failure Reports

1. Attention is drawn to the laxity in following the correct procedure for the reporting of Failures and Defects of Naval Armament Stores.

2. Regulations governing the method of reporting failures are laid down as follows:
   a. Magazine Stores, BR 862, 1960, Chapters 18 and 27.
   b. Gunwharf Stores, BR 292, 1959, Chapter 31, Paragraph 6.

3. Investigation of failures to weapons and armament stores in the RAN requires a full and comprehensive report of the failure or defect referred to on the relevant Form AS1148 (OS100, TW104, TW108, TW109 or TW110).

4. Reports of failures received from other sources, ie, RAN ships and establishments and United Kingdom are correlated by the Chief Inspector of Naval Ordnance after investigation by the Inspector of Naval Ordnance of the area before Naval Board action is communicated to the authorities concerned.

5. In addition to the procedure of Navy Order 37 of 1968, defects and failures of armament stores of US origin are to be reported in the same manner as British stores on Form AS1148 (OS100, TW104, TW108, TW109 or TW110) relevant to the store and failure. Parallel reporting procedures will create unusual situations; this is understood and accepted.

(DNQA 700/70/101)

(*Navy Order 37 of 1968*)

UNCLASSIFIED

517—Naval Stores—Wind Sock Introduction

The following item has been introduced to replace the Reference 4C/2657 Windsock presently in use in the RAN:

G/C	*Catalogue No*	*Description*	*Acctg Classn*
6660	66-026-5119	Wind Sock	C

The above item is available, on demand, from SNSO, Sydney.

(DSAP 603/54/243)

UNCLASSIFIED

518—Stores General Group Class 8120—Commercial and Industrial Gas Cylinders—Change of Stock Numbers

1. The Stock Number of the undermentioned item has been changed as follows:

	New Stock Number		
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
66-021-6797	8120	66-012-6797	Cylinder, portergas

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815, with effect from 2 September 1969.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/87/873)

19790/69—3

Section 6

ESTABLISHMENTS

UNCLASSIFIED

519—Economy in the Use of Electricity

1. The Commonwealth Treasury has drawn attention to the excessive amount of electricity being used in Commonwealth premises resulting in wastage and avoidable expenditure of public moneys.

2. It is appreciated that in some premises the light and power points are centrally controlled by master switching devices and operation of switches by individuals is impracticable or restricted for technical reasons. Nevertheless, measures are to be taken to ensure that due economy is observed in the use of electricity.

3. Consideration is to be given to issuing directions along the following lines:

a. lights and electrical appliances are to be switched off on cessation of duty, or when leaving rooms or buildings for extended periods;

b. the allocation of responsibility is to be made to specific individuals for the control of lighting and power in common areas such as open offices and buildings, toilets, etc;

c. there is a need to restrict security lighting to areas where it is effective and to the extent necessary for the measure of protection required; and

d. lighting required by cleaners, maintenance staff and other personnel engaged outside normal office hours is to be confined to the actual times of working and to the immediate area involved.

(CEO (GS) 1401/1/47)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

ANOs 520-534/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30 August 1969.

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

By direction of the Naval Board,

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

20213/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

520 Noise Dangerous Areas—Missile and Gunfire.

521 Safety—Handling of Components Containing Beryllium Oxide.

SECTION 2—PERSONNEL

522 Officers Certificates—Forms PH168 (AS450).

523 Services Canteen Trust Fund—Education Award—1970.

SECTION 4—EQUIPMENT, STORES AND SERVICING

524 Alteration and Addition Item—HMAS SYDNEY.

525 Corrosion of Hull by Shore Supply Electrical Cable.

526 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Classes Various—Changes of Denomination of Quantity.

527 Stores (General)—ABR 5074, RAN Catalogue of Stores Group Class 0222—Change of Stock Numbers.

528 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0231—Change of Stock Numbers.

529 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0261—Block Bindings and Pins—Transfer to Group Class 0481.

530 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0263—Smiths Work Slings, Ancillary Catapult Equipment, Etc—Change of Stock Numbers.

531 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0284—Firebars, Oil, Fuel Fittings, Sheaves, Etc—Change of Stock Numbers.

532 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0443—Change of Accounting Classifications.

533 Stores (General)—Group Class 0221—Anchors and Chain Cable—Change of Stock Numbers.

SECTION 6—ESTABLISHMENTS

534 Navy Owned Residences and Leased Premises—Works and Maintenance.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

520—Noise Dangerous Areas—Missile and Gunfire

1. The firing of guns and missiles in HMA ships creates temporary noise dangerous areas which may affect personnel in compartments below decks.

2. In the event of practice firings all personnel in affected areas must wear either ear plugs or ear muffs until practice firings are completed.

3. Captains of HMA ships are to ensure that sufficient warning is given to all personnel working in such temporary noise dangerous areas prior to commencement of all practice firings.

4. Navy Order 189 of 1967, Paragraph 6, is relevant.

(MDG 327/53/186)

(*Navy Order 189 of 1967*)

UNCLASSIFIED

521—Safety—Handling of Components Containing Beryllium Oxide

1. Certain units of the Ikara weapon system contain components manufactured from Beryllium Oxide, which is classified as toxic material. In the manufactured form used in these units the components present no hazard, but should the components be broken or involved in fire, and small amounts of powder or chippings be released then certain safety precautions must be observed.

2. On no account are Beryllium Oxide components to be subjected to any action liable to produce dust, chippings or fumes, ie, grinding, filing or burning.

3. Any person contaminated by fumes, powder or chips from Beryllium Oxide must report immediately to the Medical Officer. Acute Beryllium poisoning can affect any level of the respiratory tract, causing rhinitis, nasopharyngitis, tracheo bronchitis or pneumonitis. On the skin it evokes a dermatitis, mainly on exposed parts. The acute disease can be successfully treated by removal from exposure, symptomatic treatments with a short high level course of Corticotrophin or Cortisone succeeded by long term oral Cortisone in dosages sufficient to control dyspnoea and cough. Supportive therapy with oxygen, bronchodilatures and antibiotics is indicated.

4. Any area contaminated by chips or particles of Beryllium Oxide is to be cleaned with a vacuum cleaner (having disposable paper bags) reserved especially for this type of work. The contaminated area is then to be wet cleaned, without the use of a high pressure hose.

5. Beryllium Oxide components, damaged or not, and any contaminated material, are to be disposed of by placing in a metal container, which is to be sealed and clearly labelled with the nature and name of contents, ie, 'Hazardous Material, Beryllium Oxide (BeO)'. The sealed container is to be disposed of in accordance with local regulations. All personnel involved in the operation are to shower and change their clothing on completion; the discarded clothing is to be laundered separately from uncontaminated clothing.

20213/69—2

6. Hands are to be washed on completion of any operation involving the handling of Beryllium Oxide components.

7. Modification action will be taken to provide warning tallies on all equipments known to contain Beryllium Oxide components.

8. The instructions of this order are to be incorporated into departmental orders.

(CONS 740/53/85)

Section 2

PERSONNEL

UNCLASSIFIED

522—Officers' Certificates—Forms PH168 (AS450)

1. As from the date of this order the following changes to RI 1011 are to be brought into force:

a. A certificate on Form PH168 (AS450) should be given for periods of less than three months whenever an officer authorised to issue Forms PH168 (AS450) considers it desirable.

b. Duplicates of all Forms PH168 (AS450) are to be forwarded to Navy Office addressed as follows:

(1) Officers of Captains rank and above—to the Chief of Naval Staff.

(2) Officers of Commanders rank and below—to the Chief of Naval Personnel.

c. Copies of Forms PH168 (AS450) given to officers of other Navies are not to be forwarded direct to the Headquarters of the Service to which the officers belong.

2. Forms PH168 (AS450) will be marked 'PRIVATE' at the next reprint in the meantime existing forms should be so marked before issue. Envelopes containing Forms PH168 (AS450) should be marked 'PERSONAL' when forwarded to an officer in accordance with RI 1011 (4). Envelopes containing duplicate Forms PH168 (AS450) addressed as indicated in Paragraph 1 b (1) or (2) are to be clearly marked in block letters 'FORMS PH168'.

3. RI 1011 will be amended to include the above instructions.

(DAPO 464/76/138)

UNCLASSIFIED

523—Services Canteen Trust Fund—Education Awards—1970

1. Applications for Education Awards for 1970 from the Services Canteens Trust Fund are now being invited by the Trustees of the Fund. Applications close on 15 October 1969.

2. The Awards for children coming within the Education Scheme of the Trustees range up to $300 depending on the course taken and the family circumstances.

3. Due to the limited funds available Education Awards are granted only to eligible persons when the Adjusted Family Income is not more than:

a. $1,300 in the case of orphans and where there are exceptional circumstances, such as the student having to live away from home to attend school, children of Social Services pensioners and children in separated, divorced or deserted families.

b. $1,100 in other cases.

The Adjusted Family Income is calculated by taking the Gross Income of the family and deducting 10 per cent of that income for each dependant where the Gross Income does not exceed $2,400 and $240 for each dependant if the Gross Income exceeds $2,400.

4. Those who are eligible for Education Awards are the children of men and women who served in the Australian Armed Forces between 3 September 1939 and 30 June 1947, and who during 1970 will be 15 years or over and in the case of orphans or for exceptional circumstances 14 years or over. Orphans who are not eligible for Repatriation Department education allowances and who received Education Awards in 1969 and who turn 13 years in 1970 will be considered for Education Awards for 1970 also.

5. Education Awards are provided primarily for secondary education but may be granted also for some tertiary and semi-tertiary courses in special circumstances.

6. Applications for awards for 1970 should be lodged with the Regional Secretary of the Services Canteens Trust Fund in the State of residence of the parent before 15 October 1969.

7. The addresses of Regional Secretaries are under:

Queensland
Victoria Barracks,
BRISBANE, QLD 4000.

New South Wales
Box 3847, GPO,
SYDNEY, NSW 2001.

Victoria
Victoria Barracks,
MELBOURNE, VIC 3004.

South Australia
22 Grenfell Street,
ADELAIDE, SA 5000.

Western Australia
Swan Barracks,
PERTH, WA 6000

Tasmania
Anglesea Barracks,
HOBART, TAS 7000.

Australian Capital Territory
15 Bremer Street,
MANUKA, ACT 2603

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

9. Navy Order 392 of 1968 is hereby cancelled.

(DNES 134/1/9)

(Navy Order 392 of 1968)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

524—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 377 (Ex TDL 'AAK').

a. *Item:* 'To improve the ventilation arrangements in the Wardroom Galley 3Q PORT.'

b. Weight compensation is not required for the item as no weight change is expected.

c. *References:* (1) HMAS SYDNEYs Form AS1182 (TG103) TDL 'AAK' dated 10 December 1968 forwarded under cover of FOCAF Letter AF1212/55/43 dated 14 January 1968.

(2) Navy Office Drawing No 205/470 refers.

(CNTS 1213/53/239)

UNCLASSIFIED

525—Corrosion of Hull by Shore Supply Electrical Cable

1. Reports have indicated that an RN submarine under refit afloat developed a serious leak through a hole about 1 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 RAN Welding Code Naval Construction Manual Vol 7.0 and that hull connections are kept clean 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.

4. Navy Order 380 of 1966 is hereby cancelled.

(ACDC 177/1/73)

(*Navy Order 380 of 1966*)

UNCLASSIFIED

526—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Classes Various—Changes of Denomination of Quantity

1. The Denomination of Quantity of the undermentioned items has been changed as follows:

Group Class	*Catalogue No*	*Old DQ*	*New DQ*
0251	181	GS	PK
0442	L59440	GL	ST
0442	L59441	GL	ST
0442	L58795	TI	QT
0442	L58803	BO	PT
0442	L58818	KT	NO
0442	L58944	NO	TI
0442	L59180	GL	TI
0442	L59489	GL	ST
0442	L59514	TI	QT
0442	L59546	GL	ST
0442	L59580	TI	ST
0442	L59581	GL	ST
0442	L59867	GL	DM
0442	L59960	GL	TI
0442	L59983	GL	TI
0442	10679	GL	TI
0442	10699	TI	ST
0442	7071	TI	BO
0461	7879	NO	PR
0474	474076-L1	NO	PK
0413	923-8763	FT	NO
0413	923-8764	FT	NO
0413	923-8765	FT	NO
0414	L76512	IN	LN
0415	4850	ST	NO
0415	415005	NO	TB

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual), Article 1815.

3. Change sheets, detailing change action to be effected in the respective sections of ABR 5074, where necessary, will be promulgated.

(DSAP 465/52/1292)

UNCLASSIFIED

527—Stores (General)—ABR 5074, RAN Catalogue of Stores Group Class 0222—Change of Stock Numbers

1. With effect from 9 September 1969 the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0222	2281	Plug, locking	0222	571-6368
0222	2282	Plug, locking	0222	571-6369
0222	2283	Plug, locking	0222	571-6370
0222	2284	Plug, locking	0222	571-6371
0222	2285	Plug, locking	0222	571-6372
0222	2286	Plug, locking	0222	571-6373
0222	2287	Plug, locking	0222	571-6374
0222	804018	Swivel and link assembly	0222	571-6722
0222	804118	Adaptor chain to shackle	0222	571-6157
0222	900420	Pin, tapered, plain	0222	923-6421
0222	900438	Pin, tapered, plain	0222	923-6435
0222	902720	Hook, pelican, and shackle assembly ..	0222	571-6357
0222	902815	Hook, pelican, and shackle assembly ..	0222	571-6365
0222	910010	Chain, welded	0222	571-6224
0222	910120	Stud, chain link	0222	571-6650
0222	14360	Pin, tapered, plain	0222	923-6572
0222	16732	Adaptor chain to shackle	0222	571-6186
0222	2288	Plug, locking	0222	571-6375
0222	2289	Plug, locking	0222	571-6376
0222	2290	Plug, locking	0222	571-6377
0222	2291	Plug, locking	0222	571-6378
0222	4763	Plug, locking, shackle	0222	571-6387
0222	4764	Plug, locking, shackle	0222	571-6386
0222	4765	Plug, locking, shackle	0222	571-6385
0222	4766	Plug, locking, shackle	0222	571-6384
0222	4767	Plug, locking, shackle	0222	571-6383
0222	4768	Plug, locking, shackle	0222	571-6382
0222	4769	Plug, locking, shackle	0222	571-6381
0222	4770	Plug, locking, shackle	0222	571-6380
0222	4771	Plug, locking, shackle	0222	571-6379
0222	500010	Pin, tapered, plain	0222	923-6573
0222	500116	Pin, tapered, plain	0222	923-6580
0222	500210	Pin, tapered, plain	0222	923-6575
0222	500216	Pin, tapered, plain	0222	923-6576
0222	500220	Pin, tapered, plain	0222	923-6577
0222	500316	Pin, tapered, plain	0222	923-6582
0222	500416	Pin, tapered, plain	0222	923-6571
0222	500616	Pin, tapered, plain	0222	923-6583
0222	600724	Shackle	0222	571-6431
0222	600740	Shackle	0222	571-6441
0222	601140	Shackle	0222	571-6537
0222	603624	Swivel and link assembly	0222	571-6754
0222	603740	Swivel and link assembly	0222	571-6799
0222	604140	Adaptor chain to shackle	0222	571-6192

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0222	700723	Shackle	0222	571-6458
0222	700724	Shackle	0222	571-6459
0222	701118	Shackle	0222	571-6551
0222	701123	Shackle	0222	571-6556
0222	701143	Shackle	0222	571-6572
0222	703608	Swivel and link assembly	0222	571-6787
0222	703610	Swivel and link assembly	0222	571-6758
0222	703615	Swivel and link assembly	0222	571-6763
0222	703620	Swivel and link assembly	0222	571-6767
0222	703621	Swivel and link assembly	0222	571-6768
0222	703622	Swivel and link assembly	0222	571-6769
0222	703624	Swivel and link assembly	0222	571-6771
0222	703630	Swivel and link assembly	0222	571-6774
0222	720518	Stopper assembly, chain	0222	571-6658
0222	703634	Swivel and link assembly	0222	571-6776
0222	720523	Stopper assembly, chain	0222	923-6667
0222	720716	Stopper assembly, chain	0222	923-6657
0222	720722	Stopper assembly, chain	0222	923-6666
0222	800716	Shackle	0222	571-6390
0222	800720	Shackle	0222	571-6392
0222	800724	Shackle	0222	571-6394
0222	800728	Shackle	0222	571-6396
0222	800730	Shackle	0222	571-6397
0222	800738	Shackle	0222	571-6402
0222	800744	Shackle	0222	571-6404
0222	801121	Shackle	0222	896-0178
0222	801123	Shackle	0222	896-0179
0222	801124	Shackle	0222	571-6477
0222	801132	Shackle	0222	571-6480
0222	801138	Shackle	0222	571-6485
0222	801144	Shackle	0222	571-6487
0222	803716	Swivel and link assembly	0222	571-6705
0222	803721	Swivel and link assembly	0222	571-6708
0222	803722	Swivel and link assembly	0222	571-6709
0222	803723	Swivel and link assembly	0222	571-6710
0222	803724	Swivel and link assembly	0222	571-6711
0222	803730	Swivel and link assembly	0222	571-6713
0222	803738	Swivel and link assembly	0222	571-6718
0222	803744	Swivel and link assembly	0222	571-6720
0222	804021	Swivel and link assembly	0222	571-6724
0222	804022	Swivel and link assembly	0222	571-6725
0222	804023	Swivel and link assembly	0222	571-6726
0222	804024	Swivel and link assembly	0222	571-6727
0222	804121	Adaptor chain to shackle	0222	571-6159
0222	804044	Swivel and link assembly	0222	571-6733
0222	804116	Adaptor chain to shackle	0222	571-6156
0222	804122	Adaptor chain to shackle	0222	571-6160
0222	804123	Adaptor chain to shackle	0222	571-6161
0222	804124	Adaptor chain to shackle	0222	571-6162
0222	804138	Adaptor chain to shackle	0222	571-6170
0222	804144	Adaptor chain to shackle	0222	571-6171

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0222	820522	Stopper assembly, chain	0222	923-6599
0222	820524	Stopper assembly, chain	0222	923-6602
0222	820644	Stopper assembly, chain	0222	923-6617
0222	820722	Stopper assembly, chain	0222	923-6600
0222	820724	Stopper assembly, chain	0222	923-6603
0222	820732	Stopper assembly, chain	0222	923-6608
0222	830216	Stopper assembly, chain	0222	923-6682
0222	830221	Stopper assembly, chain	0222	923-6686
0222	830232	Stopper assembly, chain	0222	923-6693
0222	830238	Stopper assembly, chain	0222	923-6702
0222	830324	Stopper assembly, chain	0222	923-6690
0222	830344	Stopper assembly, chain	0222	923-6704
0222	900008	Pin, tapered, plain	0222	923-6443
0222	900012	Pin, tapered, plain	0222	923-6447
0222	900014	Pin, tapered, plain	0222	923-6449
0222	900015	Pin, tapered, plain	0222	923-6450
0222	900016	Pin, tapered, plain	0222	923-6451
0222	900018	Pin, tapered, plain	0222	923-6453
0222	900020	Pin, tapered, plain	0222	923-6455
0222	900022	Pin, tapered, plain	0222	923-6457
0222	900023	Pin, tapered, plain	0222	923-6458
0222	900024	Pin, tapered, plain	0222	923-6459
0222	900026	Pin, tapered, plain	0222	923-6460
0222	900028	Pin, tapered, plain	0222	923-6462
0222	900030	Pin, tapered, plain	0222	923-6463
0222	900032	Pin, tapered, plain	0222	923-6465
0222	900034	Pin, tapered, plain	0222	923-6467
0222	900036	Pin, tapered, plain	0222	923-6469
0222	900038	Pin, tapered, plain	0222	923-6471
0222	900040	Pin, tapered, plain	0222	923-6473
0222	900043	Pin, tapered, plain	0222	923-6475
0222	900044	Pin, tapered, plain	0222	923-6476
0222	900048	Pin, tapered, plain	0222	923-6479
0222	900208	Pin, tapered, plain	0222	923-6484
0222	900210	Pin, tapered, plain	0222	923-6485
0222	900212	Pin, tapered, plain	0222	923-6487
0222	900214	Pin, tapered, plain	0222	923-6489
0222	900215	Pin, tapered, plain	0222	923-6490
0222	900216	Pin, tapered, plain	0222	923-6491
0222	900218	Pin, tapered, plain	0222	923-6493
0222	900220	Pin, tapered, plain	0222	923-6495
0222	900221	Pin, tapered, plain	0222	923-6496
0222	900222	Pin, tapered, plain	0222	923-6497
0222	900223	Pin, tapered, plain	0222	923-6498
0222	900224	Pin, tapered, plain	0222	923-6499
0222	900226	Pin, tapered, plain	0222	923-6500
0222	900228	Pin, tapered, plain	0222	923-6502
0222	900232	Pin, tapered, plain	0222	923-6505
0222	900234	Pin, tapered, plain	0222	923-6507
0222	900236	Pin, tapered, plain	0222	923-6509
0222	900238	Pin, tapered, plain	0222	923-6510

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0222	900240	Pin, tapered, plain	0222	923-6512
0222	900243	Pin, tapered, plain	0222	923-6514
0222	900244	Pin, tapered, plain	0222	923-6515
0222	900312	Pin, tapered, plain	0222	923-6535
0222	900314	Pin, tapered, plain	0222	923-6536
0222	900316	Pin, tapered, plain	0222	923-6537
0222	900318	Pin, tapered, plain	0222	923-6538
0222	900321	Pin, tapered, plain	0222	923-6540
0222	900322	Pin, tapered, plain	0222	923-6541
0222	830222	Stopper assembly, chain	0222	923-6687
0222	670118	Shackle	0222	901124
0222	L67615	Shackle	0222	L67695

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual), Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/74/245)

UNCLASSIFIED

528—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0231—Change of Stock Numbers

1. With effect from 9 September 1969 the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0231	4	Reel	0231	923-4009
0231	5	Reel	0231	923-4008
0231	6	Reel	0231	923-4007
0231	7	Reel	0231	923-4006
0231	9	Reel	0231	923-4013
0231	10	Reel	0231	923-4015
0231	11	Reel	0231	923-4012
0231	715	Bulldog grip	0231	572-5318
0231	716	Bulldog grip	0231	571-5317
0231	718	Bulldog grip	0231	571-5316
0231	720	Bulldog grip	0231	571-5315
0231	721	Bulldog grip	0231	571-5314
0231	723	Bulldog grip	0231	571-5313
0231	725	Bulldog grip	0231	571-5312
0231	726	Bulldog grip	0231	571-5320
0231	727	Bulldog grip	0231	571-5319
0231	1107	Drum, empty	0231	923-6000
0231	1126	Rope	0231	571-5152
0231	8775	Reel	0231	923-4011
0231	8992	Net	0231	923-9437
0231	9047	Hawser	0231	571-5166

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0231	9048	Hawser	0231	571-5165
0231	9049	Rope, steel wire	0231	571-5197
0231	9051	Rope, steel wire	0231	571-5201
0231	9062	Rope, steel wire	0231	571-5207
0231	9065-L1	Rope, steel wire	0231	571-5209-L1
0231	9065-L2	Rope, steel wire	0231	571-5209-L2
0231	9066	Rope, steel wire	0231	571-5210
0231	9068	Rope, steel wire	0231	571-5215
0231	9069	Rope, steel wire	0231	571-5214
0231	9070	Rope, steel wire	0231	571-5213
0231	9071	Rope, steel wire	0231	571-5212
0231	9072	Rope, steel wire	0231	571-5211
0231	9074	Rope, steel wire	0231	571-5217
0231	9074-L1	Rope, steel wire	0231	571-5217-L1
0231	9074-L2	Rope, steel wire	0231	571-5217-L2
0231	9074-L3	Rope, steel wire	0231	571-5217-L3
0231	9077	Rope, steel wire	0231	571-5231
0231	9078	Rope, steel wire	0231	571-5230
0231	9079	Rope, steel wire	0231	571-5229
0231	9080	Rope, steel wire	0231	571-5228
0231	9080-L1	Rope, steel wire	0231	571-5228-L1
0231	9081	Rope, steel wire	0231	571-5227
0231	9082	Rope, steel wire	0231	571-5226
0231	9083	Rope, steel wire	0231	571-5225
0231	9084	Rope, steel wire	0231	571-5224
0231	9086	Rope, steel wire	0231	571-5222
0231	9087	Rope, steel wire	0231	571-5221
0231	9088	Rope, steel wire	0231	571-5220
0231	9089	Rope, steel wire	0231	571-5234
0231	9092	Rope, steel wire	0231	571-5264
0231	9093	Rope, steel wire	0231	571-5263
0231	9094	Rope, steel wire	0231	571-5262
0231	9095	Rope, steel wire	0231	571-5261
0231	9095-L1	Rope, steel wire	0231	571-5261-L1
0231	9097	Rope, steel wire	0231	571-5259
0231	9098	Rope, steel wire	0231	571-5258
0231	9099	Rope, steel wire	0231	571-5257
0231	9100	Rope, steel wire	0231	571-5256
0231	9101	Rope, steel wire	0231	571-5255
0231	9102	Rope, steel wire	0231	571-5254
0231	9103	Rope, steel wire	0231	571-5253
0231	9104	Rope, steel wire	0231	571-5252
0231	9106	Rope, steel wire	0231	571-5250
0231	9108	Rope, steel wire	0231	571-5248
0231	9109	Rope, steel wire	0231	571-5247
0231	9110	Rope, steel wire	0231	571-5246
0231	9111	Rope, steel wire	0231	571-5245
0231	9112	Rope, steel wire	0231	571-5244
0231	9113	Rope, steel wire	0231	571-5243
0231	9113-L1	Rope, steel wire	0231	571-5243-L1
0231	9114	Rope, steel wire	0231	571-5272

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0231	9123	Rope, steel wire	0231	571-5304
0231	9131	Rope, steel wire	0231	571-5309
0231	9133	Rope, steel wire	0231	571-5311
0231	9134	Rope, copper wire	0231	571-5156
0231	9143	Davit, C/W socket	0231	923-6001
0231	9185	Reel, non-purchase	0231	923-4016
0231	9222	Hawser	0231	571-5173
0231	9223	Hawser	0231	571-5181
0231	9505	Rope, steel wire	0231	571-5277
0231	9512	Rope, steel wire	0231	571-5296
0231	9514	Rope, steel wire	0231	571-5294
0231	9525	Rope, steel wire	0231	571-5300
0231	9-L1	Winch, drum	0231	923-4013-L1
0231	9-L2	Winch, drum	0231	923-4013-L2
0231	770	Net, cargo	0231	923-9430
0231	8703	Reel	0231	923-4017
0231	9056	Rope, steel wire	0231	571-5205
0231	9057	Rope, steel wire	0231	571-5206
0231	9063	Rope, steel wire	0231	571-5208
0231	9065	Rope, steel wire	0231	571-5209
0231	9115	Rope, steel wire	0231	571-5271
0231	9153	Measuring apparatus	0231	923-5588
0231	9195	Rope, steel wire	0231	571-5265
0231	9224	Hawser	0231	571-5170
0231	9258	Winch, drum	0231	923-4018
0231	10426	Indicator	0231	923-6138
0231	14253	Apparatus, taut wire	0231	923-5586
0231	14254	Apparatus, taut wire	0231	923-5587
0231	14273	Wire, steel carbon	0231	923-6139

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/77/148)

UNCLASSIFIED

529—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0261—Block Bindings and Pins—Transfer to Group Class 0481

(DCI (RN) 1272/64)

1. From the date of this order, all items held on charge under Group Class 0261 are to be transferred to Group Class 0481, under their existing Catalogue Numbers except for the 0261/365 Binding which has been re-referenced 0481/481000, as advised by MOD (N) in accordance with the abovementioned Defence Council Instruction (Royal Navy) and April 1968 Supplement to BR 320F.

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/61/698)

UNCLASSIFIED

530—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0263—Smiths Work Slings, Ancillary Catapult Equipment, Etc—Change of Stock Numbers

1. With effect from 9 September 1969 the Stock Numbers of the undermentioned items are to be changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0263	19200	Hook, spring, swivel	0263	9200
0263	5357-L1	Shackle, rigging	0263	L85346
0263	5358-L1	Shackle, rigging	0263	L85347
0263	5360-L1	Shackle, rigging	0263	L85348
0263	5361-L1	Shackle, rigging	0263	L85349
0263	5362-L1	Shackle, rigging	0263	L85350
0263	5363-L1	Shackle, rigging	0263	L85351
0263	5364-L1	Shackle, rigging	0263	L85352
0263	5365-L1	Shackle, rigging	0263	L85353
0263	5366-L1	Shackle, rigging	0263	L85354
0263	5370-L1	Shackle, rigging	0263	L85358
0263	5343-L1	Shackle, rigging	0263	L85332
0263	5344-L1	Shackle, rigging	0263	L85333
0263	5345-L1	Shackle, rigging	0263	L85334
0263	5346-L1	Shackle, rigging	0263	L85335
0263	5347-L1	Shackle, rigging	0263	L85336
0263	5349-L1	Shackle, rigging	0263	L85338
0263	5350-L1	Shackle, rigging	0263	L85339
0263	5351-L1	Shackle, rigging	0263	L85340
0263	5352-L1	Shackle, rigging	0263	L85341
0263	5353-L1	Shackle, rigging	0263	L85342
0263	5354-L1	Shackle, rigging	0263	L85343
0263	5441-L1	Shackle, rigging	0263	L85361
0263	5442-L1	Shackle, rigging	0263	L85362
0263	5443-L1	Shackle, rigging	0263	L85363
0263	5444-L1	Shackle, rigging	0263	L85364
0263	5445-L1	Shackle, rigging	0263	L85365
0263	5446-L1	Shackle, rigging	0263	L85366
0263	5447-L1	Shackle, rigging	0263	L85367
0263	5448-L1	Shackle, rigging	0263	L85368
0263	5449-L1	Shackle, rigging	0263	L85369
0263	5450-L1	Shackle, rigging	0263	L85370
0263	5451-L1	Shackle, rigging	0263	L85371
0263	5452-L1	Shackle, rigging	0263	L85372
0263	5453-L1	Shackle, rigging	0263	L85373
0263	5454-L1	Shackle, rigging	0263	L85374
0263	5457-L1	Shackle, rigging	0263	L85376
0263	5458-L1	Shackle, rigging	0263	L85377
0263	5459-L1	Shackle, rigging	0263	L85378
0263	5460-L1	Shackle, rigging	0263	L85379
0263	5461-L1	Shackle, rigging	0263	L85380
0263	5462-L1	Shackle, rigging	0263	L85381
0263	5463-L1	Shackle, rigging	0263	L85382
0263	5464-L1	Shackle, rigging	0263	L85383
0263	5465-L1	Shackle, rigging	0263	L85384
0263	5466-L1	Shackle, rigging	0263	L85385
0263	5467-L1	Shackle, rigging	0263	L85386
0263	5468-L1	Shackle, rigging	0263	L85387
0263	5471-L1	Shackle, rigging	0263	L85390

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/61/692)

UNCLASSIFIED

531—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0284—Firebars, Oil, Fuel Fittings, Sheaves, Etc—Change of Stock Numbers

1. With effect from 9 September 1969 the Stock Numbers of the undermentioned items are to be changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0284	36110	Sheave, phosphor bronze	0481	36110
0284	36119	Sheave, phosphor bronze	0481	36119
0284	36127	Sheave, phosphor bronze	0481	36127
0284	36121	Sheave, phosphor bronze	0481	36121
0284	L53306	Sheave, phosphor bronze	0481	L53306

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/85/54)

UNCLASSIFIED

532—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0443—Change of Accounting Classifications

1. As a result of action taken in respect of Paragraph 5 of Navy Order 279 of 1967, the accounting classification of various stores as shown in ABR 5074 is to be amended as detailed in Annex A to this order.

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

ANNEX A

Stock No *Group Class*	*Catalogue Number*	*Item Name*	*Old Acctg Classn*	*New Acctg Classn*
0443	443114	Connector for gas spray outfit	P	C
0443	L77217	Washer	C	N
0443	L77218	Washer	C	N
0443	L77222	O-ring	C	N
0443	L77223	Washer	C	N

(DSAP 512/80/315)

(Navy Order 279 of 1967)

UNCLASSIFIED

533—Stores (General)—Group Class 0221—Anchors and Chain Cable—Change of Stock Numbers

1. With effect from 9 September 1969 the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No *Group Class*	*Catalogue Number*	*Item Name*	*New Stock No* *Group Class*	*Catalogue Number*
0221	141090-L1	Chain assembly	0221	571-5349-L1
0221	141290-L1	Chain assembly	0221	571-5353-L1
0221	201605	Chain stud link	0221	571-5502
0221	201690	Chain stud link	0221	571-5504
0221	202145	Chain stud link	0221	571-5509
0221	202190	Chain stud link	0221	571-5510
0221	202245-L1	Chain stud link	0221	571-5511-L1
0221	202290	Chain stud link	0221	571-5512
0221	202345	Chain stud link	0221	571-5513
0221	202390	Chain stud link	0221	571-5514
0221	202390-L1	Chain stud link	0221	571-5514-L1
0221	202445	Chain stud link	0221	571-5515
0221	202445-L1	Chain stud link	0221	571-5515-L1
0221	202490	Chain stud link	0221	571-5516
0221	202490-L1	Chain stud link	0221	571-5516-L1
0221	203012	Chain stud link	0221	571-5519
0221	203845	Chain stud link	0221	571-5529
0221	203890	Chain stud link	0221	571-5530
0221	204445	Chain stud link	0221	571-5531
0221	204490	Chain stud link	0221	571-5532
0221	244045	Chain stud link	0221	571-5580
0221	244090	Chain stud link	0221	571-5581

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/74/244)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

534—Navy Owned Residences and Leased Premises—Works and Maintenance

1. Approved arrangements relating to capital improvements and maintenance of Navy owned residences and leased premises is:

a. **Expenditure Classification Definitions.**

(1) *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, eg, 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.

(2) *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 (1)(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 656) and maintenance expenditure to the Repairs and Maintenance Vote (currently Division 657). Exceptions, however, are:

(1) Minor works up to $100—currently Division 634/0/11—administrative expenses and general services—minor buildings maintenance and works.

(2) Top soil, fertilisers and seedlings—currently Division 634/0/10—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 Office Letter 2/10/17 of 20 July 1968. 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, eg, 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 ABR 5076.

e. **General.**

The foregoing should be read in conjunction with works and maintenance instructions as relevant, contained in Article 5631 of Regulations and Instructions for the RAN.

2. Navy Order 562 of 1966 is hereby cancelled.

(DNW 1424/1/10)

(*Navy Order 562 of 1966*)

Navy Orders 343-407 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 535-542/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
2 September 1969.

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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20476/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

535 NBCD—Officer Responsibilities—HMA Submarines.

536 Removal of Classified Material from Ships and Establishments.

537 Safety—Confined Spaces and Unventilated Compartments—Precautions on Entering.

SECTION 2—PERSONNEL

538 General Service Medal 1962 with Clasp Malay Peninsula

539 Leasing of Accommodation—Members of the Forces Serving Overseas.

540 Mileage Allowance—Conditions and Rates for Members Serving Overseas on Long Term Duty.

541 Short Term Duty Travelling Allowance.

SECTION 4—EQUIPMENT, STORES AND SERVICING

542 Stores (General)—Accounting—Fuels and Lubricants—Revision of Stores Accounting Group Classes.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

535—NBCD—Officer Responsibilities—HMA Submarines

NBCD Officer

1. The Executive Officer is to be the NBCD Officer. He is to be responsible to the Captain for the overall NBCD organisation and for taking the necessary corrective measures in case of fire, flooding, or any damage sustained by the ship. If for any reason he has to assume command of the ship, this responsibility will become that of the Marine Engineer Officer. He is to prepare the Watch and Station Bill in consultation with departmental officers and is responsible under the Captain for overall organisation and training (*see* RI Article 2981). He is responsible for the organisation and provision of personnel from all departments to meet NBCD requirements, and for arranging training to exercise the ships NBCD organisation, including personnel of all branches. He is responsible for pumping, flooding or blowing to maintain stability or trim.

Marine Engineer Officer

2. The Marine Engineer Officer is responsible for:

   a. All material preparations and countermeasures required within the submarine for defence against the effect of N or conventional damage.

   b. The organisation and efficiency of all arrangements for collective protection against damage, fire or NBC hazards, including:

      (1) Maintenance of all doors, hatches and watertight fittings in accordance with the normal maintenance practice.

      (2) The ships ventilation organisation including the air conditioning plants and air purification equipment.

      (3) The correct markings of pipes and trunkings. The maintenance of these markings is the responsibility of the custodian of the compartment.

      (4) The custody, distribution and maintenance of NBCD equipment throughout the submarine, except equipments supplied for NBCD monitoring and decontamination.

   c. Ship firefighting—ensuring that the correct methods are taught to all personnel, and maintenance of all equipment.

   d. Measures to avoid contamination of distilled and fresh water

   e. The training of the Marine Engineering Department in Damage Control.

Weapons Electrical Engineer Officer

3. The Weapons Electrical Engineer Officer is responsible for:

   a. The repair of the weapons systems in event of damage.

   b. Maintenance of power and action to safeguard, or minimise damage to, the main battery.

   c. The training of the Weapons Electrical Engineering Department in Damage Control.

   d. The training of all personnel in NBC matters relevant to submarines.

   e. The maintenance and calibration of radiac instruments.

Radiological Protection Officer

4. The duties of Radiological Protection Officer are allocated to the Weapons Electrical Engineer Officer. He is responsible through the NBCD Officer to the Captain for:

a. Making known to the ships company the regulations for limiting the exposure of persons to ionising radiations which are promulgated from time to time, and for advising on the necessary precautions.

b. Maintaining records of all radiation doses received by members of the ships company.

c. The custody, distribution and efficiency of all specialised equipment supplied for NBCD monitoring.

d. In conjunction with the Executive Officer, the organisation of monitoring, decontamination and cleansing procedures for dealing with radiological and chemical agents.

e. The training of monitors in radiological and chemical warfare monitoring and for the training of decontamination and cleansing teams.

f. In action, or in event of an accident involving a radiological hazard, advising the Command of the implications of present or impending radiation or CW hazards and countermeasures available.

(DSMP 465/7/13)

UNCLASSIFIED

536—Removal of Classified Material from Ships and Establishments

Further to Navy Order 408 of 1969 it is advised that books of Form KC 119: 'Permit to remove classified Matter', are now available for issue. Supplies of the forms should be demanded from SVSO.

(SEO (S) 464/73/9)

(*Navy Order 408 of 1969*)

UNCLASSIFIED

537—Safety—Confined Spaces and Unventilated Compartments—Precautions on Entering

1. Accidents continue to occur from time to time when men are working in confined spaces or poorly ventilated compartments. It is most important that all concerned are fully conversant with the precautions necessary before entering such compartments.

2. Form LP 129 is attached as an annex to this order; the forms are to be obtained from SNSO Sydney, and displayed as indicated.

ANNEX A

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 20 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 0603 and 0604, and BR 3003 (1), Naval Marine Engineering Practice, Vol I, 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 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 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.

10. Navy Order 543 of 1966 is hereby cancelled.

(CONS 464/54/660)

(*Navy Order 543 of 1966*)

Section 2

PERSONNEL

UNCLASSIFIED

538—General Service Medal 1962 with Clasp Malay Peninsula

1. The Queen has been graciously pleased to approve the award of the General Service Medal 1962 with Clasp Malay Peninsula to members of the Australian Armed Forces. The award will be a recognition of service in the Malay Peninsula/Singapore Area between 17 August 1964 and 11 August 1966 and will be granted for service on the posted or attached strength of a unit or formation of Her Majesty's Forces in the area subject to the conditions set out below. Personnel who have already been awarded the General Service Medal 1962 will receive the Clasp only.

2. **The qualifications are:**

a. *Ashore:* Service of thirty days or more, not necessarily continuous, on land in the Malay Peninsula/Singapore between 17 August 1964 and 12 June 1965 (both dates inclusive) while on the posted or attached strength of any unit or formation in these areas;

b. *Afloat:* Service of 30 days or more afloat in the waters surrounding the Malay Peninsula/Singapore between 17 August 1964 and 12 June 1965 (both dates inclusive). Service in any Royal Australian Navy vessel on sea patrol duties between 13 June 1965 and 11 August 1966 (both dates inclusive) may also reckon as qualifying service. This service may be aggregated with qualifying service on land as in a. above, to complete the required period of 30 days.

Short Service

3. If qualifying service was brought to an end before the completion of 30 days service, on account of death or evacuation due to wounds or other disability due to service, the reduced period of service will be sufficient qualification for the award.

4. The grant to individuals for gallantry in the operations on a specific occasion during the uncompleted qualifying period, not amounting to 30 days, of a British, Decoration or Medal of the status of a British Empire Medal or above, or a Queen Commendation or a Mention-in-Dispatches, will qualify the recepient for the medal or clasp.

HMA Ships Involved

5. A list of HMA ships that operated in the area is given in Annex A to this order. Personnel who served in ships that did not complete the 30 days service would need to aggregate this service with that in other ships or ashore to qualify for the award unless Paragraph 3 or 4 above applies.

Shore Establishments

6. Service of 30 days or more in HMS TERROR or other shore establishments in the area between 17 August 1964 and 12 June 1965 will qualify.

Personnel on loan to the Royal Malaysian Navy

7. Personnel who served on loan to the Royal Malaysian Navy are eligible for the award under the terms of 2a above. Consideration will also be given to applications from those who cannot qualify under 2a but who would qualify under 2b if this applied to Royal Malaysian Navy vessels as well as Royal Australian Navy vessels.

Applications

8. Lists of personnel who served in HMA ships in the area are held in Navy Office and applications are not required. Personnel who served ashore in the area or on loan to the Royal Malaysian Navy should forward applications to the Secretary, Department of the Navy, Canberra, A.C.T. 2600.

Issue

9. Ribbon will be forwarded for issue to eligible personnel from Navy Office. However as supplies of the medal and clasps will have to be obtained from the United Kingdom, some time will elapse before the medals and clasps are available for issue.

10. Award of the General Service Medal 1962 with Clasp Malay Peninsula does not confer an entitlement to the Returned from Active Service Badge. As advised in Navy Order 363 of 1966 the Badge may only be awarded to members allotted for special service as defined under the Repatriation (Special Overseas Service) Act, 1962.

ANNEX A

General Service Medal and Clasp Malay Peninsula Clasp
List of HMA Ships Qualifying for Award

Ship	*Period*		*Days*
HMAS CURLEW	20.8.64	8.9.64	20
	1.10.64	21.10.64	21
	1.1.65	10.1.65	10
	8.11.65	17.11.65	10
	20.11.65	29.11.65	10
	10.1.66	16.1.66	7
	18.1.66	19.1.66	2
	31.1.66	9.2.66	10
	12.2.66	20.2.66	9
	23.2.66	25.2.66	3
	30.3.66	1.4.66	3
	5.4.66	12.4.66	8
	9.6.66	15.6.66	7
	27.7.66	27.7.66	1
	29.7.66	31.7.66	3
	4.8.66	10.8.66	7
HMAS DERWENT	5.12.64	16.12.64	12
	10.1.65	21.1.65	12
	28.1.65	6.2.65	10
	14.3.65	7.4.65	25
	15.3.66	15.3.66	1
	10.6.66	11.6.66	2
	20.6.66	30.6.66	11
	20.7.66	25.7.66	6
HMAS DUCHESS	6.2.65	4.3.65	27
	31.8.65	6.9.65	7
	6.11.65	9.11.65	4
	11.11.65	18.11.65	8
	20.11.65	28.11.65	9
	16.12.65	19.12.65	4

Ship	Period		Days
HMAS GULL	21.8.64	29.8.64	9
	22.1.65	16.2.65	26
	7.3.65	13.3.65	7
	13.4.65	18.5.65	36
	30.5.65	30.5.65	1
	1.6.65	12.6.65	12
	14.6.65	18.6.65	5
	22.6.65	29.6.65	8
	3.7.65	11.7.65	9
	14.7.65	19.7.65	6
	28.2.66	9.3.66	10
	12.3.66	20.3.66	9
	23.3.66	30.3.66	8
	29.4.66	1.5.66	3
HMAS HAWK	21.8.64	29.8.64	9
	22.1.65	3.2.65	13
	16.2.65	29.3.65	42
	1.5.65	1.6.65	32
	19.6.65	29.6.65	11
	8.7.65	11.7.65	4
	14.7.65	20.7.65	7
	28.2.66	7.3.66	8
	10.3.66	14.3.66	5
	17.3.66	17.3.66	1
	6.6.66	8.6.66	3
HMAS IBIS	11.9.64	22.9.64	12
	6.10.64	19.10.64	14
	9.1.65	8.2.65	31
	25.2.65	9.3.65	13
	17.4.65	12.6.65	57
	14.6.65	15.6.65	2
	20.8.65	27.8.65	8
	30.8.65	6.9.65	8
	13.9.65	25.9.65	13
	30.9.65	30.9.65	1
	2.10.65	6.10.65	5
	29.10.65	7.11.65	10
	9.12.65	17.12.65	9
	21.12.65	27.12.65	7
	31.12.65	6.1.66	7
HMAS MELBOURNE	11.3.65	3.4.65	24
	24.4.65	4.5.65	11
HMAS PARRAMATTA	11.3.65	3.4.65	24
	24.4.65	4.5.65	11
	27.6.65	8.7.65	12

Ship	Period		Days
HMAS SNIPE	23.8.64	9.9.64	18
	1.10.64	15.10.64	15
	16.11.64	27.11.64	12
	15.12.64	16.1.65	33
	19.8.65	19.8.65	1
	21.8.65	30.8.65	10
	2.9.65	5.9.65	4
	9.9.65	12.9.65	4
	16.9.65	26.9.65	11
	30.9.65	8.10.65	9
	18.11.65	27.11.65	10
	9.12.65	16.12.65	8
	20.12.65	20.12.65	1
	5.1.66	10.1.66	6
	13.1.66	19.1.66	7
	13.3.66	21.3.66	9
	10.4.66	10.4.66	1
	12.4.66	12.4.66	1
	9.5.66	9.5.66	1
	11.5.66	11.5.66	1
	13.5.66	16.5.66	4
	18.5.66	18.5.66	1
	23.5.66	25.5.66	3
	27.5.66	2.6.66	7
	7.6.66	13.6.66	7
	19.6.66	19.6.66	1
	21.6.66	21.6.66	1
HMAS SUPPLY	11.3.65	3.4.65	24
	24.4.65	4.5.65	11
	22.5.65	26.5.65	5
HMAS TEAL	11.9.64	20.9.64	10
	2.12.64	27.12.64	26
	17.1.65	21.1.65	5
	29.1.65	7.3.65	10
	13.4.65	12.6.65	61
	15.6.65	24.6.65	10
	8.8.65	18.8.65	11
	31.8.65	9.9.65	10
	13.9.65	23.9.65	11
	25.9.65	29.9.65	5
	5.10.65	12.10.65	8
	14.10.65	15.10.65	2
	26.10.65	28.10.65	3
	1.11.65	6.11.65	6
	19.11.65	19.11.65	1
	22.11.65	28.11.65	7
	6.12.65	15.12.65	10

Ship	Period		Days
HMAS VAMPIRE	17.8.64	2.10.64	47
	12.10.64	12.12.64	62
	16.3.66	16.3.66	1
	19.3.66	21.3.66	3
	28.3.66	30.3.66	3
	4.4.66	11.4.66	8
HMAS VENDETTA	17.8.64	22.9.64	37
	20.11.64	25.11.64	6
	31.8.65	5.9.65	6
	29.11.65	3.12.65	5
	8.12.65	20.12.65	13
	24.12.65	28.12.65	5
	29.1.66	8.2.66	11
HMAS YARRA	17.4.65	4.5.65	18
	28.5.65	12.6.65	16
	5.8.65	13.8.65	9

(HPB 38/1/80)

(Navy Order 363 of 1966)

UNCLASSIFIED

539—Leasing of Accommodation—Members of the Forces Serving Overseas

1. Except in instances where specific approval has been issued for a Commonwealth lease, a system of private residential leases operates in Britain, Canada and the United States of America.

2. The Commonwealth is not involved either directly or indirectly in private leases for residential accommodation in these countries, and to prevent any possibility of such involvement no reference is to be made in private lease documents to the Commonwealth of Australia nor to the official capacity of the member concerned.

(HPB 1461/11/70)

UNCLASSIFIED

540—Mileage Allowance—Conditions and Rates for Members Serving Overseas on Long Term Duty

1. The Head of the Post, or his delegate, may authorise a member to use his private motor vehicle for official purposes provided he is satisfied that the use by the member of the private motor vehicle would result in greater efficiency or involve the department in less expense than would be the case if public transport or a vehicle owned by the Commonwealth was used. Approval for payment of mileage allowance would not normally be given:

a. when official transport is available;

b. when public transport would take less time; and

c. for travel to and from residence to place of work at normal hours.

2. A member granted permission to use his private car may be paid the lesser of:

a. the cost of the fare (and Travelling Allowance if payable) as if the journey had been undertaken by normal transport; or

b. Mileage Allowance at the rate set out below (and Travelling Allowance for himself if payable) for the actual period of the journey.

	Rates
Motor vehicle 1500 cc and under	6 cents (A) per mile
Motor vehicle 1500 cc	8 cents (A) per mile

3. If the member is accompanied by another member or members authorised to travel with him on official duty, the allowance payable will be the lesser of:

a. the cost of his own fare together with the fare or fares of such other members as accompany him and such Travelling Allowance for himself only, as would have been payable if the journey had been undertaken by the normal means of public transport; or

b. Mileage Allowance at the rate set out in 2b above and Travelling Allowance for himself for the actual period of the journey.

4. Mileage Allowance will be calculated upon the shortest travelling distance for the journey or journeys and the portion of the journey between the members place of residence and his usual headquarters shall be excluded in calculating the mileage travelled.

5. The fares by the usual public means of transport will include taxi fares and other incidental fares which would have been payable if the member had proceeded by the normal means of public transport.

6. Punt charges, toll charges and approved charges for garage accommodation may be paid in addition to Mileage Allowance in any instance where the aggregate amount of such charges and Mileage Allowance plus Travelling Allowance does not exceed the amount which would have been paid for fares, Travelling Allowance and incidental charges had normal public transport been used.

Endorsement of Claims

7. Claims for payment of Mileage Allowance must be endorsed or accompanied by a certificate as under, by the competent authority authorising the use of the vehicle:

> 'I certify that the claimant was authorised prior to undertaking the journey to proceed on official duty and to use his motor car as indicated in the attached claim' (and prior approval was also given for other members indicated to accompany the claimant on the journey in respect of which the claim is made). *(add where applicable)*.

8. Claims should state the actual periods occupied in travelling and the times and dates of commencement and cessation of the official duty for which each journey was undertaken.

Holiday Travel and Private Use of Official Transport

9. The rates specified in Paragraph 2 above or the appropriate rates approved for the country of posting, will, unless otherwise approved and specified for the country of posting, also apply:

a. to calculation of reimbursements for travel by a member to a holiday locality which is specified for the country of posting and to which fares for travel by another method otherwise would be reimbursed.

b. where private use of official transport has been authorised by the competent authority to such travel. In addition, the cost of overtime paid to the driver is to be met by the member.

Comprehensive and Third Party Insurance

10. It is not necessary for a member overseas to hold a comprehensive insurance policy on his vehicle before authority can be given for its use on official business. However, unless there are exceptional circumstances, a member should not in fact be permitted to use his vehicle on official business unless he has satisfactory Comprehensive and Third Party cover, and, if required by the insurer, he has either:

a. obtained an undertaking that an additional premium is not necessary, or

b. paid any necessary premium to insure his vehicle as a business vehicle.

11. The Commonwealth does not carry any insurance risk on private vehicles used on official business. If in any case the Commonwealth is adjudged liable for damages arising out of an accident the Commonwealth will claim against the member the damages awarded against it.

12. The conditions applying in Australia to the use of official cars also apply to overseas posts, including the condition that journeys to country areas must not be made by car where rail or air services may be used without loss of efficiency.

13. Current special conditions approved for the following countries are not varied and should be read in conjunction with the foregoing, as appropriate:

a. members of the Australian contingent of the Strategic Reserve Malaysia/Singapore (including secondees to the Malaysian Navy) and in Hong Kong;

b. members on posting in:

(1) Britain;

(2) Indonesia;

(3) Thailand;

(4) South Vietnam;

(5) Canada; and

(6) United States of America.

14. Where a case not covered by the conditions of this navy order involves circumstances which it is considered provide substantial support for payment of the allowance, full details should be submitted to Navy Office for consideration.

15. NPI should be noted pending inclusion of these provisions.

(HPB 252/4/121)

UNCLASSIFIED

541—Short Term Duty Travelling Allowance

The rates of Short Term Duty Travelling Allowance as shown in Navy Order 436 of 1969 are to be amended as follows:

TABLE A

Amend existing rates for Germany, Italy and Malta with effect from 30 May 1969.

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LT CMDR, LT CMDR (SD) or Relative Rank*	*CDRE and Above*
Germany ..	Marks ..	74	85	96
Italy—Rome, Milan, Venice, Turin, Florence, Genoa, Naples, Bologna	Lire ..	12,000	14,500	17,000
—Elsewhere ..	Lire ..	11,500	13,500	15,500
Malta	£Stg ..	7.3.0	8.8.0	9.13.0

TABLE B

Amend existing rates for USSR with effect from 30 May 1969.

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LT CMDR, LT CMDR (SD) or Relative Rank*	*CDRE and Above*
USSR; Moscow, Leningrad	Roubles ..	14	16	18
Elsewhere ..	Roubles ..	12	14	16

(HPB 252/7/26)

(Navy Order 436 of 1969)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

542—Stores (General)—Accounting—Fuels and Lubricants—Revision of Stores Accounting Group Classes

(DCI (RN) 122/1969)

1. With effect from 16 September 1969, fuels and lubricants (other than those dealt with under Group Class 0470 series and NATO Group Classes) are to be accounted for under the appropriate Group Class as indicated in the Annex to this order.

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 2107.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

ANNEX A

Group Class	*Description*
0721	Oil fuels (FFO and DIESO)
0722	Aviation fuels
0723	M/T petrol
0725	Lubricating oils
0726	Drums and sacks

(DSAP 523/51/662)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

ANO 543/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
8 September 1969.

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

20477/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

543—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During May 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC Series contained in Annex A to this order have been distributed to ships and services during May 1969.

2. Copies of Amendments referred to in Annex A to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (6) of ABR 4.

ANNEX A

BR AMENDMENTS

Publication	*Amendment No*
ABR 10	Amdt 14
BR 12 Part 1	Change 2
BR 12 Part 1	Change 3
BR 12 Part 2	Change 2
BR 12 Part 2	Change 3
BR 12 Part 3	Change 2
BR 12 Part 3	Change 3
BR 12 Part 4	Change 2
BR 12 Part 4	Change 3
BR 12 Part 5	Change 2
BR 12 Part 5	Change 3
BR 12 Part 6	Change 2
BR 12 Part 6	Change 3
BR 12 Part 7	Change 2
BR 12 Part 7	Change 3
BR 12 Part 8	Change 2
BR 12 Part 8	Change 3
BR 12 Part 9	Change 2
BR 12 Part 9	Change 3
BR 12 Part 10	Change 2
BR 12 Part 10	Change 3
BR 12 Part 11	Change 2
BR 12 Part 11	Change 3
BR 12 Part 12	Change 2
BR 12 Part 12	Change 3
BR 12 Part 13	Change 2
BR 12 Part 13	Change 3
BR 12 Part 14	Change 2
BR 12 Part 14	Change 3
BR 12 Part 15	Change 2
BR 12 Part 15	Change 3
BR 12 Part 16	Change 2
BR 12 Part 16	Change 3
BR 12 Part 17	Change 2

BR AMENDMENTS—*continued*

Publication	*Amendment No*
BR 12 Part 17	Change 3
BR 12 Part 18	Change 2
BR 12 Part 18	Change 3
BR 12 Part 19	Change 2
BR 12 Part 19	Change 3
BR 12 Part 20	Change 2
BR 12 Part 20	Change 3
BR 12 Part 21	Change 2
BR 12 Part 21	Change 3
BR 12 Part 22	Change 2
BR 12 Part 22	Change 3
ABR 27 Vol 2	Change 6
ABR 27 Vol 3	Change 6
BR 31	Change 1
BR 31	Change 2
BR 93	Change 4
BR 100	Change 5
BR 125	Suppt 7, January 1969
BR 125	New Entries No 7, January 1969
BR 125	Suppt 8, February 1969
BR 125	New Entries No. 8, February 1969
BR 125	Suppt 9, March 1969
BR 125	New Entries No 9, March 1969
BR 225	Change 1
BR 225	Change 2
BR 225	Change 3
BR 320B	0100 Issue 2, April 1966
BR 320B	0213 Issue 3, March 1968
BR 320B	0214 Issue 3, September 1967
BR 320B	0223 Issue 3, February 1968
BR 320B	0231 Issue 3, January 1968
BR 320B	0232 Issue 3, February 1968
BR 320B	0242 Issue 3, March 1968
BR 320B	0243 Issue 3, March 1968
BR 320B	0244 Issue 3, March 1968
BR 320B	0256 Issue 3, March 1968
BR 320B	0267 Issue 3, January 1968
BR 320B	0269 Issue 3, March 1968
BR 320B	0271 Issue 3, February 1968
BR 320B	0272 Issue 3, February 1968
BR 320B	0273 Issue 3, March 1968
BR 320B	0274 Issue 3, March 1968
BR 320B	0275 Issue 3, February 1968
BR 320B	0276 Issue 3, March 1968
BR 320B	0277 Issue 3, March 1968
BR 320B	0278 Issue 3, March 1968
BR 320B	0282 Issue 3, March 1968
BR 320B	0288 Issue 3, March 1968
BR 320B	0320 Issue 3, March 1968
BR 320B	0411 Issue 3, March 1968
BR 320B	0412 Issue 3, March 1968
BR 320B	0414 Issue 3, March 1968

20477/69—2

BR AMENDMENTS—*continued*

	Publication	*Amendment No*
BR 320B	.. ..	0415 Issue 3, March 1968
BR 320B	.. ..	0421 Issue 3, February 1968
BR 320B	.. ..	0422 Issue 3, February 1968
BR 320B	.. ..	0423 Issue 3, February 1968
BR 320B	.. ..	0431 Issue 3, March 1968
BR 320B	.. ..	0432 Issue 3, March 1968
BR 320B	.. ..	0433 Issue 3, March 1968
BR 320B	.. ..	0434 Issue 3, March 1968
BR 320B	.. ..	0442 Issue 3, January 1968
BR 320B	.. ..	0444 Issue 3, March 1968
BR 320B	.. ..	0463 Issue 3, March 1968
BR 320B	.. ..	0478 Issue 3, March 1968
BR 320B	.. ..	0512 Issue 3, March 1968
BR 320B	.. ..	0551 Issue 3, March 1968
BR 320B	.. ..	0553 Issue 3, February 1968
BR 320B	.. ..	0554 Issue 3, February 1968
BR 320B	.. ..	0555 Issue 3, February 1968
BR 320B	.. ..	0556 Issue 3, January 1968
BR 320B	.. ..	0557 Issue 3, March 1968
BR 320B	.. ..	0562 Issue 3, January 1968
BR 320B	.. ..	0565 Issue 3, March 1968
BR 320B	.. ..	0575 Issue 3, February 1968
BR 320B	.. ..	0581 Issue 3, March 1968
BR 320B	.. ..	0582 Issue 3, March 1968
BR 320B	.. ..	0584 Issue 3, March 1968
BR 320B	.. ..	0585 Issue 3, March 1968
BR 320B	.. ..	State of Report showing BR 320 Distributions 15.3.69
BR 320D	.. ..	0100 May 1968
BR 320D	.. ..	0212 May 1968
BR 320D	.. ..	0216 July 1968
BR 320D	.. ..	0216 Suppt, August 1968
BR 320D	.. ..	0218 July 1968
BR 320D	.. ..	0221 May 1968
BR 320D	.. ..	0223 August 1968
BR 320D	.. ..	0241 September 1968
BR 320D	.. ..	0244 June 1968
BR 320D	.. ..	0246 March 1968
BR 320D	.. ..	0247 August 1968
BR 320D	.. ..	0252 February 1968
BR 320D	.. ..	0253 September 1968
BR 320D	.. ..	0254 June 1968
BR 320D	.. ..	0255 February 1968
BR 320D	.. ..	0258 May 1968
BR 320D	.. ..	0261 Suppt, August 1967
BR 320D	.. ..	0262 March 1968
BR 320D	.. ..	0264 July 1968
BR 320D	.. ..	0264 Suppt, September 1968
BR 320D	.. ..	0268 June 1968
BR 320D	.. ..	0269 May 1968
BR 320D	.. ..	0282 March 1968
BR 320D	.. ..	0283 March 1968

BR AMENDMENTS—*continued*

	Publication	*Amendment No*
BR 320D	.. ..	0288 July 1968
BR 320D	.. ..	0320 November 1963
BR 320D	.. ..	0350 February 1968
BR 320D	.. ..	0411 July 1968
BR 320D	.. ..	0412 July 1968
BR 320D	.. ..	0422 Suppt 1, August 1967
BR 320D	.. ..	0432 August 1968
BR 320D	.. ..	0433 August 1968
BR 320D	.. ..	0442 March 1968
BR 320D	.. ..	0462 August 1968
BR 320D	.. ..	0476 July 1968
BR 320D	.. ..	0477 February 1968
BR 320D	.. ..	0554 March 1968
BR 320D	.. ..	0559 September 1968
BR 320D	.. ..	0559 Suppt, October 1968
BR 320D	.. ..	0562 August 1968
BR 320D	.. ..	0565 March 1968
BR 320D	.. ..	0568 January 1968
BR 320D	.. ..	0585 May 1968
BR 320D	.. ..	0612 April 1968
BR 320D	.. ..	0636 May 1968
BR 320D	.. ..	0655 April 1968
BR 320D	.. ..	0671 July 1968
BR 320F	.. ..	Suppt, March 1968
BR 935 (1)	.. .. ..	Change 1
BR 1066	.. ..	Change 22
BR 1538	.. ..	Change 8
BR 1615	.. ..	Change 4
ABR 1692	.. ..	Change 5
ABR 1692	.. ..	Change 6
BR 1692	.. ..	Change 7
BR 1771 (15)	.. .. ..	Change 1
BR 1857 (55) B	.. .. ..	Change 3
BR 1857 (2B)	.. .. ..	Change 4
BR 1857 (2B)	.. .. ..	Change 8
BR 2111 (18)	.. .. ..	Change 4
BR 2112 (5)	.. .. ..	Change 7
BR 2125 (2)	.. .. ..	Defect Aquaint
BR 2130 (2)	.. .. ..	Change 5
BR 2211	.. ..	Change 5
BR 2236	.. ..	Change 2
BR 2355	.. ..	Change 3
BR 2509 (1)	.. .. ..	Change 2
BR 2509 (3)	.. .. ..	Change 2
BR 2541 (1)	.. .. ..	Change 9
BR 3009	.. ..	Change 3
BR 3300	.. ..	Change 4
BR 3601	.. ..	Change 45
ABR 5016	.. ..	Amdt 18
ABR 5016	.. ..	Errata to Amdt 18
ABR 5018	.. ..	Amdt 14
ABR 5020	.. ..	Change 10

BR AMENDMENTS—*continued*

Publication	*Amendment No*
ABR 5038	Change 7
ABR 5069	Change 6
ABR 5074NS	GR/CL 0100 Change 3
ABR 5074NS	GR/CL 0214 Change 3
ABR 5074NS	GR/CL 0257 Change 3
ABR 5074NS	GR/CL 0257 Change 4
ABR 5074NS	GR/CL 0266 Change 3
ABR 5074NS	GR/CL 0442 Issue 2, Change 3
ABR 5074NS	GR/CL 0474 Issue 2, Change 3
ABR 5074NS	GR/CL 0475 Change 2
ABR 5074VICT	V4 Change 2
ABR 5074VICT	V6 Change 2
ABR 5074VICT	V7 Change 2
ABR 5074VICT	V8 Change 2
Far East Fleet Communication Orders	Change 6
MBR 8001	Issue 39
MBR 8001	Issue 40
MBR 8868	Correction 2, February 1969
MBR 8868	Correction 3, March 1969
MBR 8868	Correction 4, April 1969

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aircraft	April 1969
Approach	Vol 14, No 9, March 1969
Communicator	Vol 19, No 368
Electrical Design News	Vol 14, No 7, 1.4.69
Electrical Design News	Vol 14, No 8, 15.4.69
Electronics Information Bulletin	No 745, 10.2.69 0967-001-3745
Electronics Information Bulletin	No 746, 24.2.69 0967-001-3746
Electronics Information Bulletin	No 748, 24.3.69 0967-001-3748
Electronics Information Bulletin	No 749, 7.4.69 0967-001-3749
Flight	13.2.69
Flight	26.2.69
Flight	27.2.69
Flight	6.3.69
Flight	13.3.69
Flight	26.3.69
Flight	27.3.69
HMSO List of Publications	Issued during January 1969
Journal of Naval Engineering	Vol 18, No 1, December 1968
Journal of the RN Medical Service	Vol LV, No 1, Spring 1969
Joint Services Recognition Journal	Vol 23, No 12
Joint Services Recognition Journal	Vol 24, No 1
Joint Services Recognition Journal	Vol 24, No 2
Navigation	Vol 15, No 4, Winter 1968-69
The Navy List (RN)	Spring 1969
US Navigation Journal	Vol 15, No 3, Fall 1968

NAVWEP AND NAVSHIP CHANGES

Publication No	*Change No*
Navship Changes	
0905-013-4030 Vol 3	Change 1 (0905-013-4031) August 1967
0905-028-9030 Vol 3	Change 1 (0905-028-0931) August 1967
0905-029-6020 Vol 2	Change 1 (0905-029-6021) May 1968
0905-029-6020 Vol 2	Change 1 (0905-029-6021) September 1968
0905-029-6030 Vol 3	Change 1 (0905-029-6031) September 1968
0905-029-6050 Vol 5	Change 1 (0905-029-6051) September 1968
0905-029-6070 Vol 5 Chapter 3	Change 1 (0905-029-6071) September 1968
Navwep Changes	
OP 2585 PMS/SMS Vol 2	ACN 1-7, 15.2.68
OP 2585 PMS/SMS Vol 4	ACN 3-3, 1.1.69
OP 2665 Vol 1	ACN 3-1, 1.10.66
OP 2665 Vol 2	ACN 6-1, 1.10.66
OP 2665 Vol 2	ACN 2-1, 1.10.66
OP 2685	Change 1, 15.11.68
OP 2782 Vol 3	Change 2, 15.12.68
OP 2888 Vol 3, Part 1	ACN 14-1, 1.2.68
OP 3010 (IMP) Vol 5 Part 1	ACN 16-3, 15.12.67
OP 3010 (IMP) Vol 5 Part 2	ACN 17-1, 1.2.67
OP 3177 Vol 1	ACN 2-2, 1.9.67
OP 3177 Vol 1	ACN 2-3, 1.12.67
OP 3177 Vol 1	ACN 1-1, 1.9.67
OD 16135 1st REV	Change 8

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
(RAN) 4 Vol 5 Book 2	AL 16
(RAN) 7 Vol 5	AL 5 and 6
(RAN) 8 Aircrew Notes (Wessex 31B)	AL 10
(RAN) 8 Vol 1 Book 1	AL 137, 138, 139, 140 and 141 AIL 28 to 32 (Inclusive)
(RAN) 8 Vol 1 Book 2	AL 69, 70 and 71
(RAN) 8 Vol 1 Book 3	AL 47
(RAN) 8 Vol 1 Book 7	AL 27 and 28, AIL 28
(RAN) 8 Vol 2 Books 1 and 2	AIL 190 and 191
(RAN) 8 Vol 2 Book 2	AIL 192 and 197
(RAN) 8 Vol 6 Part 1	AL 32
(RAN) 8 Vol 6 Part 2	AL 67, 68 and 73
(RAN) 8 Vol 6 Part 3	AL 55
(RAN) 9B Vol 6 Parts 2A, 3 and 4A	AL 24
(RAN) 9AB Vol 2	AIL 20-28 (Inclusive)
(RAN) 9AB Vol 2 Book 2	AL 29
(RAN) 9B Vol 6 Parts 2A, 3 and 4A	AL 25
(RAN) 10 Vol 2 Book 1	AL 25

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
(RAN) 11 Vol 2	AL 17
(RAN) 19 Vol 1 Book 2	AL 20 (With TM 55-1520-219-20 (January 1968) attached) and AL 21
(RAN) 19 Vol 2 Book 1	AL 49
(RAN) 19 Vol 2 Books 1 and 2 ..	AL 47
(RAN) 19 Vol 2 Book 2	AL 46
(RAN) 19 Vol 5 Parts 1, 2 and 3 ..	AL 3 and 4
(RAN) 100 Vol 2 Part 3	AL 7
(RAN) 100 Vol 2 Part 6	AL 9
(RAN) 100 Vol 2 Part 7	AL 20
(RAN) 100 Vol 2 Part 8	AL 30
(RAN) 101	AL 155
(RAN) 500 Vol 2 Part 1	AL 41, 42, 44 and 46
(RAN) 503 Vol 1	AL 6
(RAN) 600 Vol 2 Part 2	AL 14
(RAN) 605 Vol 1	AL 2
AAP 382	AL 4 and 5
AAP 702.50 Vol 2 Part 1	AL 15
AAP 703.2 Vol 1 Issue 2	AL 1/68, 2/68, 3/68, 4/68, 5/68, 6/68 and 7/68
AAP 721.65 Vol 2 Part 2	AL 226 and 227
AAP 733.21 Vol 1 Parts 1 and 2 ..	AL 52
AAP 751.61 Vols 1 and 6	AL 31 and 32
AAP 897	AL 36 and 37
AAP 996.04	AL 4
AAP 998	AL 5
AAP 2 GCC Table of Contents (19th Edition)	AL 106 and 107
AAP 2 GCC A65 (9th Edition) ..	AL 11-14 (Inclusive)
AAP 2 GCC B16 (3rd Edition) ..	AL 17-20 (Inclusive)
AAP 2 GCC F14A (17th Edition) ..	AL 23 and 24
AAP 2 GCC F14C (10th Edition) ..	AL 19
AAP 2 GCC Appendix 18 Section 2 ..	AL 19
AAP 2 GCC P1 (9th Edition) ..	AL 20-22
AAP 2 GCC 1045 (5th Edition) ..	AL 12
AAP 2 GCC 4010 (8th Edition) ..	AL 21
AAP 2 GCC 4920 (9th Edition) ..	AL 19-21
AAP 2 GCC 5305 (8th Edition) ..	AL 31-33
AAP 2 GCC 5335 (5th Edition) ..	AL 12
AAP 2 GCC 5440 (6th Edition) ..	AL 7
AAP 2 GCC 5805 (10th Edition) ..	AL 19
AAP 2 GCC 5810 (9th Edition) ..	AL 18-21
AAP 2 GCC 5820 (10th Edition) ..	AL 25-27
AAP 2 GCC 5825 (10th Edition) ..	AL 23 and 24
AAP 2 GCC 5826 (9th Edition) ..	AL 25-27
AAP 2 GCC 5831 (9th Edition) ..	AL 19 and 20
AAP 2 GCC 5835 (11th Edition) ..	AL 21
AAP 2 GCC 5840 (11th Edition) ..	AL 25 and 26
AAP 2 GCC 5841 (10th Edition) ..	AL 21-25
AAP 2 GCC 5845 (11th Edition) ..	AL 16 and 17
AAP 2 GCC 5895 (9th Edition) ..	AL 20, 21 and 22
AAP 2 GCC 5905 (10th Edition) ..	AL 31-34

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AAP 2 GCC 5910 (8th Edition) ..	AL 32-35
AAP 2 GCC 5920 (11th Edition) ..	AL 16 and 17
AAP 2 GCC 5921 (9th Edition) ..	AL 45-47
AAP 2 GCC 5930 (11th Edition) ..	AL 26
AAP 2 GCC 5935 (8th Edition) ..	AL 26 and 27
AAP 2 GCC 5835 (9th Edition) ..	AL 29, 30 and 31
AAP 2 GCC 5940 (9th Edition) ..	AL 18 and 19
AAP 2 GCC 5940 (10th Edition) ..	AL 21 and 22
AAP 2 GCC 5945 (10th Edition) ..	AL 19-24 (Inclusive)
AAP 2 GCC 5950 (9th Edition) ..	AL 22-24 (Inclusive)
AAP 2 GCC 5955 (9th Edition) ..	AL 27 and 28
AAP 2 GCC 5955 (10th Edition) ..	AL 30-32 (Inclusive)
AAP 2 GCC 5960 (9th Edition) ..	AL 49-52 (Inclusive)
AAP 2 GCC 5961 (5th Edition) ..	AL 14-16 (Inclusive)
AAP 2 GCC 5965 (10th Edition) ..	AL 19
AAP 2 GCC 5965 (11th Edition) ..	AL 21
AAP 2 GCC 5970 (9th Edition) ..	AL 23 and 24
AAP 2 GCC 5977 (11th Edition) ..	AL 16 and 17
AAP 2 GCC 5985 (12th Edition) ..	AL 21-23 (Inclusive)
AAP 2 GCC 5990 (10th Edition) ..	AL 21-24 (Inclusive)
AAP 2 GCC 5995 (10th Edition) ..	AL 18
AAP 2 GCC 5995 (11th Edition) ..	AL 20-23 (Inclusive)
AAP 2 GCC 5999 (11th Edition) ..	AL 19
AAP 2 GCC 5999 (12th Edition) ..	AL 20 and 21
AAP 2 GCC 6135 (9th Edition) ..	AL 15
AAP 2 GCC 6140 (10th Edition) ..	AL 14
AAP 2 GCC 6340 (11th Edition) ..	AL 18 and 19
AAP 2 GCC 6625 (9th Edition) ..	AL 21 and 22
AAP 2 GCC 6625 (10th Edition) ..	AL 24 and 25
AAP 2 GCC 6710 (9th Edition) ..	AL 15-17 (Inclusive)
AAP 2 GCC 6720 (8th Edition) ..	AL 13 and 14
AAP 2 GCC 6940 (8th Edition) ..	AL 16 and 17
AAP 2 GCC 7360 (5th Edition) ..	AL 9
AAP 2 GCC 8010 (10th Edition) ..	AL 22 and 23
AAP 2 GCC 8040 (9th Edition) ..	AL 23 and 24
AAP 2 GCC 8120 (10th Edition) ..	AL 18 and 19
(N) 1024 Vol 1	AL 47
113 Book 3 Part 2	AL 8 and 9
1086 (1966) Section 5QP	AL 1
1086 (1966) Section 6B	AL 1
1086 (1966) Section 6TK	AL 1
1086 (1966) Section 9D	AL 1
1086 (1966) Section 14N	AL 3
1086 (1966) Section 27Z	AL 2
1086 (1966) Section 27F	AL 6
1086 (1966) Section 27HR	AL 1
1086 (1966) Section 28S	AL 1
1086 (1966) Section 28P	AL 1
1086 (1966) Section 28Q	AL 1
1086 (1966) Section 28W	AL 1
1086 (1966) Section 30A	AL 1
1086 (1966) Section 33D	AL 1

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
1086 (1966) Section 33F	AL 1
1086 (1966) Section 33J	AL 1
1182 (N) Vol 4 Parts 2 and 6	AL (RAN) 5
1641H Vol 2 Part 1	AIL 1 to Leaflet No E5
1641P Vol 1	AIL 1/69
1641P Vol 1 (2nd Edition) Parts 1 and 3	AL 38
1641P Vol 1 Part 2 and Vol 5	AL 95
1661B (2nd Edition) Vol 1	AL 148
1664C Vol 2 Part 1	AL (RAN) 2
2487AB Vol 2	Leaflet AL 63 (B44)
3302 Part 3	AL 10
4320B Vol 2	AL (RAN) 5
NAO1-40AVC-4-5 (0701-090-2501)	Change (15.1.69)
NAO1-40AVD-1 (0701-090-3971)	AL (RAN) 2
NAO1-40AVD-2-7-2 (0701-090-4131)	AL (RAN) 1
NAO1-40AVD-4-7 (0701-090-4221)	Int Change No 5 (20.1.69)
NAO1-85SAD-2-5 (0701-180-1481)	AL (RAN) 1
NAO1-85SAD-2-11 (0701-180-1570)	AL (RAN) 2
NAO1-85SAD-4-8 (0701-180-5250)	Erratum
NAO3-5AS-10 (0703-020-4841)	AL (RAN) 1
NAO5-5E-58 (0705-020-0610)	AL (RAN) 1
NAO5-55A-58 (0705-120-0321)	AL (RAN) 1
NW16-30APG53-502 (0716-070-2391)	AL (RAN) 1
NW16-30APN141-2 (0716-070-3663)	AL (RAN) 1
NA16-30ARM9-2 (0716-070-6510)	Erratum to Supplement No 1
NW16-30UPM109-1 (0176-071-1920)	AL (RAN) 1
Aero Info Circular	HO 4/1969, 5/1969, 6/1969, 7/1969, 8/1969, 10/1969 and 11/1969
DCA NOTAM	HO 7/1969, 8/1969, 9/1969, 10/1969 and 11/1969
Standardisation Design Memorandum	SDM (A16) Section 1 Issue 5 (Cancelled) SDM 65 Issue 3 (Cancelled) SDM 302.3 (Cancelled) SDM IS 308.1 (Cancelled) SDM 336.2 (Cancelled) SDM 340 (Cancelled) SDM IS 380-1 (Cancelled) SDM Issue 52 (Numerical Index) Cancels Issue 51
Wessex HAS Mk 1 Aircraft	AD 7145/Min
ICAO Bulletin	Vol 24, No 2 (February 1969)
Air Clues	Vol 23, No 6, No 7 (April 1969)
W'land Group Process Specific	AL 80-83
Air Pictorial	April 1969
AAP 2 GCC 5930 (12th Edition)	AL 28, 29 and 30

(D of V 465/57/979)

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HISTORIAN.

ANO 544/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
2 September 1969.

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

20478/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

544—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During June 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC Series contained in Annex A to this order have been distributed to ships and services during June 1969.

2. Copies of Amendments referred to in Annex A to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (6) of ABR 4.

ANNEX A

BR AMENDMENTS

Publication	*Amendment No*
ACP 117 Com Nav Sup 1A	Change 4
ACP 117 Com Nav Sup 1A	Change 5
ACP 117 Com Nav Sup 1A	Change 6
BR 320D	0242 October 1968
BR 320D	0249 Change 2
BR 320D	0261 September 1968
BR 320D	0275 September 1968
BR 320D	0285 October 1968
BR 320D	0562 Supplement 1, August 1968
BR 320D	0621 October 1968
BR 936 (4)	Change 1
BR 983	Change 4
BR 1750	Amendment 13
BR 1943	Amendment 1/69
BR 2050 (402C)	RAN Amendment 4
BR 2050 (641)	RAN Amendment 5
BR 2050	RAN Amendment 1
BR 2062 (2)	Change 4
BR 2297 (5C)	Change 1
BR 2297 (5C)	Change 3
BR 2297 (5C)	Change 5
BR 2297 (6A)	Change 13
BR 2500 (1)	Amendment 18
BR 2509 (1)	Change 1
BR 2509 (2)	Change 1
BR 2509 (3)	Change 1
BR 3001	Change 17
ABR 5074	GR/CL 0249 Change 2
List Prop Lots	Amendment 59
List Prop Lots	Amendment 61
MBR 8150	Amendment 40
MBR 8868	Correction 6, June 1969

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Approach	January 1969
Approach	April 1969
Electronics Information Bulletin	No 750, 21.4.69 0967-001-3750
Electronics Information Bulletin	No 751, 0967-001-3751
Flight	Dated 3.4.69
Flight	Dated 10.4.69
Flight	Dated 17.4.69
Flight	Dated 1.5.69
Flight	Dated 8.5.69
HMSO List of Government Publications	Issued during February 1969
Itt Gil Fillian General Information Letter	No 103, February-March 1969
Personnel Practice Bulletin	Vol 25, No 1, March 1969

NAVWEP CHANGES

Publication	*Change No*
OP 1516	Change 4
OP 2585 P/S Vol 2	Change 1
OP 2665 Vol 2	Change 3
OP 2665 Vol 2	Change 4
OP 2665 Vol 4	Change 7
OP 2665 Vol 4	Change 8
OP 2665 Vol 4	Change 9
OP 2665 Vol 5 IPB	Part 1
OP 2665 Vol 5 IPB	Part 2
OP 2665 Vol 5	Part 3
OP 3010 Vol 4 Part 2 (IMP)	Change 26
OP 3041 Vol 1	Change 1
OP 3041 Vol 1	Change 2
OP 3041 Vol 1	Change 3
OP 3041 Vol 1	Change 4
OP 3041 Vol 1	Change 5
OP 3041 Vol 1	Change 6
OP 3041 Vol 1	Change 7
OP 3041 Vol 1	Change 8
OP 3041 Vol 2	Change 2

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
(RAN) 4 Vol 5 Book 2	AL 17
(RAN) 8 Vol 1 Book 1	AL 138
(RAN) 8 Vol 1 Book 2	AL 70
(RAN) 8 Vol 2 Book 2	AIL 200
(RAN) 9AB Vol 2 Book 2	AIL 30, 31, 32 and 33
(RAN) 10 Vol 5 Parts 1, 2 and 3	AL 4
(RAN) 10 Vol 2 Book 1	AL 26
(RAN) 11 Vol 2	AL 18, 19 and 20
(RAN) 14 Vol 5 Part 2	AL 4
(RAN) 19 Vol 2 Book 1	AL 51
(RAN) 19 Vol 2 Book 2	AL 52 and 53
(RAN) 19 Vol 5 Parts 1, 2 and 3	AL 5

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
(RAN) 100 Vol 2 Part 2	AL 9
(RAN) 100 Vol 2 Part 3	AL 8 and 9
(RAN) 100 Vol 2 Part 7 Section 3 ..	Erratum
(RAN) 100 Vol 2 Part 8	AL 31 and 33
(RAN) 100 Vol 2 Part 9	AL 12
(RAN) 100 Vol 2 Part 10	AL 21
(RAN) 100 Vol 2 Part 11	AL 16 Erratum to AL 16
(RAN) 201 Vol 2	AL 1
(RAN) 201 Vol 2 Part 3	AL 2
(RAN) 500 Vol 2 Part 1	AL 45, 47, 48 and 49
(RAN) 500 Vol 2 Part 2	AL 35
(RAN) 500 Vol 2 Part 2	AL 30, 31, 32, 33 and 34
(RAN) 500 Vol 2 Part 3	AL 26
(RAN) 602 Vol 5 Parts 1, 2 and 3 ..	AL 9
AAP 2 GCC Table of Contents (19th Edition)	AL 108 and 109
AAP 2 GCC Appendix 18 Section 1 ..	AL 20
AAP 2 GCC Appendix 18 Section 2 ..	AL 21 and 22
AAP 2 GCC F14C (10th Edition) ..	AL 20
AAP 2 GCC P1 (9th Edition) ..	AL 23
AAP 2 GCC 5305 (9th Edition) ..	AL 35 and 36
AAP 2 GCC 5805 (10th Edition) ..	AL 21
AAP 2 GCC 5810 (9th Edition) ..	AL 22 and 23
AAP 2 GCC 5820 (10th Edition) ..	AL 28
AAP 2 GCC 5825 (10th Edition) ..	AL 25
AAP 2 GCC 5826 (9th Edition) ..	AL 28 and 29
AAP 2 GCC 5810 (9th Edition) ..	AL 24
AAP 2 GCC 5835 (11th Edition) ..	AL 22
AAP 2 GCC 5840 (11th Edition) ..	AL 27 and 28
AAP 2 GCC 5841 (10th Edition) ..	AL 26 and Errata, AL 27
AAP 2 GCC 5895 (9th Edition) ..	AL 23 and 24
AAP 2 GCC 5905 (10th Edition) ..	AL 35 and 36
AAP 2 GCC 5910 (8th Edition) ..	AL 36, 37 and 38
AAP 2 GCC 5920 (11th Edition) ..	AL 18, 19 and 20
AAP 2 GCC 5930 (12th Edition) ..	AL 31, 32 and 33
AAP 2 GCC 5935 (9th Edition) ..	AL 32, 33 and 35
AAP 2 GCC 5940 (10th Edition) ..	AL 23, 24 and 25
AAP 2 GCC 5941 (10th Edition) ..	AL 28
AAP 2 GCC 5945 (11th Edition) ..	AL 26 and 27
AAP 2 GCC 5950 (9th Edition) ..	AL 25
AAP 2 GCC 5955 (10th Edition) ..	AL 34
AAP 2 GCC 5960 (10th Edition) ..	AL 54 and 55
AAP 2 GCC 5961 (5th Edition) ..	AL 17 and 18
AAP 2 GCC 5950 (10th Edition) ..	AL 27 and 28
AAP 2 GCC 5965 (11th Edition) ..	AL 22
AAP 2 GCC 5977 (11th Edition) ..	AL 18 and 19
AAP 2 GCC 5985 (13th Edition) ..	AL 25, 26 and 27
AAP 2 GCC 5990 (10th Edition) ..	AL 25 and 26
AAP 2 GCC 5995 (11th Edition) ..	AL 24
AAP 2 GCC 5999 (12th Edition) ..	AL 22 and 23
AAP 2 GCC 6135 (9th Edition) ..	AL 16
AAP 2 GCC 6340 (11th Edition) ..	AL 20 and 21

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
AAP 2 GCC 6625 (10th Edition) ..	AL 27 and 28
AAP 2 GCC 6675 (11th Edition) ..	AL 13
AAP 2 GCC 6940 (8th Edition) ..	AL 18
AAP 773.24 Vol 1 Part 1	AL 13
AAP 897	AL 38
AAP 996.03	AL 1, 2 and 3
AAP 996.04	AL 5 and 6
(N) 1	AL 60 (and Errata), and AL 61
(N) 1024 Vol 1	AL 41, 42, 43, 44, 45 and 46
101A-0600-6	AL 52 and 53
101A-1104-1	AL 11
104B-1002-16	AL 2
104D-1001-16	AL 1
104H-1003-1	AL 1
108E-0202-1	AL 1 and 2
108F-0902-1	AIL 1/69
109A-0001-2	AL 1259 (S4), AL 1260 (B819) Alt 1
113A-0307-1	AL 1
113D-1209-1	AL 2
113E-0201-16	AL 3
113F-0615-1	AL 2
116D-0102-2	AL 46 (B25), AL 47 (B27), AL 48 (B27), AL 49 (B28)
116D-0106-1 (Form AP 2531S Vol 1) ..	AL 15 (With Cover Label)
116D-0118-1	AL 30
116D-0102-1A	AL 25
116N-0105-1	AL 14
1086 (1966) Section 27F	AL 6
1086 (1966) Secion 27ZA	AL 1
1086 (1966) Section 28QA	AL 1
1182C Vol 4 Part 6 Issue 1	AL 74 and 75
1275A Vol 1 Section 12	AL 17
1275B Vol 2	AL 198 (D38)
1275G Vol 2 Part 1	AL 223-(C43) (and Note to RN Holders)
1464B Vol 1	AIL 1/69
1661 Vol 2 Part 1	Leaflet B43
1661C Vol 1 (2nd Edition)	AL 112
1664D (2nd Edition) Vol 1 Part 2 and Vol 5	AL 96
1664A Vol 2 Part 1	Leaflet A242 (and Note to RN Holders) Leaflet E14
1664D (2nd Edition) Vol 1 Parts 1 and 3	AL 88 and 89
1803A Vol 1	AL 72
1803B Vol 1 Book 2	AL 20
1803E Vol 1	AL 193
1803F Vol 1 Book 2 Section 10 ..	AIL 1/68
1803R Vol 1	AL 88
1803T Vol 1 Book 2	AL 49
1803U Vol 1 Book 4	AL 58 and 59
2890SC Vol 2	AL (RAN) 5
3357	AL 8
3358	AL 29, 30 and 31

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
4303C Vol 1	AIL 1/69, 2/69, 3/69 and 4/69
4306A	AL 67 and 68
4343E Vol 1 Book 3	AL 219, 220 and 221
4343A Vol 2 (and Note to RN Holders)	AL 210-(B67)
4343D Vol 2	AL 165-(N27) (and Note to RN Holders)
4343K Vol 1	AL 42, 43 and 44
4578 Vol 2	AL 7
4677A and B Vols 1 and 6	AL 45
4747A	AL 17
NAO0-35QH-2 (0700-080-5065) ..	Change No 4 (January 1969)
NAO1-40AVC-2-1-1 (0701-090-2272) ..	Change Notice (1.10.68)
NAO1-40AVC-2-6 (0701-090-2382) ..	Change Notice (15.2.69)
NAO1-40AVC-2-8 (0701-090-2432) ..	Change Notice (15.12.68)
NAO1-40AVC-4-1 (0701-090-2462) ..	Change Notice (15.1.69)
NAO1-40AVD-1B (0701-090-3981) ..	Errata (5.2.69)
NAO1-40AVD-4-5 (0701-090-4201) ..	Interim Change No 6 (20.1.69)
NAO1-40AVE-1B (0701-090-4750) ..	Errata (6.2.69)
NAO1-85SAD-2-2-1 (0701-180-1450) ..	Change Notice (15.11.68)
NAO1-85SAD-2-3 (0701-180-1460) ..	Change (15.11.68)
NAO1-85SAD-2-4 (0701-180-1470) ..	Change (15.11.68)
NAO1-85SAD-2-8 (0701-180-1520) ..	Supplement (1.6.68)
NAO1-85SAD-2-6 (0701-180-1490) ..	AL (RAN) 2
NAO1-85SAD-4-9 (0701-180-5260) ..	Change Notice (1.10.68)
NWO3-10ABB-748 (0703-030-5970) ..	AL (RAN) 1
NAO5-65AE-95 (0705-140-2640) ..	AL (RAN) 1
NW11-75A-41 (0711-160-1080) ..	Change (15.3.67)
NA16-30ARA50-1 (0716-071-5140) ..	AL (RAN) 1 Erratum
NA16-30ARN52-5 (0716-071-6940) ..	AL (RAN) 2
NW16-35R-1047-1 (0716-080-4581) ..	Change (1.7.68)
US Army Adjutant Bulletin No 5 (St Louis)	Nos 5, 7, 8, 9, 11, 12 and 13
US Army Adjutant Bulletin No 5 (Baltimore)	Nos 5, 7, 8, 9, 11, 12, 13 and 14
Aero Info Circular	HO 12/69
DCA NOTAM	HO 12/69, 13/69, 14/69 and 15/69
Crossfeed	May 1969
Air Pictorial	May 1969
ICAO Bulletin Vol 24	No 3 (March 1969) No 4 (April 1969)

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HISTORIAN.

RESTRICTED

ANOs 545-556/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16 September 1969.

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

20805/69

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CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

545 Services Attaches and Advisers—Delays in Receipt of Message Traffic.

SECTION 2—PERSONNEL

546 Conditions, Allowances Payable and Accounting Instructions for Training under the SEATO Aid Programme.

547 Dental Expenses of Dependants Accompanying Members Serving Overseas on Long Term Duty—Assistance with Excess Costs.

548 Patrol Boats—Allowances.

549 Prizes—Supplementary List Midshipmen (Seamen).

SECTION 3—OPERATIONAL AND TRAINING

550 Fire Fighting—Use of Anti Gas Respirator.

551 Ships Sonars—Dangers to Divers.

SECTION 4—EQUIPMENT, STORES AND SERVICING

552 Alteration and Addition Item—General Fleet Fitting.

553 Ammunition—Heads Rocket Flare 2 inch No 1 and 2—SR No 389002/015—Restriction for Use in Practice Firings Only.

554 ABR 5074 RAN Catalogue of Stores—Introduction of New Sections.

555 Stores General—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers.

556 Stores General—Group Class 6BB—Aircraft Navigation Instruments and Equipment—Accessories and Unit Servicing Spares—Component Parts—Change of Stock Numbers.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

545—Services Attaches and Advisers—Delays in Receipt of Message Traffic

1. The Australian Services Attache, Manila, has brought to attention the prevalence of delays in the receipt of message traffic which he, and presumably other Services Attaches and Advisers, experience. As a result of these delays messages have reached the recipient too late for necessary action to be taken.

2. Although delays can be attributed to several causes the prime reason appears to be the practice of originators including Services Attaches and Advisers as information addressees of messages which call for action on their part.

3. Originators of messages are to ensure that Services Attaches and Advisers are included as action addressees of messages on which some action is required by them.

(AS (NS) 22/1/75)

Section 2
PERSONNEL

UNCLASSIFIED

546—Conditions, Allowances Payable and Accounting Instructions for Training under the SEATO Aid Programme

1. 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 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 in individual instances by Navy Office.

Allowances and Financial Benefits

3. 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:*

(1) To and from Australia: a Service trainees fares to and from Australia are paid by the Australian Government. All trainees of commissioned rank are eligible to travel first class. All trainees below commissioned rank should travel tourist class. These arrangements may be varied where necessary (eg, where officers are booked on the same flight as other ranks, or where accommodation in the authorised class cannot be obtained).

(2) Within Australia: travel is normally by road or rail at the expense of the Australian Government. Officers have a first class travel entitlement; other trainees a second class travel entitlement.

c. *Baggage Allowance:*

(1) In addition to the airlines free Baggage Allowance, Service trainees travelling:

A. to Australia are entitled to 22 lb excess Baggage Allowance which may be sent as accompanied air freight;

B. from Australia are entitled to 33 lb excess baggage, if sent as accompanied air freight, or 132 lb excess baggage if sent as unaccompanied air freight.

(2) 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 lb including the Baggage Allowance carried free by the airlines.

(3) 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 trainees course of study.

d. *Allowances—Responsibility for Payment of:*

(1) 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.

(2) 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 Paragraph (1) above.

e. *Living Allowances:*

(1) 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 $A1.00 per day.

(2) 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 $A2,000.00 per year, $A5.48 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 $A1.20 per day, additional to the living in allowance of $A1.00 per day when:

(1) he spends less than three months attached to any particular ship or establishment;

(2) as part of his training programme, he is required to spend a period away from his 'base' in another ship or establishment.

g. *Clothing Allowance:* Service trainees will be eligible to receive a clothing allowance of $A40.00.

h. *Establishment Allowance:* Service trainees will be eligible to receive an establishment allowance of $A70.00 in cash on arrival in Australia.

i. *Travel Allowance:* A Service trainee may be granted travel warrants up to the value of $A50.00 per year for travel within Australia during authorised leave periods. (*See* also Paragraph 9 c.)

Subscriptions to Professional Journals

4. 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 $A15.00 per year to an Australian periodical connected with his field of study, or one years subscription to the value of not more than $A45.00 in total, to three periodicals. Should a trainee desire to take advantage of this benefit an application together with advice of the trainees selection, should be forwarded to Navy Office.

Medical and Dental

5. a. *Medical:* In the event of illness a Service trainee may be treated by the Medical Officer and, if necessary, admitted to a Service hospital.

b. *Dental:* General dental maintenance work should not be carried out but emergency dental treatment may be given by a Naval dentist.

Leave

6. a. Recreation leave is not normally granted during a trainees 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. However, where the routine of the ship or establishment in which he is serving necessitates granting leave before the termination or the 12 months mentioned in the preceding sentence, or where his stay will be of less than 18 months duration, leave in accordance with the routine of the ship or establishment may be granted on full allowances.

b. Special leave may be granted for major national and religious holidays at the discretion of the Commanding Officer. The criterion governing such a decision should include an assessment of the effect of such holidays on the continuation of instruction, and the personal effect on the trainee, where he is refused leave for religious purposes.

Victualling and Accommodation Charges

7. a. The victualling and accommodation charges, where a trainee lives in, in a ship or Service establishment is $A3.50 per day.

b. Where trainees are required to live out, in hotel type accommodation as an essential part of a Service course of training (ie, as distinct from during leave, or for other reasons as covered in Paragraph 3 e. above), in an area where Service accommodation is not available, the provision of reasonable accommodation and meals may be accepted and the cost taken as a charge against Departmental funds, and adjustment will be effected in Navy Office against the SEATO Aid Programme from information furnished in accordance with Paragraph 9.

Tuition Fees

8. Where training is in the nature of a technical course, instructional costs of $A12.50 per week for each trainee are to be charged. No charge for 'on the job' training is to be made.

Accounting Instructions

9. a. With the exception of the provisions shown in Paragraph b. below, where expenditure is incurred in respect of the above, it 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, eg, hospitalisation, the amount concerned will be treated as in Paragraph a. above.

c. Travel warrants (including excess baggage) issued for leave purposes (*see* Paragraphs 3 c. and i. above), and for movement between ships and establishments or overseas, are to be endorsed 'Payable by the Director of Navy Accounts—SEATO Expenditure'. ABR 5018 (Navy Accounts Manual) Article 202 should be noted accordingly.

Proforma

10. In order to effect recovery of expenditure incurred, the proforma as shown in Annex A to this order, is to be forwarded, in duplicate, by Supply Officers to the Director of Navy Accounts not later than the fifteenth day of each month in respect of amounts paid or charges accrued (eg, tuition fees) during the previous month. Adequate details should be furnished to enable claims to be established and copies of Forms FA119/FA132 and/or supporting documents attached. Nil returns are not required.

ANNEX A

DEPARTMENT OF THE NAVY

SEATO Aid Programme

For Director of Navy Accounts
Navy Office
Melbourne

Statement of Amounts recoverable from Department of External Affairs

HMAS..... Month.....196.....

NAME..... Rank.....

a. Living Allowance (lower rate)—Assessment of Entitlement:

				$
Period:	From	to	Days @	
	From	to	Days @	
	Total			

Details.....
.....
.....

b. Movement Allowance—Assessment of Entitlement:

				$
Period:	From	to	Days @	
	From	to	Days @	
	Total			

Details.....
.....
.....

c. Clothing Allowance:

Details.....
.....
.....

d. Establishment Allowance:

Details.....
.....
.....

e. Travel Warrants (Up to $50.00 per year)

Authorised Leave Period Details of Travel: $

.....
.....
.....

f. Medical and Dental Treatment: $

Naval Hospital From	to	Days @	
Other Hospital From	to	Days @	
Amounts paid to civilian doctors	:	:	
Amounts paid to civilian dentists	:	:	
Total			

Details.....
.....
.....

g. Victualling and Accommodation in.....
Mess (NOT to include periods for which Living Out Allowance payable while living out on duty, leave, etc):

			$
From	to	Days @	
From	to	Days @	
Total			

h. Tuition Fees:

Periods actually under tuition: $

From	to	Weeks @	
From	to	Weeks @	
Total			

i. Hotel type accommodation and meals, *see* Paragraph 7 b. in.....
.....
.....at.....
necessitated by.....
.....
.....

$

From to Days @
From to Days @

Total .. ..

j. Other Charges, eg, fares, excess baggage (give details):
.....
.....
.....

Summary of above

$

(a) .....
(b) .....
(c) .....
(d) .....
(e) .....
(f) .....
(g) .....
(h) .....
(i) .....
(j) .....

Grand Total .. .. $

(HPB 311/1/17)

UNCLASSIFIED

547—Dental Expenses of Dependants Accompanying Members Serving Overseas on Long Term Duty—Assistance with Excess Costs

1. With the exception of members serving with the Strategic Reserve, Malaysia/Singapore or on loan to the Malaysian Navy, for whom separate provisions apply, some assistance may now be provided in meeting very high dental costs which may be unavoidably incurred in some countries by a member in respect of dependants who accompany him at Departmental expense on long term duty overseas. These provisions may be applied with effect from 17 December 1968, except for Hong Kong where the effective date is 15 August 1969.

2. It is expected that whenever possible members will arrange to have all required dental treatment effected in Australia either before or after posting. Unless otherwise approved by this office, to qualify for the benefits available under these provisions those dependants for whom fares are to be met by the Department and who therefore qualify for assistance under these provisions, are required to undergo complete dental examination before proceeding overseas, and as far as possible to have necessary dental treatment effected prior to departure from Australia.

3. A certificate covering the examination and treatment is to be available to the Commonwealth Medical Officer or a Service Medical Officer at the time of medical examination. The Department will reimburse the cost of examination and dental certificate.

Members Contribution

4. Oversea Living Out Allowance and Child Allowance for each post include provision for standard amounts of treatment at prices appropriate to the post. For dental treatment of any type, the member will be required to meet personally per annum:

a. Firstly, the amounts provided in Oversea Living Out Allowance and when appropriate, Child Allowance (*see* Annex A); and

b. secondly, a further amount of $A100 per family unit.

Admissible Expenditure

5. The Department will reimburse reasonable costs incurred in excess of the amount specified in Paragraph 4 for treatment as listed in Paragraph 6 or for treatments of the types listed in Paragraph 7 and for which prior endorsement from Australia has been given. For the time being all claims supported by appropriate details are to be submitted to Navy Office for consideration.

6. Treatment of the nature listed in this paragraph will be accepted for assistance purposes, without the requirement of prior reference to Australia for approval:

Emergency—fillings, extractions.

Necessary—fillings, extractions.

Palliative dressings, prophylaxis and X-rays associated with any of the foregoing.

Exploratory X-rays preceding the prescription of treatment.

Emergency—provision/replacement/repairs of dentures.

7. Unless otherwise determined by Navy Office, treatment of the nature listed in this paragraph may be accepted for assistance purposes only if prior reference to Australia for endorsement has been made, and approval given for such treatment to be accepted for the purposes of these provisions:

Except for emergency treatment, treatment received within three months of departure from Australia, or during the last three months of the oversea posting.

Orthodontic treatment.

Purely cosmetic or decorative dentistry.

Corrections of congenital malformations.

Prosthetic services, except in cases of emergency.

Treatment other than that specified in Paragraph 6 costing in excess of $A150 per family unit.

Assessment of Claims

8. Costs which will be used in assessing claims under these provisions will be the costs of reasonable treatment of an appropriate standard in the city or country concerned, as indicated, eg, for USA and Canada by:

a. The Schedule of Maximum Fees, California Dental Services;

b. Schedule of Maximum Charges, Group Health Dental Insurance Inc, New York; and

c. The Ontario Dental Associations Schedule of Fees.

Fares Assistance for Treatment at some other Locations

9. Where it is essential on qualified medical or dental recommendation, to obtain treatment of the type listed in Paragraph 6 of this Navy Order at a location away from the members oversea post, the provisions of NPI 105/308 (13) will apply in respect of the Departmental liability for fares, accommodation and associated expenses.

10. NPI should be noted pending inclusion of these provisions.

ANNEX A

Dental Component in O.L.O.A.

Country	*Currency*	*Spouse*	*Child*
Britain	£Stg	1.0.0	..
Canada	$C	34	24.70
Hong Kong	$HK	80	27
India	Rupees	45	11.50
Indonesia	$US	15	3
Japan—			
Tokyo	Yen	6,000	2,950
Osaka	Yen	4,000	1,600
Malaysia	$M	35	14
New Zealand	$NZ	11	4.60
Philippines	Pesos	60	19
Singapore	$S	35	14
South Vietnam	Piastres	4,000	2,620
Thailand	Baht	300	138
USA—			
New York	$US	40	19.50
San Francisco	$US	36	19.50
Los Angeles	$US	35	19.50
Elsewhere	$US	28	19.50

(HPB 156/51/40)

UNCLASSIFIED

548—Patrol Boats—Allowances

1. The following allowances are payable to eligible members serving in RAN Patrol Boats:

a. *Darwin and Manus Area*

(1) Command Money and Entertaining Allowance are payable continuously;

(2) Normal Removal Entitlements are applicable;

(3) District and Territory Allowance;

(4) Zone Allowance for Darwin Taxation purposes; Territory Taxation is applicable for Manus; and

(5) Hard Lying Money is payable in respect of periods at sea of more than 24 hours duration, or when the ship is absent at sea overnight.

b. *Fleet Patrol Boat Squadron*

(1) Command Money continuously;

(2) Entertaining Allowance except during SAR duties;

(3) Hard Lying Money.

c. *Other Boats* (except where special approvals have been given). These are Reserve and Training Establishment Tenders.

(1) Command Money is payable under the conditions applicable to Harbour Craft;

(2) Entertaining Allowance is not payable;

(3) Hard Lying Money is payable in respect of periods at sea of more than 24 hours duration, or when the ship is absent at sea overnight.

(HPB 252/6/36)

UNCLASSIFIED

549—Prizes—Supplementary List Midshipmen (Seamen)

1. The United Service Institution of Victoria has donated a book prize, value $10.00, to be awarded to the Midshipman (SL) (Seaman) of each intake who is Dux of his Phase I Course at HMAS CERBERUS. The book will be inscribed 'The United Service Institution of Victoria Prize'.

2. Honorary Membership of the United Service Institution for the following financial year will also be awarded to prizewinners.

3. Prize winners name in each intake will be published in Navy Orders.

4. Navy Order 373 of 1969 is hereby cancelled.

(D of T 38/6/31)

(Navy Order 373 of 1969)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

550—Fire Fighting—Use of Anti Gas Respirator

1. In a recent Fire Report it was noted that Anti Gas Respirators were used as an aid to fighting a fire.

2. Attention is drawn to BR 1257 'Ship Fire Fighting Manual' Paragraph 0908 which is reproduced here in full:

> 'The service respirator *DOES* give limited protection against the irritating effects of smokes; against the toxic products of carbon tetrachloride liquid, and against methyl bromide gas used for fire extinguishing purposes. It *DOES NOT* give protection against carbon monoxide or compensate for deficiencies of oxygen. Therefore, its use is likely to give a false sense of security to fire fighters and it should only be worn as a means of escape in emergency.'

(DNSD 1427/21/419)

UNCLASSIFIED

551—Ships Sonars—Dangers to Divers

1. Certain types of sonar sets operate on audible frequencies and produce considerable noise underwater. The transmissions made by these sets are generally harmless to divers and swimmers who are expecting them, but medium or high powered sonars can cause loss of orientation and grogginess at a range of 25 to 30 yards to divers and swimmers who are not expecting them.

2. To prevent accidents occurring ships fitted with medium powered sonar sets are to comply with relevant port orders regarding the operation of these equipments.

3. Ships and authorities operating divers are to ensure that their Diving Officers and divers are aware of the problem in Paragraph 1 above and also which ships carry medium or high powered sonar.

4. If it is operationally necessary for divers to dive in the vicinity of ships operating medium or high powered sonar, they should wear a neoprene hood.

5. Confidential Navy Order 54 of 1966 is hereby cancelled.

(DUW 400/202/117)

(*Confidential Navy Order 54 of 1966*)

Section 4
EQUIPMENT, STORES AND SERVICING

RESTRICTED

552—Alteration and Addition Item—General Fleet Fitting

The following Alteration and Addition Item has been approved to be carried out in HMA Ships MELBOURNE, STALWART and Type 12 DEs:

HMAS MELBOURNE—Class List Item No 235 (Ex TDL 'NMCF').
HMAS STALWART—Class List Item No 9 (Ex TDL 'NTH').
HMA TYPE 12 DEs—Class List Item No 384 (*Ex TDL 'NFFI'*).

a. *Item:* 'To carry out BR 1917 Minor Modification Numbers 39, 40 and 41 to type 277Q and Minor Modification Numbers 41, 42 and 43 to type 293Q.'

b. Weight compensation is not required, but weight reduction is to be reported to Navy Office.

(CNTS 1224/72/238)

RESTRICTED

553—Ammunition—Heads Rocket Flare 2 inch No 1 and 2—SR Nos 389002/015—Restriction for Use in Practice Firings Only

1. *Purpose:* To restrict 389002 Heads Rocket Flare 2 inch No 1 and 389015 Heads Rocket Flare 2 inch No 2 for use in practice firings only.

2. *Information and Action:* Because of the high failure rate of these particular 2 inch Flare Heads (up to 20 per cent) in recent firings it has been decided to restrict their use to practice firings only. As considerable stocks of the No 1 Heads are still held it will be necessary for ships to continue to carry in outfits a proportion of No 1 Heads for practice use, so as to conserve the operationally acceptable Head No 3 and use up the practice type. Ships are therefore to advise Armament Depots on demanding replenishments the quantities (up to 25 per cent of outfit) which can be accepted for practice use. Warrants will be amended to include this provision.

3. *RANAD only:* Restriction list 'B' will be amended.

(DAS 736/68/8)

UNCLASSIFIED

554—ABR 5074 RAN Catalogue of Stores—Introduction of New Sections

1. In the near future complementary sections to the basic publication ABR 5074 RAN Catalogue of Stores will be available for use in the RAN. The sections will be numbered in the ABR 5074 series, but will be suffixed by a letter titled according to contents and bear a subtitle 'For use with ABR 5074'. In addition the Memorandum of Instructions to ABR 5074 will be revised and re-issued at a later date as a separate publication.

2. Details of the publications are as follows:

a. ABR 5074A—Memorandum of Instructions—For use with ABR 5074.

b. ABR 5074B—Master Cross Reference List—Part Number to Stock Number—For use with ABR 5074.

c. ABR 5074C—Catalogue Number Index—Catalogue Number to Group Class—For use with ABR 5074.

d. ABR 5074D—Stock Number Re-Reference Index Old Stock Number to New Stock Number—For use with ABR 5074.

Publications b., c. and d. will be updated by periodical cumulative supplements and will be reprinted as necessary.

3. The initial issue of the new publications will be on a one for one basis to each holder of ABR 5074 or part thereof, and will be effected by SVSO without demand.

4. In the future it is planned to further complement the ABR 5074 series by developing sections for Manufacturers Codes to Name and a Pricing Supplement Details of these will be promulgated in due course.

5. Navy Orders 497 of 1965 and 279 of 1967 refer.

(DSAP 465/52/1292)

(*Navy Orders 497 of 1965 and 279 of 1967*)

UNCLASSIFIED

555—Stores General—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers

1. The Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0413	097-0114	Sleeve, identification, cable ..	0559	097-0114
0413	097-0115	Sleeve, identification, cable ..	0559	097-0115
0413	097-0116	Sleeve, identification, cable ..	0559	097-0116
0413	097-0117	Sleeve, identification, cable ..	0559	097-0117
0413	901-1317	Sleeve, identification, cable ..	0559	901-1317
0413	901-1319	Sleeve, identification, cable ..	0559	901-1319
0413	901-1320	Sleeve, identification, cable ..	0559	901-1320
0413	901-1321	Sleeve, identification, cable ..	0559	901-1321
0413	901-1322	Sleeve, identification, cable ..	0559	901-1322
0413	901-1323	Sleeve, identification, cable ..	0559	901-1323
0413	901-1324	Sleeve, identification, cable ..	0559	901-1324
0413	901-1325	Sleeve, identification, cable ..	0559	901-1325
0413	901-1326	Sleeve, identification, cable ..	0559	901-1326
0413	901-1327	Sleeve, identification, cable ..	0559	901-1327
0413	901-1477	Sleeve, identification, cable ..	0559	901-1477
0413	910-7065	Sleeve, insulation, electrical ..	0559	910-7065
0413	910-7066	Sleeve, insulation, electrical ..	0559	910-7066
0413	910-7067	Sleeve, insulation, electrical ..	0559	910-7067
0413	910-7068	Sleeve, insulation, electrical ..	0559	910-7068
0413	910-7069	Sleeve, insulation, electrical ..	0559	910-7069
0413	910-7070	Sleeve, insulation, electrical ..	0559	910-7070
0413	910-7071	Sleeve, insulation, electrical ..	0559	910-7071
0413	910-7072	Sleeve, identification, cable ..	0559	910-7072
0413	910-7073	Sleeve, identification, cable ..	0559	910-7073
0413	910-7073-L1	Sleeve, identification, cable ..	0559	910-7073-L1
0413	910-7074	Sleeve, identification, cable ..	0559	910-7074
0413	901-7075	Sleeve, identification, cable ..	0559	910-7075
0413	910-7076	Sleeve, identification, cable ..	0559	910-7076
0413	910-7077	Sleeve, identification, cable ..	0559	910-7077
0413	910-7078	Sleeve, identification, cable ..	0559	910-7078
0413	910-7079	Sleeve, identification, cable ..	0559	910-7079
0413	910-7080	Sleeve, identification, cable ..	0559	910-7080

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0413	910-7081	Sleeve, identification, cable ..	0559	910-7081
0413	910-7085	Sleeve, identification, cable ..	0559	910-7085
0413	910-7086	Sleeve, identification, cable ..	0559	910-7086
0413	910-7087	Sleeve, identification, cable ..	0559	910-7087
0413	910-7088	Sleeve, identification, cable ..	0559	910-7088
0413	910-7089	Sleeve, identification, cable ..	0559	910-7089
0413	910-7090	Sleeve, identification, cable ..	0559	910-7090
0413	910-7091	Sleeve, identification, cable ..	0559	910-7091
0413	910-7092	Sleeve, identification, cable ..	0559	910-7092
0413	910-7093	Sleeve, identification, cable ..	0559	910-7093
0413	910-7094	Sleeve, identification, cable ..	0559	910-7094
0413	910-7095	Sleeve, identification, cable ..	0559	910-7095
0413	910-7098	Sleeve, identification, cable ..	0559	910-7098
0413	910-7099	Sleeve, identification, cable ..	0559	910-7099
0413	910-7100	Sleeve, identification, cable ..	0559	910-7100
0413	910-7101	Sleeve, identification, cable ..	0559	910-7101
0413	910-7102	Sleeve, identification, cable ..	0559	910-7102
0413	910-7103	Sleeve, identification, cable ..	0559	910-7103
0413	910-7104	Sleeve, identification, cable ..	0559	910-7104
0413	910-7105	Sleeve, identification, cable ..	0559	910-7105
0413	910-7106	Sleeve, identification, cable ..	0559	910-7106
0413	910-7107	Sleeve, identification, cable ..	0559	910-7107
0413	910-7108	Sleeve, identification, cable ..	0559	910-7108
0413	910-7111	Sleeve, identification, cable ..	0559	910-7111
0413	910-7112	Sleeve, identification, cable ..	0559	910-7112
0413	910-7113	Sleeve, identification, cable ..	0559	910-7113
0413	910-7114	Sleeve, identification, cable ..	0559	910-7114
0413	910-7115	Sleeve, identification, cable ..	0559	910-7115
0413	910-7116	Sleeve, identification, cable ..	0559	910-7116
0413	910-7117	Sleeve, identification, cable ..	0559	910-7117
0413	910-7118	Sleeve, identification, cable ..	0559	910-7118
0413	910-7119	Sleeve, identification, cable ..	0559	910-7119
0413	910-7120	Sleeve, identification, cable ..	0559	910-7120
0413	910-7121	Sleeve, identification, cable ..	0559	910-7121
0413	910-7124	Sleeve, identification, cable ..	0559	910-7124
0413	910-7125	Sleeve, identification, cable ..	0559	910-7125
0413	910-7126	Sleeve, identification, cable ..	0559	910-7126
0413	910-7127	Sleeve, identification, cable ..	0559	910-7127
0413	910-7128	Sleeve, identification, cable ..	0559	910-7128
0413	910-7129	Sleeve, identification, cable ..	0559	910-7129
0413	910-7130	Sleeve, identification, cable ..	0559	910-7130
0413	910-7131	Sleeve, identification, cable ..	0559	910-7131
0413	910-7132	Sleeve, identification, cable ..	0559	910-7132
0413	910-7133	Sleeve, identification, cable ..	0559	910-7133
0413	910-7134	Sleeve, identification, cable ..	0559	910-7134
0413	910-7135	Sleeve, identification, cable ..	0559	910-7135
0413	910-7136	Sleeve, identification, cable ..	0559	910-7136
0413	910-7137	Sleeve, identification, cable ..	0559	910-7137
0413	910-7138	Sleeve, identification, cable ..	0559	910-7138
0413	910-7139	Sleeve, identification, cable ..	0559	910-7139
0413	910-7140	Sleeve, identification, cable ..	0559	910-7140

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	910-7141	Sleeve, identification, cable ..	0559	910-7141
0413	910-7142	Sleeve, identification, cable ..	0559	910-7142
0413	910-7143	Sleeve, identification, cable ..	0559	910-7143
0413	910-7144	Sleeve, identification, cable ..	0559	910-7144
0413	910-7145	Sleeve, identification, cable ..	0559	910-7145
0413	910-7146	Sleeve, identification, cable ..	0559	910-7146
0413	910-7147	Sleeve, identification, cable ..	0559	910-7147
0413	910-7150	Sleeve, identification, cable ..	0559	910-7150
0413	910-7151	Sleeve, identification, cable ..	0559	910-7151
0413	910-7152	Sleeve, identification, cable ..	0559	910-7152
0413	910-7153	Sleeve, identification, cable ..	0559	910-7153
0413	910-7154	Sleeve, identification, cable ..	0559	910-7154
0413	910-7155	Sleeve, identification, cable ..	0559	910-7155
0413	910-7156	Sleeve, identification, cable ..	0559	910-7156
0413	910-7157	Sleeve, identification, cable ..	0559	910-7157
0413	910-7158	Sleeve, identification, cable ..	0559	910-7158
0413	910-7159	Sleeve, identification, cable ..	0559	910-7159
0413	910-7160	Sleeve, identification, cable ..	0559	910-7160
0413	910-7161	Sleeve, identification, cable ..	0559	910-7161
0413	910-7162	Sleeve, identification, cable ..	0559	910-7162
0413	910-7163	Sleeve, identification, cable ..	0559	910-7163
0413	910-7164	Sleeve, identification, cable ..	0559	910-7164
0413	910-7165	Sleeve, identification, cable ..	0559	910-7165
0413	910-7166	Sleeve, identification, cable ..	0559	910-7166
0413	910-7167	Sleeve, identification, cable ..	0559	910-7167
0413	910-7168	Sleeve, identification, cable ..	0559	910-7168
0413	910-7169	Sleeve, identification, cable ..	0559	910-7169
0413	910-7170	Sleeve, identification, cable ..	0559	910-7170
0413	910-7171	Sleeve, identification, cable ..	0559	910-7171
0413	910-7172	Sleeve, identification, cable ..	0559	910-7172
0413	910-7176	Sleeve, identification, cable ..	0559	910-7176
0413	910-7177	Sleeve, identification, cable ..	0559	910-7177
0413	910-7178	Sleeve, identification, cable ..	0559	910-7178
0413	910-7179	Sleeve, identification, cable ..	0559	910-7179
0413	910-7180	Sleeve, identification, cable ..	0559	910-7180
0413	910-7181	Sleeve, identification, cable ..	0559	910-7181
0413	910-7182	Sleeve, identification, cable ..	0559	910-7182
0413	910-7183	Sleeve, identification, cable ..	0559	910-7183
0413	910-7184	Sleeve, identification, cable ..	0559	910-7184
0413	910-7185	Sleeve, identification, cable ..	0559	910-7185
0413	910-7187	Sleeve, identification, cable ..	0559	910-7187
0413	910-7189	Sleeve, identification, cable ..	0559	910-7189
0413	910-7190	Sleeve, identification, cable ..	0559	910-7190
0413	910-7191	Sleeve, identification, cable ..	0559	910-7191
0413	910-7192	Sleeve, identification, cable ..	0559	910-7192
0413	910-7193	Sleeve, identification, cable ..	0559	910-7193
0413	910-7194	Sleeve, identification, cable ..	0559	910-7194
0413	910-7195	Sleeve, identification, cable ..	0559	910-7195
0413	910-7196	Sleeve, identification, cable ..	0559	910-7196
0413	910-7197	Sleeve, identification, cable ..	0559	910-7197
0413	910-7198	Sleeve, identification, cable ..	0559	910-7198

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	910-7199	Sleeve, identification, cable ..	0559	910-7199
0413	910-7205	Sleeve, identification, cable ..	0559	910-7205
0413	910-7207	Sleeve, identification, cable ..	0559	910-7207
0413	910-7218	Sleeve, identification, cable ..	0559	910-7218
0413	910-7220	Sleeve, identification, cable ..	0559	910-7220
0413	910-7231	Sleeve, identification, cable ..	0559	910-7231
0413	910-7233	Sleeve, identification, cable ..	0559	910-7233
0413	910-7270	Sleeve, identification, cable ..	0559	910-7270
0413	910-7272	Sleeve, identification, cable ..	0559	910-7272
0413	910-7276	Sleeve, identification, cable ..	0559	910-7276
0413	910-7283	Sleeve, identification, cable ..	0559	910-7283
0413	910-7309	Sleeve, identification, cable ..	0559	910-7309
0413	910-7313	Sleeve, identification, cable ..	0559	910-7313
0413	910-7348	Sleeve, identification, cable ..	0559	910-7348
0413	910-7350	Sleeve, identification, cable ..	0559	910-7350
0413	910-7361	Sleeve, identification, cable ..	0559	910-7361
0413	910-7374	Sleeve, identification, cable ..	0559	910-7374
0413	910-7376	Sleeve, identification, cable ..	0559	910-7376
0413	910-7387	Sleeve, identification, cable ..	0559	910-7387
0413	910-7400	Sleeve, identification, cable ..	0559	910-7400
0413	910-7426	Sleeve, identification, cable ..	0559	910-7426
0413	910-7428	Sleeve, identification, cable ..	0559	910-7428
0413	910-7439	Sleeve, identification, cable ..	0559	910-7439
0413	910-7441	Sleeve, identification, cable ..	0559	910-7441
0413	910-7452	Sleeve, identification, cable ..	0559	910-7452
0413	910-7454	Sleeve, identification, cable ..	0559	910-7454
0413	910-7478	Sleeve, identification, cable ..	0559	910-7478
0413	910-7504	Sleeve, identification, cable ..	0559	910-7504
0413	910-7506	Sleeve, identification, cable ..	0559	910-7506
0413	910-7517	Sleeve, identification, cable ..	0559	910-7517
0413	910-7519	Sleeve, identification, cable ..	0559	910-7519
0413	910-7543	Sleeve, identification, cable ..	0559	910-7543
0413	910-7545	Sleeve, identification, cable ..	0559	910-7545
0413	910-7549	Sleeve, identification, cable ..	0559	910-7549
0413	910-7558	Sleeve, identification, cable ..	0559	910-7558
0413	910-7562	Sleeve, identification, cable ..	0559	910-7562
0413	910-9116	Sleeve, identification, cable ..	0559	910-9116
0413	910-9117	Sleeve, identification, cable ..	0559	910-9117
0413	910-9118	Sleeve, identification, cable ..	0559	910-9118
0413	910-9119	Sleeve, identification, cable ..	0559	910-9119
0413	910-9120	Sleeve, identification, cable ..	0559	910-9120
0413	910-9121	Sleeve, identification, cable ..	0559	910-9121
0413	910-9122	Sleeve, identification, cable ..	0559	910-9122
0413	910-9123	Sleeve, identification, cable ..	0559	910-9123
0413	910-9124	Sleeve, identification, cable ..	0559	910-9124
0413	910-9125	Sleeve, identification, cable ..	0559	910-9125
0413	910-9126	Sleeve, identification, cable ..	0559	910-9126
0413	910-9127	Sleeve, identification, cable ..	0559	910-9127
0413	910-9128	Sleeve, identification, cable ..	0559	910-9128
0413	910-9129	Sleeve, identification, cable ..	0559	910-9129
0413	910-9134	Sleeve, identification, cable ..	0559	910-9134

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0413	910-9145	Sleeve, identification, cable ..	0559	910-9145
0413	910-9146	Sleeve, identification, cable ..	0559	910-9146
0413	913-4313	Sleeve, identification, cable ..	0559	913-4313
0413	914-1341	Sleeve, identification, cable ..	0559	914-1341
0413	914-1873	Sleeve, identification, cable ..	0559	914-1873
0413	914-1874	Sleeve, identification, cable ..	0559	914-1874
0413	914-1875	Sleeve, identification, cable ..	0559	914-1875
0413	914-1876	Sleeve, identification, cable ..	0559	914-1876
0413	914-1877	Sleeve, identification, cable ..	0559	914-1877
0413	914-1878	Sleeve, identification, cable ..	0559	914-1878
0413	914-1879	Sleeve, identification, cable ..	0559	914-1879
0413	914-1882	Sleeve, identification, cable ..	0559	914-1882
0413	914-1883	Sleeve, identification, cable ..	0559	914-1883
0413	914-1884	Sleeve, identification, cable ..	0559	914-1884
0413	914-1885	Sleeve, identification, cable ..	0559	914-1885
0413	914-1886	Sleeve, identification, cable ..	0559	914-1886
0413	923-7018	Tube, flexible, non-metallic, electrical	0559	923-7018
0413	923-7019	Tube, flexible, non-metallic, electrical	0559	923-7019
0413	923-7020	Tube, flexible, non-metallic, electrical	0559	923-7020
0413	924-2207	Shield, electrical, socket ..	0559	924-2207
0413	946-1119	Sleeve, identification, cable ..	0559	946-1119
0413	946-8707	Sleeve, identification, cable ..	0559	946-8707
0413	947-0186	Sleeve, identification, cable ..	0559	947-0186
0413	999-1426	Sleeve, identification, cable ..	0559	999-1426
0413	923-1998	Bushing, rubber	0562	923-1998
0413	910-9375	Pad, cushioning	0552	910-9375
0413	923-3725	Washer, non-metallic ..	0281	923-3725

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 512/56/438)

UNCLASSIFIED

556—Stores General—Group Class 6BB—Aircraft Navigation Instruments and Equipment—Accessories and Unit Servicing Spares—Component Parts—Change of Stock Numbers

1. As a result of investigations carried out with the Defense Supply Agency, USA, Federal Stock Numbers (FSN) have been obtained for the undermentioned items. The Local Stock Numbers are changed as follows:

Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
L13355	Gear, spur	6605	00-606-0258
L13405	Key	6605	00-759-3804
L13406	Key	6605	00-759-3803

Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
L13621	Pin	5315	00-773-1314
L13622	Pin	5315	00-823-8740
L13623	Post	6605	00-738-3880
L14123	Lockwasher	5310	00-011-1041
L14124	Washer	5310	00-167-0797
L14148	Lockwasher	5310	00-676-8061
L14149	Lockwasher	5310	00-276-1221
L14150	Ring, retaining	5340	00-895-0376
L14153	Screw	5305	00-206-0897
L14158	Washer	5310	00-722-8695
L14161	Clamp	6605	00-918-8561
L14162	Clamp	6605	00-918-8586
L14163	Clamp	6615	00-022-9571
L14164	Clamp	6605	00-715-4761
L14165	Collar	6605	00-604-8508
L14167	Bushing	6605	00-738-3867
L14168	Plate, instruction	6605	00-759-3802
L14170	Shim	5340	00-996-5035
L14171	Shim	6610	00-995-8789
L14172	Washer	5310	00-954-7210
L14173	Washer	6720	00-709-4798
L14174	Screw	5305	00-913-3921
L14177	Screw	5305	00-913-3910
L14188	Lockwasher	5310	00-543-4652
L14189	Lockwasher	5310	00-209-3951
L14190	Lockwasher	5310	00-550-3715
L14195	Spring	6605	00-576-9377
L14196	Spring	5340	00-900-1833
L14197	Spring	5340	00-900-1857
L14204	Screw	5305	00-810-6507
L14207	Shim	5340	00-034-0593
L14208	Collar	6605	00-738-3884
L14210	Spring	5310	00-996-5063
L14221	Lockwasher	5310	00-042-9609

2. Action is to be taken to adjust accounts in accordance with ABR 4 (Naval Storekeeping Manual) Article 1812, with effect from 23 September 1969.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 603/56/1561)

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HISTORIAN.

RESTRICTED

ANOs 557-581/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7 October 1969.

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

By direction of the Naval Board,

P. Mandau.

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

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

557 Charge Publications—Card System of Accounting.
558 Intra-theatre Casualty Evacuation.
559 Safety—Polytetrafluorethylene—Toxic Hazard—Precautions.
560 Visit to Weapons Research Establishments, Salisbury and Woomera.

SECTION 2—PERSONNEL

561 Medical Expenses for Dependants of Members Serving Overseas on Long Term Duty.
562 Ships Sporting Colours.
563 Travel by Air to and from United Kingdom and United States of America—Rest Periods.

SECTION 3—OPERATIONAL AND TRAINING

564 Search and Rescue—Marine Distress Signals.
565 Pollution of the Sea by Oil—Oil Discharge Records in HMA Ships.

SECTION 4—EQUIPMENT, STORES AND SERVICING

566 Alteration and Addition Item—RAN DDG Destroyers.
567 Ammunition—Pyrotechnics—Schermuly Icarus Radaflare—Introduction.
568 Aural Protector, Sound, Muff Mark III—Inspection and Repair.
569 D/F Calibrations, Horizontal Radiation Diagrams and Vertical Coverage Diagrams.
570 Gun Direction System Mark 5—TIU Mark 5—Modification Number 25.
571 Habitability—Heating Arrangements—General Fleet Policy for Fitting Electric Space Heaters in RAN Vessels (Excluding Submarines).
572 Introduction of Small Arms for Vietnam Training—Scale of Allowances.
573 Planned Maintenance Dockyard Component Progress Chart.
574 Sailors Uniform Class II—Introduction of New Pattern White Drill Uniform With Button-on Collar.
575 Signalled Demands.
576 Support Craft—Robinsons Common Hook.
577 Support Craft—Robinsons Disengaging Gear.
578 Tartar Missiles and Test Equipment—Security Classification.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

579 ABR 5063 Electronic Data Processing—Volume 6 Data Transcription and Communications in EDP—Appendixes A, B, C and D.
580 Explosives in Parcels.
581 Textbooks and Instruments for Educational Purposes.

Section 1
ADMINISTRATIVE AND GENERAL

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557—Charge Publications—Card System of Accounting

1. A card system of accounting for charge publications and keys of CB safes, etc, was introduced in April 1963 for major RAN war vessels and establishments, using CB Register (C and C)—a single drawer metal cabinet in which the following cards used in the system are kept:

a. CB Monthly Inspection and Certificate of Muster Card (Form KC111).
b. CB Transfer Card (Form KC112).
c. CB Register Card (Form KC113).

2. So that all RAN holders of charge publications will use the same card system of accounting, new Registers—Forms KC102 and KC103—will replace all types of Registers now in use (other than CB Register (C and C)). These forms are loose-leaf binders in which the cards (KC111, KC112 and KC113) are kept. KC103 has double the capacity of KC102.

3. Instructions for the use of the card system of accounting are detailed in ACB 0337, Chapter 7.

4. Initial issue of Forms KC102 or 103 as appropriate, will be effected by the Distributing Authority, Melbourne (DA (M)) without demand, to all RAN holders of charge publications other than those already using CB Register (C and C). When additional cards or replacement binders are required, they are to be obtained from the Superintending Victualling Store Officer, Sydney.

5. When the new register containing a supply of cards is received, the cards are to be written up from the current entries in the old register. The old register is to be retained until a supersession of the holder takes place and a clearance is received for the officer who relinquished charge, upon which the old register is to be forwarded to DA (M) by safe hand.

(CEO (GS) 465/251/12)

RESTRICTED

558—Intra-theatre Casualty Evacuation

1. The following planning factors related to intra-theatre casualty evacuation are promulgated as an interim guide until such time as they are included in the appropriate Joint Service Manual.

2. Intra-theatre casualty evacuation planning factors:

a. intra-theatre evacuation of casualties (within or between the combat and communication zones) normally is to be by air;
b. resuscitative treatment should be available within 45 minutes from time of injury and definitive treatment should be available in the shortest possible time but within 6-8 hours from time of injury;
c. aircraft pre-assigned to aeromedical evacuation missions must have competent medically trained members as part of the aircraft crews;

d. notwithstanding b. above, a casualty, normally should not be evacuated further to the rear than that point where he can obtain medical care and treatment to complete his cure and render him fit for duty within a reasonable time.

3. To meet the above requirements, operation planning should ensure that:

a. suitable aircraft are available at all times for the task of intra-theatre casualty evacuation;

b. resuscitative and definitive medical units are located within the theatre to meet the time frames indicated in Paragraph 2 b. above;

c. a minimum of one crew member of a task aircraft is trained in at least emergency first aid procedures.

(MDG 327/251/141)

UNCLASSIFIED

559—Safety—Polytetrafluorethylene—Toxic Hazard—Precautions

(DCI (RN) 712/69)

1. ABR 4 Annex 23, lists the precautions to be observed when handling polytetrafluorethylene.

2. Annex A to this order gives a list of other fluorocarbon polymers currently available, together with these trade names where applicable, the forms in which they are available and some of their salient characteristics.

3. To give some guidance as to where fluorocarbon polymers may be used and where precautions may have to be taken during maintenance or refit, a list of typical applications are included in Annex B.

4. Navy Order 495 of 1966 is hereby cancelled.

ANNEX A

Fluorocarbon Polymers

Chemical Name	*Identification Characteristics*	*Trade Names*	*Forms Available*	*Special Trade Names and Forms*
Polytetrafluorethylene (PTFE)	Does not melt: opaque, usually white in colour: low coefficient of friction gives slippery feel	Fluton Teflon TFE Hostaflon TF Halon TFE Algoflon	Moulded items Sheet and film Rod Wire and cable coverings Anti-friction and antiseize coatings	Klingerflon Rulon Fluorosint Permaflon Crane CF2 Glacier DQ and DQ2 Glacier DU Fluoroflex Fluorox Tygaflor Klingerflon Crosslite Fluolion Sealtite	Duplexsheet of PTFE bonded to steel Filled PTFE for bearings, etc Mica filled load bearing mouldings Asbesto-fibre filled mouldings and floating liners Glass-fibre filled moulding and floating liners (also general valve packings) Graphite filled bearings PTFE and lead impregnated into steel backed porous bronze bearings PTFE lined rubber hose Porous sintered PTFE Coated cloths, sewing threads, wire coverings, pressure sensitive tapes, thread seal Unsintered tape for thread sealing and electrical insulation Gasket sealing cord

ANNEX A—*continued*

Chemical Name	*Identification Characteristics*	*Trade Names*	*Forms Available*	*Special Trade Names and Forms*	
Polychlorotrifluorethylene (PCTFE)	Usually translucent but can be transparent Melting point 270–310°C.	Kel-F .. Hostaflon C .. Halon Vk .. Halon TVS (copolymers) Aclar (copolymer)	Moulded items Sheet and film Wire coverings Film		
Tetrafluorethylene-hexafluorpropylene copolymer	Film is transparent, mouldings and sheet translucent if uncoloured Melting point 290°C.	Teflon FEP ..	Moulded items Sheet and film Wire coverings		
Polyvinylidene fluoride	Mouldings translucent Melting point 170°C.	Kynar ..	Moulded items Film Wire coverings		
Polyvinyl fluoride	Transparent, opaque if filled Melting point 260–300°C.	Tedlar ..	Film		
Hexafluorpropylene-vinylidene fluoride copolymer	Elastomeric—usually carbon black filled	Viton A Viton B Fluorel Tecnoflon	High temperature resistant rubber items, eg, oil seals oil hoses		
Chlorotrifluorethylene-vinylidenefluoride copolyner	Elastomeric—can be black or white filled	Kel–F Elastomer	As above		
Fluorinated silicones	Elastomeric—usually dark red in colour	Silastic LS53 Silastic LS63 Silastic RTV733	Fuel and heat resistant rubbers		

ANNEX B

Some Use of Fluorocarbon Polymers

Type of Application	*Details of Application*	*Material used*	*Stock Number*
Bearings ..	Snort hull induction valve bearings	PTFE	
	Linkage bearings for one-man control gear	PTFE	
	Bearings for straight-line-action wipers	PTFE	
	Radar mast guides	PTFE	
	Bearings for control surfaces in Mk 24 torpedo ..	PTFE	
	Lead on gear for magnetic loop cable reel	Clacier DU	
	Swell recorder reel bearing	Clacier DU	
	Roller fair-lead bearing	Glacier DU	
	Linkage bearings for operating vent shutters	Glacier DU	
	Bearing in distributor valve for hovering gear	Glacier DU	
	Hydroplane ram servo unit	Glacier DU	
	Bearings in missile launchers	Glacier DU	
	Bearings for D/F mast	Fluorosint	
Coatings ..	Snort hull induction value	PTFE	
	Hull ball valves	PTFE	

ANNEX B—*continued*

Type of Application	*Details of Application*	*Material used*	*Stock Number*
Jointing ..	Flanges of drains in the LOX plant compartment ..	PTFE	
Sealing	Gland rings for catapult trough sealing	PTFE	
	Sealing rings in DEV butterfly valves on reactor compartment bulkheads	Viton A	
	O-rings in hydraulic systems	Viton B	
	Seals in the containment volume	Viton B	
	Seals on water-tight covers in fire control directors ..	Viton	
	O-rings in torpedo engines	Viton A	
	O-rings for pressure bungs for missile equipment ..	Silastic LS 53	
	Tape (1-in wide) for heat sealing machines and steam pipe thread sealing	PTFE	0461/461218
Washers ..	Thrust washer in stopcocks and hose swivels in diving equipment	PTFE	0434/8363 0434/9691
	Anti-extrusion ring in diving equipment	PTFE	0434/400025
	Back-up rings for Normalair and Worcester ball valves in hydraulic systems	PTFE	
	Washer for 0583/202927 Torch	PTFE	0583/202930 (0583/412—8494)
Pulleys	Pulleys on W/T antennae	PTFE	
Inserts	Valve lid inserts for gaseous oxygen valves	PTFE	
Bellows ..	On boiler fronts, to sprayers and to air casings ..	PTFE	
Diaphragms ..	Diaphragms in gyro air supply units	Viton	
Hoses	For HTP applications	PTFE lining	
	In reactor services carrying fresh water	PTFE lining	
	In SCBA—diving equipment	PTFE lining	
Electrical ..	Insulated wire, *eg*	PTFE	
	a. Equipment wire (Types 6 and 65 of DEF–12C) ..		5E/4170 4171 4172 4174 4175 4176 4177 4647
	b. Equipment wire (Type A, B and C of M of A EL 1930)		6145–99–901–2573 6145–99–914–0901 6145–99–901–2574 6145–99–914–0902 6145–99–901–2575 6145–99–914–1999 6145–99–901–2576 6145–99–914–4392 6145–99–901–2577 6145–99–914–4393 6145–99–910–0270 6145–99–942–4155 6145–99–913–5409 6145–99–942–4242 6145–99–913–9584 6145–99–942–4243 6145–99–914–0894 6145–99–942–4244 6145–99–914–0895 6145–99–942–4245 6145–99–914–0896 6145–99–942–4246 6145–99–914–0897 6145–99–943–3697 6145–99–914–0898 6145–99–914–0899 6145–99–914–0900
	Note.—The list of stock numbers in column 4 is not comprehensive and any items in the above specifications are liable to be introduced into service		
	Insulation in radio frequency cables (to DEF–14A) for many applications, *eg*, in aerial cables on masts in areas affected by funnel gases	PTFE	5F/2606 2607 2608 2610 2611 2718

ANNEX B—*continued*

Type of Application	*Details of Application*	*Material used*	*Stock Number*
Electrical —*continued*	*See* Note above		6145–99–910–0291 (UR 63) 6145–99–910–0299 (UR 72) 6145–99–910–0300 (UR 73) 6145–99–932–2893 6145–99–932–2947 6145–99–942–4563 (UR 83) 6145–99–943–3943 (UR 100) 6145–99–943–3946 (UR 98) 6145–99–943–3959 (UR 104) 6145–99–943–3960 (UR 103) 6145–99–943–3961 (UR 102) 0561/180779
	Insulation braid	PTFE	5F/2842
	In addition to the above, PTFE is used fairly extensively in electrical equipment for insulation purposes particularly where high temperatures or radio frequency problems occur It is also used in plugs and sockets		

(CONS 400/2/264)

(*Navy Order 495 of 1966*)

RESTRICTED

560—Visit to Weapons Research Establishments, Salisbury and Woomera

1. Visits to Weapon Research Establishments at Salisbury and Woomera fall broadly under three headings:

a. Duty Visits for a Specific Purpose—Duty visits of authorised persons are normally arranged to these areas for them to perform a specified job and on its completion they depart without delay.

b. VIP or Senior Officers—Special programmes are arranged to suit the occasion and the time at the visitors disposal.

c. General Visits—These may be for specified purposes to see trials or installations on a strictly 'need to know' basis.

2. Due to the large number of visits and activity at Woomera, accommodation and air transport by the Courier are at a premium and it is therefore preferred that Woomera visits be limited to one day without overnight accommodation.

Procedure

3. When a visit is proposed to these establishments application by letter, accompanied by the forms shown in Annexes A and B, in triplicate, should be made to the Secretary, Department of the Navy; this application should reach Navy Office as early as possible observing that WRE would appreciate two weeks notice. These Annexes are proforma for all visitors. The Director of Naval Intelligence will signal advice of security clearances to the following addresses:

a. The Chief Security Officer, SUPDEP Canberra.

b. Info Regional Security Officer (short title RSO) SUPDEP Adelaide.

c. Info Establishment Security Officer (short title ESO) WRE Salisbury.

d. Info ESO Rocran.

4. Inquiries concerning details of proposed visits may be made to the Controller, Research and Development, Department of Supply, Constitution Avenue, Canberra, ACT 2600. This officer is responsible for making transport arrangements between Adelaide and Woomera for uniformed and civilian personnel, except for personnel who are stationed in Adelaide, for whom arrangements are to be made by the NOIC South Australia. Arrival and departure times Adelaide/Woomera of air and rail transport are shown in Annex C.

5. Before an approved visitor can enter any Weapons Research Establishment area, he must be in possession of an Identification Movement Form. This may be obtained from any of the following by arrangement through the Controller, Research and Development, Department of Supply:

Regional Director,
Department of Supply,
Dymocks Building,
428 George Street,
SYDNEY, NSW 2000.

Department of Supply,
Constitution Avenue,
CANBERRA, ACT 2600.

Weapons Research Establishment,
SALISBURY, SOUTH AUSTRALIA 5108.

Regional Director,
Department of Supply,
Da Costa Building,
68 Grenfell Street,
ADELAIDE, SOUTH AUSTRALIA 5000.

The form will be exchanged for a Temporary Permit or a visitors pass on arrival at Salisbury or Woomera. These must at all times be worn where they can be seen. On completion of the visit the permit/pass should be returned to the Commonwealth Police Officer at point of exit.

6. *Dress:* The dress for Service personnel at Weapons Research Establishments is as follows:

a. Salisbury—Uniform.

b. Woomera—Uniform by day (tropical rig is usually worn by day from November to April, inclusive), optional plain clothes at night.

7. *Cameras:* Photography is permitted in the Village Area but not in the area where classified activity takes place. Persons wishing to use cameras at Woomera must declare them at Security Control on entering the area. Photography is prohibited at WRE Salisbury.

8. *Firearms and Binoculars:* These are prohibited at WRE Salisbury and Woomera without special permission. Unless such permission has been obtained anyone taking such items with them must hand them in to Security Control on entering the area.

9. *Dark Glasses:* Visitors are advised to take dark glasses with them as the glare may be severe.

ANNEX A

Department of the Navy

Application to Visit Weapons Research Establishments

Particulars Required

Surname.....Christian Names.....

Address.....

Date and Place of Birth.....

Business or Occupation.....

Next of Kin.....

Relationship and Address.....

.....

Parents Nationality.....

Department or Service Sponsoring Application.....

.....

.....

I hereby declare that, to the best of my knowledge, the above particulars are correct in every detail.

Date..... Signature.....

ANNEX B

Application to Visit Weapons Research Establishments

From: The Secretary, Department of.....

To: The Secretary, Department of Supply.

Permission is desired for the visit of the undermentioned:

Surname	*First Names*	*Rank or Designation*

Area(s) to be visited SALISBURY WOOMERA Strike out where not applicable

Reason for visit

	Date and Time of Arrival	*Date and Time of Departure*
Salisbury Woomera		

Transport Requisition (Woomera Only)

	Date and Time	*From*	*To*
Motor Transport Air Transport			

Accommodation required (Woomera Visit Only)
(Night of date indicated)

Date	*Hotel in Adelaide*	*Woomera*

The above person has been security checked (Yes or No).....
If 'No', completed Personal Security Form is attached.
(Fighting Services should advise security check direct).

WRE Undertaking of Secrecy has been signed (Yes or No).....

Other Details.....

.....Secretary

Department of.....

Date.....

ANNEX C

Air Travel—Adelaide-Woomera

Courier aircraft fly daily to and from Woomera as follows:

a. **To Woomera:**

	Depart	*Arrive*
(i) *From West Beach*		
Mondays	0710	0910
	0720	0850
Tuesdays	0720	0850
Wednesdays	0720	0850
Thursdays	—	—
Fridays	1115	1245
	1420	1620
	1500	1630
(ii) *From RAAF Edinburgh*		
Mondays	0700	0825
	0710	0835
	1505	1645
Tuesdays	1505	1645
Wednesdays	—	—
Thursdays	1505	1645
Fridays	1505	1645

b. **From Woomera to West Beach:**

Mondays	0930	1100
	1730	1900
Tuesdays	0920	1050
	1730	1900
Wednesdays	1730	1900
Thursdays	1730	1900
Fridays	1730	1900
	1720	1850
	1650	1850
	1320	1450

Note: Times quoted are Central Standard Time (zone minus 9½).

(DWE 42/201/17)

Section 2

PERSONNEL

UNCLASSIFIED

561—Medical Expenses for Dependants of Members Serving Overseas on Long Term Duty

1. The provisions governing assistance with medical expenses in respect of dependants of members serving overseas on long term duty as shown in NPI 105/308-105/308C may now be applied in respect of dependants of members posted to Malaysia and Singapore. However, the special provisions applicable to members of the Strategic Reserve in Malaysia and Singapore and for members on secondment to the Royal Malaysian Navy have not been varied (NPI 105/309 refers).

2. The general provisions governing assistance with medical expenses in respect of dependants who are required to travel to another location to obtain treatment have been reviewed and the following shows the expenses which may be considered for reimbursement.

3. Departmental assistance towards payment of excess medical expenses is limited to costs incurred by a member in respect of his dependants at the location of his overseas post. Where it is essential on medical grounds that treatment be obtained at another location full details of such cases are to be referred to Navy Office, in advance if possible, for determination of the Departmental liability for excess medical costs and other expenses. In cases of clear emergency where the situation does not permit prior reference to Navy Office, the Head of Post may anticipate approval for travel. The general approach which will be applied in all cases will be reimbursement of the following expenses in respect of the person or persons whose travel is essential:

a. Fares to the extent that they exceed $A6.00. Under normal circumstances travel at tourist or economy standard is to be used.

b. Actual costs of accommodation and meals where only out-patient treatment is involved or where a period must necessarily be spent at the point of evacuation prior to or following hospitalisation as, eg, in a case of confinement.

c. The limit of the Departmental liability will vary with circumstances and details should be submitted to Navy Office promptly so that appropriate reimbursement can be determined. Where suitable accommodation arrangements can be made at less cost than in an hotel this should be done.

d. Where the evacuation of only one person is involved and hotel accommodation is necessary, the Departmental liability will not exceed the accommodation and meals component in the appropriate rate of Short Term Duty Travelling Allowance. The member will be required to contribute the appropriate unmarried rate for board derived from the Scale of Normal Living Costs as shown in NPI 105/312. The unmarried rate for board is derived by subtracting rent from the figure for board and lodging.

e. Where the travel of more than one person, adult or child is approved, an appropriate adjustment should be made to the limit of the Departmental liability for accommodation and meals and to the deduction derived from the Scale of Normal Living Costs.

f. Where the travel of an escort for the dependant of a married member is approved and it is not possible for a member of that persons family to act as escort, no contribution will be required in respect of the escort and the contribution in respect of the evacuee will be at the unmarried rate.

g. Where an adult is evacuated and the travel of an adult escort from his own family is approved the member should contribute the married rate for board and lodging.

h. Where an adult accompanies a child the member should contribute the unmarried rate for board plus the child rate for board and lodging derived by subtracting the married rate for board and lodging from the married plus-one-child rate for board and lodging.

4. In all cases full details are to be cabled to Navy Office as soon as possible. Where the dependant of a member is medically evacuated to Australia it is expected that the Departmental liability for fares will normally cease at the first disembarkation point (in Australia) where adequate facilities for the particular medical treatment

are available. The cost of further travel from that point to another locality in Australia (and return to the disembarkation point) is the responsibility of the member, as is the cost of medical treatment received in Australia.

5. NPI 105/308-105/308C should be noted pending amendment.

(HPB 156/51/40)

UNCLASSIFIED

562—Ships Sporting Colours

Navy Order 218 of 1969 is to be amended as follows:

Insert new colours for HMAS SWAN:

Jumper	*Socks*
Gold with black 'V'	Gold with black tops

DPS (A) 138/6/31)

(*Navy Order 218 of 1969*)

UNCLASSIFIED

563—Travel by Air to and from United Kingdom and United States of America—Rest Periods

1. Members travelling by air to and from the United Kingdom, United States of America and Canada, may be granted breaks in journey without deduction from leave credits as shown hereunder:

a. total travelling time of at least 12 hours shall give an entitlement to one day;

b. travel between Australia and United Kingdom or locations in the United States of America and Canada east of the States of Washington, Oregon and California and the Province of British Columbia shall entitle the member to one further day;

c. in addition the member may be granted one day prior to departure.

2. The breaks in journey may be granted only in respect of overseas air travel by a direct flight. Where a member travels by an indirect flight one days rest period may be allowed only prior to departure.

3. The entitlement of one day under Paragraph 1a. may be taken either during the course of the journey or immediately upon arrival at the final destination. Where there is an entitlement of a further day under Paragraph 1b. the second day is to be taken at the destination. No rest period may be authorised on arrival at the destination if the member is proceeding on Foreign Service Leave.

Times of Travel Comprise

4. a. the actual number of hours scheduled for the journey including scheduled short landings to refuel, or to embark or disembark passengers; and

b. a period of one and a half hours prior to the scheduled departure time of the overseas aircraft.

5. During authorised breaks in journey en route the member may be paid Transit Allowance as shown in NPI 105/307 as amended by Navy Order 294 of 1969.

6. NPI should be noted pending inclusion of these provisions.

(HPB 187/1/183)

(*Navy Order 294 of 1969*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

564—Search and Rescue—Marine Distress Signals

1. Difficulty in locating and identifying yachts and boats in distress is often experienced by searching ships and aircraft because of the light colours of the craft which merge easily with broken wave tops.

2. So that identification of small craft which require assistance is made easier, owners are being encouraged to carry a sheet of fluorescent orange-red material approximately six feet by four feet in size which bears the letter 'V' in black.

3. The letter 'V' has the meaning 'I require assistance' in the International Code of Signals, 1969.

4. This signal flag will not replace flares and other signal devices used by boat owners, but will be used as a subsidiary device for attracting attention.

5. This information will be incorporated in Notices to Mariners No 4.

(D of O 1623/2/10)

UNCLASSIFIED

565—Pollution of the Sea by Oil—Oil Discharge Records in HMA Ships

1. The International Convention for the Prevention of Pollution of the Sea by Oil 1954 as amended by the 1962 Amendments, prohibits the discharge of oil from ships when within 50 miles of the coast, except in particular areas where the prohibited zone has been extended as detailed in RANOPS CHAP 19. On the Australian coast the prohibited zone extends 150 miles to seaward except off the north and west coast of the Australian mainland between the point opposite Thursday Island and the point on the west coast at 20° south latitude in which area it extends to 50 miles.

2. This Convention also makes it an offence to allow furnace fuel oil to enter the ships bilges if the ship has no provision for separating oil from the bilge water before the latter is discharged overboard.

3. Non-naval ships are required to maintain an Oil Record Book to record ballasting or cleaning of fuel tanks, disposal of oily residues from bunker fuel tanks and other sources and accidental and other exceptional discharges or escapes of oil.

4. While Naval vessels are specifically exempted from the provisions of this Convention, contracting countries have undertaken to adopt appropriate measures to ensure that Naval vessels comply with equivalent requirements, as far as is reasonable and practicable.

5. Attention is therefore drawn to the need to comply with existing regulations contained in BR 3000 Articles 1919 and 1920 which require entries to be made in the Engineering Master Log and the Deck Log whenever oil is discharged overboard or furnace fuel oil tanks are ballasted or de-ballasted.

(DMED 400/201/53)

21108/69—2

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

566—Alteration and Addition Item—RAN DDG Destroyers

1. The following Alteration and Addition Item is approved to be carried out in RAN DDG Destroyers:

Class List Item No 39 (Ex TDL 'NSAK').

Item: 'To remove progressively the permanently fixed gratings to underwater openings, fit sacrificial anodes in the sea-tubes and replace the fixed gratings with gratings made portable by bolting the grating bars to a welded lug at either end.'

2. Weight compensation is not required for the item.

(CNTS 1215/61/27)

UNCLASSIFIED

567—Ammunition—Pyrotechnics—Schermuly Icarus Radaflare—Introduction

Item: The following store is hereby introduced into Naval Service in the RAN:

Schermuly Icarus Radaflare X Band—393NIV.

Reason for Introduction: To improve life-saving equipment carried in boats and rafts.

Description: The Radaflare Signal consists of a sealed metal casing enclosing a rocket, in the head of which are packed approximately 280,000 radar dipoles and a red star. Near the apex of flight the red star is ignited and ejected together with the dipoles which disperse forming a radar reflective cloud clearly visible on the PPI on a searching ship or aircraft, the echo being comparable in size with that of a large ocean-going trawler or coaster. In addition the red star acts as a long range visual signal.

Method of Ignition: Ignition is by a sealed-in percussion cap which, after removal of sealing tapes and safety cap, is operated instantaneously by pressing a trigger lever. This trigger lever can be operated by the firer when holding the signal with one hand.

Dimensions: The Radaflare Signal measures only 12½ inches by 1¾ inches and so can be easily packed and stored. Weight is approximately 1 lb 4 oz.

Technical Data: Height of ejection—over 1,000 feet. Radar range of dipole cloud—approx 9 miles.

Duration of echo—five to eight minutes.

Candle power of star—approx 25,000.

Duration of star—approx seven seconds.

The explosive used as propellant is polymerised plastic and the total explosive weight of the Radaflare is 3½ oz.

Classification: Explosive group—9.

Safety distance—Category X.

Service Life: The life of the Icarus Radaflare when stowed in a liferaft is two years, and the provisional shelf life is five years.

Stowage: The weight and volume of the Radaflare is similar to the Distress Signal Mark 13 Mod 0 and no additional stowage will be required in the survival packs.

Allowance: Two per liferaft and boat in the RAN as outfit requirements plus 4-No annual practice allowance per ship with the exception of HMAS MELBOURNE which has an annual practice allowance of 24-No. In addition a quantity of 164-No is allowed for annual practice for the Safety Equipment and Survival School.

Stocks are available and demands may be made on SASO, Sydney, to replace two of the Signals Distress Mark 13 Mod 0 at present in liferafts, plus the annual practice allowance.

Packaging: The store is transitorily packed in commercial wooden packing cases, of which there is no standard drawing.

(DAS 727/56/160)

UNCLASSIFIED

568—Aural Protector, Sound, Muff Mark III—Inspection and Repair

1. The degree of protection afforded by the aural protector, sound, muff Mark III, Catalogue No 40025, depends largely on the efficiency and fit of the ear muff and for this reason all protectors held in ships and establishments are to be inspected for damage at least once annually.

2. To enable prompt repairs to be carried out by technical sailors, HMAS MELBOURNE is to carry the following range of component spares for the repair of protectors with defective seals:

Catalogue No 40028—Aural protector, sound, muff, seal ..	200 No
Catalogue No 40029—Aural protector, sound, muff, sealing band	3 Reels
Catalogue No 40031—Aural protector, sound, muff, PVC Tape ..	2 Reels
Catalogue No 0442/10592—Bostik 1768 (1 qt)	1 Tin

3. The method of effecting repairs to protectors with defective seals is as follows:

a. Extract foam inserts from shells.

b. Remove sealing bands, seals and blue tape binding edge of shell flange, scrape off any adhesive remaining on shell flange.

c. Wash the shells with warm soapy water and disinfect with 'Dettol'.

d. Affix new strip of blue tape binding the edge of the shell flange.

e. Apply Bostik 1768 to face of shell flange.

f. Place new seal with skirt uppermost on top of flange, making sure that the large curvature of the seal matches the large curvature of the shell. Press down all round and leave a few minutes to set.

g. Turn the skirt of the seal over the edge of the shell.

h. Apply Bostik 1768 to strip of sealing band and wrap around the shell so that it covers the edge of the skirt.

j. Re-insert foam inserts.

Note: The seal skirt should not be pulled so tightly that the liquid seal is under pressure. When the completed shell is held vertically, a depression should occur at the top of the seal.

4. Aural protectors with defects other than unserviceable seals should be surveyed and returned to Royal Edward Victualling Yard. All other ships and establishments should survey and return all defective aural protectors, Mark III, to Royal Edward Victualling Yard.

5. ABR 93, Manual of Victualling, Part I, Annex 35, will be amended in due course.

(D of V 917/61/206)

RESTRICTED

569—D/F Calibrations, Horizontal Radiation Diagrams and Vertical Coverage Diagrams

1. Extracts from various publications such as BRs, NAVSHIPS, RANCOS, etc, on the subject of D/F Calibrations and polar diagrams, have been combined in this order to facilitate a common approach by ships in ensuring the proper preparation of adequate polar diagrams and calibration curves.

De Calibrations

2. Essentially, a calibration is an exercise which involves comparing, at the receiving site, the difference between the indicated bearing of an electronic emitter and the actual bearing of that emitter, and plotting a graph or curve of errors between these two, such that the operator can advise the command of the accurate bearing of an intercept with respect to the ships fore and aft line. The error is usually produced by a combination of aerial siting in the ship, re-radiation from superstructure, the ships dimensions, radio propagation, and electrical unbalance or design limitations of the receiving equipment.

Polar or Horizontal Radiation Diagrams

3. Physical obstructions such as masts, funnels and superstructure, cause nulls or blind arcs in the horizontal or vertical coverage of a receiving or transmitting aerial, be the aerial fixed or rotating. This effect is more pronounced as the frequency increases. Although precautions are taken when planning an aerial rig to ensure maximum possible all round cover, the ever increasing demand for aerial sites renders it extremely difficult to achieve the desired result. It is essential that ships should be aware of the limitations in azimuth and in elevation of the radiation or coverage of their aerials. To this end some diagrams have been plotted and issued to ships in the past.

Vertical Coverage Diagrams

4. These are similar to polar diagrams but refer to the vertical as opposed to the horizontal plane. Aerial siting in the ship can cause nulls or blind arcs at low elevation angles of 'look'. In the main, particularly referring to radar transmissions, they also show the lobe pattern of the particular aerial with respect to the height and range of the target. The lobe pattern is affected mainly by aerial design and to a lesser extent by the siting of the aerial in the ship. Some ships have been checked and diagrams issued.

Preparation of Diagrams and Calibration Charts

5. a. The responsibility for the preparation of these charts and diagrams is vested in Captain Trials. To ensure uniformity of measurement and plotting, RANTAU, assisted by ships staff, are to conduct the necessary trials and distribute the completed diagrams and charts as follows:

(1) SHIP concerned—four copies one to be inserted in the ships book and one copy each WEEO, SCO, NDO.
(2) ACNB—three copies—DWE, D of C, DNSD.
(3) FOCAF—one copy.
(4) RANTAU—as required.

b. The HRD is to be produced by RANTAU on a large form of the type used in DDGs. The VCD is to be produced on a suitably sized squared paper by RANTAU. The calibration charts are normal standard charts in current use in the RAN. It is the ships responsibility to use the diagrams and/or copies derived therefrom to their best advantage.

Procedure and Trials Facilities

6. a. *Facilities*

The facilities available for carrying out D/F calibrations and polar diagrams in Australia are currently being reviewed. Until such time as this is resolved the following extracts from ABR 5028 (RANCOS) amplified by FOCAF letter 16/6/35 dated 16 February 1968 are relevant:

(1) Where a Fleet ship is available during the trial it should transmit for the benefit of the other ship under trial.
(2) Where a Fleet ship is not available, HMAS WATSON is to be used for X, S and L bands. An SAR/TRV is to be used for MF, HF, VHF and UHF bands if the ship under trial is in the Sydney area.
(3) Ships requiring trials in the Melbourne area should use West Head facilities as far as possible, the remaining equipment to be calibrated as for (1) and (2) above.

b. *Procedure for Trials*

The procedures advocated in relevant equipment BRs, Navships, CBs, RNCPs, etc, are to be used by RANTAU in preparing a standard format for trials taking into account the various equipments and aerials in use by the RAN. Captain Trials is the authority for amending these procedures, as necessary, when anomalies are found in existing procedures or a change in procedure is directed by ACNB.

Requirement for Diagrams and Calibration Charts

7. a. *New Construction and Modernisation (Half Life)*

During construction and modernisation, RANTAU should endeavour to conduct investigations during programmed advance inspections to ensure at an early date that aerials are sited in the best possible positions. During SATS diagrams and charts are to be prepared.

b. *Operating Ships*

(1) This category of ship embraces all ships not under construction or modernisation (half life).
(2) Commanding Officers are to request the advice or services of RANTAU if it is considered that aerial or equipment changes or structural alterations may have altered their original first fit HRDs or VCDs. If not already programmed, Commanding Officers are to request the services of RANTAU to carry out trials required to bring 'first fit' diagrams up to date using this order as the authority.

Equipment and Aerials Requiring Calibration and Diagrams

8. a. *Communications*

All whips, wires dipoles should be plotted for HRD and VCD where possible. These diagrams should provide sufficient information to enable the Command to utilise equipment/aerials to the greatest advantage.

b. *Electronic Warfare*

For the purposes of this order, this is to embrace all aerials and equipments, active and passive, used for MF/HF/UHF/SHDF and Jamming. HRDs and VCDs should be plotted where possible, to cover all fixed and rotating aerials. The necessity for diagrams for active jammers is to be decided by RANTAU in consultation with ships officers.

c. *Communications and EW other than included in a. and b. above*

(1) Some D/F or communication aerials may require a 'cone of silence' established. The appropriate equipment handbook or operational necessity may dictate this requirement if aircraft targets are to be worked.

(2) A VCD of a particular aerial, be it communications or EW, is not mandatory at this stage. Further experience gained by RANTAU and the Fleet may dictate this requirement more clearly and whether or not it is worthwhile programming helicopters or aircraft to establish a diagram.

d. *Radar*

(1) A VCD and HRD is required of all surveillance radar aerials.

(2) A calibration of the bearing accuracy of all surveillance radars is required and a calibration curve is to be plotted.

e. *General*

(1) HRDs and VCDs plotted for one ship may be equally applicable to another ship of the same class. If this appears to be the case RANTAU are to issue this diagram to that ship without repeating the trial.

(2) The above does not apply to calibrations. Each ship must be calibrated independently.

Check Calibrations and Exercises

9. a. Check calibrations and exercises should be carried out frequently to validate 'first fit' diagrams. The frequency of these check calibrations is dependent on the advice from ships technical or operational officers, and as detailed in the appropriate equipment handbooks. As a general guide for all equipments it is wise to check calibrate whenever re-alignment or adjustment has taken place which may have affected 'first fit' diagrams.

b. Any such check calibrations which reveal large deviations from the original diagrams should be dealt with as for any other ship defect.

c. On no account are first fit diagrams to be altered or replaced by ships staff.

10. Navy Order 528 of 1966 is hereby cancelled.

(DWE 518/251/690)

(Navy Order 528 of 1966)

RESTRICTED

570—Gun Direction System Mark 5—TIU Mark 5—Modification Number 25

Ships, establishments and authorities concerned:	Ships and establishments so fitted. Weapon Equipment Depots.
Part of equipment affected:	Cabinet 'A'.
Unit:	Dropper resistor mounting board (R6-R11).
Modification:	a. Disconnect and remove existing board and resistors. b. Fit replacement board complete with R6-R9 and R11. c. Remove R10 from existing board and fit on replacement board. d. Restore conections to board. *Note:* Care is to be taken that the replacement board is not fitted too high in Cabinet 'A' terminal chamber. Correct position is where the bottom of the board is near the bottom of the terminal chamber. Existing holes in cabinet framework and existing screws are to be used.
By whom:	Ships Staff.
Drawings:	BR 935 (4) plate 24.
Reason:	To increase rating of R6-R9 and R11 from 30W to 45W.
Material required:	Modification kit is to be demanded from Weapon Equipment Stores Depots.
When to be done:	Category 1.
How to be treated:	As defect action.
Documentation:	Completion of modification is to be recorded as follows: a. In relevant copy of TIU5 Manufacturers Test Results. b. In planned maintenance documentation. c. On unit modification label.

(DWE 737/261/45)

RESTRICTED

571—Habitability—Heating Arrangements—General Fleet Policy for Fitting Electric Space Heaters in RAN Vessels (Excluding Submarines)

1. In view of the fact that HMA ships will not in future be fitted permanently for cold weather service, the General Fleet Policy for the fitting of electric space heaters in RAN vessels (excluding submarines) shall be to the following requirements.

2. For each compartment the minimum permissible temperature must be ascertained if different from the standard for living spaces which is 65° FDB.

3. The range of electric space heaters to be used in HMA ships (excluding submarines) is as follows:

a. *Electric Panel—Luminous Insert Type*			
(1) Pattern 205003	.. ..	1.5kW	440V
(2) Pattern 205004	.. ..	3.0kW	440V
b. *Radiators, Non-luminous*			
(1) Pattern 19636	.. ..	0.5kW	440V
(2) Pattern 19622	.. ..	1.0kW	440V
(3) Pattern 19594	.. ..	1.0kW	220V
(4) Pattern 19640	.. ..	2.0kW	440V
c. *Portable Electric Heaters*			
(1) Pattern 19567	.. ..	0.5kW	115V
(2) Pattern 19595	.. ..	1.0kW	115V
d. *Red Radiant Strip Heaters*			
(1) Stock No L32969	.. ..	0.5kW	240V
(2) Stock No L32920	.. ..	1.0kW	240V

4. It must be noted that the radiators non-luminous type have visible elements which glow a dull red when in use.

5. The method used in determining the size of space heaters to be fitted is based on the gross volume of the compartment, and the following table results:

Gross Compartment Vol	*kW of Space Heater*
Below 1,000 Ft^3	0.5kW
1,000 to 2,000 Ft^3	1.0kW
2,000 to 3,000 Ft^3	2.0kW
3,000 to 4,000 Ft^3	3.0kW
4,000 to 5,000 Ft^3	4.0kW
5,000 to 6,000 Ft^3	5.0kW
Over 6,000 Ft^3	6.0kW

6. Electric Panel—luminous insert type space heaters shall be fitted to:
   a. Class 1 suites.
   b. Captains Day Cabins (small vessels).
   c. Wardrooms and Ante-rooms.
   d. Senior Sailors Recreation Spaces (whenever possible).

7. Radiators non-luminous type space heaters shall be fitted to:
   a. Cabins and Sleeping Spaces.
   b. Recreation Spaces—other than 6 (4).
   c. Dining Halls.
   d. Pantries and Canteens.
   e. Offices.
   f. Stores with Office facilities.
   g. Commcentres and Transmitter Rooms.
   h. Operations Rooms—Bridge Plot Room.
   i. Control Rooms—Instrument Spaces.
   j. Radar Rooms.

   k. V/S Offices-Bridge.
   l. Sickbays-Hospitals-Dental Surgery.
   m. Class Rooms—Conference Rooms.
   n. Electronic Maintenance Rooms.

8. Red radiant strip heaters may be fitted to small vessels where indicated by the approved drawings.

9. Where the wild heat dissipated from heat producing equipment in the compartment exceeds the kW rating of space heaters required (*see* Paragraph 5), then the compartment shall be fitted for but not with space heaters and suitable switches or switch sockets shall be provided.

10. During winter months when the vessel is undergoing refits, etc (when the heat producing equipment is shut down) space heaters may be drawn from Store for compartments affected by Paragraph 9.

11. A list of compartments, which have been fitted for but not with space heaters, indicating the type and size of space heater for which provision has been made shall be issued to the ship concerned.

12. Electric panel—luminous insert type space heaters shall be sited to provide a focus for compartment layouts.

13. Radiators non-luminous type space heaters shall be sited approximately 3 feet 6 inches above the deck in recreational areas where there is a danger of furnishings moving about in a seaway. In other compartments (except as stated in Paragraph 15) space heaters shall be sited at least 12 inches above the deck.

14. Space heaters shall be sited not less than two feet from any soft furnishings.

15. The siting of space heaters in Anaesthetising Locations (eg, Operating Theatres, Sickbay, Surgeries, Surgical Dressing Stations, Dental Surgeries, and in the immediate vicinity of Emergency Operating Positions) shall comply with the following:
   a. Exposed luminous strip heaters or electric panel luminous insert type space heaters shall not be installed in anaesthetising locations.
   b. Space heaters shall be sited at least five feet above the deck.

16. The requirement of ASRE Specification 9001/R10 Paragraph 22 are superseded by these instructions.

17. These instructions shall be promulgated in the 'Naval Construction Manual—Standard Specifications—Design Procedures and Code of Practice for HMA Ships—Volume 3-0, Ventilation and Air Conditioning—Section E, Heating Systems'. (Short Title NCM/3.0/E.)

(PNA 1211/52/197)

RESTRICTED

572—Introduction of Small Arms for Vietnam Training—Scale of Allowances

1. The following Small Arms have recently been introduced into Naval service:
   a. Rifles 5.56 mm. M16 Armalite.
   b. Machine Guns 7.62 mm M60.
   c. Mines Claymore AP M18-A1.

d. Launchers Grenade 40 mm M79

e. Grenades M79.

f. Grenades M26.

2. **Purpose**

These weapons are only to be used for the training of RAN Helicopter Flight Vietnam and CDT for Vietnam. They will not be issued to the Fleet and may be withdrawn from service when the present commitment no longer exists.

3. **Training**

Training will be carried out at HMAS ALBATROSS under the direction of the Gunnery Officer in accordance with normal Small Arms training procedures.

4. **Approved Training Allowance for RANHFV at HMAS ALBATROSS**

7.62 mm Ball	300 rounds/man
5.56 mm Ball	300 rounds/man
M79	5 grenades/man
7.62 mm Ball Linked	400 rounds/man
Claymore Mines	2 only per team/flight
Grenades M26	4 grenades/man
9 mm for FI SMG	300 rounds/man
9 mm for Pistol	300 rounds/man
Air Gunners	
7.62 mm Ball Linked	4,000 rounds/gunner
7.62 mm Tracer	1,000 rounds/gunner

Note: The allowances are calculated on the assumption that 45 persons, including 12 Air Gunners, are trained annually.

(DWE 1605/203/68)

UNCLASSIFIED

573—Planned Maintenance Dockyard Component Progress Chart

1. The chart is intended as a permanent and authoritative record of the Dockyard component of Planned Maintenance. The procedure for its compilation is given at Annex A to this order.

2. The progress chart, bound in book form, will be subdivided to allow a separate book for each section of every department utilising the PM system, the ships copy being considered as the 'Master Copy'.

3. After compilation of the master copy ships are to forward the chart to the Refit Authority for xerox duplication and distribution as in Paragraph 2c. of Annex A.

Deferment of Routine

4. Routines are to be deferred only under exceptional circumstances. Where any disagreement exists between the ship and the refit authority the ships Administrative Authority is to arbitrate. Any Dockyard PM item completed other than by the dockyard is to be treated as ships staff work.

5. Mandatory items (indicated by a black star on the chart) may only be deferred by approval from the ships Administrative Authority.

ANNEX A

Instructions for Using the Progress Chart

Usage

1. a. On receipt, Progress Charts are to be completed by transcribing information back to the ships last major refit and inserting in black ink:

(1) The respective years across the top of each sheet.

(2) Short vertical lines against each equipment to indicate when each routine is considered to be due for the first time, care being exercised to balance the workload so that loading will be approximately equal for each refit. For the purpose of this sub-paragraph the word 'refit' is to include MCD and LSM.

(3) When the Progress Charts have been completed action in accordance with Paragraph 3 of the order and Paragraph 2c. of Annex A is to be taken.

b. *Ships Master Copy*

(1) As soon as a firm date for the next or subsequent refit is known, the refit date heading on each sheet is to be dated with the start date of the refit (in black pencil for easy erasure). A firm vertical line representing the mid-point in time of the refit is to be inserted extending from the top to the bottom of each sheet. Routines due at any refit are those which were programmed before, during or slightly after the refit period and are to be indicated as being due by hatching in to the mid-point line.

(2) By the start of the refit the ships Master Copy of the Progress Chart is to be placed in the Refit Office and made available to all authorities concerned.

Updating

2. a. On completion of the refit the ships Master Copy of the Progress Chart is to be updated by the Refitting Authority as follows:

(1) *Completion* of a routine is to be indicated by cessation of hatching, ie, by being left as programmed in accordance with Paragraph 1b. (1).

(2) *Partly Completed:* Sub-paragraph 2b. (1) below of Annex A refers.

(3) *Omission* of a routine is to be indicated by continuation of black hatching sufficiently clear of the current mid-point line to be seen, but not so far as to exceed the next mid-point line of the next refit.

(4) *Deferred* routines are to be considered as omitted routines.

b. When routines have been partially completed the following rules are to apply:

(1) If it is considered that the incomplete part of the routine can be deferred to the next occasion of falling due, the routine is to be shown as partly completed, ie, end the hatching but follow with a black wavy line sufficiently clear of the current mid-point line to be seen but not so far as to exceed the next mid-point line. Such an item is then to become mandatory at the next occasion of falling due and must be carried out in full.

(2) If it is considered that the uncompleted part of the routine cannot be deferred to the next occasion of falling due, the routine is to be shown as omitted, ie, continue the hatching in accordance with Paragraph 2a. (3)

c. The Refitting Authority is to produce four xerox copies from the ships Master Copy and distribute them as follows:
   (1) One copy to relevant technical directorate Navy Office.
   (2) One copy to the ships Administrative Authority.
   (3) One copy to be retained by Refit Authority.
   (4) Master and one copy to the ship.

d. On receipt of the copy from Refitting Authority, the ship is to reprogramme the chart for complete routines only. All routines other than those completed should be reprogrammed, according to their frequency, when they are eventually completed.

Defects—Dockyard Planned Maintenance

3. a. When defects are made good, either by ships staff or by Dockyard, consideration is to be given to completion of associated Dockyard Planned Maintenance routines thus extending the date when the routine is next due.

b. When such routines are carried out, the ships Master Copy Progress Chart is to be updated by the ship by inserting on the relevant sheet a vertical line corresponding to the date of completion and hatched to the left to the mid-point line of the last occasion of completion. The relevant sheet only is then to be reprogrammed from the routine completion date and forwarded to the Refitting Authority who is then to comply with Paragraph 2c. of Annex A.

Refitting Authority Maintenance out of Refit Period

4. When a Dockyard Planned Maintenance routine is carried out either by Defect or Planned Maintenance action by the refitting Authority the Progress Chart is to be updated in accordance with Paragraph 3b. of Annex A.

(ACMD 1209/51/34)

UNCLASSIFIED

574—Sailors Uniform Class II—Introduction of New Pattern White Drill Uniform With Button-on Collar

1. The design of the sailors white drill uniform has been modified as follows:

a. *Jumper, mans, cloth, cotton, drill, white, Class II:*
   (1) Slide fastener inserted in left seam to extend from armpit to hem.
   (2) Buttons positioned for attachment of button-on, seamans collar.

b. *Trousers, mens, cloth, cotton, drill, white, Class II:*
   (1) Side pockets repositioned and slanted.

2. Gratuitous issues of old pattern jumpers and trousers will continue until stocks are exhausted. When it becomes necessary to issue both old and new pattern garments to recruits, Supply Officers are to ensure that issues of uniforms of mixed patterns are avoided as far as possible.

3. Jumpers will be identified by the existing Catalogue numbers, followed by the Suffix 1, eg, 34691/1. Trousers will be identified by the Catalogue numbers indicated in Annex A, which also details sizes and measurements of both garments. Demands for requirements are to be placed with the Superintending Victualling Store Officer, Sydney, accordingly.

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

ANNEX A

1. Jumper, mans, cloth, cotton, drill, white, Class II.

Catalogue No	*Size*	*Chest and Height of Wearer*
34691/1	1	34—5′ 4″
34692/1	2	36—5′ 4″
34693/1	3	38—5′ 4″
34694/1	4	40—5′ 4″
34695/1	5	42—5′ 4″
34696/1	6	34—5′ 6″
34697/1	7	36—5′ 6″
34698/1	8	38—5′ 6″
34699/1	9	40—5′ 6″
34700/1	10	42—5′ 6″
34701/1	11	34—5′ 8″
34702/1	12	36—5′ 8″
34703/1	13	38—5′ 8″
34704/1	14	40—5′ 8″
34705/1	15	42—5′ 8″
34706/1	16	36—5′ 10″
34707/1	17	38—5′ 10″
34708/1	18	40—5′ 10″
34709/1	19	42—5′ 10″
34710/1	20	44—5′ 10″
34711/1	21	36—6′ 0″
34712/1	22	38—6′ 0″
34713/1	23	40—6′ 0″
34714/1	24	42—6′ 0″
34715/1	25	44—6′ 0″

2. Trousers, mens, cloth, cotton, drill, white, Class II:

Catalogue No	*Size*	*Waist and Inside Leg* (in inches)		*Height*
35928	28 yth	28	28	5′ 1″–5′ 2″
35929	29 yth	29	28	5′ 1″–5′ 2″
35930	30S	30	28½	5′ 3″–5′ 4″
35931	32S	32	28½	5′ 3″–5′ 4″
35932	34S	34	29	5′ 3″–5′ 4″
35933	30R	30	30	5′ 6″–5′ 9″
35934	32R	32	30	5′ 6″–5′ 9″
35935	34R	34	30	5′ 6″–5′ 9″
35936	30L	30	32	5′ 10″–6′ 0″
35937	32L	32	32	5′ 10″–6′ 0″
35938	34L	34	32	5′ 10″–6′ 0″
35939	36L	36	32	5′ 10″–6′ 0″
35940	38L	38	32	5′ 10″–6′ 0″
35941	40L	40	32	5′ 10″–6′ 0″
35942	32XL	32	34	6′ 1″–6′ 2″
35943	34XL	34	34	6′ 1″–6′ 2″
35944	36XL	36	34	6′ 1″–6′ 2″
35945	38XL	38	34	6′ 1″–6′ 2″
35946	40XL	40	34	6′ 1″–6′ 2″

(D of V 917/80/97)

UNCLASSIFIED

575—Signalled Demands

1. To facilitate supply and in order that storing and other authorities may more readily identify an item requested by signalled demand to a particular parent equipment (where applicable), the format for signalled demands has been amended as shown hereunder.

2. Signalled demands are to be in the following format quoting this Navy Order:
   a. Group Class, Catalogue No, Part No, Publication Reference, etc, as applicable.
   b. Brief description of item.
   c. Quantity.
   d. Parent equipment identification—state if not applicable.
   e. Next higher assembly—state is not applicable.
   f. Acceptable alternative if known—state is not applicable.
   g. Priority and/or target date.
   h. Reason for demand or previous reference, eg, outstanding demand.

3. Navy Order 298 of 1969 is hereby cancelled.

4. ABR 4, Article 0618, will be amended in due course.

(DSAP 400/251/29)

(*Navy Order 298 of 1969*)

UNCLASSIFIED

576—Support Craft—Robinsons Common Hook

(*DCI (RN) 1278/68*)

1. Modifications have been found necessary to Robinsons Common Hooks as a result, of damage to eyes fitted to pin of upper shackles and, of failure of two hooks in service in the RN. The modifications are:
   a. Transfer the eyes, fitted to pin of upper shackles, to the pin of lower shackles.
   b. To replace both the upper and lower naval brass shackle pins with aluminium bronze pins to ADSPEC 1076D.
   c. To reduce the length of thread on the upper shackle pin by one eighth of an inch, without reducing the overall length of the pin.
   d. To replace the upper shackle with one counterbored to a depth of one eighth of an inch the inner face of the threaded bulb of the shackle, to the full diameter of the pin, to allow the unthreaded portion of the pin to enter the bulb.
   e. The threaded bulb of lower shackle to be bored to suit diameter of the pin.

2. Details of modifications are shown on Navy Office Drawing No 0/2409-1 (DG Ships/C21/4180 August 1968 amendment) and copies of drawing are being forwarded to the Dockyards. All other drawings relating to Robinsons Common Hooks are now cancelled.

3. Commanding Officers of ships with boats hoisted on Robinsons Common Hooks should insert an item in their Defect List to cover the modifications mentioned in Paragraph 1 above.

4. The above mentioned modifications do not apply to the Robinsons Common Hook Modified 5K, fitted to the Admirals Barge (B3302).

(PNA 1236/51/183)

UNCLASSIFIED

577—Support Craft—Robinsons Disengaging Gear

(*DCI (RN) 1280/68*)

1. It has been reported that a Robinsons Disengaging Gear, Pattern 0263, 16956, was found to have the $\frac{3}{8}$ inch diameter Naval Brass securing pin of the Tumbler Hook Releasing Lever missing in one of HM ships. It was subseqpently found in the boat.

2. It is therefore requested that all HMA ships equipped with the Robinsons Boats Disengaging Gear, Patterns 0263/16951, 16952, 19653, 16954, 16955, 16956 and 0263/16957, 16958 should examine them to determine whether the $\frac{3}{8}$ inch and $\frac{1}{2}$ inch diameter pins respectively are well secured and are good fits. To prevent the possible working loose of the pins when secured in position, the screwed end of the pins should be locked by centre punching around their circumference.

(PNA 1236/51/183)

UNCLASSIFIED

578—Tartar Missiles and Test Equipment—Security Classification

The current classifications for missiles, components and test equipment are as follows:

Item	*Description*	*Security Classification*
	Complete Missiles	
a.	TARTAR Missile Mk–15 Mod 2	Unclassified (U)
b.	TARTAR Inert Operational Missile (I.O.M.)	(U)
c.	TARTAR Training Missile (T.S.A.M.)	(U)
d.	TARTAR Handling Training Missile Mk 49 Mod 0	(U)
	Components	
e.	Radome	(U)
f.	Wheel 1, Homing Unit	Confidentail (C)
g.	Wheel 2, Homing Receiver	(C)
h.	Wheel 3, Guidance Computer	(U)
i.	Wheel 4, Instrument Set	(U)
j.	Wheel 5 with TDD	(C)
k.	Guidance, Control and Airframe Group with Mk 51 Warhead	(U)
l.	Exercise Head—including Telemetric Data	(U)
	Transmitting Set AN/DKT–16A(V)	(U)
m.	Dual Thrust Rocket Motor	(U)
n.	Steering and Power Section	(U)
	Test Equipment	
o.	Test Set AN/DSM–55–(V)	(C)
p.	Signal Comparator CM–122/DSM	(U)
q.	RF Simulator SM 222/DSM	(U)
r.	Test Set MX6730/DSM (Adaptor for Brush Recorder)	(U)
s.	Test Set TS 2209/DSM	(U)
t.	Relay Test Set Hycon TS 2208/DSM	(U)
u.	Telemetering Test Unit Mk 499 Mod 0	(U)
v.	Alinco Igniter Tester	(U)

(DNI 740/56/59)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

579—ABR 5063 Electronic Data Processing—Volume 6 Data Transcription and Communications in EDP—Appendixes A, B, C and D

Appendix A—Supply Procedures, Appendix B—Technical Services Procedures, Appendix C and D—Personnel and Pay Procedures to ABR 5063 Volume 6 have now been introduced. Distribution is being effected by Superintending Victualling Stores Officer (Stationery Section), Sydney, as detailed in the appendixes to this order, without demand. Subsequent demands for copies of these publications should be made on Superintending Victualling Store Officer (Stationery Section), Sydney, Store Depot Code 5819.

ABR 5063 Vol 6—Appendix A Supply Procedures Distribution List

Navy Office		*East Australia Area*	
AS (EDP)	70	EDP Centre GID	10
		Naval Stores (GEN) GID ..	7
HMA Ships and Establishments		SVSO—for REVY	1
HMAS ALBATROSS	3	SVSO—for Randwick	1
HMAS CERBERUS	3	SVSO—for (Stationery) Northgate	
HMAS HARMAN	1	House	1
HMAS KUTTABUL	1	Elect–stores, Woolloomooloo ..	6
HMAS LEEUWIN	2		
HMAS LONSDALE	2	**Victoria**	
HMAS MELVILLE	2	DSAP Albert Park Barracks ..	6
HMAS NIRIMBA	1	Williamstown Dockyard DTO ..	3
HMAS PENGUIN	1	Maribyrnong	1
HMAS PLATYPUS	1		
HMAS TARANGAU	1	**Future Issues**	
HMAS WATERHEN	1	1 Copy per operator	24
HMAS WATSON	1		

ABR 5063 Vol 6 Appendix B Technical Service, Procedures Distribution List

Navy Office		*Victoria*	
AS (EDP)	1	Williamstown Dockyard DTO ..	4
East Aust Area		**Future Issues**	
EDP Centre Gid	1	1 Copy per operator	10
DYCOST DTO GID	4		

ABR 5063 Vol 6 Appendix C and D Personnel and Pay Procedures Distribution List

Navy Office		*East Australia Area*	
AS (EDP)	70	EDP Centre GID	9
HMA Ships and Establishments		**Victoria**	
HMAS ALBATROSS	3	DSAP Albert Park Barracks ..	6
HMAS CERBERUS	3		
HMAS HARMAN	1	**Future Issues**	
HMAS KUTTABUL	1	1 Copy per operator ..	25
HMAS LEEUWIN	2		
HMAS LONSDALE	2		
HMAS MELVILLE	2		
HMAS NIRIMBA	1		
HMAS PENGUIN	1		
HMAS PLATYPUS	1		
HMAS TARANGAU	1		
HMAS WATERHEN	1		
HMAS WATSON	1		

(AS (EDP) 465/6/52)

UNCLASSIFIED

580—Explosives in Parcels

1. The Postmaster-Generals 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-Generals 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.

3. Navy Order 449 of 1966 is hereby cancelled.

(AS (NS) 68/4/45)

(*Navy Order 449 of 1966*)

UNCLASSIFIED

581—Textbooks and Instruments for Educational Purposes

1. The allowances of textbooks and instruments approved for use in preparation for educational tests are shown in the Annex to this order.

2. Textbooks supplied previously for use with the cancelled Higher Educational Test, and current textbooks and instruments held in excess of the allowances prescribed in this order are to be returned as soon as possible.

21108/69—3

3. Demands are to be raised where necessary to bring holdings up to the prescribed allowances. The procedures to be followed in demanding, accounting and return of these items are detailed in ABR 4.

4. Submarines, minesweepers, minehunters, patrol boats, coastal survey ships and other small ships have no allowances of textbooks and instruments. However, the allowances of individual base establishments have been increased to provide for the requirements of candidates in these ships. Items required for use by individual candidates are to be drawn on loan from the relevant base establishment, and returned when no longer required.

5. A limited supply of textbooks is held in the Central Reference Library, HMAS WATSON, to meet the needs of ships in which the requirement cannot be met by the approved allowances. Demands are to be forwarded by Education Officers to the Senior Instructor Officer, HMAS WATSON. These books are to be returned as soon as the requirement ceases.

6. Demands for exercise navigational charts and mercatorial plotting sheets are to be forwarded to the RAN Chart Depot, c/o Post Office, Garden Island.

7. Editions of atlases dated earlier than 1961 may be returned to SVSO, Sydney, demands for later replacement editions being submitted in the normal manner.

8. Navy Orders 216 of 1967 and 562 of 1967 are hereby cancelled.

ANNEX A

Ref No	*Description*	*CERBERUS*	*NIRIMBA*	*LEEUWIN*	*LONSDALE, HUON, ENCOUNTER, MORETON, KUTTABUL II*	*Other Shore Establishments*	*MELBOURNE, SYDNEY, STALWART*	*ANZAC, QUEENBOROUGH*	*Destroyers (DD/DE) SUPPLY, MORESBY, DIAMANTINA*
MBR 8744	A Galaxy of Poems Old and New	30	200	500	3	20	15	10	5
MBR 8745	Macbeth	30	200	70	3	20	15	10	5
MBR 8746	Pygmalion	30	200	500	3	20	15	10	5
MBR 8747	The Spy Who Came in from the Cold	30	200	500	3	20	15	10	5
MBR 8748	Australian Heritage ..	30	200	500	3	20	15	10	5
MBR 8749	Precis Writing	30	200	200	3	20	15	10	5
MBR 8750	Uncommon Common Sense	30	200	200	3	20	15	10	5
MBR 8751	Expressive English ..	30	200	10	3	20	15	10	5
BR 451	Concise Oxford Dictionary	2	2	6	—	1	1	1	—
ABR 5030	Pocket Oxford Dictionary..	30	200	400	3	20	15	10	5
MBR 8752	Modern Times	20	10	30	2	15	7	4	2
MBR 8753	World Regions and Man ..	20	20	650	2	15	7	4	2
ABR 457	Oxford Australian Atlas ..	20	20	650	2	15	7	4	2
MBR 9032	Physical Geography in Diagrams (Supplementary Reading)	5	5	200	2	5	2	2	2
MBR 9033	A Dictionary of Geography (Supplementary Reading)	5	5	200	2	5	2	2	2
MBR 9034	Wall Map—The World ..	1	1	1	1	1	1	—	—
MBR 9035	Wall Map—Europe ..	1	1	1	1	1	1	—	—
MBR 9036	Wall Map—Asia ..	1	1	1	1	1	1	—	—
MBR 9037	Wall Map—Africa ..	1	1	1	1	1	1	—	—

Ref No	Description	CERBERUS	NIRIMBA	LEEUWIN	LONSDALE, HUON, ENCOUNTER, MORETON, KUTTABUL II	Other Shore Establishments	MELBOURNE, SYDNEY, STALWART	ANZAC, QUEENBOROUGH	Destroyers (DD/DE) SUPPLY, MORESBY, DIAMANTINA
MBR 9038	Wall Map—North America	1	1	1	1	1	1	—	—
MBR 9039	Wall Map—Canada ..	1	1	1	1	1	1	—	—
MBR 9040	Wall Map—South America	1	1	1	1	1	1	—	—
MBR 9041	Wall Map—Australia ..	1	1	1	1	1	1	—	—
MBR 8089	Essentials of Chemistry ..	6	2	2	1	4	3	2	1
MBR 8754	Descriptive Economics ..	15	2	2	2	10	7	4	2
MBR 8755	Maths I for Leaving Certificate	30	150	10	3	20	15	10	5
MBR 8756	Leaving Maths I ..	30	300	400	3	20	15	10	5
BR 557	Four Figure Tables (Turner)	30	300	900	3	20	15	10	5
MBR 8757	Leaving Maths II ..	30	300	20	3	20	15	10	5
MBR 8758	A First Course in Mechanics	30	200	20	3	20	15	10	5
MBR 9042	Mathematics For Today and Tomorrow Book I	30	350	900	5	20	15	10	5
MBR 9043	Mathematics For Today and Tomorrow Book II	30	350	30	5	20	5	10	5
MBR 9044	Basic Mathematics (Instructors' Reference)	3	5	10	—	2	1	1	1
MBR 8759	Physics 2nd Ed (PSSC) ..	10	300	500	2	7	5	4	2
MBR 8760	Victorian Supplement (PSSC)	10	2	10	2	7	5	4	2
MBR 9045	Physics Laboratory Guide (2nd Ed, PSSC)	—	10	80	—	—	—	—	—
MBR 9046	Teachers' Resource Book and Guide (PSSC—5 vols)	—	5	6	—	—	—	1	—
MBR 8824	Birth of Communist China	20	10	15	2	15	7	4	2
MBR 8825	History of Modern Japan ..	20	10	15	2	15	7	4	2
MBR 8826	Asia in the Modern World (Supplementary Reading)	5	2	3	1	5	2	2	1
MBR 8827	East Asia: The Great Tradition (Supplementary Reading)	5	2	3	1	5	2	2	1
MBR 8887	Tables of Computed Altitude and Azimuth Vol III	20	5	140	3	15	10	6	3
MBR 8888	1969 Nautical Almanac ..	20	5	140	3	15	10	6	3
BR 45 (1)	Admiralty Manual of Navigation Vol I	20	5	50	3	15	10	6	3
BR 45 (2)	Admiralty Manual of Navigation Vol II	20	5	10	3	15	10	6	3
BR 560	Right Angled Triangle Tables	20	5	200	3	15	10	6	3
BR 454	Notes on Navigation ..	20	5	100	3	15	10	6	3
BR 455	Arithmetical Notes and Examples	50	10	100	3	20	20	20	10
	Instruments								
0461/3855	Compasses, Pencil, 'Helix'..	30	200	400	10	20	15	10	5
0461/3856	Dividers, Compass, 5 inch..	20	5	120	3	15	10	6	3
0461/3724	Protractors, Celluloid, 6 inch	20	200	150	3	20	15	10	5
0552/160100	Rulers, Parallel, Roller ..	20	5	120	3	15	10	6	3
0641/490	Rulers, Boxwood, 12 inch (graduated cm and tenths ins)	40	200	300	10	20	15	10	5
0552/760	Star Globe	1	1	3	—	—	1	—	—
0552/3810	12 inch Globe, Plain Black	1	1	3	—	—	1	—	—

(DNES 451/51/9)

(*Navy Orders 216 and 562 of 1967*)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

21108/69—4

ANO 582/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
7 October 1969.

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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21261/69

Section 2

PERSONNEL

UNCLASSIFIED

582—Discipline and Summary Punishment

1. Since the last modification to the Naval Discipline Act 1957, introduced on 11 July 1968, by Statutory Rule 79 of 1968, various instructions have been issued from time to time regarding summary punishments. In the light of almost a years experience in the use of the modified Act this Navy Order is issued. It consolidates and adds to the instructions already promulgated. Where these instructions have themselves been amended or amplified or where new instructions have been added, a solid black line has been ruled along the left hand margin of this Navy Order. It supersedes the following, which are hereby cancelled:

a. Navy Office letter 351/2/2344 of 9 May 1967.
b. Navy Order 430 of 1968.
c. Navy Office letter 465/8/81 of 19 July 1968.
d. Navy Office letter 465/8/81 of 12 November 1968.
e. 018F—ACNB message 131032Z Feb 69.

Part 1

Modifications to the Naval Discipline Act, 1957

2. The purpose of this part is to highlight the more important changes brought about by Statutory Rule 79 of 1968.

3. Roneoed copies of the modified Act have been distributed to all ships and establishments. The Act as printed in Appendix 1D to RI will be reprinted in Amendment 19 to RI. In the meantime the present print in RI of the unmodified Act may be used provided it is remembered that the following changes are in force:

a. *Section 42:* This has been amended to make any offence against the law of the Commonwealth (but not the laws of the States or Territories) an offence triable under the Act. The most important effect of this change is to enable offences against the Crimes Act 1914-1966 (Commonwealth) to be tried under the Naval Discipline Act.

b. *Section 43: Insert* punishment (fa)—reduction in rank.
Delete punishment (k)—disrating.
Punishments (f), (fa) and (m) do not apply to officers.
Punishments (g) and (h) do not apply to sailors.
With this change the punishment of FINE becomes applicable to both officers and sailors.

c. *Section 45:* This section has been amended so that a commanding officer may no longer restrict the powers of arrest conferred on members by section 45.

d. *Section 49:* This section has been amended to allow *any* commanding officer to try summarily a person subject to the Act not being an officer. Formerly this was restricted to the commanding officer of the ship or establishment to which the offender belonged either at the time of the commission of the offence or at the time of trial for the offence. It also now specifies those punishments which may not be awarded summarily to male and female persons subject to the Act. It contains a new section 49 (6)

which allows commanding officers to delegate their powers of punishment to certain officers, subject only to such restrictions as they and the Naval Board impose.

e. *Section 53:* This section has been amended to omit former sub-sections (4) and (5). The effect of this is that if two officers present at the same place each hold a warrant to convene a court-martial, each may convene a court-martial in his own right. The relative seniority of the officers concerned is of no consequence.

f. *Section 58:* The principles of law with respect to criminal responsibility and liability, the rules as to the admissibility of evidence and the rules as to judicial notice to be observed in proceedings before courts-martial are now the same as those observed in the Supreme Court of the Australian Capital Territory in its criminal jurisdiction. BR 11 was amended by Navy Office letter 465/8/81 of 22 November 1968.

g. *Section 62:* The Judge Advocate now *rules* on any question of law or procedure. Such ruling is binding on the Court. The expression 'question of law' includes a submission of 'no case to answer' and any question relating to the admissibility of evidence, joinder of charges and the trial of persons jointly or separately.

h. *Section 79:* This provides that any sentence of a court-martial involving dismissal or dismissal with disgrace is not effective until approved by the Naval Board.

i. *Section 80:* This provides that where a member is sentenced to detention and also to dismissal, the sentence of dismissal does not take effect until the sentence of detention is served. The purpose of this is to ensure that the offender remains subject to the Naval Discipline Act until completion of the sentence.

j. *Section 111:* This has been amended to make the following persons subject to this Act:

(1) A member of the Permanent Naval Forces at all times. Permanent Naval Forces includes members of the WRANS and RANNS.

(2) A member of the Naval Emergency Reserve Forces or of the Citizen Naval Forces (including members of the WRANSR) while on duty or in uniform. 'Duty' is defined to include the period from the time appointed for him to report or attend at a specified place for any naval service that he is required to render until he is released or discharged from that service.

k. *Section 129:* The reference in section 129 (2) to consequential naval penalties for civil offences has been omitted. The effect of this is to remove the former naval penalty of reduction in rank at the request of the sailor in lieu of discharge SNLR. Now, a sailor who has been convicted by a civil court may be discharged SNLR; his VG conduct may be broken; he may forfeit pay and service for the periods of the hearings and sentence; but he may not be reverted.

l. *Section 131:* This replaces the former section 131 and empowers the Naval Board or a Flag Officer to appoint an officer to be commanding officer of a group of members for disciplinary purposes. This power is more flexible than the conferring of power on an officer in command of persons on detached service by section 49 (4) and may be used in circumstances where section 49 (4) is not suitable.

21261/69—2

m. *Section 135:* Public property has been re-defined to mean the property of:
(1) The Commonwealth;
(2) A Department of the Commonwealth;
(3) Any part of the Defence Force of the Commonwealth;
(4) A force co-operating with the Defence Force.
Service property has been re-defined to include the property of a Service mess, band, canteen or institution.

Part 2

Fine (Punishment No 4A)

4. A fine may be awarded as a punishment for any offence. Under the Act a fine shall not exceed an amount equivalent to:

a. 28 days active pay, in the case of male persons subject to the Act; and
b. 14 days active pay, in the case of female persons subject to the Act.

5. A fine exceeding the amount of 14 days active pay is a warrant punishment. It requires the approval of an officer of Flag Rank or of a Commodore.

6. The fine must be expressed as a specified sum of money and not in terms of 'days pay'. It need not be in multiples of a days pay. It should be expressed in dollars. The fine may be recovered by deductions from pay over a period not exceeding three months at a rate to be decided by the commanding officer. Care should be taken not to extend the period of repayment so that the punitive effect of the fine is lost. If the offender prefers to pay the fine in full at any time, he may do so. The commanding officers directions as to repayment are to be endorsed on Form AS241 (PD100).

7. A fine is not to be awarded in conjunction with dismissal, detention or reduction in rank. If a fine is awarded in conjunction with reduction to the second class for conduct or cells, the amount of the fine is not to exceed the equivalent of 14 days pay.

8. If a fine is awarded in respect of offences of theft of, or of neglect or misconduct occasioning the loss of or damage to Commonwealth property it must be borne in mind that no part of such a fine is intended as reimbursement to the Commonwealth. In the case of theft section 76 of the Naval Discipline Act applies whilst Naval Financial Regulation 132A (*see* RI 4893) provides for the action to be taken in respect of loss or damage due to neglect or misconduct. When a fine is awarded in conjunction with an order for restitution under section 76 of the Naval Discipline Act or NFR 132A, consideration is to be given to their combined effect on the fortnightly drawing rate of the member.

Part 3

Cells (Punishment No 6)

9. Where an offender sentenced to cell punishment has been kept in close custody from the date of his summary trial until the date of commencement of his sentence because of delays occasioned by:

a. the necessity for the sentencing officer, being below the rank of Commander, to obtain prior approval of a superior authority;
b. the offenders service document not being available; or
c. any other cause;

the sentence shall be deemed to have commenced on the date on which he was tried, and any time so spent in close custody shall count as part of the sentence.

10. Any periods during which the offender has been under close arrest prior to his summary trial are to be taken into consideration when considering the award of cell punishment.

11. RI has been amended by amendment 17 to include the rules for cells punishment issued in Navy Office letter 351/2/2344 of 9 May 1967.

12. The maximum period of cells which may be awarded to any member under the age of 18 years at the time of sentence is seven days. Where sailors under the age of 18 are under instruction, arrangements are to be made that study tasks are set for completion during their period of confinement.

Part 4

Stoppage of Leave (Punishment No 10)

13. QR & AI Article 1977 no longer applies.

14. Stoppage of leave runs continuously from the date on which it is awarded and may not be awarded for more than 30 days.

15. Stoppage of leave is not to accompany punishments of detention or reduction to the second class for conduct. If a sailor is awarded No 6 or No 9 punishment, stoppage of leave is to be awarded only when the period awarded is greater than that of the No 6 or No 9 punishment.

16. While under stoppage of leave a sailor should be allowed to leave the ship or establishment only on duty, except that he may be allowed to proceed on long leave at the discretion of the commanding officer. No other penalties are involved, except mustering with men under punishment.

Part 5

Punishment for Drunkenness

17. QR & AI Article 1984 no longer applies. Punishment No 12 (Mulct for drunkenness) is abolished.

18. An offence of drunkenness may attract a punishment of a fine in addition to any other punishment, but this is not obligatory.

19. The charge for an offence of drunkenness is to be drawn in accordance with Chapter 3 of BR 11 (Admiralty Memorandum of Naval Court-Martial procedure).

Part 6

Punishment for Leave Breaking

20. QR & AI Articles 1978-1983 no longer apply. Punishment No 11 (Mulct for leave breaking) is abolished.

21. For the purposes of this part:

a. 'Leave breaking' means:
(1) absence without leave; or
(2) improperly leaving ship or place of duty;

b. 'aggravated leave breaking' means an offence of leave breaking where:
   (1) the absentee misses his ship or fails to take up his posting;
   (2) when leave was granted, a warning had been given that the ship was under sailing orders;
   (3) the offender was undergoing any form of punishment at the time; or
   (4) there are other particularly serious circumstances; and

c. 'repeated leave breaking' means an offence of leave breaking that is committed in the same ship, establishment, or air squadron within six months of a previous offence of leave breaking or desertion.

Framing of Charges

22. A charge of leave breaking may refer to the offence as aggravated, but the charge shall not contain anything which directly or indirectly refers to a previous offence.

23. The period of leave breaking included in the charge is normally to be computed from the time of expiry of leave or the time of breaking out until the time of return to the ship or place of duty, with the following exceptions:

a. When a member surrenders as an absentee away from the locality in which leave expired, the officer trying the case *may in his discretion* consider the absence as having terminated at the time of such surrender, or he may include any time involved in returning to the ship or establishment where leave expired in the period of absence.

b. When an absentee is either apprehended by the naval authorities, or arrested by the civil power on another charge and subsequently handed over to the naval authorities, his absence without leave is to be regarded as ceasing from the time of his apprehension or arrest.

24. In cases dealt with summarily, the period should be expressed in the charge:

a. .....did absent himself without leave from.....on..... to..... on..... namely..... days..... hours .....minutes.

b. .....did improperly leave HMAS.....at.....on..... returning on board at.....on.....thereby absenting himself without leave.....days.....hours.....minutes.

Automatic Forfeiture of Pay and Punishment

25. a. *Forfeiture of Pay.* Whatever other punishment is awarded when an offender is convicted of a leave-breaking offence a forfeiture of one days pay for each days (or part of a days) absence must be awarded in accordance with section 119 of the Defence Act. If the absence is less than six hours the Captain has the discretion of remitting the one days forfeiture and as a general rule, should do so if no loss of working time has been involved, unless the circumstances are otherwise serious. In cases where forfeitures are remitted notations as to the award and to the remission are to be made on the appropriate Forms AS241 (PD100) to show that the action has been advisedly taken and that the forfeiture has not been overlooked.

b. *Punishment.* In addition to forfeiture of pay (if any) the offender may be fined and the punishment of stoppage of leave (No 10) may be imposed. (The former punishment of mulct for leave breaking offences was a combination of a fine up to 13 days, a stoppage of pay for each day of absence, and a stoppage of leave.)

26. When two or more offences of leave breaking are dealt with together, the periods of leave breaking shall be aggregated for the purpose of calculating the appropriate punishment.

Simple Leave Breaking

27. The following table lists the forfeitures and *maximum punishments* that may be imposed for a first offence of simple leave breaking:

a. *Forfeiture of Pay:* One days active pay for each days (or part of a days) absence. For absences of less than six hours, this may be remitted at the Captains discretion. (*See* Paragraph 25a.)

b. *Punishment:*

Duration of absence not exceeding (days)	*Fine $*			*Stoppage of Leave*
	JR's and Apprentices Max 28 days	*WRANS Max 14 days*	*RCTs–CPOs Max 28 days*	*Max 30 days 14 days for WRANS*
1	5	15	20	4
2	10	30	40	8
3	15	Not to exceed max of 14 days pay	60	12
4	Not to exceed max of 28 days active pay		80 Thereafter further $20 daily up to max of 28 days	16 Thereafter 4 days for each days absence up to max of 30 days

It is emphasised that these are maximum punishments for first offences of simple leave breaking. The officer trying the case may in his discretion award a lighter punishment or no punishment at all, but the forfeiture of pay adverted to in Paragraph 25a. is mandatory unless remitted in the case of absences under six hours.

Aggravated or Repeated Leave Breaking

28. For an offence of improperly leaving a ship or place of duty, or an aggravated or repeated offence of absence without leave:

a. the amounts of the fine and/or stoppage of leave shown in the table may be exceeded (subject to the maximum amount of punishment that may be imposed, ie, 28 days pay or 30 days leave); or

b. other punishments may be awarded in addition to fine and stoppage of leave.

Part 7

Delegations of Authority to Punish

29. The 1968 modifications to the Naval Discipline Act added a new sub-section 49 (6) which gives to commanding officers the power to delegate to certain officers as much of their powers of punishment as they see fit, subject to such restrictions as are imposed by the Naval Board. These restrictions are detailed in the amended RI articles 1931A to 1936A.

30. QR & AI Chapter 19, Section V, no longer applies and the following section has effect in its place:

SECTION V—DELEGATED POWERS OF PUNISHMENT

RI 1931A: Commanding Officer to Authorise. The commanding officer of a commissioned ship or naval establishment may in accordance with section 49 (6) of the Act, delegate in writing to the officers under his command, mentioned in the following articles of this section, authority to award the punishments specified therein.

2. An officer to whom powers of punishment have been delegated as described in articles 1932A (the Executive Officer and other senior officers), 1934A (Naval Police Officers), and 1936A(a) (WRANS Unit Officers not below the rank of Second Officer), is authorised by virtue of this article to impose and remit where appropriate the automatic forfeiture of pay for leave breaking.

3. The powers of punishment delegated by the commanding officer should not exceed those detailed in articles 1932A to 1936A. Within these limits commanding officers are at liberty to delegate as they see fit, taking into consideration the necessity to delegate in the circumstances and the experience of the officers concerned.

4. In awarding any of these punishments, an officer shall comply with the relevant parts of sections VI and VII.

RI 1932A: The Executive Officer and Other Senior Officers. The Executive Officer, if he is not below the rank of Lieutenant, and any other officer not below the rank of Commander, may be delegated the power to award the following punishments:

a. Punishment No 4A—a fine not to exceed the amount of 7 days active pay.
b. Punishment No 9 for 14 days.
c. Punishment No 10 for 30 days.
d. Punishment No 14 for 7 days.
e. Punishment No 15.

RI 1933A: Air Squadron Commander. The commanding officer of an Air Squadron, if he is not below the rank of Lieutenant, may be delegated the power to award the following punishments:

a. Punishment No 9 for 7 days.
b. Punishment No 10 for 14 days.
c. Punishment No 14 for 7 days.
d. Punishment No 15.

RI 1934A: Naval Police Officers. The Senior Naval Police Officer of a division of Naval Police, if he is not below the rank of Inspector, may be delegated the power to award the following punishments to members of the Naval Police:

a. Punishment No 4A—a fine not to exceed the amount of seven days active pay.
b. Punishment No 15.

RI 1935A: Lieutenants and Above. Any officer not below the rank of Lieutenant may be delegated the power to award the following punishments:

a. Punishment No 14 for one day.
b. Punishment No 15.

RI 1936A: WRANS Officers. WRANS Officers may be delegated the power to award the following punishments:

a. If she is a Unit Officer not below the rank of Second Officer:
   (1) Punishment No 4A—a fine not to exceed the amount of one days active pay.
   (2) Punishment No 10 for 14 days.
   (3) Punishment No 14 for 14 days.
   (4) Punishment No 15.
b. If she is a Unit Officer of the rank of Third Officer or an Acting Unit Officer of any rank:
   (1) Punishment No 10 for 7 days.
   (2) Punishment No 14 for 7 days.
   (3) Punishment No 15.

Part 8

Sentencing and Punishment—General

31. QR & AI Chapter 19, Section IV is affected by the modification of section 49 of the Naval Discipline Act and no longer applies. The following section has effect in its place:

SECTION IV—COMMANDING OFFICERS POWERS

RI 1926A: Powers of Commanding Officer. The punishments which the commanding officer of a commissioned ship or establishment may award are set out in section 43 (1) of the Naval Discipline Act, subject to the exceptions set out in section 49 (3) of the Act. The conditions under which these punishments may be awarded are contained in Sections VI and VII of RI.

2. The commanding officer is responsible for every punishment awarded in his ship or establishment, whether awarded by himself or by an officer delegated by him. He is to ensure that no punishment is inflicted otherwise than as authorised and that no punishment is awarded by other than a person delegated by him in accordance with Section V.

3. The commanding officers powers of punishment devolve automatically upon the officer next in command vide RI 0234 when the commanding officer ceases to exercise command in accordance with RI 0235.

RI 1927A: Detached Parties or Vessels. In accordance with section 49 (4) of the Act the commanding officers powers of punishment devolve automatically on the senior officer in charge of a detached party or of one or more detached vessels. The powers which devolve are the full powers of the commanding officer of the parent ship or establishment *unless and as restricted by him.* The senior officer in charge of the detached party or vessel(s) may in turn delegate his powers under section 49 (6) of the Act subject to the limits contained in Section V, and subject also to any restrictions imposed upon him by the commanding officer of the parent ship or establishment.

2. Where the senior officer in charge of the detached party or vessel(s) is below the rank of Commander his power to award warrant punishments without prior approval is restricted by RI 1946A (3), notwithstanding that the commanding officer of the parent ship or establishment is of or above Commanders rank.

3. It should be noted that while a tender is in company with the parent ship the senior officer in charge of the tender does not automatically receive power to punish. The commanding officer of the parent ship may of course delegate to him the power to award certain punishments in accordance with Section V. Once the tender, vessel, unit or party is detached from the parent ship or establishment RI 1927A (1) applies.

32. RI Chapter 19, Sections VI and VII have effect as if they were amended as follows:

a. *QR & AI 1944*

(1) *Delete* 'Disrating' and *insert* 'Reduction in rank'.

(2) *Insert* '4A—Fine'.

(3) *Delete* punishments 1, 11, 12, 13, 16 and 17.

(4) *Add* Paragraph 2 as follows:

'2. Female persons subject to the Act may not be summarily punished by detention or a fine of more than 14 days active pay—Section 49 (3) of the Naval Discipline Act.'

b. *RI 1946A*

Add Paragraph 3 as follows:

'3. In addition to the prior approvals of superior authority required by clause 1 of this article and by QR & AI 1946, a commanding officer who is below the rank of Commander may not award *any* warrant punishment without prior approval. In the case of punishments number 4 (reduction in rank of a leading sailor not in possession of the Long Service and Good Conduct Medal), 6 (cells) and 7 (deprivation of good conduct badge or badges not involving the forfeiture of the Long Service and Good conduct Medal (vide RI 1971A (3)), it is sufficient if the prior approval is given by a commanding officer of or above Commanders rank.

c. *Sections VI and VII*

All references to the following punishments are to be disregarded:

1. Imprisonment.
11. Mulcts for improper absence.
12. Mulct of pay for drunkenness.
13. Stoppage of grog.
16. Extra guard for Royal Marines.
17. Deductions from pay of locally entered non-European ratings.

33. RI will be amended in due course.

(DNLS 465/8/81)

(*Navy Order 430 of 1968*)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

ANO 583/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
8 October 1969.

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

By direction of the Naval Board,

L. Klandau.

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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21275/69

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

583—Publications—Instructions For Demanding Publications, Division of Responsibility, Etc

1. It is intended that a review of the responsibility for publications within the Department be carried out as soon as possible. However, due to other commitments it is likely that the review will not be completed for some time and, in the meantime, this Navy Order is promulgated to inform all concerned of the existing procedures and division of responsibility for publications.

General

2. A publication is defined as a book, pamphlet, etc, produced by, or for, an Operational, Administrative, Technical, Training or Logistic Authority, which is intended as a book of reference for an activity or equipment and is identified by an official number. This definition includes books of commercial origin which are adopted for official use and may be given an official number for the purpose of identification.

3. The provisions of this Navy Order do not apply to certain modification documentation such as ORDALTS, Tartar Newsletters, etc, which are dealt with by the technical authorities concerned.

Division of Responsibility

4. The division of responsibility for the provisioning, procurement, receipt, storage, issue, etc, of publications and updating material, is as follows:

a. *Director of Victualling (D of V)*

Responsible for the provisioning, procurement and progressing of publications and updating material, other than those classed as Charge Publications and those for Ships Libraries (*see* Sub-paragraphs b. and c. below).

b. *Distributing Authority (Melbourne) DA (M)*

Responsible for:

(1) Procurement, receipt, storage and issue of Charge Publications (Defined in ACB 0337).

(2) Receipt, storage and issue of non-charge publications and updating material classified confidential and above.

(3) Receipt, storage and issue of US publications designated as COMTAC (classified and unclassified) and Allied Communications Publications (ACPs) (classified and unclassified).

c. *Director of Naval Education Services (DNES)*

Responsible for procuring books for Ships Libraries and approving procurement of Educational Text Books which are purchased and issued by SVSO, Sydney.

d. *Superintending Victualling Store Officer, Sydney (SVSO)*

(1) Responsible for the receipt, storage and issue of 'unclassified' and 'Restricted' publications, including US publications classified 'Confidental—Modified Handling Authorised', and relevant updating material.

(2) The SVSO is also responsible for:
- (a) the issue of books for Ships Libraries;
- (b) the procurement and issue of Educational Text Books; and
- (c) the procurement and issue of reference books for the RANC Library.

(3) The SVSO is not responsible for:
- (a) COMTAC type publications } irrespective of classification; and
- (b) ACPs }
- (c) Reference books for Central Reference Libraries.

5. The subsequent provisions of this Navy Order do not apply to Charge Publications.

Requirements—Procedures

6. Initial requirements of publications for equipments being introduced, and their distribution, will be established by the appropriate Project Officer/s at Navy Office, and will be notified to the authorities concerned.

7. Applications from HMA ships and establishments for publications in excess of allowance are to be forwarded to Navy Office through their Administrative Authorities. Applications for Air Technical Publications are to be copied to the Superintendent Aircraft Maintenance and Repair.

8. Such applications are to be prepared in the form shown in Annex A to this order, pro-forma A being used for publications of Australian or British origin, and pro-forma B for publications of US origin. Forms AS130 (SA242) are not required.

9. Initial requirements of these pro-formas are to be produced locally. Subsequently they will be available as printed forms.

Publications—Acquisition

10. Ready acquisition of USN Publications is dependent on the availability of all the information required on pro-forma B (Annex A) and every endeavour is to be made to complete this form, reference being made as necessary to the relevant Section of NAVSUP 2002. Annex C lists the current distribution of copies of NAVSUP 2002.

11. For USA publications not included in NAVSUP 2002, the most comprehensive information available is required, including source of information. Authorities authorised to correspond with overseas offices are to have the requirement identified prior to forwarding their request to Navy Office.

12. Provision will only be made for updating material for those publications acquired and distributed in accordance with the terms of this Navy Order.

13. Each application will be acknowledged by a form letter (Annex B) giving details of availability, and advising a 'registration number' which is to be quoted on any future correspondence concerning the application. The Demanding and Administrative Authority will be notified when, for any reason, the request cannot be complied with.

14. A lead time of approximately three months from date of requisitions may be anticipated for publications produced by MOD (Navy) and it is expected that the lead time for unclassified publications of US origin will be reduced to a similar period in future. For classified and restricted distribution US publications, it is necessary to obtain USN approval before requisitioning, and hence a longer lead time must be expected.

Amendments, Changes, Revisions, Etc

15. Amendments and changes to publications are issued by DA (M) and SVSO without demand to holders of the parent publication, after clearance by the responsible technical authority when this is appropriate.

16. It is the responsibility of ships and establishments to examine the monthly Navy Order entitled *'Distribution of Publications, Magazines, Pamphlets and Amendments to Publications, Etc'* to ensure that they receive all updating material applicable to publications held. As the the EDP NAVPUB system is developed the status of books will be reflected in printouts (Paragraphs 22. to 25. below) and it will be the responsibility of holders to ensure updating material is received. In the light of experience with this system the issue of monthly Navy Orders may be discontinued.

17. Queries concerning updating material to publications are to be addressed to DA (M) or SVSO as appropriate, quoting the Navy Order in which the issue of the updating was notified.

Disposal

18. Current publications of the type handled by SVSO which are held surplus to requirements are to be returned to SVSO, and advice of their return forwarded to D of V (ABR 4/1968, Article 2504, refers).

19. Superseded and obsolete publications are to be destroyed on board or pulped, after STCs have been processed and approved in accordance with ABR 4, Article 1017. For publications classified confidential and above, the Certificate of Destruction on the STC is to be signed by two witnesses. SVSO is, however, to retain one copy of all superseded unclassified publications, for archival purposes.

20. Current publications of the type handled by DA (M) surplus to requirements are to be returned to that authority and advice of their return forwarded to D of V.

Promulgation of Allowances

21. A new system for recording allowances, distribution and status of publications, known as the 'EDP NAVPUB' system, will be introduced in the near future.

22. The EDP NAVPUB system will initially produce a printout for each user unit of an allowance list of all publications authorised for distribution, together with details of:

a. quantities issued to the unit by DA (M) and SVSO and
b. status of the publication, ie, latest change, amendment, etc, issued.

23. Subsequently, EDP will periodically produce a printout updated to show the current status of the publications, and in addition:

a. new publications allowed;
b. changes in quantity of publications allowed or supplied;
c. details of updating material, etc, issued since the last printout; and
d. publications to be returned, disposed of, etc.

24. If no changes have been effected since the last printout, the details will not be updated, but the printout will show a reference to this effect.

25. It is the responsibility of ships and establishments to ensure that holdings of publications are in accord with the printout as regards quantity and status. Any variation is to be represented immediately to the appropriate authority.

26. A separate Navy Order on this subject will be issued in the near future.

27. In the meantime, ABR 1 is not a reliable guide to allowances, is not being updated and will lapse as a reference to allowances when the EDP NAVPUB system is introduced.

General

28. ABR 4, Chapter 25, will be amended.

ANNEX A

PRO-FORMA A

FROM (Originator) TO (Administrative Authority)

Request For Publication of Australian or British Origin

Publication No
Title
Security Classification
Quantity Required
Distribution Required
Applicable Major Equipment or Weapon System
Reason Required
Target Date of Receipt

Submitted for consideration and recommendations regarding supply.

(Signed Originator)

Secretary, Department of the Navy
(Attention: D of V)

(Signed Administrative Authority)

PRO-FORMA B

FROM (Originator) TO (Administrative Authority)

Request For Publication of American Origin

Originator
Publication No
FSN
Title
Security/Requisitioning Status
Section, Part and Effective Date of NAVSUP 2002
Quantity Required
Distribution Required
Applicable Major Equipment or Weapon System
Manufacturer
Reason Required
Target Date for Receipt

Submitted for consideration and recommendations regarding supply.

(Signed Originator)

Secretary, Department of the Navy
(Attention: D of V)

(Signed Administrative Authority)

ANNEX B

Request For Publications

Reference: A. Your Request of
Publication No
FSN
Title

1. Action is being taken to arrange supply of the above publication
* from stocks held by SVSO, Sydney.
* by procurement from overseas.

2. It is requested that D of V Request No be quoted on future correspondence concerning this requirement.

D of V.

ANNEX C

Distribution of NAVSUP 2002

Section I—Index
Section VI—Navships Publications
Section VIII—A & B Ordnance Publications
Section VIII—C & D Air Publications
Section XI—Supply Publications

Section I

Canberra
NTS Library
DWE (DDG Desk)
DFSD

Melbourne
D of V
DSAP

Sydney
SVSO
Chief Staff Officer (Technical) FOCAF
SSA

RANAS, Nowra Technical Library
HMAS STALWART
ANA, Washington

Section VI, Parts 1, 2, 3 and 4

Canberra
NTS Library
DWE (DDG Desk)
DFSD

ANNEX C—*continued*

Melbourne
D of V
DSAP

Sydney
SVSO
Chief Staff Officer (Technical) FOCAF
SSA

RANAS, Nowra Technical Library
HMAS STALWART
ANA, Washington

Section VIII, Parts A and B

Canberra
NTS Library
DWE (DDG Desk)
DAS

Melbourne
D of V
DSAP

Sydney
SVSO
Chief Staff Officer (Technical) FOCAF
SSA

RANAS, Nowra Technical Library
HMAS STALWART
ANA, Washington

Section VIII, Parts C and D

Canberra
NTS Library
ACAE
DNAP

Melbourne
D of V
DSAP
D of S (Air)

Sydney
SVSO
SAMR
Chief Staff Officer (Technical) FOCAF
SSO (Air)
NSO (L)

RANAS, Nowra Technical Library (2)
Squadrons (4)
HMAS MELBOURNE
HMAS STALWART
ANA, Washington

ANNEX C—*continued*

Section XI

Canberra

NTS Library
DFSD
DSAP (C)

Melbourne

D of V
DSAP

Sydney

SVSO
Chief Staff Officer (Technical) FOCAF
SSA

RANAS, Nowra Technical Library

HMAS STALWART

ANA, Washington

(D of V 465/51/102)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 584-599/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7 October 1969.

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

21444/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

584 Maintenance and Correction of Chart Outfits.

585 Motor Transport—Registration and Identification of Commonwealth Owned Vehicles—Revised Re-registration Procedure.

SECTION 2—PERSONNEL

586 Mileage Allowance—Conditions and Rates for Members Serving Overseas on Long Term Duty.

SECTION 3—OPERATIONAL AND TRAINING

587 Recording of Aircrew Flying Times.

SECTION 4—EQUIPMENT, STORES AND SERVICING

588 Alteration and Addition Item—HMA Ships STUART and DERWENT.

589 Alteration and Addition Item—HMA Ships STUART and DERWENT.

590 Alteration and Addition Item—River Class Destroyers.

591 Canteen Stocks and Equipment in War Zones—Transportation and Insurance.

592 Fire Control—MRS 3 MOD 1—Gyro Air Supply Unit Type 1 MOD 3—Modification No AN6.

593 HMA Ships Main Boiler—Lubrication of Sliding Feet.

594 Machinery—Destroyer Escorts Type 12—Main Steam Turbines—CAF Gaskets for Astern Manoeuvring Valves.

595 Varnish RD1176 Red and Blue and Thinners—Transfer from Naval Stores to Armament Stores.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

596 Forms TM179 (AS2022) Report of Defective Material or Design and TM180 (AS2022a) Defect Aquaint.

597 New Type Wafer Seals.

598 Official Mails to HMA Ships Serving in the Strategic Reserve.

SECTION 6—ESTABLISHMENTS

599 HMA Naval Establishments Lifting Appliances and Associated Equipment Survey and Testing Requirements.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

584—Maintenance and Correction of Chart Outfits

1. Recent returns of chart folios to the Hydrographic Branch reveal an unsatisfactory standard of chart outfit maintenance and correction in some ships and establishments.

2. In HMA ships, RI 3510 places the responsibility for the maintenance and correction of chart outfits on the Navigating Officer. If the Navigating Officer does not carry out the duty personally, he is to ensure that personnel doing so are adequately supervised.

3. In shore establishments chart outfits are issued for planning purposes. To ensure their effectiveness officers holding outfits for navigation purposes are responsible that they are properly corrected and maintained. RANOPs Articles 0202 and 0204 are relevant.

(DNSD 1454/3/114)

UNCLASSIFIED

585—Motor Transport—Registration and Identification of Commonwealth Owned Vehicles—Revised De-registration Procedure

1. In future cases of de-registrations, one copy of the relevant Registration Certificate, with the de-registration section completed, is to be used in lieu of Form TS4/2 (Notification of Change form).

2. Current Registration Certificates do not have a de-registration section and these should be completed by inserting the required details on the backs of the certificates. The Application for Registration form is being reprinted and future issues will contain a de-registration section.

3. The Notification of Change form is still to be used for the transfer of vehicles, replacement of number plates and changes of vehicle particulars.

4. The Annex to Navy Order 258 of 1969 is therefore to be amended as follows:

Paragraph 6 (De-registration of Vehicles), *delete* existing instructions and *substitute:*

Notification of Changed Form	*Registration Certificate*	*Number Plates*
To be used ONLY if one or both number plates have been lost or stolen prior to de-registration Parts 1 and 3 to be completed and form signed by Responsible Officer	a. De-registration section to be completed showing method and date of disposal. To be signed by Responsible Officer b. One copy to Registry; one to be retained for 2 years c. Advise DSAP(M) of above action	Remove from vehicle *before* disposal and return to Registry for destruction

5. ABR 5013, Motor Transport Instructions will be amended in due course.

(DSAP 459/53/235)

(*Navy Order 258 of 1969*)

Section 2
PERSONNEL

UNCLASSIFIED

586—Mileage Allowance—Conditions and Rates for Members Serving Overseas on Long Term Duty

Navy Order 540 of 1969 is to be amended as follows:

Paragraph 9

Delete existing Paragraph 9 and *substitute* the following:

'9. **Holiday Travel and Private Use of Official Transport.** The rates specified in Paragraph 2 above or the appropriate rates approved for the country of posting, will, unless otherwise approved and specified for the country of posting, also apply:

a. to calculation of reimbursements for travel by a member to a holiday locality which is specified for the country of posting and to which fares for travel by another method otherwise would be reimbursed, provided that:

(1) the payment made does not exceed the cost of fares for travel by a single member to the designated holiday locality by the specified method, except that when more than one person having holiday fares entitlements travels in the vehicle, that actual direct land travel and car ferry costs (but not accommodation or meal costs) may be reimbursed, subject to the overall limitation that the figure reimbursed shall not exceed the cost of travel by two persons to the designated holiday locality by the specified method; and

(2) only one payment will be made in respect of each holiday fare entitlement.

b. where private use of official transport has been authorised by the Competent Authority to such travel. In addition, the cost of overtime paid to the driver is to be met by the member.'

(HPB 252/4/121)

(*Navy Order 540 of 1969*)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

587—Recording of Aircrew Flying Times

1. As a result of the introduction of the new Pilots Flying Log Book, amendment of section 1 of Chapter 62 of RI is necessary.

2. The amendments, which will be incorporated in RI by Amendment No 21, are as follows:

Article 6201. Captain of a naval aircraft.

a. Clause (1.)—*amend to read:*

'The Captain of a naval aircraft is the pilot authorised in the Flight Authorisation Book by the designated Authorising Officer as the Captain, or to be in command for a specific flight or flights.'

b. Clause (2.)—*amend to read:*

'2. No person is to be detailed as Captain unless he has been certified to be "qualified for appointment as Captain" in accordance with clause 4.'

c. *Add* new clauses (4.) and (5.):

'4. The Captain of a ship or air station is to certify any pilot under his command, upon recommendation by that pilots Squadron Commander, to be qualified for appointment as Captain of a particular type of aircraft, by making an entry in Section 1 of the Flying Log Book. This certification may be revoked, for good cause at any time by the Captain of a ship or air station having that pilot under his command, by writing "certificate revoked" across the certification and subscribing thereto his name, rank and posting, and the date of such revocation.'

'5. In certain circumstances the officer ordering an operation or exercise may designate an officer of aircrew category to be "commander" of the operation or exercise. This latter officer will assume responsibility for the operation or exercise as distinct from captaincy of an individual aircraft. Notwithstanding that he is borne in an aircraft taking part in the operation he is subject to the authority of the Captain as an occupant of that aircraft.'

Article 6202. Responsibilities of Captain of aircraft.

a. Clause (1.)—*add* new Paragraph (e):

'(e) that all the pilots normal responsibilities as laid down in Article 6204 are complied with.'

b. Clause (2.)—*omit.*

Article 6217. Abnormal load.

Clause (4.)—*omit* words 'or the pilot'.

Article 6225. Procedure for abandoning aircraft.

Clause (4.)—*omit* word 'pilot' and *insert* word 'Captain'.

(DNAP 1362/1/46)

Section 4
EQUIPMENT, STORES AND SERVICING

RESTRICTED

588—Alteration and Addition Item—HMA Ships STUART and DERWENT

The following Alteration and Addition Item is approved to be carried out in HMA Ships STUART and DERWENT:

Class List Item No 391 (Ex TDL 'NFFP').

a. *Item:* 'Provide JDA display in GDS5 TIU with 978 in addition to Radars LW02 and 293, by utilising spare cores in cables between the combined Radar Office and Operations Room and extending local wiring in Operations Room.'

b. Weight compensation for the additional 10 lb will be required for the item.

(CNTS 1224/272/182)

RESTRICTED

589—Alteration and Addition Item—HMA Ships STUART and DERWENT

The following Alteration and Addition Item is approved to be carried out in HMA Ships STUART and DERWENT:

Class List Item No 394 (Ex TDL 'NFFT').

a. *Item:* 'HMA Ships STUART and DERWENT.

To fit 1 in number Power and VSWR Indicator Pattern 5895/99/924/5755 for use with Outfit 667.'

b. Subject to the lifting of the weight moratorium the item will be given a mandatory status. At such time full weight compensation will be required.

(CNTS 1224/51/397)

RESTRICTED

590—Alteration and Addition Item—River Class Destroyers

The following Alteration and Addition Item is approved to be carried out in River Class Destroyers:

Class List Item No 393 (Ex TDL 'NFFU').

a. *Item:* 'To fit a 1½ inch bore three-way cock downstream of and adjacent to the extraction pump discharge valve of each turbo-generator, with a discharge to bilge to allow continued operation of either turbo-generator when its condensate is contaminated.'

b. Weight compensation of 60 lb is required for HMA Ships YARRA and PARRAMATTA. The item cannot be undertaken in HMA Ships STUART and DERWENT until the moratorium is lifted.

c. *Reference:* DCI 'A' Series No A17/67.

(CNTS 1224/51/395)

UNCLASSIFIED

591—Canteen Stocks and Equipment in War Zones—Transportation and Insurance

1. Essential canteen supplies consigned to HMA ships operating in war zones may be transported free in Commonwealth owned or controlled vessels 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 when undertaken by commercial means;

c. the goods being for sale to Australian personnel only, except as approved by Treasury from time to time.

2. Insurance cover for canteen stocks and equipment of HMA ships operating in war zones is provided by a War Damage Insurance Contingency Reserve Fund established by the RAN Central Canteens Board.

3. The Treasury have advised that they would consider reimbursing any loss of canteen stocks due, to enemy action, in excess of the amount in this Reserve Fund.

4. HMA ships should insure canteen stocks and equipment against normal losses.

5. Navy Orders 566 of 1966 and 329 of 1968 are hereby cancelled.

(DNA 201/51/29)

(*Navy Orders 566 of 1966 and 329 of 1968*)

RESTRICTED

592—Fire Control—MRS 3 MOD 1—Gyro Air Supply Unit Type 1 MOD 3—Modification No AN6

Ships, establishments and authorities concerned	HMA Ships YARRA, PARRAMATTA and DUCHESS, West Head Gunnery Range. Weapon Equipment Depots.
Type and mark of equipment ..	GASU Type 1 MOD 3.
Part of equipment affected	Compressor power drive.
Reason	To improve reliability of power drive by replacing 'Brammer' power drive with 'Kenyon' power drive.
Modification	To be carried out in accordance with DWS 3761—'Detailed Instructions for fitting Kenyon power drive to GASUs, Type 1 MOD 2 or 3'.
By whom	Dockyards.
Material required	Conversion kits (2 in No per GASU) are to be demanded from Weapon Equipment Depots when required.
When to be done	Category 1.
How to be treated	As defect action.
Disposal of redundant parts	To be returned to Weapon Equipment Depots for disposal.
Spare gear action	On completion of modification, ships staff are to take the following action—BR 226C Part 9 refers: a. *RETURN* Compressor Pulley, Index 139B Neoprene Belt, Index 144A Motor Pulley, Index 174A. b. *DEMAND* Tab Washer, Index 139A Compressor Pulley, Index 140A Pulley Bush, Index 140B Internal Tooth Power Drive Belt, Index 144B Motor Pulley, Index 174B Motor Pulley Bush, Index 174C.

Recording action .. .. .. Completion of modification is to be recorded in Planned Maintenance documentation and by Form AS2061Z to Navy Office.

(DWE 736/256/103)

UNCLASSIFIED

593—HMA Ships Main Boiler—Lubrication of Sliding Feet

1. Following reports of unsatisfactory service experience using grease XG274 for the lubrication of boiler sliding feet it has been decided to change to a high temperature silicon grease for this purpose. This high temperature silicon grease is manufactured to USA Specification MIL-L-15719A Amendment 3 and is already in use in RAN DDGs.

2. Supplies of this grease are being included in the three year period contract for lubricating oils and greases commencing from 1 September 1969. The grease will be known as 9150-00-257-5358 GREASE, SILICONE INSULATED, ELECTRIC MOTOR, and will be supplied in 8 oz packs by Dow Corning under Part Number DC44.

3. When commencing to use this lubricant, greasing lines are first to be cleaned and proved free before charging with 9150-00-257-5358 grease. After initial charging the grease is to be used in accordance with existing planned maintenance routines.

4. The use of this grease is to be restricted to the lubrication of boiler feet only and is not to be used for any other purpose unless Navy Office approval is first sought.

(ACDC 400/1/554)

RESTRICTED

594—Machinery—Destroyer Escorts Type 12—Main Steam Turbines—CAF Gaskets for Astern Manoeuvring Valves

Navy Order 414 of 1969 is to be amended as follows:

Paragraph 2

After 'CAF jointing' *insert* '(5330-66-013-8230 ASBESTOS SHEET, COMPRESSED)'.

After '150 lb' *insert* '-ft'.

(ACDC 1224/51/393)

(*Navy Order 414 of 1969*)

UNCLASSIFIED

595—Varnish RD1176 Red and Blue and Thinners—Transfer from Naval Stores to Armament Stores

1. As from the date of this order the responsibility for procurement and supply of the following stores will be transferred from SNSO, Sydney, to the Superintendent RANTE:

Pattern No 0442/774 Varnish RD1176 Blue.
Pattern No 0442/4289 Varnish RD1176 Red
Pattern No 0442/L59959 Thinners XYLOL for varnish RD1176.

2. On transfer the stores will be included in the Catalogue of Naval Armament Stores under the following headings:

408005 Varnish RD1176 Blue, Specification K821 (pints).
408018 Varnish RD1176 Red Specification K821 (pints).
408031 Thinners for Varnish RD1176 Blue and RD1176 Red Specification K821 (pints).

3. The varnish is used as a protective coating on British type torpedoes—the red for Special Fleet Practice torpedoes and the blue for other types.

4. Allowances to HMA ships which are as follows will be included in Warrants of Naval Armament Stores in due course:

	Allowance	
	408005 Varnish	*408031 Thinners*
Submarines (per submarine)	3 pints	1 pint
Darings (per ship) when fitted with torpedo tubes	32 pints	2 pints

(DAS 512/80/342)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

596—Forms TM179 (AS2022) Report of Defective Material or Design and TM180 (AS2022a) Defect Aquaint

1. This order incorporates amendments to the instructions for compiling and rendering reports of defective material or design formerly contained in Navy Orders 620 of 1965 and 652 of 1966, together with modification found necessary as the result of experience. Forms AS2022 and AS2022a are renumbered.

Form TM179—Purpose

2. This form is intended to provide a standard method of reporting failures of material or design deficiencies. In addition, by completing the relevant sections only and leaving the remainder blank, it is to be used for reporting:

a. Stores received with defective packaging or identification.
b. Discrepancies or omissions in technical handbooks or BRs dealing with the maintenance of hull machinery and equipment in ships.

Exceptions

3. Form TM179 (AS2022) is not to be used for reporting deficiencies:

a. Which by their nature should be subject to proposals on Form TM168 (AS1182) for Alterations and Additions.
b. In explosive and armament stores and ancillary equipment for which TW104, TW109 (AS1148 Series) forms should be used.
c. In airborne material (except torpedoes) which should be reported on Form TA121 (AA21).
d. In guided missiles or associated test equipment which are reported on Form TM179/AS2022 (GW/AW) (*see* Navy Orders 228 of 1967 and 76 of 1969 for details).
e. In publications other than those specified in Paragraph 2b.

Special Reports

4. Where the fault is considered by the originator to warrant urgent treatment, a signal message is to be sent as a precursor to the relevant Form TM179. In such cases, the signal should refer to the serial number of the intended TM179 and the later to the date-time-group of the signal. From time to time, special instructions will be issued by memorandum when more detailed background to a particular defect is required.

General Instructions

5. If full use is made of the space on Forms TM179, no covering letter is necessary. However, the import of the sections describing the discovery and details of the deficiency and proposals for its correction should not be obscured by stilted or unnecessarily abbreviated sentences. Wherever possible, the British, Australian or United States Specification for any material involved is to be included. Ships Officers and others concerned are directed to examine carefully any recurrent defects which may readily be classified as 'fair wear and tear' but which may in fact require reporting. It is stressed that the cumulative evidence of a deficiency is an important factor in determining the correct remedial action and in assessing its relative importance.

Originating Authorities

6. The following are authorised to raise Forms TM179:

a. *HMA SHIPS AND COMMISSIONED ESTABLISHMENTS.* Heads of Departments where of Lieutenant-Commanders rank and above. In other cases, the signature of both Captain and Head of Department are required.

b. *NAVAL OVERSEERS.* The Principal Naval Overseer or General Observer is to authorise Forms TM179 raised by Naval Overseers, the signatures of both being appended to Forms TM179.

c. *DOCKYARD OFFICERS.* Forms TM179 raised by Dockyard Officers are to be signed by the officer who initials the report and authorised by an Engineer Grade 4 or equivalent.

This restriction of originating authorities is designed to ensure the authenticity, correctness and completeness of Forms TM179 forwarded to Navy Office, and to accent the importance attached to these reports. A single report on Form TM179 will in future be fully investigated by the design authorities without necessarily waiting for an accumulation of corroborative evidence.

Forwarding of Reports

7. a. *Reports*—should be completed in Quintuplicate (except where shown below), copies being forwarded as follows:

Original and one copy

Hull and Miscellaneous, Marine Engineering } Director of Marine Engineering and Dockyards Navy Office Canberra

Weapon and Electrical Engineering } Director of Weapon and Electrical Engineering Navy Office Canberra

Two copies to the Administrative Authority. One copy to be forwarded to Navy Office with comments.

One copy for ships file.

Where sketches or photographs would aid investigation, they should be forwarded with the report.

Forwarding of Defective Items

8. Where defective items are forwarded, an additional copy is to be made and forwarded with the item. Such items should be consigned to the appropriate stores authority nearest to the dockyard at which the ship is normally refitted, to be held until required for investigation. All TM179 copies should include relevant store voucher and signal message date-time-group.

(DMED 464/251/50)

RESTRICTED

597—New Type Wafer Seals

1. An improved type wafer seal is available for ordering from SVSO, Sydney, on Management Code 5819, when stocks of the current type seal held by ships and establishments are exhausted. Details of the new seals and associated items are as follows:

Catalogue No	*Description*	*Denomination of Quantity*
7520-66-019-2187	Seals single	Ro of 500
7520-66-019-2211	Seals double	Ro of 1,000
7520-66-019-2209	Dispenser single	No
7520-66-019-2208	Dispenser double	No
7510-66-030-4493	Ink stamp pad	Bo 4 oz
7510-66-030-4527	Inking stamp pad	No

2. Dispensers are necessary for use with the new type seals. The dispensers already held by ships and establishments are suitable for use with these seals and should be obtained if not already held. Double rolls of seals will be issued only to those ships and establishments where the usage rate of seals is high. A special fugitive ink (available in 4 oz bottles) and new stamp pads should be ordered for overstamping the new seals with the currently held ship or establishment rubber stamp. Normal stamp pads or ordinary stamp pad ink must not be used.

3. Wafer seals and rubber stamps should be locked away when not in use in accordance with ACB 0337 Article 0847.

4. Seals are to be affixed to classified envelopes and packages in accordance with ACB 0337 Articles 0840-0844 inclusive.

5. As soon as possible after the receipt of envelopes and packages containing classified matter, the seals and general conditions are to be examined for any signs of tampering. If there is no evidence of tampering the seals are to be torn up before the envelopes are discarded as waste. If tampering is evident or suspected then action is to be taken in accordance with ACB 0337 Articles 0854-0855.

(SEO (S) 1617/206/71)

RESTRICTED

598—Official Mails to HMA Ships Serving in the Strategic Reserve

1. 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.

4. Navy Order 621 of 1966 is hereby cancelled.

(CEO (GS) 68/201/17)

(*Navy Order 621 of 1966*)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

599—HMA Naval Establishments Lifting Appliances and Associated Equipment Survey and Testing Requirements

Navy Order 318 of 1969 is to be amended as follows:

SECTION 1

1. General. 2nd Paragraph.

Add after, as applicable. 'For ship-board mounted equipment installed in Training Establishments, etc, eg, davits, etc, survey and test requirements are to be shown in Navy Order 341 of 1967 as applicable. For Weapon Equipments, eg, Lifting Beams, etc, for Gun Mountings the survey and test requirements are to be as shown on the applicable drawings and specifications.'

SECTION 2

3. **Fork Lift Trucks.**

Rating or Determination of Test Loads	Appliances in Service Before the Issue of this Navy Order Sub-paragraph b. *Add* after, The margin cited above '(ie, SWL = balancing test load × 0.95)'. *Delete* after all positions '(ie, SWL = balancing test load × 0.95)'.

6. **Associated Lifting Gear (Hooks, Rings, Shackles, etc).**

Test Loads	Hooks (Other than Ramshorn and High Tensile Steel) Sub-paragraph b. *Add* after SWL + 50 'tons'.

11. **Goods, Passenger and Vehicular Lifts.**

Test Loads	Sub-paragraph a. *Amend* 'March' to read 'April'

(ACDC 400/201/152)

(*Navy Orders 341 of 1967 and 318 of 1969*)

Navy Orders 408-463 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 600-607/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 October 1969.

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

21445/69

CONTENTS

No	*Title*
	SECTION 4—EQUIPMENT, STORES AND SERVICING
600	Alteration of Braiding of Uniforms of WRANS Officers at Melbourne—1969–70.
601	Alteration of Lacing of Uniforms, Etc, of RAN and RANR Officers at Melbourne and Sydney—1969–70.
602	Made-to-measure Uniforms—Availability of Commonwealth Government Clothing Factory Representatives in Sydney and Brisbane for Try on of Completed Uniforms.
603	Made-to-measure Uniforms for RANNS and WRANS Officers and WRANS at Melbourne and Sydney 1969–70.
604	Made-to-measure Uniforms for Sailors at Melbourne, Perth and Brisbane—1969–70.
605	Naval Dockyard Police—Made-to-measure Uniforms at Melbourne, Sydney and Perth—1969–70.
606	RAN, RANR and ASCC, Officers and Chaplains Made-to-measure Uniforms at Melbourne, Sydney, Perth and Brisbane—1969–70.
607	Uniform and Clothing Issuing Prices—Annual Revision.

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

600—Alteration of Braiding of Uniforms of WRANS Officers at Melbourne—1969-70

1. 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 from 1 August 1969:

Rank	*Coat, Womans*	*Shoulder Straps*
	$	$
On Promotion To—		
Third Officer	2.60	3.20
Second Officer	3.75	3.20
First Officer	3.65	3.20
Chief Officer	3.75	3.20
Superintendent	3.75	3.20
On Reversion To—		
Third Officer from A/Second Officer	3.15	3.20
Second Officer from A/First Officer	3.25	3.20
First Officer from A/Chief Officer	3.15	3.20
Chief Officer from A/Superintendent	3.15	3.20

Prices: Net, fob/for Melbourne.

2. Navy Order 630 of 1968 is hereby cancelled.

(D of V 930/52/40)

(*Navy Order 630 of 1968*)

UNCLASSIFIED

601—Alteration of Lacing of Uniforms, Etc, of RAN and RANR Officers at Melbourne and Sydney—1969-70

1. The prices applicable to alterations effected to RAN and RANR Officers Uniforms, etc, by official contractors, namely, Commonwealth Government Clothing Factory Miles Street, South Melbourne, during the period 1 August 1969, to 30 June 1970, Segrave Pty Ltd 213 George Street, Sydney, during the period 1 July 1969 to 30 June 1970, and Evers and Cohen Pty Ltd 16–22 Wentworth Avenue Sydney, during the period 1 July 1969 to 30 June 1970, are detailed in Annexes A and B of this order.

2. Navy Order 631 of 1968 is hereby cancelled.

(D of V 930/52/40)

(*Navy Order 631 of 1968*)

ANNEX A

Alteration of Lacing of Uniforms, etc, 1969-70

Rank	CGCF		Evers and Cohen Pty Ltd		Segrave Pty Ltd	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket Mess*	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$	$	$
On Promotion to—						
SUB-LIEUTENANT	6.10	3.40	—	—	—	—
LIEUTENANT	5.85	5.85	5.66	3.38	5.02	4.93
LIEUTENANT-COMMANDER	7.10	3.95	6.67	3.62	5.44	5.51
COMMANDER	7.70	4.00	7.62	3.69	6.32	5.58
CAPTAIN	10.85	4.00	8.14	3.69	7.63	5.58
COMMODORE	16.25	8.35	—	—	—	—
REAR-ADMIRAL (From Captain)	14.10	26.50	—	—	—	—
REAR-ADMIRAL (From Commodore)	18.65	26.50	—	—	—	—
VICE-ADMIRAL (From Rear-Admiral)	8.35	11.20	—	—	—	—
With Distinction Cloth Between Lace	As above		As above		Additional $0.30 per uniform	
Removal of gorget patch from shoulder straps of Midshipmen and replacing to rank of A/Sub-Lieutenant	3.40	—	—	—	—	—
Replacement of Collar of Coat, Undress, of Midshipmen—						
Cloth, wool, serge No 2	2.75	—	—	—	—	—
Cloth, wool, venetian No 1	2.90	—	—	—	—	—
Cloth, wool, barathea No 2	2.80	—	—	—	—	—
Replacement of Peak of Cap on promotion to—						
Commander	9.30	—	—	—	—	—
Rear-Admiral	11.20	—	—	—	—	—
Replacement and sewing on of buttons on promotion to Rear-Admiral—						
Coat, undress	3.35	—	—	—	—	—
Jacket, mess, blue	2.40	—	—	—	—	—
Vest, mess, blue	1.25	—	—	—	—	—
Removal of letter 'R' from Lacing or shoulder straps of Reserve Officers Uniform on transfer to the RAN	0.50	—	—	—	—	—
On Reversion to—						
SUB-LIEUTENANT (From A/Lieutenant)	—	—	3.22	2.17	2.90	3.26
LIEUTENANT (From A/Lieutenant-Commander)	4.40	3.15	4.62	2.71	4.21	3.91
LIEUTENANT-COMMANDER (From A/Commander)	7.10	3.65	6.09	3.32	5.44	4.56
COMMANDER (From A/Captain)	8.15	3.15	4.03	2.71	2.90	3.26
CAPTAIN (From Commodore)	17.95	7.80	—	—	—	—
With Distinction Cloth Between Lace—						
SUB-LIEUTENANT (From A/Lieutenant)	—	—	3.42	2.17	3.20	3.56
LIEUTENANT (From Lieutenant-Commander)	—	—	4.82	2.91	4.51	4.21
LIEUTENANT-COMMANDER (From A/Commander)	As above		6.19	3.32	5.74	4.86
COMMANDER (From A/Captain)	—	—	4.23	2.91	3.20	3.56
CAPTAIN (From Commodore)	—	—	—	—	—	—
Replacement of Peak of Cap on reversion to—						
LIEUTENANT-COMMANDER (From A/Commander)	1.45	—	—	—	—	—
COMMODORE or Captain (From A/Rear-Admiral)	8.45	—	—	—	—	—
Replacement and sewing on of buttons on reversion from A/Rear-Admiral to Commodore or Captain—						
COAT, undress	3.25	—	—	—	—	—
JACKET, mess, blue	2.40	—	—	—	—	—
VEST, mess, blue	1.70	—	—	—	—	—

21445/69—2

ANNEX B

Relacing of Uniforms, Etc, (Where Removal of Old Lace is Involved) 1969-70

Rank	*CGCF*		*Evers and Cohen Pty Ltd*		*Segrave Pty Ltd*	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket Mess*	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$	$	$
SUB-LIEUTENANT	—	—	9.02	6.62	9.45	6.22
LIEUTENANT	12.00	8.95	11.23	6.91	12.87	7.23
LIEUTENANT-COMMANDER	14.40	10.05	13.70	8.97	15.40	8.17
COMMANDER	15.00	10.15	13.98	8.54	16.28	8.24
CAPTAIN	18.00	11.00	16.02	9.29	19.06	9.28
COMMODORE	15.95	10.55	—	—	—	—
REAR-ADMIRAL	18.05	—	—	—	—	—
VICE-ADMIRAL	21.40	—	—	—	—	—
With Distinction Cloth Between Lace—						
SUB-LIEUTENANT	—	—	9.39	6.88	9.75	6.52
LIEUTENANT	—	—	11.53	7.21	13.17	7.53
LIEUTENANT-COMMANDER	—	—	13.80	9.05	15.70	8.47
COMMANDER	—	—	14.28	8.85	16.58	8.54
CAPTAIN	As above		16.32	9.59	19.36	9.58
COMMODORE	—	—	—	—	—	—
REAR-ADMIRAL	—	—	—	—	—	—
VICE-ADMIRAL	—	—	—	—	—	—
Additional cost for letter 'R' to be inserted in the curl of the lace	1.20	1.20	0.55	—	0.30	—

Note: a. The prices of all alterations effected by the Commonwealth Government Clothing Factory include the cost of distinction cloth between the lace where required.

b. Segrave Pty Ltd and Evers and Cohen Pty Ltd are co-contractors. All official orders are to be placed as far as possible with the contractor offering the lower price.

Prices: Commonwealth Government Clothing Factory—Nett, fob/for Melbourne. Segrave Pty Ltd—Nett, Evers and Cohen Pty Ltd—Nett.

(D of V 930/52/40)

(*Navy Order 631 of 1968*)

UNCLASSIFIED

602—Made-to-Measure Uniforms—Availability of Commonwealth Government Clothing Factory Representatives in Sydney and Brisbane for Try on of Completed Uniforms

1. Details of contracts arranged with the Commonwealth Government Clothing Factory for supply of made-to-measure uniforms to RAN personnel during 1969–70 have been promulgated in Australian 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 Dymocks Building George St Sydney.

Brisbane—Room 4 First Floor ANZ Bank Building Cnr George and Herschel Sts Brisbane.

3. This arrangement should ensure that the customer is completely satisfied before taking delivery of garments. If uniforms are acceptable, facilities are available for purchasers to make payment through 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 636 of 1968 is hereby cancelled.

(D of V 930/52/40)

(*Navy Order 636 of 1968*)

UNCLASSIFIED

603—Made-to-Measure Uniforms for RANNS and WRANS Officers and WRANS at Melbourne and Sydney—1969-70

1. The Official Contractors for made-to-measure uniforms for RANNS and WRANS Officers and Wrans at Melbourne and Sydney for 1969–70 are listed in the following Annexes:

Melbourne—Annex A

(WRANS and RANNS Officers and Wrans)	Commonwealth Government Clothing Factory Miles Street South Melbourne Vic 3205

(Prices operative from 1 August 1969)

Sydney—Annex B

(RANNS and WRANS Officers and Wrans)	Bishop and White Pty Ltd 1 Lee St Sydney NSW 2000

(Prices operative during the period 1 July 1969 to 30 June 1970)

Melbourne—Annex C

(RANNS and WRANS Officers and Wrans)	I. L. Wise 360 Lt Bourke St Melbourne Vic 3000

(Prices operative during the period 1 July 1969 to 30 June 1970)

2. The terms of the contracts are as follows:

Commonwealth Government Clothing Factory	Nett fob/for Melbourne
Bishop & White Pty Ltd	2½ per cent within 30 days
I. L. Wise	2½ per cent within 30 days

3. The conditions governing the purchases of uniforms under these contracts are contained in ABR 93, Chapter 26.

4. Members 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 pattern and that they are liable to disciplinary action if incorrect uniform is worn.

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

6. Navy Order 143 and 214 of 1969 are herby cancelled.

ANNEX A

Commonwealth Government Clothing Factory—Made-to-measure Uniforms for RANNS and WRANS Officers 1969-70

Item	*Price* $
Coat, womans, cloth, wool, barathea No 1	37.85
Coat, womans, cloth, wool, barathea No 2	38.40
Coat, womans, cloth, wool, venetian No 1	40.85
Greatcoat, womans, officer, with shoulder straps	*
Shoulder straps, WRANS (plain)	2.70
Shoulder straps, RANNS, Matron	17.20
Shoulder straps, RANNS, Suptg Sister	17.60
Shoulder straps, RANNS, Senior Sister	14.50
Shoulder straps, RANNS, Sister	14.50
Skirt, womans, cloth, wool, barathea No 1	10.40
Skirt, womans, cloth, wool, barathea No 2	10.75
Skirt, womans, cloth, wool, venetian No 1	12.35

* Price to be advised

Braiding: Per Coat and per pair Shoulder Straps for—	
Superintendent	4.25
Chief Officer	3.70
First Officer	3.60
Second Officer	3.15
Third Officer	2.60

Commonwealth Government Clothing Factory—Made-to-measure Uniforms for WRANS 1969-70

Item	*Price* $
Coat, womans, cloth, wool, twill No 1, w/horn buttons	*
Dress, womans, white	*
Raincoat, womans	23.30
Skirt, womans, cloth, wool, serge No 1	9.00
Skirt, womans, cloth, wool, twill No 1	*
Slacks, womens, cloth, wool, serge No 1	10.20
Slacks, womens, drill, blue	6.95

* Prices to be advised

ANNEX B

Bishop and White Pty Ltd, Sydney—Made-to-measure Uniforms for RANNS and WRANS Officers and WRANS 1969-70

Item	*Price* $
RANNS Officers—	
Cape, womens, cloth, wool, venetial No 1	20.00
Cape, womans, cloth, wool, barathea No 2	20.60
Cloak, womans, cloth, wool, gabardine	34.00
Coat, womans, cloth, wool, venetial No 1	38.45
Coat, womans, cloth, wool, barathea No 1	34.85
Coat, womans, cloth, wool, barathea No 2	35.45
Skirt, womans, cloth, wool, venetian No 1	16.80
Skirt, womans, cloth, wool, barathea No 1	15.00
Skirt, womans, cloth, wool, barathea No 2	15.60
WRANS Officers—	
Coat, womans, cloth, wool, venetian No 1 (including shoulder flashes)—	
Superintendent	40.00
First Officer	39.50
Second Officer	39.50
Third Officer	39.50
Coat, womans, cloth, wool, barathea No 1 (including shoulder flashes)—	
Superintendent	36.40
First Officer	35.90
Second Officer	35.90
Third Officer	35.90
Coat, womans, cloth, wool, barathea No 2 (including shoulder flashes)—	
Superintendent	37.00
First Officer	36.50
Second Officer	36.50
Third Officer	36.50
Skirt, womans, cloth, wool, venetian No 1	16.80
Skirt, womans, cloth, wool, barathea No 1	15.00
Skirt, womans, cloth, wool, barathea No 2	15.60
Wrans—	
Coat, womans, cloth, wool, twill No 1 (including shoulder flashes)	33.80
Skirt, womans, cloth, wool, twill No 1	14.00

Notes: Additional amounts are chargeable for the following extras which may be required on uniforms being manufactured:

EXTRA—	
Sewing on of badges and medal ribbons	$2.50 per garment
Sewing on of shoulder flashes 'Australia'	$1.00 per garment

ANNEX C

I. L. Wise, Melbourne—Made-to-measure Uniforms for RANNS and WRANS Officers and WRANS—1969-70

Item	*Price* $
RANNS Officers—	
Coat, womans, cloth, wool, venetial No 1	31.75
Coat, womans, cloth, wool, barathea No 1	28.85
Coat, womans, cloth, wool, barathea No 2	29.45
Skirt, womans, cloth, wool, venetian No 1	15.25
Skirt, womans, cloth, wool, barathea No 1	11.55
Skirt, womans, cloth, wool, barathea No 2	11.90
Attachment of becketts to RANNS Officers' coats	0.55
WRANS Officers—	
Coat, womans, cloth, wool, venetian No 1	31.75
Coat, womans, cloth, wool, barathea No 1	28.85
Coat, womans, cloth, wool, barathea No 2	29.45
Skirt, womans, cloth, wool, venetian No 1	15.25
Skirt, womans, cloth, wool, barathea No 1	11.55
Skirt, womans, cloth, wool, barathea No 2	11.90
Braiding of sleeves of WRANS Officers' coats—	
Superintendent	6.34
Chief Officer	5.24
First Officer	5.14
Second Officer	4.14
Third Officer	3.10
Attachment of shoulder flashes 'Australia' (Price includes cost of flash)	0.68
Wrans—	
Coat, womans, cloth, wool, twill No. 1, w/gilt buttons, CPO	27.68
Coat, womans, cloth, wool, twill No 1, w/gilt buttons, PO	26.96
Coat, womans, cloth, wool, twill No 1, w/horn buttons,	26.60
Shirt, womans, cloth, wool, twill No 1	10.55
Attachment of shoulder flashes 'Australia' (Price includes cost of flash)	0.68 per coat
Sewing on of Badges	0.25 per coat
Sewing on of medal ribbons	1.00 per coat

(Badges and medal ribbons to be supplied by the individual)

(D of V 930/52/40)

(*Navy Orders 143 and 214 of 1969*)

UNCLASSIFIED

604—Made-to-Measure Uniforms for Sailors at Melbourne, Sydney, Perth and Brisbane—1969-70

1. The official contractors for made-to-measure uniforms for RAN sailors for 1969–70 are:

Melbourne	Commonwealth Government Clothing Factory Miles Street South Melbourne Vic 3205
Sydney	Evers and Cohen 16–22 Wentworth Avenue Sydney NSW 2000
Perth	Carter and Foley Pty Ltd 370 Murray Street Perth WA 6000
Brisbane	M. Leiboff and Son 96 Brunswick Street Fortitude Valley Brisbane Qld 4006

2. The prices which will operate in Sydney, Brisbane and Perth during the period 1 July 1969 to 30 June 1970, and in Melbourne during the period 1 August 1969 to 30 June 1970, are as follows:

Sailors, Class I, II and III

Item	*CGCF Melbourne*	*Evers and Cohen, Sydney*	*Carter and Foley Pty Ltd, Perth*	**M. Leiboff and Son, Brisbane*
	$	$	$	$
BLAZER, MANS, cloth, wool, flannel, worsted, blue, single breasted, pockets unbadged, Junior Recruits (Topmen) ..	—	—	22.00	—
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, CPO	34.65	28.53	38.50	36.88
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, PO ..	34.25	27.75	38.00	36.48
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, w/o cuff buttons (NAA)	—	27.81	—	—
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, CPO (ASCC)	—	27.81	—	—
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, PO (ASCC)	—	27.26	—	—
COAT, MANS, drill, white, with blue facings, w/o buttons	6.60	—	—	—
COAT, MANS, drill, white, with gilt buttons, CPO	7.55	—	—	15.78
COAT, MANS, drill, white, with gilt buttons, PO	6.65	—	14.50	14.80
COAT, MANS, drill, white, w/o buttons, Class I and III	6.10	8.86	—	14.20
COAT, MANS, drill, white, with buttons, Class I and III	—	9.55	—	—
JACKET, MANS, cloth, cotton, twill, working dress	9.40	—	—	—
JACKET, MANS, cloth, wool, serge No 1, working dress (NAA)	13.20	21.24	—	—
JACKET, MANS, cloth, wool, serge No 2, working dress	13.10	—	—	—
JUMPER, MANS, cloth, wool, serge No 1	8.90	15.30	10.00	—
JUMPER, MANS, drill, white ..	4.85	10.16	—	—
RAINCOAT, MANS, sailor	28.20	—	—	—
TROUSERS, MENS, action working ..	6.15	—	—	—
TROUSERS, MENS, cloth, wool, melange, grey, Junior Recruit (Topmen) ..	—	—	15.00	—
TROUSERS, MENS, cloth, wool, serge No 1, Class II	10.60	11.46	15.00	—

Item	*CGCF Melbourne*	*Evers and Cohen, Sydney*	*Carter and Foley Pty Ltd, Perth*	**M. Leiboff and Son, Brisbane*
	$	$	$	$
TROUSERS, MENS, cloth, wool, serge No 1, gymnastic	9.35	—	—	—
TROUSERS, MENS, cloth, wool, serge No 1, working dress (NAA)	12.60	15.75	—	—
TROUSERS, MENS, cloth, wool, serge No 2, Class I and III	11.20	11.94	15.00	13.64
TROUSERS, MENS, cloth, wool, serge No 2, working dress	12.50	—	—	—
TROUSERS, MENS, drill, white, Class I and III	4.60	6.62	8.00	9.10
TROUSERS, MENS, drill, white, Class II	4.85	7.07	—	—
Extra Charges—				
Sewing on of badges, etc	—	1.30 per garment	1.00 garment	—
Taping on bottoms of Class II trousers	—	—	0.30 pair	—
Sewing on Shoulder Flash, 'Australia' ..	—	—	0.50 pair	0.84 per coat
Affixing letter 'SC'	—	—	—	1.00 per coat

* For supply of Private Orders only.

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. $0.50 deposit.
M. Leiboff and Son	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 142 of 1969 is hereby cancelled.

(D of V 930/52/40)

(*Navy Order 142 of 1969*)

UNCLASSIFIED

605—Naval Dockyard Police—Made-to-Measure Uniforms at Melbourne, Sydney and Perth—1969-70

1. Made-to-measure uniforms for Naval Dockyard Police may be obtained from the Commonwealth Government Clothing Factory Miles Street South Melbourne, during the period 1 August 1969 to 30 June 1970, and Evers and Cohen Pty Ltd 16–22 Wentworth Avenue Sydney, and Carter and Foley Pty Ltd 370 Murray Street Perth, during the period 1 July 1969 and 30 June 1970.

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, MANS, cloth, wool, serge No 2, Chief Inspector, w/buttons	47.35	50.56	—
COAT, MANS, cloth, wool, serge No 2, Inspector, w/buttons	44.95	47.08	—
COAT, MANS, cloth, wool, serge No 2, Sub-Inspector, w/buttons	41.90	42.09	—
COAT, MANS, cloth, wool, serge No 2, Police, w/buttons	33.95	26.86	38.00
SHIRT, MANS, cotton/polyester, khaki	—	6.36	—
SHOULDER STRAPS, Chief Inspector, Police	8.05	—	—
SHOULDER STRAPS, Inspector, Police	6.95	—	—
SHOULDER STRAPS, Sub-Inspector, Police	6.35	—	—
TROUSERS, MENS, cloth, wool, serge No 2, Officer, Police	As required	13.95	—
TROUSERS, MENS, cloth, wool, serge No 2, Police	11.20	11.94	15.00
TROUSERS, MENS, cloth, wool/polyester, khaki, Police	7.70	9.24	—

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 $0.50 deposit.

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 Orders 634 of 1968 and 144 of 1969 are hereby cancelled.

(D of V 930/52/40)

(*Navy Orders 634 of 1968 and 144 of 1969*)

UNCLASSIFIED

606—RAN, RANR and ASCC, Officers and Chaplains Made-to-Measure Uniforms at Melbourne, Sydney, Perth and Brisbane—1969-70

1. The official contractors for made-to-measure uniforms for RAN and RANR Officers and Chaplains for 1969–70 are listed in the following Annexes:

Sydney

Annex A—RAN, RANR and ASCC Officers	Evers and Cohen Pty Ltd 16–22 Wentworth Avenue Sydney 2000
Annex B—Chaplains	Evers and Cohen Pty Ltd 16–22 Wenwtorth Avenue Sydney 2000

Perth

Annex C—RAN, RANR and ASCC Officers	Carter and Foley Pty Ltd 370 Murray Street Perth 6000

Melbourne

Contracts are being negotiated with David Klein Pty Ltd, 23 Lincoln Square, Carlton and I. L. Wise, 360 Little Bourke Street, Melbourne. Details will be promulgated.

Brisbane

Annex D—RAN, RANR and ASCC Officers	M. Leiboff and Son 95 Brunswick Street Fortitude Valley Brisbane 4006
Annex E—RAN, RANR and ASCC Officers	Commonwealth Government Clothing Factory Miles Street South Melbourne 3205
Annex F—Chaplains	Commonwealth Government Clothing Factory Miles Street South Melbourne 3205

2. Terms of the contracts are as follows:

Commonwealth Government Clothing Factory	Net, fob/for Melbourne.
Evers and Cohen Pty Ltd	2½ per cent—30 days.
Carter and Foley Pty Ltd	Nett, $0.50 deposit.
M. Leiboff and Son	Nett, deposit 33⅓ per cent of purchase price.

3. The conditions governing the purchase of uniforms under these contracts are contained in ABR 93, Chapter 26.

4. Navy Orders 635 of 1968 and 145 of 1969 are hereby cancelled.

ANNEX A

Evers and Cohen Pty Ltd—Sydney

Made-to-measure Uniforms for Officers 1969-70

Rank	*Cloth, Wool, Serge No 2*		*Cloth, Wool, Venetian No 1*			*Cloth, Wool, Barathea No 2*			*Shoulder Straps (per pair)*
	Coat, Undress	*Jacket, Mess*	*Coat, Undress*	*Coat, Undress, Tail*	*Jacket, Mess*	*Coat, Undress*	*Coat, Undress, Tail*	*Jacket, Mess*	
	$	$	$	$	$	$	$	$	$
RAN									
OFFICER (Unlaced) ..	36.66	—	38.59	—	—	35.54	—	—	—
SUB-LIEUTENANT ..	41.35	41.40	49.05	—	45.17	46.30	—	42.48	5.51
LIEUTENANT ..	45.96	44.34	53.00	—	49.04	49.96	—	46.35	6.08
LIEUTENANT-COMMANDER	45.82	46.70	56.38	—	50.21	53.33	—	47.52	7.15
COMMANDER ..	49.97	49.28	56.88	—	54.65	53.84	—	51.96	7.21
CAPTAIN	54.72	51.44	60.50	97.27	57.33	57.45	93.51	53.63	9.14
REAR-ADMIRAL ..	57.33	54.89	63.61	98.26	61.32	60.56	94.50	58.63	25.18
RANR									
SUB-LIEUTENANT ..	41.76	41.91	49.46	—	45.64	46.41	—	42.96	6.45
LIEUTENANT ..	46.37	44.74	53.41	—	50.45	50.36	—	46.75	7.01
LIEUTENANT-COMMANDER	47.23	49.10	56.78	—	50.61	52.72	—	47.92	8.07
COMMANDER ..	50.37	49.68	57.29	—	55.06	54.24	—	52.37	8.13
ASCC									
SUB-LIEUTENANT ..	42.17	41.06	49.57	—	44.38	46.51	—	41.70	6.14
LIEUTENANT ..	46.49	44.92	53.51	—	46.36	50.46	—	43.67	6.99

Notes: a. Above prices include cost of attaching shoulder flashes 'AUSTRALIA'.
b. Addition of distinction cloth between lace when required—$0.56 per coat.
c. Addition of Decoration and Medal Ribbons (to be supplied by Officer)—$1.30 per coat.
d. Addition of attachment for Aiguillette (to be supplied by Officer)—$1.30 per coat.
e. Primary Contractor for official orders.

ANNEX 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, Barathea No 2*
	$	$	$	$	$	$
CLOAK, boat	—	—	—	—	60.33	—
COAT, mans, bush, drill, white (for Commander and above)	14.75	—	—	—	—	—
COAT, mans, drill, white, officer, with gilt buttons ..	9.51	—	—	—	—	—
COAT, mans, drill, white, officer, without buttons ..	8.55	—	—	—	—	—
JACKET, mans, mess, drill, white, officer, with gilt buttons	8.95	—	—	—	—	—
JACKET, mans, mess, drill, white, officer, without buttons	7.99	—	—	—	—	—
RAINCOAT, mans, officer	—	—	28.33	—	—	—
TROUSERS, mens, officer	6.77	—	—	12.30	17.74	15.58
TROUSERS, mens, officer (with gold lace)	—	—	—	—	57.16	—
TROUSERS, mens, mess, officer	—	—	—	12.30	17.74	15.58
VEST, mans, mess, officer	—	5.94	—	9.63	12.35	11.63

Khaki Clothing

Officers Taking up Appointment in North America or Asian or South-east Asian area

COAT, mans, cloth, wool, gabardine, khaki	$34.74 each
COAT, mans, drill, khaki	$13.69 each
TROUSERS, mens, cloth, wool, gabardine, khaki	$15.44 per pair
TROUSERS, mens, drill, khaki	$7.19 per pair

Working Dress

JACKET, mans, cloth, wool, serge No 1, working dress	$19.30 each
JACKET, mans, cloth, wool, serge No 2 working dress	$19.35 each
TROUSERS, mens, cloth, wool, serge No 1, working dress	$13.84 per pair
TROUSERS, mens, cloth, wool, serge No 2, working dress	$13.84 per pair

Note: Permanent creasing, by Si-Ro-Set method, of trousers, can be effected, if desired, at an additional cost of $0.46 per pair.

Note: Coat, mans, cloth, wool/polyester, khaki—$29.54 each .. .. .. } Material to be supplied by contractor.
Trousers, mens, cloth, wool/polyester, khaki—$6.10 per pair .. .. }

ANNEX B

Evers and Cohen Pty Ltd Sydney

Made-to-measure Uniforms for Naval Chaplains 1969-70

Item	*Price*
	$
COAT, mans, undress (without gold lace)—	
Cloth, wool, venetian No 1	38.59
Cloth, wool, serge No 2	36.66
Cloth, wool, barathea No 2	35.54
TROUSERS, MENS, OFFICER—	
Cloth, wool, venetian No 1	17.74
Cloth, wool, serge No 2	12.30
Cloth, wool, barathea No 2	15.58
JACKET, dinner—	
Cloth, wool, venetian No 1	54.50
Cloth, wool, serge No 2	41.98
Cloth, wool, barathea No 2	51.45

ANNEX C

Carter and Foley Pty Ltd Perth

Made-to-measure Uniforms for Officers 1969-70

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Venetian No 1*	*Cloth, Wool, Barathea No 2*
	$	$	$	$
Coat, mans, drill, white, Officer, without buttons	13.50	—	—	—
Coat, mans, undress, Officer (unlaced) ..	—	38.50	47.00	41.50
Trousers, mens, Officer	8.00	15.00	17.00	15.00

Notes: Additional costs for:

a. Affixing gold lace to coat, undress:

Rank	—	*Machine Sewn*	*Hand Sewn*
		$	$
Sub-Lieutenant	per coat	4.50	5.00
Lieutenant	per coat	7.00	7.50
Lieutenant-Commander	per coat	8.75	9.50
Commander	per coat	9.50	10.50
Captain	per coat	12.00	13.00

ANNEX C—*continued*

b. Alteration of lacing consequent upon promotion or reversion:

Rank	—	*Machine Sewn*	*Hand Sewn*
		$	$
Sub-Lieutenant	per coat	6.50	7.50
Lieutenant	per coat	9.00	10.00
Lieutenant-Commander	per coat	11.00	12.00
Commander	per coat	12.00	13.00
Captain	per coat	14.00	15.00

c. Affixing letter 'R' or 'A' .. .. $1.00 per uniform

d. Affixing distinction cloth between lace when required .. $2.50 per strip

e. Affixing shoulder flashes 'Australia' on coats and jackets $0.50 per coat

ANNEX D

M. Leiboff and Son Brisbane

Made-to-measure Uniforms for Officers 1969-70

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Venetian No 1*	*Cloth, Wool, Barathea No 2*
	$	$	$	$
Coat, mans, cloth, wool, Officer (unlaced) ..	—	33.87	42.57	39.73
Coat, mans, drill, white, with gilt buttons ..	15.42	—	—	—
Coat, mans, drill, white, without gilt buttons ..	14.50	—	—	—
Trousers, mens, Officer	9.10	13.37	17.65	15.52

Notes:

a. Official order may be lodged for blue undress uniforms only.

b. Additional costs for:

(1) Affixing gold lace to coat, undress:

Rank	—	*RAN and RANR*	*ASCC*
		$	$
Sub-Lieutenant	per coat	5.20	5.20
Lieutenant	per coat	8.10	8.10
Lieutenant-Commander	per coat	10.63	10.63
Commander	per coat	12.20	—
Captain	per coat	14.40	—

ANNEX D—*continued*

(2) Alteration of lacing consequent upon promotion or reversion:

Rank	—	*RAN and RANR*	*ASCC*
		$	$
Sub-Lieutenant	per coat	7.20	7.20
Lieutenant	per coat	10.10	10.10
Lieutenant-Commander ..	per coat	12.63	12.63
Commander	per coat	14.20	—
Captain	per coat	16.40	—

(3) Affixing letter 'R' .. .. .. $1.00 per coat.

(4) Affixing shoulder flashes 'Australia' .. .. $0.84 per coat.

ANNEX E

Commonwealth Government Clothing Factory Melbourne

Made-to-measure Uniforms for Officers 1969-70

Rank	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Venetian No 1*			*Cloth, Wool, Barathea No 2*			*Shoulder Straps (per pair)*
	Coat, Mans, Undress, Officer	*Coat, Mans, Undress, Officer*	*Coat, Mans, Undress, Tail, Officer*	*Jacket, Mans, Mess, Officer*	*Coat, Mans, Undress, Officer*	*Coat, Mans, Undress, Tail, Officer*	*Jacket, Mans, Mess, Officer*	
	$	$	$	$	$	$	$	$
Midshipman (with white turn backs)	38.55	44.25	—	42.00	41.40	—	39.85	4.25
Sub-Lieutenant	43.10	48.80	—	46.55	45.95	—	44.40	6.35
Lieutenant	46.15	51.85	—	49.60	49.00	—	47.45	6.95
Lieutenant-Commander ..	48.55	54.25	—	52.00	51.40	—	49.85	8.05
Commander	49.15	54.85	—	52.60	52.00	—	50.45	8.15
Captain	52.15	57.85	68.60	55.60	55.00	65.75	53.45	9.00
Commodore	50.10	55.80	66.55	53.55	52.95	63.70	51.40	8.55
Rear-Admiral	52.20	57.90	68.65	55.65	55.05	65.80	53.50	27.40
Vice-Admiral	55.55	61.25	72.00	59.00	58.40	69.15	56.85	30.30

Uniforms for Officers—RANR

The above schedule of prices is applicable, with the addition of—$1.20 per garment or per set of shoulder straps for the addition of letter 'R'.

Uniforms for Officers—ASCC

The above schedule of prices less (i) $0.20 for uniform coats (ii) $0.50 per pair shoulder straps } is applicable—ASCC Officers do not wear shoulder flashes 'Australia'.

Note: The above prices include the cost of distinction cloth between lace where required.

Prices: Net, for/fob Melbourne.

ANNEX E—*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, Barathea No 2*
	$	$	$	$	$	$
Cloak, boat	—	—	—	—	38.55	35.35
Coat, mans, bush, drill, white (for Commander and above)	14.50	—	—	—	—	—
Coat, mans, drill, white, Officer, with gilt buttons ..	8.75	—	—	—	—	—
Coat, mans, drill, white, Officer, without buttons ..	7.45	—	—	—	—	—
Jacket, mans, mess, drill, white, Officer, with gilt buttons	9.80	—	—	—	—	—
Jacket, mans, mess, drill, white, Officer, without buttons	8.00	—	—	—	—	—
Raincoat, mans, Officer	—	—	26.85	—	—	—
Trousers, mans, Officer, plain	5.55	—	—	11.70*	16.35	14.10
Trousers, mens, Officer, mess dress	—	—	—	—	16.35	14.10
Vest, mans, mess, Officer	—	—	—	—	12.15	11.45

	$
Lace, gold, $\frac{9}{16}$ inch (complete with curl, ready for placing on cuffs)	3.85 per pair
Lace, gold, $\frac{1}{2}$ inch (complete with curl, ready for placing on shoulder straps)	2.30 per pair

Khaki Clothing

Officers Taking up Appointment in North America or South-east Asian Area

	$
Coat, mans, cloth, wool/polyester, khaki, with buttons	37.30 each
Coat, mans, drill, khaki	17.40 each
Trousers, mens, cloth, khaki, wool/polyester	9.15* pair
Trousers, mens, drill, khaki	7.55* 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: Net, for/fob Melbourne.

ANNEX F

Commonwealth Government Clothing Factory, Melbourne—Made-to-measure Uniform for Naval Chaplains

Item	*Price*
	$
COAT, MANS, undress, black serge cloth (without gold lace) ..	37.55
COAT, MANS, undress, serge No 2	37.00
COAT, MANS, undress, venetian No 1	42.70
COAT, MANS, undress, barathea No 2	39.85
TROUSERS, MENS, black serge cloth	12.15
TROUSERS, MENS, serge No 2	11.70
TROUSERS, MENS, venetian No 1	16.35
TROUSERS, MENS, barathea No 2	14.10

(D of V 930/52/40)

(Navy Orders 635 of 1968 and 216 of 1969)

UNCLASSIFIED

607—Uniform and Clothing Issuing Prices—Annual Revision

1. The issuing prices of uniform and clothing have been revised with effect from 1 September 1969. 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 629 of 1968 is hereby cancelled.

(D of V 903/52/40)

(Navy Order 629 of 1968)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

ANOs 608-616/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 October 1969

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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21709/69

CONTENTS

No *Title*

SECTION 2—PERSONNEL

608 Introduction of New Category of Academic Instructor.

609 Sailors—Transfer of Branch.

SECTION 4—EQUIPMENT, STORES AND SERVICING

610 Alteration and Addition Item—HMAS STALWART.

611 General Mass Victualling—Use of Cooking Wines.

612 Guns (Other Than Aircraft)—OQF 40/60 Mark N1 Series.

613 Naval Gun Fire Support Safety.

614 Naval Stores—Cleaning Materials Introduction.

615 Naval Stores—Introduction—Group Class 8115—Box Fibreboard.

616 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0472—Boats, Pulling and Sailing, Boats Furniture and Life-saving Equipment—Change of Stock Number.

Section 2

PERSONNEL

UNCLASSIFIED

608—Introduction of New Category of Academic Instructor

1. A sailor category of Academic Instructor (AI) has been introduced to instruct in basic educational subjects to Junior and Adult-entry Recruits. AIs may also be employed as instructors in Instructional Technique and in various duties associated with the supervision and administration of training.

2. Sailors transferred to the category will undergo part-time teacher training of up to three years at Perth Teachers College or at Frankston Teachers College, meanwhile gaining practical experience by instructing recruits at HMAS LEEUWIN or HMAS CERBERUS. On completion of training, they will be awarded Teachers Certificates and will then be posted initially to one of these establishments for instructional duties.

Education Pre-requisites for Selection

3. The minimum educational pre-requisite is a Victorian Leaving Certificate or its equivalent with passes in five subjects including English and Mathematics but preference will be given to those possessing higher academic qualifications.

Conditions of Service

4. Eligibility is limited to sailors of confirmed Leading Rank or Petty Officer of any Branch, but shortages in certain technical categories may preclude such sailors from selection. Selected applicants will be required to re-engage if necessary to cover the period of teacher-training and a further period of four years.

Promotion

5. The general regulations governing promotion, as detailed in ABR 10/1964 are applicable. Regulations relating to professional qualifications in this category are detailed hereunder.

6. Selected sailors will be categorised ACADEMIC INSTRUCTOR (PROVISIONAL) for the duration of their training and may be reverted to their former categories if they show unsatisfactory progress during this period. Seniority in previous rank will be retained but seniority for pay purposes as an Academic Instructor, ie, on completion of training, will be the date of transfer to the new category. Paragraph 10 also refers.

7. Sailors entering the category as LAI (P) are eligible for promotion to Petty Officer after two years service in the category. Section 2 of the Promotion Board for POAI will be the possession of a Teachers Certificate. LAIs undergoing a three years Teachers College Course may be promoted POAI (P) on a provisional basis after two years service as LAI (P) if course progress is satisfactory and if they are otherwise qualified for promotion. These sailors will be eligible for promotion to CPOAI after three years service as P/POAI (P) or POAI. Seagoing service is not a pre-requisite for promotion.

8. Sailors entering the category as Petty Officers are eligible for promotion to CPOAI after three years service as a POAI or POAI (P) provided that they have served a minimum of two years after completion of training. Seagoing service is not a pre-requisite for promotion.

Further Promotion

9. Academic Instructors may apply for a 10 years Short Service Commission in the Instructor Branch, on achieving the necessary basic qualifications, ie, a Teachers Certificate together with a pass in either Mathematics or Physics at First Year University Standard.

Trade Groupings

10. The qualified Academic Instructor has been awarded a Trade Grouping of Group 13. The pay grouping for sailors whilst undergoing the AI course is still under consideration, but in any event where a sailor is recategorised from a grouping higher than that decided for the AI under training, his pay according to his previous category would be retained on a non-reduction basis.

Applications

11. Up to eight sailors will be selected to commence training early in 1970. Subsequent selections will be made to train four sailors in each successive year.

12. Applications for transfer to this category, accompanied by Certificates of Service and documentary evidence of educational qualifications, are to be forwarded through normal channels to reach Navy Office as soon as possible and not later than 31 October 1969.

(DNES 303/21/68)

UNCLASSIFIED

609—Sailors—Transfer of Branch

1. When applications for a sailor to transfer to another branch are received at Navy Office, the decision is made after consideration of the following factors:

a. The Commanding Officers recommendation.
b. The Psychologists assessment of suitability for the new branch.
c. The sailors suitability for and performance in his present branch.
d. The sailors preferences.
e. Where a trial period has been carried out, the sailors estimated future performance in the branch to which he wishes to transfer.
f. The present and future estimated manpower position in the branches involved in the transfer.
g. Medical standards required for branches.
h. Posting problems involved in the transfer.
i. Course availability in the new branch.
j. The amount of effort already expended in training the sailor both formally and on the job to bring him to his present level of experience.
k. The amount of retraining involved.
l. Any relevant civilian experience prior to joining.

2. Many applications are not approved because some of the factors listed above, which are not known to Commanding Officers, outweigh the other considerations. The result is that administrative effort particularly in the Fleet has been expended unnecessarily.

3. To reduce this administrative effort the Naval Board has decided to place some restrictions on transfers of branch. Where the manpower situation or other factors so dictate categories will be designated 'Restricted Categories'. These restricted categories will be divided into two groups:

a. Those *from which* a transfer is restricted.
b. Those *to which* a transfer is restricted.

4. Applications for transfers involving a restricted category are only to be submitted if, in the Commanding Officers opinion, exceptional circumstances exist.

5. A trial period in the proposed category (*see* ABR 10 Article 0505) should not be undertaken unless, in the opinion of the Commanding Officer, the applications meet the requirement in Paragraph 4 of this order.

6. Details of 'Restricted Categories' will be promulgated as required by General Message.

7. ABR 10 will be amended in due course.

(DGM 303/21/161)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

610—Alteration and Addition Item—HMAS STALWART

The following Alteration and Addition Item has been approved to be carried out in HMAS STALWART:

Class List Item No 16 (Ex TDL 'O').

a. *Item:* 'To provide a harbour bilge pumping facility by connecting the discharge of No 5 Fire and Bilge Pumps to the adjacent dirty oil pump discharge line to the settling tank with necessary isolating valves.'

b. No weight compensation will be required for the additional 25 lb weight, however, weight added is to be reported to Navy Office.

c. *Reference:* HMAS STALWARTs Form AS1182 (TG103) TDL 'O' dated 3 December 1968 forwarded under cover of FOCAF Memorandum dated 16 December 1968.

(CNTS 1228/53/82)

UNCLASSIFIED

611—General Mess Victualling—Use of Cooking Wines

1. In the interests of improved messing standards, the discriminate use of good, low priced wine in cooking for general mess victualling is 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 wardroom 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 (2) weeks. Fresh wine should not be added to ullages as this causes spoilage.

7. On all occasions when food cooking 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.

9. Navy Order 583 of 1966 is hereby cancelled.

(D of V 912/60/53)

(Navy Order 583 of 1966)

RESTRICTED

612—Guns (Other Than Aircraft)—OQF 40/60 Mark N1 Series

(DCI (RN) 447/69)

1. *Item*	19783011.	Lever, Hand operating (unmodified).
	19783012.	Lever, Hand operating (modified).
2. *Information* ..	Both these levers are in service. The modified lever hand operating, Store Reference 19783012 was introduced to enable the lever to remain housed in the rear catch at all angles of elevation. It has since been reported that the modified lever fitted to 40 mm Mark 7 mountings creates a risk of injury to the operators hand when moving the lever to the rear because the handgrip may foul the mounting.	
3. *Action*	In 40 mm Mark 7 Mountings where this foul occurs and cannot be cleared by minor local adjustment, the unmodified lever, Store Reference 19783011, is to be fitted. Demands for exchange are to be made on the nearest RAN Weapon Equipment Depot, quoting this order as the authority.	
4. *Further Information* ..	There will, therefore, continue to be two types of lever, modified and unmodified. They are intended for use as follows: 19783011 LEVER (unmodified)—for use with Mark N1/1 guns on 40 mm Mark 7 mountings. 19783012 LEVER (modified)—for use with Mark N1/3 guns on 40 mm Mark 9* mountings.	
5. *Further Action* ..	If, despite the foregoing, individual ships experience trouble which cannot be easily rectified by ships staff, a report is to be forwarded to DWE, Navy Office, Canberra.	

(DAS 726/66/151)

UNCLASSIFIED

613—Naval Gun Fire Support Safety

1. Several extremely dangerous incidents have occurred during Naval Gunfire Support Firings in which the guns have thrown off violently from the normal gun-target line, either at or close to the moment of firing.

2. Investigation has revealed no system defect, but on two occasions a sailor was observed to be standing close to the MRS3 GS3 unit, and in fact had briefly pressed against the sensitive element.

3. Particular care is to be taken that no person remains in the vicinity of the GS3 during NGS or surface firing exercises.

4. Ships Gunnery Officers are reminded that safety trainers should be constantly aware of the need to act quickly and decisively to stop a firing run when the turret or director is behaving abnormally, or they are not satisfied that the gun is pointed on a safe bearing.

(DWE 1224/68/662)

UNCLASSIFIED

614—Naval Stores—Cleaning Materials Introduction

1. The undermentioned items of cleaning equipment have been introduced into the RAN for use in Galleys, Services, Messes, etc:

Group Class	*Catalogue Number*	*Description*	*Denom*	*Acctg Class*
7920	66-026-4926	Pad scouring copper alloy 4 oz ..	No	C
6850	66-026-4925	Cleaning compound solvent 8 oz 'Oven Foam'	No	C

2. The cleaning component is supplied in an aerosal pack and the instructions in ABR 4 Appendix 23 (31)(c) are to be adhered to regarding stowage.

3. These items are available to HMA ships and establishments on demand from Superintending Naval Store Office, Sydney.

(DNS 512/80/255)

UNCLASSIFIED

615—Naval Stores—Introduction—Group Class 8115—Box Fibreboard

1. Fibreboard boxes have been introduced for the distribution of books throughout the RAN by the Director of Naval Education Services, Navy Office, Canberra.

2. These boxes are metal bound cartons which can be re-used a number of times. Care is to be taken with the metal lugs when the boxes are being opened and, providing the lugs remain unbroken, the containers are to be collapsed and returned to SNSO, Sydney, for re-use.

3. The boxes are identified as follows:

Group Class	*Catalogue Number*	*Description*	*Denom*	*Acctg Class*
8115	66-010-7039	Box, fibreboard, Dimensions 21½ inches × 14¾ inches × 10½ inches	No	C

(DNS 514/62/347)

UNCLASSIFIED

616—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0472—Boats, Pulling and Sailing, Boats Furniture and Life-saving Equipment—Change of Stock Number

With effect from 4 October 1969, the Stock Number of the undermentioned item is to be changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0472	L56806	Cradle, boat	2090	66-032-6339

(DSAP 512/58/341)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 617/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
10 October 1969.

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

By direction of the Naval Board,

L. 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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21941/69

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

617—Protective Treatment for Ferrous Pipes and Machinery Components

Part 1—Ferrous Piping

SECTION 1.0 **Introduction**
- 1.1 Scope
- 1.2 General Requirements
- 1.3 Safety Precautions

SECTION 2.0 **Superheated Steam Pipes**
- 2.1 Main Auxiliary and Exhaust Steam Pipes in Carbon and Alloy Steels
  - 2.1.1 General Precautions
  - 2.1.2 New Piping
  - 2.1.3 Existing Piping
- 2.2 Superheated Steam Drain Pipes in Carbon Steel
  - 2.2.1 New Piping
  - 2.2.2 Existing Piping

SECTION 3.0 **Saturated Steam Pipes**
- 3.1 Main Auxiliary and Exhaust Steam Pipes in Carbon Steel
  - 3.1.1 New Piping
  - 3.1.2 Existing Piping
- 3.2 Drain Pipes in Carbon Steel
  - 3.2.1 New Piping
  - 3.2.2 Existing Piping

SECTION 4.0 **Boiler Blown Down, Feed Water and Condensate Piping**
- 4.1 New Piping
- 4.2 Existing Piping

SECTION 5.0 **LP Oil Piping**

FFO, Diesel and Lubricating Oil
- 5.1 New Piping
- 5.2 Existing Piping

SECTION 6.0 **Miscellaneous Piping**

Diesel Exhausts Waste Steam Pipes, Pipes exposed to Atmosphere or Heat
- 6.1 New and Existing Piping

SECTION 7.0 **Ferrous Cast and Forged Machinery Components**
- 7.1 New Components
- 7.2 Existing Components

SECTION 1.0 Introduction

1.1 Scope

This Navy Order covers the protective treatment of ferrous pipes and machinery components for new construction and refit work and is issued separately to ensure the widest circulation to all concerned.

Protective treatments are given for various items, but it is possible that a higher duty protective scheme may be required under highly corrosive conditions. The protective systems given are to be regarded as minimum requirements.

1.2 General Requirements

All protective treatments for new manufacture are to be carried out in the workshop and any damage to the finish is to be made good after installation.

Before preservation commences, pipes are to be in a finished condition, ie, all welding, bending, machining, deburring and pressure testing must be completed.

Component parts of valves, turbines, pumps, etc, may be preserved separately before all operations have been completed where preservation could damage lapped seats, scraped surfaces, etc, or where cleaning is necessary before work can commence.

1.3 Safety Precautions

During pickling, passivating, grit blasting, etc, full safety precautions are to be taken. Protective gloves, aprons, goggles and boots are to be worn by all operators when a risk of injury exists.

SECTION 2.0 Superheated Steam Pipes

2.1 Main, Auxiliary and Exhaust Steam Pipes in Carbon and Alloy Steels

2.1.1 General Precautions

Alloy superheated steam pipes, including the flanges must not be allowed to come into contact with non-ferrous metals such as zinc, copper, tin, lead or alloys containing these metals and are to be kept clear of sulphur and fumes containing sulphur. Pipes are not to be identified by non-ferrous tags or wire and only non-metallic slings are to be used. Small scores, pits or dents can initiate cracking and any damage to the surface is to be removed by grinding or sanding to give a smooth finish. Unlagged pipes are not to be transported unless they are wrapped in asbestos cloth or other suitable protection to prevent damage.

2.1.2 New Piping

2.1.2.1 *Preliminary Cleaning*

All loose dirt, metal cuttings, oil, welding spatter or slag is to be remover by wire brushing or grinding. The pipe is to be finally blown clean with compressed air or steam.

2.1.2.2 *Degreasing*

The pipe is to be degreased by an approved degreasing method as laid down in AS CK9.1. After the degreasing process all contaminants are to be dispersed by washing thoroughly in warm water or by steam jetting.

2.1.2.3 *Pickling*

All internal and external surfaces are to be pickled until clean by an acid pickling process as laid down in AS CK9.5. Alkaline or electrolytic pickling is not to be used. Excess acid is to be drained off before rinsing but the work is not to be allowed to dry.

2.1.2.4 *Rinsing*

After pickling the complete pipe is to be washed by hosing and/or dipping in a water bath. If phosphoric acid was used as the pickling acid, no further treatment is required and the pipe is to be given a final rinse in accordance with Section 2.1.2.6.

2.1.2.5 *Passivating*

Passivation is to be carried out as soon as the pickling and rinsing processes have been completed.

The internal and external surfaces are to be passivated by immersing in a bath of 5-10 per cent phosphoric acid for 3-5 minutes at a temperature of not less than 100° F.

2.1.2.6 *Final Rinsing*

A final rinse is to be carried out after the phosphoric acid treatment by either hosing and/or dipping. Contamination of the wash water is to be prevented by continuous overflowing of the tank or by regular dumping. Wash water should be maintained at a temperature of not less than 120° F to assist drying. Cold water may also be used for rinsing providing this is followed by steam jetting.

2.1.2.7 *Drying*

On completion of the final rinsing operation the pipe is to be drained and dried as soon as possible. After steam jetting or hot rinsing, the pipe should dry quickly and is to be assisted by blowing with hot, dry, clean air with a minimum temperature of 100° F.

Care is to be taken to ensure that the clean surfaces of the pipe are not contaminated.

2.1.2.8 *Blanking*

Immediately drying is completed all openings are to be sealed with approved wooden or plastic plugs or blanks. During this operation all dirt and foreign matter must be kept out of the pipe. Rag or cotton waste is not to be used as plugging material.

If a pipe is to be stored for a period exceeding one month before use, VP1 paper—Pattern No 0462/L73781—is to be placed inside the whole length of the pipe before sealing.

2.1.2.9 *Painting*

Painting of the pipe is to commence within two hours of completion of the pickling process, ie, operation 2.1.2.

The entire external surface, including the flange but not the actual sealing faces, is to be given two coats of heat-resistant aluminium paint—Pattern No L59472. The first coat is to be allowed to dry for 24 hours before the second coat is applied.

Pipes are to be further marked for material identification purposes with a 1 inch wide stripe running the full length of the pipe. Alloy flanges are to be similarly marked on the back of the flange. Paints used are not to contain lead pigments and shall approximately match the following colour scheme:

Carbon-Molybdenum Steel—Azure Blue, BS Colour 104 of BS.381C.
Chrome-Molybdenum Steel—Signal Red, BS Colour 537 of BS.381C.
Austenitic Steel (Stainless)—Grass Green, BS Colour 218 of BS.381C.
Plain Carbon Steel—No stripe.

2.1.2.10 *Protection*

All machined jointing faces are to be protected against damage during storage or transport and all plugs, etc, are to remain in place until immediately prior to assembly in the ship. Refer also to Section 2.1.1.

2.1.3 **Existing Piping**

2.1.3.1 *Precautions and Procedures*

The precautions detailed in Section 2.1.1 are to be observed when existing piping is preserved.

If a pipe is removed for refit purposes and requires preservation, the procedures shown for new piping, ie,, operations 2.1.2.1 to 2.1.2.10 are to be applied.

For pipes preserved in situ the following procedures are to be used:

2.1.3.2 *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove old lagging, rust, etc. Light pitting or other surface defects may be removed by disc sander. After the brushing and sanding is completed, all oil and grease is to be removed by use of an approved solvent cleaner such as white spirit.

2.1.3.3 *Phosphoric Acid Pretreatment*

Apply dilute phosphoric acid to all surfaces which are rust stained. Allow to dry. Rinse with warm fresh water after at least four hours. Dry thoroughly with an air hose if necessary.

2.1.3.4 *Painting*

The external surface of the pipe is to be given two coats of heat-resistant aluminium paint—Pattern L59472. The first coat is to dry for 24 hours before the second is applied. No further painting is required for identification purposes.

2.2 **Superheated Steam Drain Pipes in Carbon Steel**

2.2.1 **New Piping**

2.2.1.1	*Preliminary Cleaning*	Repeat 2.1.2.1
2.2.1.2	*Degreasing*	Repeat 2.1.2.2
2.2.1.3	*Pickling*	Repeat 2.1.2.3
2.2.1.4	*Rinsing*	Repeat 2.1.2.4
2.2.1.5	*Passivating*	Repeat 2.1.2.5
2.2.1.6	*Final Rinsing*	Repeat 2.1.2.6
2.2.1.7	*Drying*	Repeat 2.1.2.7

2.2.1.8 *Blanking*

Immediately drying is completed all openings are to be sealed with approved plugs and all machined jointing faces are to be blanked for protection and metal spraying. Rag or cotton waste is not to be used as a plugging material and all dirt or foreign matter is to be kept out of the pipe.

2.2.1.9 *Grit Blasting*

The external surface of the pipe is to be grit blasted to white metal using one of the following grits—oil free air is to be used in all cases:

a. Angular steel grit, clean and sharp. Grit size—SAE G25 to G40.
b. Aluminium Oxide. Grit size 20-50 mesh.

Blasted surfaces are not to be touched by hands or slings.

2.2.1.10 *Metal Spraying*

The external surface of the pipe is to be metal sprayed to a minimum thickness of .004 inch (nominal average .006 inch) using $\frac{1}{8}$ inch or $\frac{3}{16}$ inch diameter wire—99.0 per cent purity.

The finished coating is to be uniform and free from lumps or loosely adherent metal. The thickness is to be built up with not less than two separately applied coats and the first coat is to be applied to the grit blasted surface within one hour. Blanks are to be removed from protected surfaces so that overspray, etc, can be brushed away.

2.2.1.11 *Painting*

The metal sprayed surface is to be blown-off with clean, dry, oil free air and given two coats of aluminium heat-resistant paint, Pattern No. L59472. The paint is to be applied before the surface becomes contaminated in any way and the first coat is to dry for 24 hours before the second is applied.

2.2.1.12 *Protection*

Repeat 2.1.2.10 but omit 'Refer also to Section 2.1.1'.

2.2.2 **Existing Piping**

If an existing pipe is removed for refit purposes and requires preservation, the procedures shown for new piping from operations 2.2.1.2 to 2.2.1.12 inclusive are to be applied. For pipes preserved in situ the following operations are to be used:

2.2.2.1 *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove old lagging, rust, etc. Light pitting or other surface defects may be removed by disc sander. After the brushing is completed, all oil and grease is to be removed by use of an approved solvent cleaner such as white spirit.

2.2.2.2 *Phosphoric Acid Pretreatment* .. .. Repeat 2.1.3.3
2.2.2.3 *Painting* .. .. Repeat 2.1.3.4

SECTION 3.0 Saturated Steam Pipes

3.1 Main, Auxiliary and Exhaust Steam Pipes in Carbon Steel

3.1.1 **New Piping**

3.1.1.1 *Preliminary Cleaning* .. .. .. Repeat 2.1.2.1
3.1.1.2 *Degreasing* .. .. Repeat 2.1.2.2
3.1.1.3 *Pickling* .. .. Repeat 2.1.2.3
3.1.1.4 *Rinsing* .. .. Repeat 2.1.2.4
3.1.1.5 *Passivating* .. .. Repeat 2.1.2.5
3.1.1.6 *Final Rinsing* .. .. Repeat 2.1.2.6
3.1.1.7 *Drying* .. .. Repeat 2.1.2.7
3.1.1.8 *Blanking* .. .. Repeat 2.1.2.8

3.1.1.9 *Painting*

Painting of the pipe is to commence within two hours of completion of the pickling process, ie, operation 3.1.1.3. The entire external surface is to be given two coats of heat-resistant aluminium paint—Pattern No L59472. The first coat is to be allowed to dry for 24 hours before the second coat is applied.

3.1.1.10 *Protection*

All machined jointing faces are to be protected against damage during storage or transport and plugs, etc, are not to be removed until immediately prior to assembly in the ship.

3.1.2 **Existing Piping**

If a pipe is removed from the ship for refit purposes and requires preservation, the procedures shown for new piping, ie, operations 3.1.1.1 to 3.1.1.10 inclusive are to be applied.

For pipes preserved in situ the following operations are to be used:

3.1.2.1 *Cleaning and Degreasing* .. .. .. Repeat 2.1.3.2
3.1.2.2 *Phosphoric Acid Pretreatment* .. .. Repeat 2.1.3.3
3.1.2.3 *Painting* .. .. Repeat 2.1.3.4

3.2 Saturated Steam Drain Pipes in Carbon Steel

3.2.1 **New Piping**

3.2.1.1 *Preliminary Cleaning* .. .. .. Repeat 2.1.2.1
3.2.1.2 *Degreasing* .. .. Repeat 2.1.2.2

3.2.1.3 *Galvanising*

Sub-contract galvanising of pipe internally and externally, including flanges with .005 inch to .008 inch thick coating.

It is anticipated that pipes will be partially machined on the jointing faces at this stage but all bending, welding, etc, should be finished. Pressure testing may be completed after final machining (operation 3.2.1.4).

3.2.1.4 *Final Machining*

Flanges are to be machined to remove galvanising and provide sealing faces as required.

During this operation care is to be taken to avoid damage to the remainder of the zinc coating.

3.2.1.5 *Degreasing* .. .. .. Repeat 3.2.1.2 above

3.2.1.6 *Blanking*

All openings are to be sealed and machined faces protected against damage.

3.2.2 **Existing Piping**

If an existing pipe is removed for refit purposes and requires preservation, the procedures shown for new piping from operations 3.2.1.2 to 3.2.1.7 inclusive are to be applied.

For pipes preserved in situ the following procedures are to be used:

3.2.2.1 *Cleaning and Degreasing* .. .. .. Repeat 2.2.2.1
3.2.2.2 *Phosphoric Acid Pretreatment* .. .. Repeat 2.1.3.3
3.2.2.3 *Painting* .. .. Repeat 2.1.3.4

SECTION 4.0 Boiler Blow Down, Feed Water and Condensate Piping

4.1 New Piping

4.1.1 **Preliminary Cleaning** .. .. Repeat 2.1.2.1
4.1.2 **Degreasing** .. .. Repeat 2.1.2.2
4.1.3 **Pickling** .. .. Repeat 2.1.2.3

4.1.4 **Rinsing** .. .. Repeat 2.1.2.4
4.1.5 **Passivating** .. .. Repeat 2.1.2.5
4.1.6 **Final Rinsing** .. .. Repeat 2.1.2.6
4.1.7 **Drying** .. .. Repeat 2.1.2.7
4.1.8 **Blanking** .. .. Repeat 2.2.1.8
4.1.9 **Grit Blasting** .. .. Repeat 2.2.1.9
4.1.10 **Metal Spraying** .. .. Repeat 2.2.1.10
4.1.11 **Painting** .. .. Repeat 2.2.1.11
4.1.12 **Protection** .. .. Repeat 2.1.2.10
but omit 'Refer also to Section 2.1.1'.

4.2 **Existing Piping**

The condition of existing piping will govern the preservation required. Pipes in good condition or those previously metal sprayed may only require cleaning and painting. Pipes which have been removed from the ship and have started to corrode are to be treated as new pipes—*see* above. For pipes preserved in situ the following procedures are to be used:

4.2.1 **Cleaning and Degreasing**

External surfaces are to be wire brushed to remove old lagging, rust, etc. Light pitting or other slight surface defects may be removed by disc sander. After brushing and sanding all oil or grease is to be removed by use of an approved solvent cleaner such as white spirit.

4.2.2 **Phosphoric Acid Pretreatment** .. .. .. Repeat 2.1.3.3
4.2.3 **Painting** .. .. Repeat 2.1.3.4

SECTION 5.0 LP Oil Piping—FFO Diesel and Lubricating Oil

5.1 **New Piping**

5.1.1 **Preliminary Cleaning** .. .. Repeat 2.1.2.1
5.1.2 **Degreasing** .. .. Repeat 2.1.2.2
5.1.3 **Pickling** .. .. Repeat 2.1.2.3
5.1.4 **Rinsing** .. .. Repeat 2.1.2.4
5.1.5 **Passivating** .. .. Repeat 2.1.2.5
5.1.6 **Final Rinsing** .. .. Repeat 2.1.2.6
5.1.7 **Drying** .. .. Repeat 2.1.2.7
5.1.8 **Surface Protection**

The type and degree of surface protection required depends on the location of the pipe in the ship. Pipes in corrosive situations such as under deck plates, boilers, etc, are to be grit blasted and metal sprayed—*see* operations 5.1.9 to 5.1.9.6. Pipes in dry conditions are to be painted—*see* operations 5.1.10 to 5.1.10.3.

5.1.9 **Pipes in Corrosive Conditions**

5.1.9.1 *Blanking* .. .. Repeat 2.2.1.8
5.1.9.2 *Grit Blasting* .. .. Repeat 2.2.1.9
5.1.9.3 *Metal Spraying* .. .. .. Repeat 2.2.1.10

If desired, the metal spraying operations 5.1.9.1 to 5.1.9.3 can be replaced by galvanising which is to be on the external surfaces only.

5.1.9.4 *Painting*

The external surface of the pipe is to be painted with one coat of Zinc Chromate Primer Pattern L59160 followed by one coat of White Enamel Pattern L59399.

5.1.9.5 *Oiling*

On completion of the painting process the internal surface of the pipe is to be lightly coated with Oil OM.100. The pipe is then to be resealed with approved plugs or blanks. All oil is to be removed from the external, painted surface.

5.1.9.6 *Protection* .. .. Repeat 3.1.1.10

5.1.10 **Pipes in Dry Conditions**

5.1.10.1 *Blanking*

Immediately drying is completed all openings are to be sealed with approved wooden plastic plugs or blanks and all dirt and foreign matter is to be kept out of the pipe. Rag or cotton waste is not to be used as plugs.

5.1.10.2 *Painting*

The external surface of the pipe is to be painted with the following paint system allowing 24 hours drying between coats:

One coat Zinc Chromate Primer .. .. .. Pattern L59160
One coat Enamel Underwater .. .. .. Pattern L59338
One coat Enamel White .. .. .. Pattern L59399

5.1.10.3 *Oiling* .. .. Repeat 5.1.9.5
5.1.10.4 *Protection* .. .. Repeat 3.1.1.10

5.2 **Existing Piping**

Existing piping in need of preservation should always be removed from the ship as it is unlikely that any worthwhile preservation could be achieved on board.

5.2.1 **Corrosive Conditions**

Pipes should be treated as new piping and the procedures shown above, ie, operations 5.1.1 to 5.1.7 and 5.1.9.1 to 5.1.9.6 are to be used.

5.2.2 **Dry Conditions**

5.2.2.1 *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove loose paint, rust, etc. Badly rusted areas may be cleaned by the use of a disc sander. After brushing all oil and grease is to be removed by use of an approved solvent cleaner such as white spirit.

5.2.2.2 *Painting* .. .. Repeat 5.1.10.2

SECTION 6.0 Miscellaneous Piping: Diesel Exhausts, Waste Steam Pipes, Pipes Exposed to Atmosphere or Heat

6.1 **New and Existing Piping**

6.1.1 **Preliminary Cleaning** .. .. Repeat 2.1.2.1
6.1.2 **Degreasing** .. .. Repeat 2.1.2.2
6.1.3 **Blanking**

After degreasing all openings and machined faces are to be blanked to provide protection from grit blasting and metal spraying.

6.1.4 **Grit Blasting** .. .. Repeat 2.2.1.9

6.1.5 **Metal Spraying** .. .. Repeat 2.2.1.10

6.1.6 **Painting** .. .. Repeat 2.2.1.11

SECTION 7.0 Ferrous Cast and Forged Machinery Compounds: Superheated and Saturated Steam Components

7.1 New Components

7.1.1 Fettling

Castings and forgings are to be fettled as required to remove fins, runners, risers, cores, sand, etc. The component is then to be rumbled, shot or grit blasted externally and internally where possible.

7.1.2 Machining

Machine component as required.

7.1.3 **Degreasing** .. Repeat 2.1.2.2 but substitute 'component' for 'pipe'.

7.1.4 **Pickling** .. Repeat 2.1.2.3

7.1.5 **Rinsing** .. Repeat 2.1.2.4

7.1.6 **Passivation** .. Repeat 2.1.2.5

7.1.7 **Final Rinsing** .. Repeat 2.1.2.6

7.1.8 **Drying** .. Repeat 2.1.2.7 but substitute 'component' for 'pipe'.

7.1.9 Painting

Components are to be given two coats of heat resistant aluminium paint, Pattern No L59472 and painting is to commence within two hours of completion of the pickling process.

The first coat is to dry for 24 hours before the second coat is applied.

Damage to the paint coating is to be made good after assembly of the complete component. Components in extremely corrosive conditions may be grit blasted and metal sprayed as follows:

7.1.10 Blanking

All openings and machined surfaces are to be blanked for protection against grit blasting and metal spraying.

7.1.11 Grit Blasting

The external surface is to be grit blasted to white metal using one of the following grits oil free compressed air or steam:

7.1.12 Painting

The sprayed surfaces are to be given two coats of heat-resistant aluminium paint, Pattern No L59472. The first coat is to be allowed to dry for 24 hours before the second is applied.

The paint is to be applied before the sprayed surface becomes contaminated in any way. Loose metal spray is to be blown off with clean dry air.

7.2 Existing Components

Existing components in need of preservation should be removed from the ship as it is unlikely that any worthwhile preservation could be carried out in situ.

Once removed the components are to be treated as new items and operations 7.1.3 to 7.1.12 are to be carried out as required.

(ACDC 465/7/15)

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ANOs 618-628/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16 October 1969.

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

By direction of the Naval Board,

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

No *Title*

SECTION 2—PERSONNEL

618 Gowrie Scholarships—1970.

619 Intoxicating Liquor on Trains.

620 Members of the WRANS and RANNS—Retention after Marriage—AUSDIL Scheme.

SECTION 3—OPERATIONAL AND TRAINING

621 Gunnery—Ballistics—Changes to the NATO Standard Ballistic Meteorological Message.

SECTION 4—EQUIPMENT, STORES AND SERVICING

622 Armament Stores—Demolition Stores—637120 Detonators Electric No 82—Withdrawal from Service of Lot 1, Filled ICI/A 1/61.

623 Ammunition—Pyrotechnics Capsules Delay C16 to C25—Disposal.

624 DDGs, Daring Class Destroyers and Type 12 Destroyer Escorts—Precautions to be Taken When Handling Main and Auxiliary Superheated Steam Piping.

625 Naval Stores—Introduction—Silver Nitrate Solution for Boiler and Feed Water Testing.

626 Stores (General)—ABR 5074—RAN Catalogue of Stores—Group Classes: Various—Changes of Denomination of Quantity.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

627 Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During February 1969—Amendment.

628 Form OM135—Daily Diving Record Sheet.

Section 2
PERSONNEL

UNCLASSIFIED

618—Gowrie Scholarships—1970

1. The Naval Board has been advised that the following awards for the year 1970 will be made from the Gowrie Scholarship Trust Fund:
   a. Post-graduate Research Travelling Scholarships, for two years, of $1,800 per annum (two per annum).
   b. University or similar Scholarships for duration of course or $150 per annum (eight 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 30 November, as follows:
   a. *For Post-graduate Scholarships*—to the Registrar of the University of graduation in Australia.
   b. *For other Scholarships*—to Secretary, The Gowrie Scholarship Trust Fund Box E5 PO St James NSW 2000.

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 486 of 1968 is hereby cancelled.

(HPB 134/1/4)

(*Navy Order 486 of 1968*)

UNCLASSIFIED

619—Intoxicating Liquor on Trains

1. It has been ascertained that although by-laws of State and Commonwealth Railways prohibit the consumption of intoxicating liquor on trains and railway premises there is, in most cases, no prohibition on the carrying of intoxicating liquor. The prohibition in RI 1762 is accordingly to be regarded as applying to consumption of liquor only.

2. RI 1762 will be amended in due course.

(DNLS 465/3/242)

UNCLASSIFIED

620—Members of the WRANS and RANNS—Retention after Marriage—AUSDIL Scheme

Navy Order 443 of 1969 is to be amended as follows:

1. *Delete* sub-paragraph 2q.
2. *Insert* in lieu thereof:

'2q. *Ausdil Scheme:* It is expected that generally a member permitted to continue serving after marriage will not be separated from her husband. In these cases there would be little justification for application of the

Ausdil Scheme, and it should therefore be limited to instances where exceptional circumstances exist, and there would be a specific medical requirement for the presence of some person other than the husband within the definition of relative.

Where a member is separated from her husband (Serviceman or civilian) because she is serving, or in hospital, in another area, the provisions of the Ausdil Scheme may be applied to her husband in exceptional circumstances. If the husband is a Serviceman, he should utilise any entitlement to compassionate leave and leave travel but may be afforded the benefit of accommodation and meal costs within the limits of the Ausdil Scheme.

However, where the husband is a Serviceman but in exceptional circumstances and because of a specific medical requirement the presence of some other person within the definition of relative is required, the Ausdil Scheme will apply to that person. The Serviceman may then, of course, utilise his compassionate leave and travel entitlements.

Where a member is married to a Serviceman who is dangerously ill provisions similar to the above should apply.'

(HPB 341/1/17)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

621—Gunnery—Ballistics—Changes to the NATO Standard Ballistic Meteorological Message

(DCI (RN) 739/68)

1. Navy Order 286 of 1967 is to be amended as follows.

2. The NATO Standard Ballistic Meteorological Message is described in BR 1898 (10) (Gunnery Manual), Volume 1 Part 10, RANTAU Pamphlet 852.2—UK 4.5 (Supplementary Notes for Calculation of Ballistic Settings) and Naval Weather Service Memorandum No 162/62. By agreement with NATO (STANAG 4061, 3rd Edition) the following changes are effective from the date of this order.

3. Changes affect only the first three groups of the message, which in future will have the form:

METBKQ XXXXXX YYGoGoGoG

Where the letters have the following meanings:

METB	Is the indicator for a ballistic message. (K and Q retain their former meanings.)
XXXXXX	Represents latitude and longitude in degrees and tenths of a degree (instead of degrees and tens of minutes as in the past).
YY	Indicates the date of the month (GMT) to which GoGoGo refers.
G	Indicates the duration of the period of validity in hours from 1 to 8. Code figure 9 indicates 12 hours validity.

4. BR 1898 (10), RANTAU Pamphlet 852.2 UK 4.5 and NWS Memorandum No 162/62 are being amended. RANOPS Chapter 13 has been amended.

(DWE 400/201/58)

(Navy Order 286 of 1967)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

622—Armament Stores—Demolition Stores—637120 Detonators Electric No 82—Withdrawal from Service of Lot 1, Filled ICI/A 1/61

1. *Authorities concerned*	HMA ships and shore establishments authorised to hold stocks of Detonators electric, No 82.
2. *Information*	Stocks of Detonators electric No 82, Lot 1, filled ICI/A 1/61 have been sentenced unserviceable as a result of incorrect delays and of the fuze head only operating.
3. *Action*	All stocks held of Detonators electric No 82, Lot 1, filled ICI/A 1/61, are to be returned to the nearest RAN Armament Depot at the first opportunity. Category (FF)—not dangerous, but liable to failures to function in service.

(DAS 715/51/362)

UNCLASSIFIED

623—Ammunition—Pyrotechnics Capsules Delay C16 to C25—Disposal

(DCI (RN) 800/69)

1. *Items*	SR 366106—Capsules delay C16 SR 366132—Capsules delay C17 SR 366158—Capsules delay C18 SR 366197—Capsules delay C19 SR 366223—Capsules delay C20 SR 366249—Capsules delay C22 SR 366275—Capsules delay C25
2. *Information*	The abovementioned Capsules delay are no longer required for use in Naval Service. Capsules delay C2, C8, C11 and C14 only will in future be used with Fuze No 848 for Flare Aircraft Reconnaissance 4.5 inch No 1 Mark 1.
3. *Action by HMA Ships and RAN Air Stations*	All of the Capsules to be withdrawn should be returned to the nearest RAN Armament Depot as opportunity arises. Capsules giving lower delays will not be supplied in lieu.
4. *RANADs only*	Separate instructions have been issued, namely, CL (Air) No 421.

(DAS 727/56/167)

UNCLASSIFIED

624—DDGs, Daring Class Destroyers and Type 12 Destroyer Escorts—Precautions to be Taken When Handling Main and Auxiliary Superheated Steam Piping

1. The main and auxiliary superheated steam ranges of DGs, Daring Class destroyers and Type 12 Destroyer Escorts are manufactured from carbon and chrome molybdenum alloy steels.

2. The special steels require particular care in handling because of the high stresses they have to withstand and because of their susceptibility to intergranular penetration by non-ferrous metals.

3. Every precaution must therefore be taken when working on, or in the vicinity of, these steam ranges, eg, when disconnecting steam piping to auxiliaries, boiler mountings, etc, to avoid impact or hammer blows likely to cause damage which could initiate cracking. In addition, these alloy pipes, including the flanges, must not be allowed to come into contact with non-ferrous metals such as zinc, copper, tin, lead, or alloys or paints containing these metals, and are to be kept clear of sulphur and fumes containing sulphur.

4. A hammer previously used in contact with any of these metals could, if used on the main or auxiliary steam ranges, start intergranular penetration which could lead to failure. It is most important, therefore, that tools used for work on the superheated steam ranges should be either new or used only for work on steel. Pipes are not to be identified by non-ferrous tags or wire and only non-metallic slings are to be used. Unlagged pipes are not to be transported unless they are wrapped in asbestos cloth or other suitable protection to avoid damage.

5. Should it be necessary to remove lengths of superheated steam piping to ship or dockyard workshops for work to be carried out on them, the area in which the work is to take place is to be thoroughly clean and free from the non-ferrous metals and their compounds quoted above, and segregated from other work.

6. a. Welding or bending of alloy pipes requires special techniques and is to be undertaken in Daring Class and Type 12 Destroyer Escorts by Dockyard Authorities only.

   b. Because the design of steam systems and fittings in DDGs requires the cutting and rewelding of pipes when carrying out normal maintenance, the above restriction cannot apply. In this class of ship welding repairs may be undertaken only by those Technical sailors who have been trained in high temperature/pressure welding to the standard stated in MIL STD-248A (Navy) and who hold a current requalification certificate.

   c. Requirements for the protective treatment of these pipes are stated in Navy Order 617 of 1969.

7. An Australian amendment to BR 3001 incorporating the foregoing instructions is in course of preparation.

8. Navy Order 480 of 1967 is hereby cancelled.

(ACDC 465/7/15)

(*Navy Orders 480 of 1967 and 617 of 1969*)

UNCLASSIFIED

625—Naval Stores—Introduction—Silver Nitrate Solution for Boiler and Feed Water Testing

1. Owing to difficulties experienced in obtaining silver nitrate tablets for the preparation of standard silver nitrate solution for testing of boiler, feed and diesel engine cooling water in HMA ships, it has been decided to supply silver nitrate solution direct to ships.

2. In order to reduce storage space and for reasons of economy, the solution will be supplied in concentrated form. The solution will be supplied in ½ gallon (2¼ litre) capacity amber glass bottles with plastic screw cap:

Stock No *Group/Class*	*Catalogue No*	*Description*	*Denom*	*Acctg Classification*
6810	66-032-6616	Silver nitrate solution; Concentrate, in ½ gallon bottle	Bottle	C

3. The solution as supplied is double the strength required for testing for chloride. The solution is to be diluted with an equal volume of distilled water before use to make a standard solution of silver nitrate of which 1 ml is equal to 20 parts per million (ppm) of chloride when using a 50 ml sample of boiler or feed water.

4. Reports of salinity are to be expressed in parts per million instead of grains per gallon as in previous practice. For purposes of conversion, grains per gallon × 14.29 = ppm.

5. The following precautions should be observed:

   a. Only distilled water which remains clear when silver nitrate solution is added should be used to make up the standard solution.

   b. The container of the concentrated solution should not be left open to the atmosphere so as to avoid evaporation and change in concentration.

   c. The concentrated solution should be stored in a dark place.

   d. Ready for use standard solution should be held in amber glass bottles.

(DMED 1211/52/188)

UNCLASSIFIED

626—Stores (General)—ABR 5074—RAN Catalogue of Stores—Group Classes: Various—Changes of Denomination of Quantity

1. The Denomination of Quantity of the undermentioned items has been changed as follows:

Group Class	*Catalogue No*	*Old DQ*	*New DQ*
0100	L54148	FT	FR
0100	L92329	FR	FT
0244	244000	NO	ST
0257	L52250	DZ	NO
0266	L88765	DZ	NO
0266	17318	DZ	NO
0266	17319	DZ	NO
0266	17321	DZ	NO

Group Class	*Catalogue No*	*Old DQ*	*New DQ*
0266	18462	DZ	NO
0266	18463	DZ	NO
0266	266112	NO	DZ
0266	266148	NO	DZ
0413	923-8763	FT	NO
0413	923-8764	FT	NO
0413	923-8765	FT	NO
0413	923-8895	LB	SH
0413	580-5959	NO	FT
0413	7300	FT	NO
0414	L76490	FT	NO
0414	5859	NO	BX
0414	7960	LB	TI
0414	8100	LB	SL
0414	8101	LB	SL
0414	8102	LB	SL
0414	8103	LB	SL
0414	8400	LB	TI
0414	8401	LB	TI
0422	L70479	NO	SY
0443	L77339	NO	LB
0444	5032	BO	QT
0451	8669	CY	YD
0461	249	BO	TI

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. Change Sheets, detailing change action to be effected in the respective sections of ABR 5074, will be distributed in due course.

(DSAP 465/52/1827)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

627—Distribution of Magazines, Pamphlets and Amendments to Publications Etc, During February 1969—Amendment

The Annex to Navy Order 285 of 1969 is to be amended as follows:

Delete		*Insert*	
Publication No	*Amendment No*	*Publication No*	*Amendment No*
ABR 5074	Volume 1 Change 1 Issue 2	ABR 5074 V1	Change 1 Issue 2
ABR 5074	Volume 2 Change 1 Issue 2	ABR 5074 V2	Change 1 Issue 2
ABR 5074	Volume 3 Change 1 Issue 2	ABR 5074 V3	Change 1 Issue 2
ABR 5074	Volume 4 Change 1 Issue 2	ABR 5074 V4	Change 1 Issue 2
ABR 5074	Volume 5 Change 1 Issue 2	ABR 5074 V5	Change 1 Issue 2
ABR 5074	Volume 6 Change 1 Issue 2	ABR 5074 V6	Change 1 Issue 2
ABR 5074	Volume 7 Change 1 Issue 2	ABR 5074 V7	Change 1 Issue 2

(D of V 465/57/979)

UNCLASSIFIED

628—Form OM135—Daily Diving Record Sheet

1. Form OM135, Daily Diving Record Sheet, has been introduced to provide a standard format for recording details of diving operations. It replaces the rough work book referred to in ABR 155 Article 0203 (5).

2. A record of all diving operations is to be kept on Form OM135 and details of the dive are to be transcribed at a later date into the divers personal Form OM101, Record of Diving Practice, and the Diving Log. Forms OM135 should be retained for one month before they are destroyed.

3. There is no longer any requirement to record details of diving practice, tests, failure of equipment or medical examinations in the TAS Log and Progress Book in accordance with ABR 155 Article 0205. The Diving Section of this book is only to be used for records of personnel.

4. Forms will be issued without demand.

5. ABR 155 Articles 0203 and 0205 will be amended.

(DUW 1623/2/4)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

22086/69—2

HISTORIAN

ANO 629/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
16 October 1969.

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

22087/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

629—Distribution of Magazines, Pamphlets and Amendments to Publications, Etc, During July 1969

1. The magazines, pamphlets and amendments to publications, etc, and SC Series contained in Annex A to this order have been distributed to ships and services during July 1969.

2. Copies of Amendments referred to in Annex A to this order are available for supply to holders of personal copies of Books of Reference and Air Publications in accordance with Article 2518 (6) of ABR 4.

ANNEX A

BR AMENDMENTS

Publication	*Amendment No*
ACP 121 COMSUP 1A	Change 1
ACP 121 COMSUP 1A	Change 2
ACP 131 (B)	Signal Correction 3/69
ACP 131 (B)	Correction 7/2
BR 125	Suppt and New Entries No 10, April 1969
ABR 291	Change 1
BR 1066	Change 16
BR 1066	Change 17
ABR 1991	Change 1
BR 2062 (1)	Change 2
BR 2101 (1)	Change 15
BR 2125 (MODS)	Change 1
BR 2125 (9)	Change 4
BR 2139	Change 1
BR 2303 (2)	RAN Amendment
BR 2500 (5)	Defect Aquaint WE/22/68 dated 5.12.68
BR 3427	Change 2
BR 3427	Change 3
BR 3462	Change 1
ABR 5020	Change 11
ABR 5074 NS	GR/CL 0240 Change 1
ABR 5074 NS	GR/CL 0241 Change 2
ABR 5074 NS	GR/CL 0242 Issue 2 Change 3
ABR 5074 NS	GR/CL 0243 Issue 2 Change 2
ABR 5074 NS	GR/CL 0244 Issue 2 Change 1
ABR 5074 NS	GR/CL 0245 Issue 2 Change 3
ABR 5074 NS	GR/CL 0249 Change 3
ABR 5074 NS	GR/CL 0251 Change 2
ABR 5074 NS	GR/CL 0252 Change 1
ABR 5074 NS	GR/CL 0253 Change 2
ABR 5074 NS	GR/CL 0234 Issue 2 Change 2
ABR 5074 NS	GR/CL 0234 Issue 2 Change 3
ABR 5074 NS	GR/CL 0255 Issue 2 Change 1

BR AMENDMENTS—*continued*

Publication	*Amendment No*
ABR 5074 NS	GR/CL 0255 Issue 2 Change 2
ABR 5074 NS	GR/CL 0256 Change 1
ABR 5074 NS	GR/CL 0258 Change 1
ABR 5074 NS	GR/CL 0259 Change 1
ABR 5074 NS	GR/CL 0264 Change 3
ABR 5074 NS	GR/CL 0265 Change 2
ABR 5074 NS	GR/CL 0269 Change 2
ABR 5074 NS	GR/CL 0271 Change 3
ABR 5074 NS	GR/CL 0272 Change 3
ABR 5074 NS	GR/CL 1940 Small Craft
ABR 5074 NS	GR/CL 1945
ABR 5074 NS	GR/CL 2530 Change 1
ABR 5074 NS	GR/CL 3110 Change 1
ABR 5074 NS	GR/CL 3120 Change 1
ABR 5074 NS	GR/CL 3130 Change 1
ABR 5074 NS	GR/CL 3920
ABR 5074 NS	GR/CL 4210 Change 1
ABR 5074 NS	GR/CL 4320 Change 1
ABR 5074 NS	GR/CL 4440 Change 1
ABR 5074 NS	GR/CL 4510 Change 1
ABR 5074 NS	GR/CL 4720 Change 1
ABR 5074 NS	GR/CL 4730 Change 1
ABR 5074 NS	GR/CL 4820 Change 1
ABR 5074 NS	GR/CL 4920 Change 1
ABR 5074 NS	GR/CL 4930 Change 1
ABR 5074 NS	GR/CL 5133 Change 1
ABR 5074 NS	GR/CL 5136 Change 1
ABR 5074 NS	GR/CL 5315
ABR 5074 NS	GR/CL 5320 Change 1
ABR 5074 DDG	GR/CL 5325 Change 1
ABR 5074 NS	GR/CL 5330 Change 1
ABR 5074 NS	GR/CL 5345
ABR 5074 NS	GR/CL 5510 Change 1
ABR 5074 NS	GR/CL 5530
ABR 5074 NS	GR/CL 5610
ABR 5074 NS	GR/CL 5640
ABR 5074 NS	GR/CL 6640 Change 1
ABR 5074 NS	GR/CL 6680 Change 1
ABR 5074 NS	GR/CL 6685 Change 1
ABR 5074 NS	GR/CL 6810 Change 1
ABR 5074 NS	GR/CL 6830
ABR 5074 NS	GR/CL 6840
ABR 5074 NS	GR/CL 6850 Change 1
ABR 5074 NS	GR/CL 6910
ABR 5074 NS	GR/CL 7240 Change 1
ABR 5074 NS	GR/CL 7930 Change 1
ABR 5074 NS	GR/CL 8030 Change 1
ABR 5074 NS	GR/CL 8040 Change 1
ABR 5074 NS	GR/CL 8110 Change 1
ABR 5074 NS	GR/CL 8120
ABR 5074 NS	GR/CL 8125 Change 1
ABR 5074 NS	GR/CL 9320 Change 1

BR AMENDMENTS—*continued*

Publication	*Amendment No*
ABR 5074 NS	GR/CL 9390 Change 1
ABR 5074 NS	GR/CL 9505 Change 1
ABR 5074 NS	GR/CL 9525 Change 1
ABR 5074 DDG	GR/CL 9620
DWB 1046	Amendment 5
List Prop Lots	Amendment 60
MBR 8020	Amendment 1, February 1969
MBR 8020	March 1969

BOOKS, MAGAZINES AND PAMPHLETS

Publication	*Date*
Aircraft	Vol 48, No 9
Australian Joint Services Catalogue of Electronic Components	Amendment 6
Australian Joint Services Handbook of Approved Certificates	Amendment 10, March 1969
Electrical Design News Vol 14 No 9	1.5.69
Electrical Design News Vol 14 No 10	15.5.69
Electrical Design News Vol 14 No 11	1.6.69
Electrical Design News Vol 14 No 12	15.6.69
Electronic Information Bulletin No 752	19.5.69 (N/S 0967-001-3752)
Electronic Information Bulletin No 753	2.6.69 (N/S 0967-001-3753)
Flight	24.4.69
Flight	15.5.69
International Electronics Vol 16 No 1	February-March 1969
ITT GILFILLAN—General Information Letter No 102	January 1969
ITT GILFILLAN—General Information Letter No 104	April-May 1969
Journal of the Institute of Navigation Vol 22 No 2	April 1969
Navigation Vol 16 No 1	Spring 1969
Personnel Practice Bulletin Vol 25 No 2	June 1969
The Communicator Vol 19 No 4	
US Naval Communications Bulletin OP NAV 94-P2 No 106	February-March 1969

NAVWEP AND NAVSHIP CHANGES

Publication No	*Amendment No*
OD 16135 1st Revision	Change Bulletin 9
OD 16135 1st Revision	Change Bulletin 10
NAVWEPS OP 1182	Change 5
NAVWEPS OP 2665 Vol 1	Change 7
NAVWEPS OP 2665 Vol 3	Change 7
NAVWEPS OP 2665 Vol 5	Change 24
NAVWEPS OP 2714	Change 2
NAVWEPS OP 3041 Vol 1	Change 9
NAVWEPS OP 3041 Vol 2	Change 7
NAVWEPS OP 3177 Vol 1	Change 3
NAVWEPS OP 3177 Vol 2	Change 3
NAVWEPS OP 3318 IMP Vol 2	TDC 1
NAVWEPS OP 3347	Change 2

AMENDMENTS TO AIR PUBLICATIONS

AP No	*AL or Leaflet*
(RAN) 4 Vol 5 Book 2	AL 19
(RAN) 8 Vol 1 Book 1	AL 142, 143, 144, 145, 146, 147, 148 and 149 Wessex Ad/min 040A to AL 149
(RAN) 8 Vol 2 Books 1 and 2	AIL 209 and 210
(RAN) 8 Vol 1 Book 4	AIL 5
(RAN) 8 Vol 1 Book 2	AL 72
(RAN) 8 Vol 1 Book 6	AL 41 and 42
(RAN) 8 Vol 1 Book 7	AIL 26 and 27
(RAN) 8 Vol 2 Books 1 and 2	AIL 202 and 204, AL 53
(RAN) 8 Vol 3 Part 1	AL 30
(RAN) 8 Vol 6 Part 1	AL 33
(RAN) 8 Vol 6 Part 2	AL 74 and 75
(RAN) 9AB Vol 2 Book 1	AIL 34 and 36
(RAN) 9AB Vol 2	AIL 35 and 37
(RAN) 10 Vol 5 Parts 1, 2 and 3	AL 5
(RAN) 19 Vol 2	AL 55
(RAN) 19 Vol 5 Parts 1, 2 and 3	AL 6 and 7
(RAN) 100 Vol 2 Part 2	Erratum to AL 9
(RAN) 100 Vol 2 Part 3	AL 13
(RAN) 100 Part 6 Section 1	AL 12
(RAN) 100 Vol 2 Part 6 Section 2	AL 10 and 11
(RAN) 100 Vol 2 Part 8 Section 2	AL 34 and 39
(RAN) 100 Vol 2 Part 7	AL 23, 25, 27 and 29
(RAN) 100 Vol 2 Part 8	AL 35, 37 and 38
(RAN) 102 Issue 2	AL 33 and 34
(RAN) 201 Vol 2 Part 1	Erratum to AL 1 and 3
(RAN) 500 Vol 2 Part 1	AL 51
(RAN) 500 Vol 2 Part 2	AL 37, 38, 39, 40 and 41
(RAN) 503 Vol 1	AL 1
(RAN) 600 Vol 2 Part 1	AL 24 and 26, Erratum to AL 26
(RAN) 600 Vol 2 Part 2	AL 15 and 16
(RAN) 600 Vol 2 Part 4	AL 10
(RAN) 603 Vol 1	AL 6
(N) 1024 Vol 4	AL 36 and AIL 1/69
1086 Book 1	AL 55
1086 (1966) Section 4L	AL 1
1086 (1966) Section 7E	AL 1
1086 (1966) Section 11A	AL 1
1086 (1966) Section 11C	AL 1
1086 (1966) Section 12K	AL 2
1086 (1966) Section 14A	AL 4
1086 (1966) Section 14B	AL 2
1086 (1966) Section 14C	AL 3
1086 (1966) Section 14K	AL 2
1086 (1966) Section 27BA	AL 1
1086 (1966) Section 28N	AL 3
1086 (1966) Section 31A and 31B	AL 1
1086 (1966) Section 32B	AL 1
1086 (1966) Section 40D	AL 1
118.2 (N) Vol 2	AL 256 (E58), 257 (E48), 258 (C78), 259 (G58), 261 (G59), 262 (G60), 263 (G61) and 264 (C79)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
118.2D (N) Vol 1	AL 17
118.2 (NAVAL) Vol 1	AL 260 (I3)
1275A Vol 2	Leaflet AL 260 (H24) (and Note to RN Holders) Leaflet AL 261 (H25)
1355D Vol 4 Part 6 (2nd Edition) ..	AL 6
1661B Vol 1 (2nd Edition)	AL 149
1661E Vol 1 (2nd Edition)	AL 175
1661F Vol 1	AL 178
1641P Vols 1 and 5 Part 2	AL 101
1664A (2nd Edition) Vol 2 Part 3 Book 1	AL 116, 117, 118 and 119
1803U Vol 1 Book 3	AL 36, 37 and 38
2531B Vol 2	AL 68 (A5)
2531A and C Vol 2	AL 108 (B81) Alt 2
2554E Vol 2	AL 31 (B22)
2876E Vol 2	AL 29 (B19) Alt 2
4343G Vol 2	AL 23 (M2)
4360CPN (3rd Edition)	AL 3
4677AB Vol 2	AL 38 (B25) Alt 1
AVP 970 Vol 1	AL 108 and 109
AVP 970 Vol 3	AL 19
US Army Adjutant Bulletin (St Louis) ..	No 6 (10.2.69) No 10 (14, 15 and 16)
US Army Adjutant Bulletin(Baltimore) ..	No 6 (10.2.69) No 10, 16 and 51
NAVSUP 2002 Section 8 Part C ..	Supplement (1.5.69)
TM55-1520-210-20P-2	Change 1 (16.12.68)
TM55-1520-210-35P-2	Change 1 (15.12.68)
TM55-1520-210-35P-3	Change 1 (16.12.68)
Section 8 Part 'C' (0535-013-3004) ..	Supplement (1.3.69)
Section 8 Part 'D' (0535-013-4004) ..	Supplement (1.3.69)
NAOO-35QB-177 (0700-080-4553) ..	Change No 1, 2 and 3
NAOO-35QB-185 (0700-080-4634) ..	Change 2 and 3 (October 1968)
NAOO-35QH-2 (0700-080-5068) ..	Change Notice (March 1969)
NAOO-35QR-265 (0700-080-6732) ..	Change 1 (March 1968)
NAOO-35QR-413 (0700-081-1130) ..	Change 1 (December 1968)
NAO1-40AVC-1 (0701-090-2231) ..	Change Notice (1.3.69)
NAO1-40AVC-2-2-4 (0701-090-2322) ..	AL (RAN) 1
NAO1-40AVC-2-1 (0701-090-2261) ..	Change Notice (15.12.68)
NAO1-40AVC-2-7-2 (0701-090-2422) ..	Change Notices (1.2.68) and (15.1.69)
NAO1-40AVC-3 (0701-090-2451) ..	Change (1.2.69)
NAO1-40AVC-4-1 (0701-090-2462) ..	Change (1.3.69)
NAO1-40AVC-4-5 (0701-090-2501) ..	Change Notice (1.3.69)
NAO1-40AVC-4-6 (0701-090-2511) ..	Change Notice (1.12.68) and (1.3.69)
NAO1-40AVD-2-1 (0701-090-3991) ..	Int Change 6 (21.2.69)
NAO1-40AVD-2-2 (0701-090-4001) ..	Int Change 5 (26.3.69)
NAO1-40AVD-2-24 (0701-090-4041) ..	AL (RAN) 1
NAO1-40AVD-2-7 (0701-090-4111) ..	Int Change 7 (31.12.68)
NAO1-40AVD-3 (0701-090-4670) ..	Change (1.2.69)
NAO1-85SAD-1 (0701-180-1403) ..	IMC 51 (20.9.68)
NAO1-85SAD-2-6 (0701-190-1490) ..	Change (15.11.68)
NAO1-85SAD-2-1 (0701-180-1431) ..	Change (15.11.68)

AMENDMENTS TO AIR PUBLICATIONS—*continued*

AP No	*AL or Leaflet*
NWO1-85SAD-2-11 (0701-180-1571) ..	Change (15.11.68)
NAO1-85SAD-4-4 (0701-180-5210) ..	Change Notice (1.10.68)
NAO5-15BAA-1 (0705-040-1081) ..	Change (15.11.68)
NAO8-1-503 (US AVIATION DIGEST Vol 28)	No 8 (February 1969)
NAO8-1-504 (US AVIATION DIGEST Vol 2)	No 8 (February 1969) and No 9 (March 1969)
NA11-1-103 (07011-010-0180) (Form OP 1912)	Change Notice (1.7.67)
NA11-1-105 (0711-010-0270)	Change Notice (1.7.67) and Change 1 (1.11.61)
NA11-5T-1 (0711-020-1760)	Change Notice (1.7.67)
NA11-5T-28 (0711-020-2010)	Change Notice (1.7.67)
NA11-5T-36 (0711-020-2090)	Change Notice (1.7.67)
NW11-75A-28 (0711-160-0302) ..	Change (1.9.67)
NA11-5T-39 (0711-020-2120)	Change Notice (1.7.67)
NA11-95-6 (0711-200-0060)	Change (1.7.67)
NA11-5A-17-3 (0711-020-2380) ..	Increment 1 (15.8.66) Increment 2 (1.11.66) Increment 3 (1.3.67) Increment 4 (1.5.68) Increment 5 (15.10.68)
NW16-30APQ107-1 (0716-071-5350) ..	Change Notice (1.11.68)
NW16-35TS-969-1 (0716-071-4310) ..	Change Notice (1.4.68)
NA17-15FB-16 (0717-040-5220) ..	Revision Notice (1.4.64)
NA17-20AE-31 (0717-050-4120) ..	Changes (1.11.66) and (1.11.67)
NA17-20AN-06 (0717-050-2910) ..	Changes (1.4.65), (1.10.66) and (1.4.67)
NA17-20AN-07 (0717-050-4310) ..	Change (1.12.66)
RMB Book 1	AL 18
Crossfeed (General)	May 1969
Crossfeed (Cockpit)	June 1969
Air Clues Vol 23	Nos 8 and 9
Air Pictorial	June 1969

(D of V 465/57/552)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 630-639/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30 October 1969.

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

22641/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

630 HMA Ships Overseas Visits—Liaison Officers.

SECTION 2—PERSONNEL

631 Discipline—Sailors Under 21 Years of Age Punishment of Dismissal or Discharge SNLR or Unsuitable.

SECTION 4—EQUIPMENT, STORES AND SERVICING

632 Alteration and Addition Item—River Class Destroyers.

633 Ammunition—Generator Smoke No 16 Mark 1 Withdrawn from Service.

634 Lifting Appliances—Chain Belts—Safety Precautions.

635 Naval Stores (General)—HMA Ships—9920-66-026-5111—Ash Receiver Tobacco.

636 Naval Stores (General)—Tool Kits Type NS1.

637 Stores General (Group/Class 5820)—Radio and Television Communication Equipment, Except Airborne Change of Stock Numbers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

638 Form TG100—List of Authorised Movable Magnetic Material and Form TG101—List of Excess Movable Magnetic Material—Introduction.

SECTION 7—CANCELLED LIST

639 Cancellation of Navy Orders.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

630—HMA Ships Overseas Visits—Liaison Officers

1. The Naval Board have recognised the desirability, in certain circumstances, for RAN liaison officers to precede HMA ships programmed for overseas port visits to make visit arrangements.

2. Because of varying circumstances, it is not possible to promulgate ports where liaison officers are required, but as a general principle approval will be given for air travel and travelling expenses for liaison officers when:

a. Ships are to visit ports in a country where no Diplomatic Mission is present or if the Diplomatic Mission is remote from the port being visited.

b. When Formal Visits are made.

c. When a group of ships is to visit the same port at the one time.

d. When ships are to visit more than one port in a country simultaneously.

e. Where a definite need for liaison is established, eg, forthcoming exercises.

3. The decision on whether approval is given or not for the appointment of a liaison officer will depend largely on the assessed and actual ability of local resources (Missions, Attaches, Naval Organisations, etc) to meet requirements adequately.

4. If approval is given for a liaison officer to precede a ship, service air travel is to be utilised before commercial air.

5. On each occasion that the services of a liaison officer are deemed necessary, the approval of the Naval Board is to be sought as early as practicable. Ships are normally to forward proposals through Administrative authorities, but ships on Strategic Reserve or 7th Fleet deployments may forward proposals direct, keeping Administrative authorities informed.

(AS (NS) 42/23/154)

Section 2

PERSONNEL

UNCLASSIFIED

631—Discipline—Sailors Under 21 Years of Age Punishment of Dismissal or Discharge SNLR or Unsuitable

1. It is the wish of the Naval Board that the next-of-kin of sailors under the age of 21 years, in respect of whom a recommendation for discharge by way of 'DISMISSAL', 'SERVICES NO LONGER REQUIRED' or 'UNSUITABLE' has been made, be warned in the first instance that discharge is being considered and informed subsequently of the result, including, in appropriate cases, the arrangements made for the members travel to his home.

2. In future in all instances when a proposal is made to the Naval Board for the discharge of a member under 21 years of age by forwarding a punishment warrant for DISMISSAL or a recommendation for discharge 'SERVICES NO LONGER

REQUIRED' or 'UNSUITABLE' a letter is to be forwarded by the members Commanding Officer informing the next-of-kin that the sailors continued service is under consideration. The letter should avoid mentioning that a recommendation has been made for the sailors discharge. A specimen letter appears in Annex A.

3. Immediately the Naval Boards decision is known a further letter is to be sent to inform the next-of-kin either:

a. that after consideration it has been decided to retain the sailors services; or

b. that approval has been given for his discharge.

In the latter event the letter is to include advice, where appropriate, of the travel arrangements made for the sailors return to his home.

4. The reading of an approved punishment warrant or the putting into effect of a Naval Board decision to discharge a member 'SNLR' or 'UNSUITABLE' may be delayed so as to permit the next-of-kin having 48 hours notice of the members discharge.

ANNEX A

SPECIMEN LETTER

HMAS.....

Dear Mr.....

1. I am sorry to have to inform you that consideration is at present being given as to whether or not your son John should be retained in the Navy.

2. Explain why such consideration is being given.

3. As soon as a decison is made I will write to you again.

4. Meanwhile I have advised John to write to you to give you any further details.

Yours sincerely,
CAPTAIN.

(HPB 320/1/19)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

632—Alteration and Addition Item—River Class Destroyers

1. The following Alteration and Addition Item has been approved to be carried out in River Class Destroyers:

Class List Item No 396 (Ex TDL 'DWEQ').

a. *Item:* '(1) To fit a telephone plug box in parallel to Mark 15** handset fitted on Quarterdeck screen on sound powered telephone line D81.
(2) To fit a telephone plug box inside bridge on line D81.
As fitted 793/21/40.'

b. It has been estimated that there will be a weight saving of approximately 60 lb. Actual weight saved is to be reported on completion of the work.

c. *Reference:* HMAS DERWENTs Form AS1182 (TG103) TDL 'DWEQ' dated 31 July 1968 forwarded under cover of FOCAF Memorandum dated 29 November 1968.

(CNTS 1224/51/415)

UNCLASSIFIED

633—Ammunition—Generator Smoke No 16 Mark 1 Withdrawn from Service

(*DCI (RN) 617/69*)

1. *Authorities concerned* .. .. All users of Generators Smoke No 16 Mark 1.

2. *Item affected* .. .. .. 401040 Generator Smoke No 16 Mark 1.

3. *Purpose of instruction* .. .. To notify all concerned that 401040 Generator Smoke No 16 Mark 1 is withdrawn from service.

4. *Action to be taken* .. .. HMA ships, replenishment ships and shore establishments:

a. 401040 Generators Smoke No 16 Mark 1 are to be returned to the nearest RAN Armament Depot.

b. All requirements for Generators Smoke are to be met by using 401001 Generator Smoke Y4, until a new Generator Smoke is introduced into service.

c. RAN Armament Depots—Separate instructions are being issued.

(DAS 728/61/91)

UNCLASSIFIED

634—Lifting Appliances—Chain Blocks—Safety Precautions

(*DCI (RN) 861/69*)

1. Misuse of a chain block (0246/4028) whilst attempting to haul in the load chain of the unloaded block resulted in the A1 alloy casing of the block being fractured.

2. At the moment of incident the load chain had been allowed to run out to the anchor pin. Sharp tugging on the hand chain, initially against the required direction of lift, resulted in a jamming of the load chain and consequential damage.

3. All Admiralty Patternised blocks have a 10 foot range of lift but as a design safety measure to prevent loading the anchorage, the length of load chain is increased by three links per fall of chain.

4. Care is to be taken to ensure that the range lift is not exceeded. To give warning of the limit of range the terminal links of the load chain are to be painted a distinctive colour sufficiently to show below the casing.

(DNS 177/1/136)

UNCLASSIFIED

635—Naval Stores (General)—HMA Ships—9920-66-026-5111—Ash Receiver Tobacco

1. The following item has been introduced into service and should be identified and accounted for as follows:

Group Class	*Catalogue No*	*Description*	*Denom of Qty*	*Acctg Classn*
9920	66-026-5111	Ash receiver, tobacco	No	P

2. The new type Ash receiver, which is of aluminium alloy construction, will be issued by SNSO, Sydney, only when 0264-L85400 Ash trays now in use in HMA ships require replacement and depot stocks become exhausted.

(DSAP 400/1/197)

UNCLASSIFIED

636—Naval Stores (General)—Tool Kits Type NS1

1. Navy Order 164 of 1968 is amended to include the following:

Group/Class	*Catalogue No*	*Description*
0272	923-8007	Drill, twist, $\frac{1}{16}$ inch
	923-8009	Drill, twist, $\frac{3}{32}$ inch
	923-8011	Drill, twist, $\frac{1}{8}$ inch
	923-8013	Drill, twist, $\frac{5}{32}$ inch
	923-8015	Drill, twist, $\frac{3}{16}$ inch
	923-8019	Drill, twist, $\frac{1}{4}$ inch
0273	910-4082/L1	Bits, brace for softwood $\frac{1}{4}$ inch
	910-4083/L1	Bits, brace for softwood $\frac{5}{16}$ inch
	910-4084/L1	Bits, brace for softwood $\frac{3}{8}$ inch
	910-4085/L1	Bits, brace for softwood $\frac{7}{16}$ inch
	910-5086/L1	Bits, brace for softwood $\frac{1}{2}$ inch
	910-4088/L1	Bits, brace for softwood $\frac{3}{8}$ inch
	910-4090/L1	Bits, brace for softwood $\frac{3}{4}$ inch
	910-4094/L1	Bits, brace for softwood 1 inch
	910-4453	Bevel, carpenters, wood stock 10½ inch blade
0275	120-9798	Rule, steel, flexible, 6 foot
	910-5373	Plane, metal body, rebate
0276	120-7288	Snips, tinmans, straight 12 inch
	910-5746	Saw, hack, frame, 9-12 inch adjustable
	910-5842	Screwdriver, 12 inch

2. Rivet Snaps and Rivet Sets, being separate tools, have been catalogued as follows:

Group/Class	*Catalogue No*	*Description*
0276	910-7869	Snaps rivet $\frac{1}{8}$-$\frac{1}{2}$ inch
	910-7834	Sets rivet $\frac{1}{8}$-$\frac{1}{2}$ inch
	910-7871	Snaps rivet $\frac{3}{16}$-$\frac{1}{2}$ inch
	910-7836	Sets rivet $\frac{3}{16}$-$\frac{1}{2}$ inch
	910-7873	Snaps rivet $\frac{1}{4}$-$\frac{1}{2}$ inch
	910-7837	Sets rivet $\frac{1}{4}$-$\frac{1}{2}$ inch

3. Saws, coping, Catalogue No 0276/L62006, are not complete with blades which are a separate item and are to be supplied with Catalogue No 0276/L62007 Blades, coping saw, 3 No per Saw, coping.

4. Box, tool, 2 foot 6 inch has now been identified as Tool box, portable, for Tool kit NS1, Group/Class 5140-66-031-3152.

5. LE48 Composition of Tool Kits for use by RAN Tradesmen Sailors, will be amended.

(DSAP 506/83/52)

(*Navy Order 164 of 1968*)

UNCLASSIFIED

637—Stores General (Group/Class 5820)—Radio and Television Communication Equipment, Except Airborne Change of Stock Numbers

1. As a result of data received from the Danish Codification Bureau in respect of RAN Inventory Items of Danish origin, the stock numbers of the undermentioned items have been changed to NATO Stock Numbers, or Defence Stock Numbers, as follows:

Catalogue Number	*New Stock Number* *Group Class*	*Catalogue Number*	*Description*
22-L11171	5805-	66-025-0945	Armature assembly
22-L11172	5805	22-230-3951	Armature assembly
22-L11173	5805-	22-230-3938	Bearing, armature
22-L13418	3110	22-230-3975	Bearing, ball
22-L13419	5340-	22-230-3932	Bellcrank
22-L13420	5805-	66-033-7365	Bellcrank, spacing
22-L13421	5805	22-230-3941	Bellcrank, marking
22-L18183	5340	22-230-5089	Spring, control bar
22-L18184	5805	22-230-3936	Contact spring
22-L18185	5805	22-230-3977	Contact screw
22-L21975	5805	66-033-7363	Gear wheel, driving shaft
22-L23264	5805	22-230-5067	Fuse
22-L24202	5805	22-230-3934	Guide, roller
22-L24203	5805	22-230-3935	Spindle, guide roller
22-L27171	5930-	22-230-3979	Switch, line
22-L29494	5305	22-230-5086	Screw, mainshaft adjustable sleeve
22-L29495	5305	22-230-5087	Screw, mainshaft adjustable sleeve
22-L29496	5930	22-230-3980	Switch, mains
22-L29497	3010-	66-033-7364	Coupling, rubber
22-L29937	5805	22-230-3943	Holder, oiling pad
22-L29938	5805	22-230-3939	Pad, oiling
22-L31923	5805	66-025-0943	Pecker
22-L31924	5805	22-230-3937	Stud, pivot
22-L31925	5340	22-230-3931	Spring, pecker
22-L31926	5805	22-230-3946	Push rod with thrust collet, spacing
22-L31927	5805	22-230-3947	Push rod with thrust collet, marking
22-L33811	5340	22-230-5088	Spring, reed actuating lever
22-L33812	5305	22-230-3976	Screw, retaining
22-L33813	5340	22-230-3950	Foot, rubber
22-L44692	5805	22-230-3949	Spring clip for mechanism

Catalogue Number	Group Class	New Stock Number Catalogue Number	Description
22-L47402	5805	22-230-5112	Transmitter
22-L47403	5805	66-021-8488	Transmitter
22-L47431	5805-	22-230-3948	Spindle, tape feed
22-L47432	6105	22-230-3969	Motor, transmitter

2. Action is to be taken to adjust accounts in accordance with ABR 4 (Naval Storekeeping Manual) Article 1815 with effect from 29 October 1969.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 518/51/1294)

Section 5

BOOKS, CORESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

638—Form TG100—List of Authorised Movable Magnetic Material and Form TG101—List of Excess Movable Magnetic Material—Introduction

1. Forms TG100/TG101 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.

Allowed Movable Magnetic Material

3. Movable magnetic items allowed for in the design and calibration of the degaussing coil system will be entered on Form TG100, 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 ships 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 Ships Book. The second copy is a working copy and is issued enclosed within a hard covered folder. It is to be held by a ships 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.

Excess Movable Magnetic Materials

5. 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 TG101, List of Excess Movable Magnetic Material. The list is to be prepared and maintained by a ships officer delegated by the Captain.

7. Additions to and deletions from the list shall only be made by the responsible ships 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 TG101.

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 TG101. Movable magnetic items not on either list shall be removed from the ship.

Caution and Warning Labels

11. 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, ie, affixed to cardboard to form a tag, etc.

14. Forms TG100 and TG101 are available from SNSO, Sydney.

15. 'Caution 'and 'Warning' labels are also available from SNSO, Sydney. They are identified by the numbers LB101 and LB102 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.

17. Navy Order 600 of 1966 is hereby cancelled.

(ACDC 1227/51/195)

(*Navy Order 600 of 1966*)

22641/69—2

Section 7

CANCELLED LIST

UNCLASSIFIED

639—Cancellation of Navy Orders

Navy Orders 61, 89, 270, 289, 355, 401, 435, 459 and 461 of 1967 and 396 and 465 of 1968 may now be cancelled, having been incorporated in ABR 4, RAN Storekeeping Manual, at the 1968 reprint.

(DSAP 465/7/1)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANO 640/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
30 October 1969.

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

22642/69

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

640—Publications—Allowances and Amendment Status—Introduction of EDP System NAVPUB

1. A system has been developed to keep HMA ships, establishments and other authorities informed by reports issued from the EDP Centre, Navy Office, of the allowances and quantities issued of publications for each addressee, the amendment status of the publications and details of amendments and books issued during the month covered by the report.

2. The basic aim of the system is to increase efficiency in the use of publications by providing regular and detailed issue and status reports by means of which holders may determine that all allowed books and applicable amendments have in fact been received.

3. Collection of the basic data required to set up the master record in the NAVPUB system has commenced and it is intended to issue the first reports to holders of publications as from 31 October 1969. Initial reports will mainly cover US air publications, although it is anticipated that some US Navships publications and other type publications will be recorded by that date. As publications are added to the EDP record they will be included in subsequent reports to holders of such publications.

4. The information which will be contained in the report is as follows:

Heading:

Addressee Code	The unit identification code plus two digits, eg, HMAS MELBOURNE, 1ØØ7ØØ.
Date	The date the report is printed by EDP Centre.
Last SG1 Number	The serial number of the latest Form SG1 (Advice note for magazines, pamphlets, amendments to publications, etc) issued to the addressee. The serial number will be re-set to Ø on 1 January each year.

Publication Information and Status:

Publication Number	The publication identification in the form of either official number or title. The symbol '*' will appear to the left of the publication number on the first report. On subsequent reports this symbol will only appear if a new publication has been introduced, an amendment has been issued, or there has been a change to any information since the last report. The letter 'D' will appear to the left of the publication number if the publication has been deleted from the units allowance. This publication will not appear on the next report. Disposal of deleted publications is to be arranged in accordance with Navy Order 583 of 1969, Paragraphs 17, 18 and 19.

Account	'ACC' indicates that the publication is accountable (ABR 4/1968, Article 25Ø9 refers). 'N' signifies that the publication is non-accountable.
Date	Effective date of publication.
Quantity Allowed	Allowance of the publication to the addresse.
Quantity Held	If the quantity shown as held is less than the allowance, it may be assumed that the publication is either in transit or not available for issue. Issues to complete to the authorised allowance will be made without demand. If the actual quantity held varies from that shown, details are to be reported to D of V immediately.
Change, Interim Change, Supplement, RAN Amend Number, Other	The latest amendment number issued in each category will be shown under these headings to indicate the amendment status of the publication. If there have been no amendments, this area will contain the word 'NIL'.
A	A list of amendments to the publication issued during the month will appear after this symbol. A maximum of 10 amendments will be printed on the report. Any in exces of 10 will be printed on an addendum which will accompany the report. Amendment type codes, 'C' change, 'I' interim change, 'S' supplement, 'R' RAN amendment and 'O' other will precede the amendment number.

If there has been no change to publication allowances and no amendments issued to the publications after the first report, the legend 'No change to Publication Information this month' will be printed under the heading information. The previous months report will then remain current.

5. Reports will be forwarded to addressees on the last day of each month. 7510-66-L56375, Binders are suitable for filing the reports, and should be demanded from SVSO, Sydney, as required.

6. To enable stock records and service holdings of publications to be reconciled, two copies of the reports will be forwarded during the period of setting up the NAVPUB master record (*see* Paragraph 3 above). When the initial report is received the information it contains is to be verified and any errors reported to the Director of Victualling using the second copy of the report amended as necessary. In subsequent reports only publications with the symbol '*' will need to be verified. When all available details of receipts and issues of publications have been entered in the EDP master record addressees will be required to notify D of V of publications held but not recorded in reports received from the EDP Centre. Addressees will be advised when this return is required.

7. The number of amendments issued to a holder in respect of any publication will be as shown in the 'Quantity Held' column. It is, therefore, necessary to declare additional copies of publications acquired in excess of those shown in the 'Quantity

Held' column to ensure that sufficient copies of amendments are received to correct all publications held. However, issue of amendments for quantitites held in excess of allowances will be arranged only if approval is given to the addition of such excess quantities to the authorised allowances.

8. The original copy of the report for holders of Air Publications is to be noted with the following certificate: AMENDMENTS TO THE TECHNICAL AIR PUBLICATIONS SHOWN ABOVE HAVE BEEN RECEIVED AND INCORPORATED, EXCEPT THOSE LISTED BELOW FOR REASONS STATED.

.....
SIGNATURE OF RESPONSIBLE OFFICER

(AS/EDP 465/61/228)

(*Navy Order 583 of 1969*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 641-653/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 November 1969.

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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22973/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

641 Navigation—Veering Cable Underway.

642 The Training Committee—Programme 1970.

SECTION 2—PERSONNEL

643 Medical and Dental Officers—Conditions of Service.

644 RNZN Midshipmen Serving in HMA Fleet—Difference of Mess Subscription.

SECTION 3—OPERATIONAL AND TRAINING

645 Marking of Contaminated or Dangerous Land Areas.

SECTION 4—EQUIPMENT, STORES AND SERVICING

646 Alteration and Addition Item—HMAS BANKS.

647 Design—Layout of Compartments—Fire Hazards.

648 Lubricants—Introduction of Neox Products for Stern Tube Lubrication.

649 Magazine and Gunwharf Stores—Failure Reports.

650 Naval Stores (General)—Introduction and Allowances—Kit, Electronic, Repair and Maintenance—Stock No 5180–66–032–6356.

651 Residential Furniture—Revised Method of Assessing Rentals.

652 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0267—Water Tubes and Fittings—Change of Stock Numbers.

SECTION 5—BOOKS, CORRESPONDENCE FORMS AND STATIONERY

653 Form SX144—Attachment to Stores Demand or Supply Requirements Note.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

641—Navigation—Veering Cable Underway

(*DCI (RN) 1155/1966*)

1. HM ships have suffered serious damage 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.

4. Navy Order 591 of 1966 is hereby cancelled.

(CONS 161/1/210)

(*Navy Order 591 of 1966*)

UNCLASSIFIED

642—The Training Committee—Programme 1970

1. 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 Training—Chairman
Deputy Director of Training (Sailors)—Deputy Chairman
Co-ordinator of Training Research
Deputy DNES
Officers from Staff of D of T as necessary
Officers from staffs of other Navy Office Directorates as required
Secretary from staff of D of T.

3. The Committee will visit all establishments with a training commitment, and the Fleet on a yearly basis. In addition, the Chairman of the Training Committee, accompanied by such other officers from the staff of D of T as are necessary will visit Reserve Training establishments for the same purposes as those shown in Paragraph 1 above. Where possible these visits will be combined with visits to the area by the Training Committee.

4. Dates on which visits will be made during 1970 are as follows:

HMAS NIRIMBA	..	25–27 February
HMAS KUTTABUL	..	16 March
HMAS PENGUIN	..	16–17 March
HMAS HARMAN	..	24 April
HMAS PLATYPUS	..	21 May

HMAS WATSON (and RTE)	..	21–22 May
HMAS TARANGAU ..	..	6 July
HMAS ALBATROSS ..	..	22–24 July
HMAS ENCOUNTER (RTE)	..	24 August
HMAS LEEUWIN (and RTE)	..	25–28 August
HMAS CERBERUS ..	..	7–11 September
HMAS MORETON (RTE)	..	24 September
HMAS WATERHEN ..	..	23 October
HMAS HUON (RTE) ..	..	19 November
HMAS LONSDALE (RTE)	..	20 November
HMA Fleet	..	As convenient to FOCAF and the Fleet programme (about 15 December)

5. Approximately four months before the date on which a visit is scheduled the Chairman of the Training Committee will forward to FOCAF a request for a report which indicates FOCAFs opinion of the quality of the training received by men in the categories concerned, and any other relevant comments. These reports should be forwarded to reach the Chairman of the Training Committee two months before the scheduled visit. (Copy to the establishment concerned.)

6. Approximately three months before the date on which the visit is scheduled, the Chairman of the Training Committee will forward to the establishment concerned a questionnaire and certain other training analysis documents. These are to be completed and returned to Navy Office no later than six weeks before the dates shown above. In addition, any problem areas on which it is desired discussion take place should be fully documented and forwarded at the same time.

7. The following facilities 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;

d. A suitable room or area in which an open forum can be conducted as the last item of business for the Committee. At this open forum all ranks connected with training should attend.

8. ABR 27 Article 0144 will be suitably amended in due course.

(D of T 42/222/219)

Section 2

PERSONNEL

UNCLASSIFIED

643—Medical and Dental Officers—Conditions of Service

1. As from 14 July 1969, gratuities, based on completed years of service, are payable to medical and dental officers appointed for short service commissions of not less than one year but less than four years duration:

a. in the case of a medical or dental officer appointed under the Undergraduate Scheme in respect of a short service commission on completion of the members initial short service commission of four years; and

b. in the case of a direct entry medical or dental officer in respect of such a commission;

at the following rates per annum:

c. if the officer is a medical officer—five hundred dollars;

d. if the officer is a dental officer—two hundred and fifty dollars.

2. NPI should be noted pending amendment.

(HPB 252/201/36)

UNCLASSIFIED

644—RNZN Midshipmen Serving in HMA Fleet—Difference of Mess Subscription

1. 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 $3.75 for each calendar month and the actual messing subscription in the Wardroom Mess. This amount is never, however, to exceed the prescribed limit of $6 for each calendar month.

(3) For broken periods payment is to be made at a rate not exceeding 8 cents per diem, but with a maximum of $2.25 per caledar 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 Cadets or Midshipmans leave; it may be continued when the absence does not exceed 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 10 cents 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 Midshipment 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 649 Other Administrations—Recoverable Expenditure, New Zealand, prior to payment of the mess bill. Details on the voucher are to include:

a. Navy Order 644 of 1969.

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 300 of 1966 is hereby cancelled.

(HPB 252/11/10)

(*Navy Order 300 of 1966*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

645—Marking of Contaminated or Dangerous Land Areas

1. Attached at Annex A is a copy of Seastag 2002 (First Revision) which details the system of marking contaminated or dangerous land area. This system is to be used as from the date of this order.

2. Seastag 2002 (First Revision) supersedes Seastag 2002 dated 14 November 1966 and also Seastag 2094 (Signposting of Radiologically contaminated Areas) dated 14 November 1966.

3. Navy Order 224 of 1967 is hereby cancelled.

ANNEX A

SEASTAG 2002 (First Revision)

Details of Agreement

Marking of Contaminated or Dangerous Land Areas

Agreement

1. It is agreed that the procedures contained herein for marking contaminated or dangerous land areas will be used by the armed forces of SEATO Member Nations.

PART I—Martial Contaminations

General

2. For the purpose of this SEASTAG, martial contaminations will include such dangers as radiological contamination, biological contamination, chemical contamination, chemical minefields (or barriers), minefields (or barriers) other than chemical, booby-trapped areas and unexploded munitions. These dangers will always be marked by triangular signs (right-angled isosceles triangle) unless the area is to be abandoned to the enemy.

3. The relevant procedures and marking systems are designed both for the protection of personnel of the units responsible for the areas concerned and for the prevention of casualties or unnecessary exposures among individuals or units of other commands resulting from unknowingly traversing contaminated areas.

4. The provisions of this agreement do not preclude additional marking or signposting over and above that required by this SEASTAG when the commander concerned believes it is necessary.

Colour of Signs

5. The nature of the contamination or danger of the considered area is to be indicated by the colours of the signs. These include:

a. the primary colour, used for the background of the front surface and for the entire back surface of the sign;

b. a secondary colour, used for additional markings and/or inscriptions on the front surface.

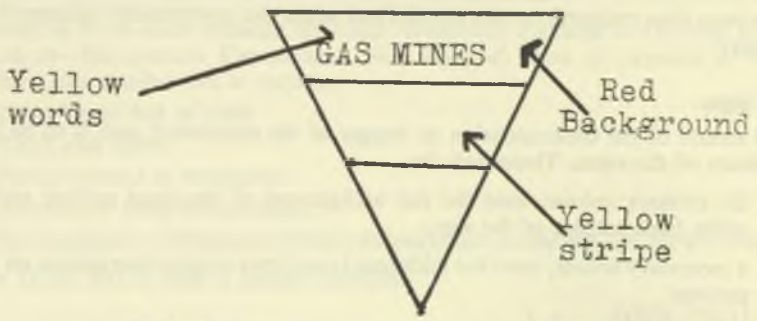
These colours are:

Danger	*Primary Colour*	*Secondary Colours*	
		Markings	*Inscriptions*
Radiological contamination	WHITE	NONE	BLACK
Biological contamination	BLUE	NONE	RED
Chemical contamination	YELLOW	NONE	RED
Chemical minefields (or barriers)	RED	YELLOW (STRIPE)	YELLOW
Minefields (or barriers) other than chemical ..	RED	NONE	WHITE
Booby-trapped areas	RED	WHITE (STRIPE)	WHITE
Unexploded munition	RED	WHITE (STRIPE)	NONE

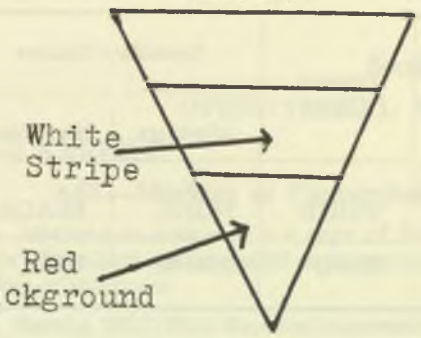
Chemical Minefields (or Barriers), Booby-traps and Unexploded Munitions

6. In the case of danger due to chemical minefields (or barriers), booby-traps and unexploded munitions, the front surface of the sign which faces away from the dangerous area has two colours and will be marked thus:

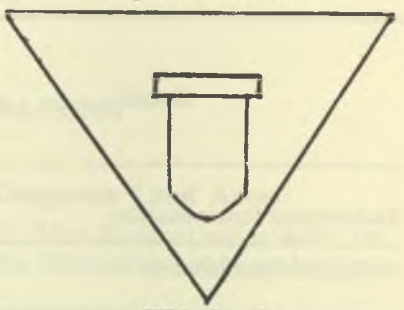
Chemical Minefields



Booby-traps



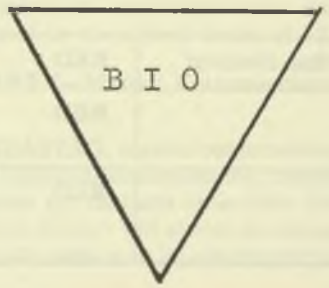
Unexploded Munition



White bomb
Red background

Minefields (or Barriers) and Biological, Radiological and Chemical Contaminations

7. In the case of danger due to minefields (or barriers) (other than chemical) and of danger due to biological, chemical and radiological contamination, the primary colour and the pattern of the signs by themselves will be the principal means of recognising the type of contamination. As a safeguard, the words 'MINES', 'GAS MINES', 'GAS', 'BIO', (for biological contamination) or 'ATOM', with the optional addition of a symbol such as a trefoil (for radiological contamination), where required by national authorities, will be painted or written with the secondary colour on the front surface. The language to be used for these inscriptions will be selected by the forces erecting the sign. These inscriptions will be written parallel to the longer side of the sign, for example:



Inscription of Signs

8. In addition, details if known, of biological, chemical and radiological contaminations are to be written on each sign, preferably on the front surface. For biological contamination and for persistent or moderately persistent chemical agents, the name of the agent used, when known, and the date and time of detection are required. In cases of radiological contamination, the following information will be inserted on each sign:

a. The dose rate.

b. Date and time of reading.

c. The date and time of the detonation that produced the contamination (if known).

Multiple Hazards

9. Areas which contain more than one type of contamination or other hazard will be marked with the relevant signs placed near to each other. However, the sign 'GAS MINES' will be assumed to include the attendant presence of high explosive mines and/or booby traps.

Special Case of Mined and Booby-trapped Areas

10. All areas that contain mines or booby-traps or both require marking. They will normally be fenced on all sides preferably by barbed wire—the lower strand at ankle height and the upper strand at waist height.

Marking of Simulated Contaminated Areas

11. The systems of marking simulated contaminated areas such as simulated minefields (or barriers) will be exactly the same as for those which are real.

Special Radiological Marking Procedures

12. The marking of radiologically contaminated areas merely indicates the presence of a hazard, the extent of which must be determined by newly arrived troops by means of instrument readings, surveys, or information from other units.

13. At the discretion of the commander, a radiologically contaminated area need not be marked when a military advantage would be obtained by not doing so. In such cases positive measures will be taken to warn other friendly forces of the existance of the radiologically contaminated area.

14. Signs are to be placed on all probable routes leading into contaminated areas at the points where the dose rate reaches 1 rad per hour measured at 1 metre above the ground. When the dose rate is above 1 rad per hour, signs showing the actual dose rate are to be placed on all probable routes leading into the contaminated area at the boundary.

15. Lower levels normally are not marked even though significant doses might be produced by long stays in areas of old contamination. Unit planning prolonged stays in any area during a nuclear war should check the area with radiac instruments regardless of whether it is marked.

16. Signs should be corrected or moved periodically to account for radioactive decay.

17. Commands leaving an area or otherwise giving up responsibility for an area are to leave perimeter signs in place. The command taking over responsibility for the area will continue the periodic correction or movement of the signs or remove them when they are not longer necessary.

18. Dumps for radiologically contaminated material are to be marked at intervisible intervals around the perimeter.

Size and Shape of Signs

19. Existing stocks of coloured triangular signs of slightly divergent shapes and sizes will be retained and used until stocks are exhausted.

20. The triangle will be a right-angled isosceles triangle.

21. The base of the triangle will be approximately 11½ inches (28 cm) and the opposite sides will be approximately 8 inches (20 cm). These dimensions may be varied to suit local material.

22. Triangles will be made of metal, wood, plastic, composition board, or any other adequate material available.

Placing of Signs

23. Signs will be placed above the ground, right-angled apex downwards on wire boundary fences, trees, rocks, poles or by putting the apex into the ground. This latter method should not be used if the other methods can be adopted as the signs might well be obscured by grass and other undergrowth. Further, they can be readily knocked down. The front side of the signs is to be posted facing away from the area being marked. In those cases where signs are posted within a contaminated area, the sign is to face away from the area of higher dose rate, or higher concentration, if such can be determined.

Night Signing

24. No standardization for lighting of signs is specified. Each army will provide lighting or reflecting devices where deemed necessary.

PART II—Non-martial Contaminations

25. Non-martial contamination consists of that contamination resulting from latrines, garbage, soakage and refuse. These forms of contaminations will always be marked by rectangular signs which may be of any colour and any convenient size.

26. When closed, earth mounds will be placed on top of non-martial contaminations and the rectangular sign will be placed on the top of the mound. The sign will indicate the types of pit, the date closed and, in non-operational areas, the unit designation.

(DNSD 1600/202/154)

(*Navy Order 224 of 1967*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

646—Alteration and Addition Item—HMAS BANKS

The following Alteration and Addition Item has been approved to be carried out in HMAS BANKS.

Class List Item No 16 (EX TDL 3/69)

a. *Item:* To replace the existing emergency navigation lights with battery fed lanterns by fitting:

Patt	*Description*	*No Per Ship*
17248	Port Bow	1
17249	Starboard Bow	1
17250	Masthead Steaming	1
17251	NUC, overtaking or anchor lights	4

b. Weight increase was estimated to be 200 lb, however this may be offset by landing of oil lanterns and oil supplies. Weight variation is to be reported on completion of the work.

c. *Reference:* HMAS BANKS Form AS1182 (TG103) TDL 3/69 dated 20 June 1969.

(CNTS 1236/53/123)

UNCLASSIFIED

647—Design—Layout of Compartments—Fire Hazards

1. A fire recently occurred in a lined compartment in an HMA ship, apparently caused by the short circuiting of damaged electric cables behind the lining. To enable a CO_2 extinguisher to be brought to bear on the seat of the fire, a flush type fitting and portion of the deckhead lining had to be removed.

2. Authorities responsible for the building, re-fitting or modernisation of HMA ships, should as far as practicable make provision for the incorporation of readily removable panels in deckhead or bulkhead linings, in the vicinity of electric cabling or other systems that may be a potential fire hazard.

3. All equipments, fittings, etc, within the compartment should be sited so as not to impede the ready access to or removal of these panels.

4. Particular care should be exercised when carrying out operations that entail penetrating or heating of bulkheads or decks abounding lined compartments, to ensure that no damage can be sustained by electric cabling, pipe work, or other items of equipment sited behind the lining.

(ACDC 1205/51/127)

UNCLASSIFIED

648—Lubricants—Introduction of Neox Products for Stern Tube Lubrication

Navy Order 398 of 1969 as amended by Navy Order 485 of 1969 is to be further amended as follows:

Add

0474–220–1628–L1 (56 lb drum)
0474–220–1628–L2 (112 lb drum)

(ACDC 1211/51/414)

(*Navy Orders 398 and 485 of 1969*)

RESTRICTED

649—Magazine and Gunwharf Stores—Failure Reports

Navy Order 516 of 1969 is to be amended as follows:

Paragraph 5, line 1

delete 'Navy Order 37 of 1968'
Insert 'Navy Order 137 of 1968'

(DNQA 700/70/101)

(*Navy Orders 137 of 1968 and 516 of 1969*)

UNCLASSIFIED

650—Naval Stores (General)—Introduction and Allowances—Kit, Electronic, Repair and Maintenance—Stock No 5180-66-032-6356

1. The undermentioned kit, comprising the items detailed in Annex A, has been introduced to enable repair of Printed Circuit Boards to be carried out by Ships Staff.

Stock No	*Description*	*D of Q*	*Acctg Classn*
5180–66–032–6356	Kit, electronic, Repair and Maintenance	No	P

2. Supply of the kit to the allowances detailed hereunder will be effected, without demand, by the appropriate Superintending Supply Officer, Sydney.

HMA Ships		*HMA Establishments*	
CV, AD	3 No each	ALBATROSS	6 No
		CERBERUS, NIRIMBA	5 No each
AP, DD (Not HMAS ANZAC), DE (Not HMAS QUEENBOROUGH), AGS	1 No each	MELVILLE	3 No
		HARMAN	2 No
		WATSON, PLATYPUS, TARANGAU, WATERHEN	1 No each

3. Allowance Lists will be amended in due course.

ANNEX A

Items comprising Kit, Electronic, Repair and Maintenance

Group/ Class	*Cat No*	*Item Name*	*Acctg Class*	*D of Q*	*Qty*
3439	66–023–1668	Sponge, tip wiping	C	No	1
3439	66–024–5337	Tip, electric, soldering	C	No	1
3439	66–024–5338	Tip, electric, soldering	C	No	1
3439	66–024–5341	Tip, electric, soldering	C	No	1
3439	66–025–0966	Tip, electric, soldering	C	No	1
3439	66–025–0967	Tip, electric, soldering	C	No	1
3439	66–027–4888	Soldering iron, electric (W/O transformer)	P	No	1
3439	66–027–9306	Tip, electric, soldering	C	No	1
3439	66–027–9308	Tip, electric, soldering	C	No	1
3439	66–027–9309	Tip, electric, soldering	C	No	1
3439	66–029–2513	Tip, electric, soldering	C	No	1
3439	66–029–2410	Dispenser, non-spill	P	No	1
3439	66–029–2514	Cleaner, wire, soldering aid	P	No	1
3439	66–029–2528	Tip, electric, soldering	C	No	1
3439	66–029–2529	Tip, electric, soldering	C	No	1
3439	66–029–2530	Tip, electric, soldering	C	No	1
3439	66–030–2662	Tip, electric, soldering	C	No	1
3439	66–030–2663	Tip, electric, soldering	C	No	1
3439	66–030–2868	Solder, lead-tin alloy	C	RL	1
3439	66–032–6354	Soldering iron, electric (W/transformer), 115V ac	P	No	1
3439	66–032–6353	De-soldering iron, electric (W/O transformer)	P	No	1

Group Class	*Cat No*	*Item Name*	*Acctg Class*	*D of Q*	*Qty*
3439	66–032–6359	De-soldering iron, electric (W/transformer) 115V ac	P	No	1
3439	66–032–6360	Shield, protective, de-soldering tool	P	No	1
3439	66–032–6361	Resistance, soldering unit	P	No	1
3439	66–032–6362	Pump, de-soldering	P	No	1
5110	66–028–5392	Pliers, cutting	P	No	1
5110	66–032–6363	Wire stripper, thermal	P	No	1
5110	66–032–6364	Pliers, cutting	P	No	1
5120	66–024–9142	Holder, printed circuit board	P	No	1
5120	66–028–5378	Tweezers, craftsmans	P	No	1
5120	66–028–5379	Tweezers, craftsmans	P	No	1
5120	66–028–5380	Tweezers, craftsmans	P	No	1
5120	66–028–5386	Pliers	P	No	1
5120	66–028–5397	Tool set, braid extractor	P	No	1
5120	66–028–5399	Tool, wire stripping	P	No	1
5120	66–029–2401	Vice	P	No	1
5120	66–032–6358	Blower, hand	P	No	1
5120	66–032–6365	Pliers	P	No	1
5120	66–032–6366	Retriever, clamp	P	No	1
5120	66–032–6367	Retriever, clamp	P	No	1
5120	66–032–6369	Pliers	P	No	1
5120	66–032–6370	Pliers	P	No	1
5140	66–032–6368	Tool box, portable	P	No	1
5180	66–028–5394	Tweezers set	P	No	1
5180	66–028–5395	Tool set, debarring	P	No	1
5180	66–029–2402	Tool set, solder aid	P	No	1
5180	66–029–2403	Tool set, heat sink	P	No	1
5180	66–029–2404	Tool set, heat sink	P	No	1
5180	66–029–2407	Tool set, solder aid	P	No	1
5950	66–029–2617	Transformer, power, step-down, 240V ac to 6V ac, 5 amp	P	No	2
6650	66–032–6355	Magnifier	P	No	1
6650	66–032–6357	Magnifier	P	No	1
6810	66–029–2405	Flux, resin	C	No	1
6810	66–029–2408	Solvent, flux remover	C	No	1
6810	66–029–2409	Solvent, cleaning	C	No	1
6810	66–029–2412	Epoxy resin kit	C	No	1
8030	66–028–5391	Sealing compound	C	No	1
9320	66–032–6372	Rubber sheet	P	No	1

(DSAP 505/251/166)

UNCLASSIFIED

651—Residential Furniture—Revised Method of Assessing Rentals

1. The basis of assessing rental charges on furniture supplied to married quarters has been revised for the following reasons:

a. to fall into line with the procedures followed by all other Commonwealth Departments including Army and Air;

b. because the present system is full of anomalies and can, in fact, result in inequitable treatment between tenants;

c. because it is essential, in the interests of efficiency and to reduce the ever growing clerical workload in the Shore Establishments concerned, to simplify the present extremely complicated and time-consuming system of assessing furniture rentals;

d. to minimise fluctuations of rentals during the currency of a tenancy.

2. Details of the revised arrangements are promulgated in Annex A to this order. The most important features of these arrangements are:

a. a standard rental of 10 per cent per annum will be charged on all items except washing machines, to which a rental charge of 25 per cent will apply. These new rates will be applied to all new tenancies entered into after the date of receipt of this order, and to existing tenancies as from 1 July 1971.

b. rental charges payable on furniture under current tenancies will continue in force until the termination of the tenancy or until 30 June 1971, whichever is the earlier, except for any adjustments which may be necessary for revaluation as permitted by Paragraph 4 of Annex A to this order and for items supplied additional to those for which rent has been paid;

c. no revaluation of furniture will be permitted after 30 June 1971. Details of revaluations which may be made in the intervening period are contained in Paragraph 4 of Annex A;

d. the inventory value of furniture will not in future be varied in respect of the cost of repairs; and

e. rentals on furniture payable under tenancies commencing after the date of receipt of this order and under current tenancies after 1 July 1971, will be varied only in respect of:

(1) replacement items ordered as a result of a survey on change of tenancy and supplied after the commencement of the tenancy; and

(2) additional items supplied after commencement of the tenancy.

3. The charges referred to above do not apply in tropical areas where a waiver of furniture charges has been approved for the tenant of a residence in accordance with ABR 4 Article 3304 (5)–(12).

4. Examination of current furniture inventories showed that in the majority of cases the effects of the introduction of the new rental charges will be slight. On average there will be a minor increase in the rentals payable, but the effect in individual cases will depend on the relative values of permanent and consumable items.

5. The new scale of charges accords with that payable by tenants of furnished quarters provided by all other Commonwealth Departments.

ANNEX A

Rates of Charge

1. Rental charges on furniture are to be assessed at 10 per cent per annum for all items except washing machines, to which a charge of 25 per cent applies. The new rates are to apply to all new tenancies commencing after the date of receipt of this order, and to current tenancies as from 1 July 1971, except in the circumstances mentioned in Paragraph 3 above.

2. Rental charges payable under current tenancies are to continue at the present rates until 30 June 1971, except as indicated in Paragraph 4 a. of this Annex.

Inventory Values

3. New items supplied in future are to be rated in the inventory at net invoice price, excluding handling charges and freight. Values thus determined are to be retained for the life of the item, and no variation made for revaluation or repairs.

4. The values of items at present shown in current inventories may be adjusted only as shown hereunder:

a. Any permanent items which have not already been revalued to the extent permitted by ABR 4, Article 3310 (3) (b) may now be revalued to that extent. Revaluations in accordance with the terms of this sub-paragraph are to be effected within three (3) months of the date of receipt of this order. Such revaluations are to be reported to Navy Office using existing Forms AD508 Nos 5 and 6. The Forms AD508 No 5 are to be suitably amended for this purpose except if the revaluations are made in conjunction with surveys on change of tenancy. Subsequent revaluations will not be permitted and no similar adjustment is permissible in respect of consumable items.

b. To compensate for high freight charges that have previously been included, the inventory values for married quarters in tropical areas are to be reduced by 40 per cent on the next occasion of change of tenancy or at 1 July 1971, whichever is the earlier. Such reduction is not to be applied to any new items which are received after the date of receipt of this order and are entered in the inventory at new invoice price. The reduction for freight is, however, additional to any revaluation that may have been effected in accordance with the preceding sub-paragraph.

5. At the 1 July 1971 rental charges for furniture in married quarters which have not changed tenancy since the date of receipt of this Navy Order, are to be assessed as shown in Paragraph 1. A detailed statement of the current totals and percentages charged for all residences concerned is to be prepared and forwarded to the Director of Victualling, Navy Office, Melbourne, quoting this order as the authority. The total amounts to be charged at 10 per cent or 25 per cent are to be shown in a new column on the front of Form AD508 No 1, or SD102.

6. Inventory values will in future be varied during the currency of a tenancy only in respect of

a. replacement items which are supplied as a result of a survey on change of tenancy; and

b. additional items supplied.

No adjustment is to be made for other replacements effected during the currency of a tenancy. Details of the method of adjusting values for replacement items ordered on change of tenancy and for additional items are contained in succeeding paragraphs.

Additional and Replacement Items

7. Where replacement and additional items are ordered as a result of a survey on change of tenancy, no adjustment to rental charges is to be made until the first full pay period following the date on which all such items have been supplied or after three (3) months from the date of change of tenancy, whichever is earlier. In the event of all items not having been supplied within three (3) months, rental is then to be charged as from the next full pay period for all items that have been supplied, and subsequently for each of the remaining items as from the date of receipt.

8. Rental charges are to continue to apply for items held in a residence awaiting replacement. (This does not apply to washing machines.)

9. Additional items supplied during the currency of a tenancy, other than as a result of the survey on change of tenancy, are to be charged from the date of receipt.

10. Inventory values are not to be adjusted during the currency of a tenancy in respect of replacements effected other than as a result of the survey on change of tenancy. Details of replacements during currency of a tenancy are to be reported to Navy Office as they

occur, and the inventory value varied on the occasion of the next change of tenancy. Replacements of this nature which are effected during current tenancies after the date of receipt of this order, but before 30 June 1971, are to be adjusted on the occasion of the next change of tenancy or 30 June 1971, whichever is the earlier.

Commonwealth/State Housing Agreement

11. The arrangements outlined in this Annex will apply also to blinds and floor coverings provided by the Department for married quarters occupied by Naval personnel under the Commonwealth/State Housing Agreement.

Forms

12. The AD 508 series of forms has been revised and renumbered. Requirements of the new forms are to be demanded from SVSO, Sydney, the old forms should continue to be used until stocks of the new forms are available.

13. The new forms are listed hereunder, with the corresponding forms that they replace:

New Form		*Old Form*
SD 102	Inventory of Residential Furniture (outside covers—Incorporating certificates, value summaries and adjustments)	AD 508 No 1
SD 105	Residential Furniture—Inventory Pages	AD 508 No 3
SD 103	Residential Furniture — Additional/Replacement Items supplied	AD 508 No 1A
SD 104	Residential Furniture—Abatements	AD 508 No 2
SD 106	Residential Furniture—Application for Repair, Replacement or additional items during tenancy	AD 508 No 4
SD 109	Residential Furniture—Certificate of Survey ..	AD 508 No 7
SD 107	Residential Furniture—Adjustment of Inventory Value on Change of tenancy	AD 508 No 5

14. Brief notes on the use of these forms are appended:

SD 102. The revised form makes provision for the inventory value to be updated as necessary during the currency of a tenancy.

SD 103. Except where a new inventory is prepared this form is to be used to cover all items supplied to a residence and makes provision for insertion of authority for supply and dates of supply, so that liability for rental charges in accordance with Paragraphs 7 and 9 of this Annex can be determined readily.

Form SD 103 is to be raised for a tenancy on the first occasion that an additional or replacement item is supplied. In the case of additional or replacement items supplied as a result of a survey on change of tenancy the form is to be kept open until all such items have been supplied or until three (3) months after the date of commencement of the tenancy whichever is the earlier. It is then to be ruled off and necessary certificates completed. A new form is to be raised to cover each subsequent issue.

SD 104. Is to be prepared on each occasion that furniture is returned from married quarters, and as the supporting voucher for the adjustment of the inventory in respect of any items found to be deficient at survey.

SD 105. This form is virtually identical in lay-out with the existing AD 508–3 but is to be used in future only as the record of items on charge, not as a List of additional items supplied (Form SD 103 is to be used for the latter purpose).

SD 106. A small supply of this form is to be given to each tenant at the commencement of his tenancy. If during tenancy a tenant considers that articles require repair or replacement, he is to complete an Application for Repair, Replacement or Additional Items During Tenancy Form and deliver it to the Supply Officer who is to arrange for survey and repair or replacement, as necessary. This form is also to be used by the tenant when applying for additional items.

SD 107. Is to be used to adjust the inventory value at each change of tenancy, using for this purpose the up-dated value as calculated on Form SD 102. All adjustments arising from vouchers covering supplies and returns effected during the currency of the previous tenancy, which have not so far been processed, are to be included. Adjustments relating to supplies and returns effected during a tenancy change, ie, when the residence is unoccupied, are to be taken into account when calculating commencing values for the new tenancy and supporting vouchers forwarded with Form SD 107.

SD 109. Provides certificate of surveys conducted during and at termination of tenancy. Provision is also made for details to be inserted in block form of items surveyed as unserviceable and requiring replacement or repair.

ABR 4, ABR 5076 will be amended in due course.

(D of V 3541/1/41)

UNCLASSIFIED

652—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0267—Water Tubes and Fittings—Change of Stock Numbers

1. With effect from 4 November 1969, the Stock Numbers of the undermentioned items are to be changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0267	10571	Socket, diminishing	0267	923–5313
0267	10587	Tee	0267	923–5335
0267	10589	Tee	0267	923–5337
0267	10436	Tube, steel	0267	571–1649
0267	10439	Tube, steel	0267	571–1656
0267	10440	Tube, steel	0267	571–1657
0267	10441	Tube, steel	0267	571–1660
0267	10420	Tube, steel	0267	571–1673
0267	10449	Tube, steel	0267	571–1680
0267	10450	Tube, steel	0267	571–1681
0267	10451	Tube, steel	0267	571–1686
0267	10452	Tube, steel	0267	571–1687
0267	10453	Tube, steel	0267	571–1692
0267	10454	Tube, steel	0267	571–1693
0267	10428	Tube, steel	0267	571–1699
0267	10455	Tube, steel	0267	571–1696
0267	10457	Tube, steel	0267	571–1706
0267	10458	Tube, steel	0267	571–1707

22973/69—2

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/61/701)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

653—Form SX144—Attachment to Stores Demand or Supply Requirements Note

Forms SX144 which were introduced by Navy Order 490 of 1969, are to be used in conjunction with Supply Requirement Notes, Forms SX16 as well as Stores Demands Forms SX12 and Paragraph 2 of Navy Order 490 of 1969 should be noted accordingly.

(DSAP 464/77/82)

(*Navy Order 490 of 1969*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN

RESTRICTED

ANOs 654-672/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7 November 1969.

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

23283/69

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CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

654 Laboratories and Test Houses Registered by NATA—Use by Inspection Services of the Department of the Navy.

655 Malaria—Measures for Prevention and Control.

656 Method of Reporting Fighter Attack.

657 Submarine Arm—Terminology to be Used.

658 The Naval Legal Service.

SECTION 2—PERSONNEL

659 Officers—Confidential Reports.

660 The Royal Naval Amateur Radio Society.

661 Landing Signals Officers—Selection and Training.

SECTION 4—EQUIPMENT, STORES AND SERVICING

662 Alteration and Addition Item—HMAS SUPPLY.

663 Alteration and Addition Item—River Class Destroyers.

664 Ammunition—Pyrotechnics—Markers Manoverboard Smoke and Light Mks N1, N2 and N3—Mk N1 Withdrawn from Service—Mk N2 Restricted to Practice/Training only—Mk N3 Introduction into Service—Age Limit of 5 Years.

665 Armament Stores—Cox Gun Equipment Allowances.

666 Electrical and Electronic Test Equipment.

667 Guns (other than Aircraft)—Tool Ramming Clearing Charge QF 40/60—Introduction.

668 HMAS SUPPLY—Transfer Station Identification Numbers.

669 Naval Stores—Introduction—Group Class 2090 Catalogue No 66-031-3293—Repair Kit Plastic Boat—Permanent.

670 Radioactive Valves—Disposal.

671 Solvents for Cleaning Electrical Machines.

672 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0274—Tools General F–N—Change of Stock Numbers.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

654—Laboratories and Test Houses Registered by NATA—Use by Inspection Services of the Department of the Navy

Navy Order 406 of 1969 is to be amended as follows:

a. *Add* new Paragraph 20:

'Security

20. Where tests concerning classified equipment or information are to be carried out by laboratories or test-houses other than those belonging to the Defence Group Departments, then the attention of inspecting and overseeing officers is drawn to the security requirements of Chapter 17 of ACB 0337.'

b. *Renumber* original Paragraphs 20 and 21 *to read* 21 and 22 respectively.

(DNQA 178/1/21)

(*Navy Order 406 of 1969*)

UNCLASSIFIED

655—Malaria—Measures for Prevention and Control

ABR 1991—Naval Medical and Hospital Instructions, is to be amended as follows:

Article 0875—Malaria Measures for Prevention and Control.

Paragraph 12:

Delete: Chloroquine 300 mg base plus Primaquine 22.5 mg base daily for 14 days.

Add:

1st day	.. ..	Chloroquine 600 mg base and Primaquine 22.5 mg base, following later in day by Chloroquine 300 mg base.
2nd and 3rd days	..	Chloroquine 300 mg base plus Primaquine 22.5 mg base, daily.
4th to 14th days inclusive		Primaquine 22.5 mg base.

(MDG 327/251/140)

RESTRICTED

656—Method of Reporting Fighter Attack

1. A method of reporting fighter attack has been standardised by SEASTAG 3275 and 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?	
(1) Lateral section *see* Fig 1 ..	'One o'clock', 'Two o'clock', etc.
(2) Vertical sector *see* Fig 2 ..	(1) Above (3) Level (5) Below (2) High (4) 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:

(1) To hand over control to another position—'Take control mid-upper'.

(2) To regain control '45 Leader—45 Leader' and continue commentary.

(3) In the event of an undeveloped or altered attack give 'Correction—Correction' and continue commentary.

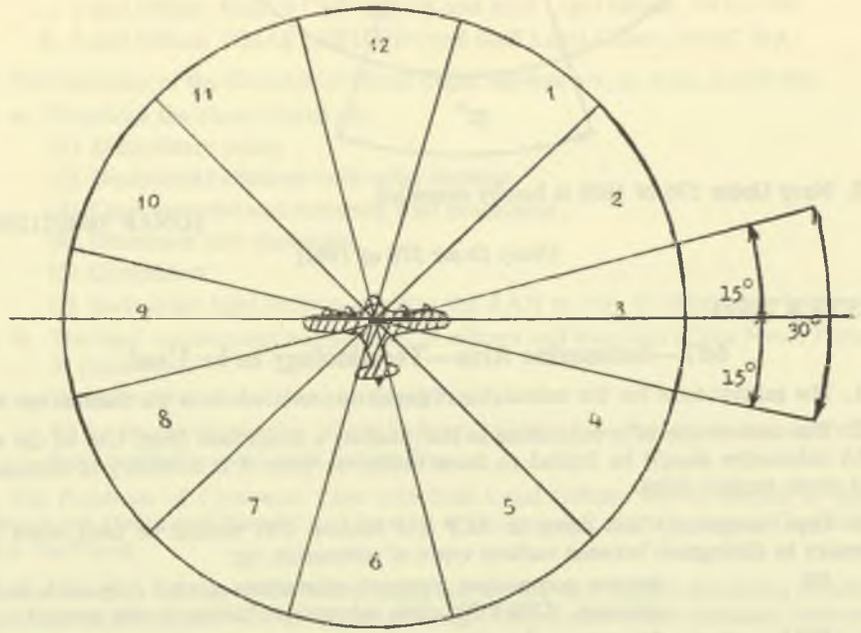
(4) If the fighter is lost to view—'Pilot weave—Crew search'.

(5) 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

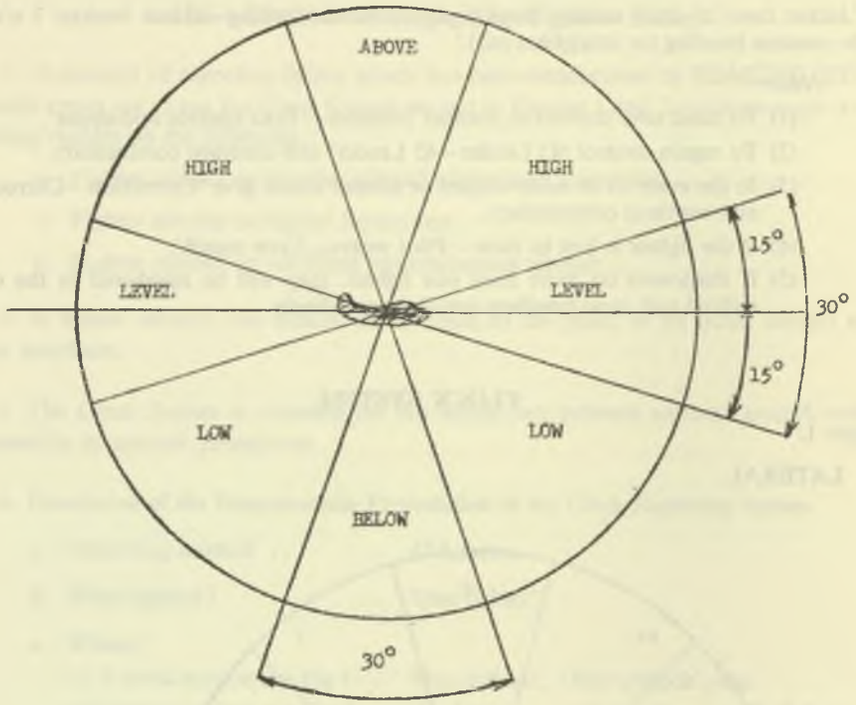


'LEFT' AND 'RIGHT' SHOULD BE USED INSTEAD OF 'PORT' AND 'STARBOARD'

* US Reservation: 'Port' and 'Starboard' will be used insted of 'Left' and 'Right' by the United States.

23283/69—2

Figure 2:
VERTICAL



5. Navy Order 576 of 1966 is hereby cancelled.

(DNAP 1600/212/63)

(*Navy Order 576 of 1966*)

RESTRICTED

657—Submarine Arm—Terminology to be Used

1. The generic term for the submarine organisation as a whole is the Submarine Arm.

2. The correct title of a submarine is Her Majesty's Australian Ship. Use of the term HMA submarine should be limited to those occasions when it is necessary to distinguish them from surface ships.

3. Type designators laid down in ACP 113 Section 20G should be used when it is necessary to distinguish between various types of submarine, eg:

SS .. denotes non-nuclear powered submarines armed only with tactical weapons. (OBERON class submarines belong to this group.)

SSN .. denotes nuclear powered submarines armed only with tactical weapons. (PERMIT and VALIANT class submarines belong to this group.)

SSBN .. denotes nuclear powered submarines armed with strategic ballistic missiles. (LAFAYETTE and RESOLUTION class submarines belong to this group.)

4. Submarine-trained personnel should be referred to as submarine personnel (submarine sailors, dagger submarine officers, etc). The symbols SM and SM† should be used only when referring to the qualification concerned, eg LEUT GLEX SM; or a posting to a submarine billet, eg PLATYPUS (SM).

5. Terms such as 'boat' or 'sub' and abbreviations such as S/M should not be used to denote 'submarine' in official correspondence.

(DSMP 1605/3/69)

UNCLASSIFIED

658—The Naval Legal Service

1. The Naval Board have approved the establishment of a Naval Legal Service with the following complement:

One Captain—Director, Naval Legal Service.

Two Commanders:

a. Deputy Director

b. Command Legal Officer, EAA.

Four Lieutenant-Commanders or Lieutenants:

a. Assistant to DNLS

b. Fleet Legal Officer

c. Legal Officer, HMAS CERBERUS and Staff Legal Officer, NOIC VIC

d. Legal Officer, HMAS LEEUWIN and Staff Legal Officer, NOIC WA.

2. The functions of the Director of Naval Legal Services are, in brief, as follows:

a. To advise the Naval Board on:

(1) Disciplinary policy

(2) Disciplinary relations with other Services

(3) Courts-martial and summary trial procedures

(4) Dismissals and discharges

(5) Complaints

(6) Such other legal matters affecting the RAN as may be referred to him.

b. The legal training and examination of officers and members of the Naval Forces, as required.

c. The administration of Reserve Legal Panels.

d. To be the Naval member of the Defence Military Law Sub-committee and other legal committees and working parties.

3. The functions of Command Fleet and Staff Legal Officers will be similar to those ascribed to the Director of Naval Legal Services at Paragraph 2 a. and b., but at Command, Fleet or Staff level.

4. The duties of Officers of the Naval Legal Service will also include the giving of advice and assistance to personnel with problems of a legal nature, and where necessary, reference to the Services Legal Aid Bureau or to solicitors who are prepared to perform legal tasks at reasonable rates. Officers of the Naval Legal Service will however not normally appear in civil courts to represent naval personnel.

5. Officers of the Naval Legal Service will be available to act as prosecutors or accuseds friends at courts-martial. At a later date an officer of the Naval Legal Service who has adequate experience may also be employed as Judge-Advocate.

6. The establishment of the Naval Legal Service in no way reduces the requirement, in respect of departmental legal matters, for reference to and consultation with the Attorney-General's Department and Deputy Crown Solicitors in the States, through the established channels.

7. As qualified legal officers become available it is intended to fill the billets in the order shown in Paragraph 1. To meet the immediate need, suitable qualified barristers and solicitors will be recruited as direct entry officers. Later, more direct entry officers will be recruited as necessary. It is also anticipated that some RAN College graduates will undertake law degree courses and GLSU lieutenants will be given official encouragement to attempt the University of Sydney course of study for the examinations set by the Barristers Admission Board.

8. Direct entry officers will be granted four-year short service commissions on the Supplementary List of a new branch, to be known as the Legal Branch (SLLB). These commissions may be extended. Opportunity will also exist for transfer to the General List, when a Permanent Commission in the Supply and Secretariat specialisation may be offered subject to successful completion of all the necessary pre-requisites for promotion to LCDR GLSU. General List officers, legally qualified, may normally expect to alternate appointments between legal and general service postings.

9. Details of conditions of entry and service of legal officers and of legal training of GLSU officers will be promulgated in future Navy Orders.

(DNLS 153/1/80)

Section 2

PERSONNEL

UNCLASSIFIED

659—Officers—Confidential Reports

1. Navy Order 811 of 1968 as amended by Navy Order 474 of 1969 is to be amended as follows:

a. Article 1021 (4):

Delete and insert:

'4. Officers reporting on Naval Ordnance Design and Inspection Officers, Medical and Dental Officers and officers of the RANNS are to obtain, as indicated hereunder, opinion as to their professional conduct and ability during the periods covered by their reports. Opinions are to be obtained separately and forwarded as enclosures to Form AS206 (PP101). Opinions are to be obtained in sufficient time to allow Forms AS206 (PP101) to be rendered on the correct dates.'

Officer Reported On	*Opinion to be Obtained From*
Inspectors of Naval Ordnance	Chief Inspector Naval Ordnance
Deputy Inspector Naval Ordnance—Guided Weapons	Chief Inspector Naval Ordnance
Assistant Inspectors of Naval Ordnance	Inspectors of Naval Ordnance
Fleet Medical Officer	Medical Director-General
Command Medical Officer East Australia Area ..	Medical Director-General
Medical Officer-in-Charge RANH CERBERUS ..	Medical Director-General
Medical Officer-in-Charge RANH PENGUIN ..	Medical Director-General

Officer Reported On	*Opinion to be Obtained From*
SMOs and Dental Officers of HMA Ships LEEUWIN, MELVILLE and TARANGAU	Medical Director-General
SMOs and Senior Dental Surgeons serving in ships administered by FOCAF	Fleet Medical Officer or Fleet Dental Surgeon (*Note* 1)
SMOs and Senior Dental Surgeons serving in ships and establishments administered by FOICEA	Command Medical Officer or Command Dental Surgeon East Australia Area (*Note* 1)
Medical and Dental Officers serving under Senior Medical Officers or Senior Dental Surgeons	Their Senior Medical Officers or Senior Dental Surgeons
Matrons	Medical Director-General
Nursing Sisters serving in East Australia Area ..	Command Medical Officer
Nursing Sisters serving in HMAS CERBERUS (*Note* 2)	The Medical Officer-in-Charge RANH CERBERUS
Nursing Sisters serving with Medical Officers other than in the East Australia Area	Their Medical Officers
Nursing Sisters not serving with a Medical Officer ..	Medical Director-General

Note 1: If the Fleet or Command Dental Surgeon is below Commanders rank it will be necessary to obtain the opinion of the Medical Director-General.

Note 2: In the event of the Matron, the Medical Officer holding different views as to the qualification or suitability of an individual nursing sister, separate remarks are to be attached to the Forms AS206 (PP101).

(DAPO 465/1/1356)

(*Navy Orders 811 of 1968 and 474 of 1969*)

UNCLASSIFIED

660—The Royal Naval Amateur Radio Society

1. 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, Womens Royal Naval Service, Royal Naval Reserves and Commonwealth Navies, or have been connected with these services in a civilian capacity. Associate membership is open to members of Foreign and Merchant Navies.

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 .. .. .. £1 0s. 0d. sterling per annum

b. Associate members .. .. .. 15s. 0d. sterling per annum

c. Junior members (Under 20 years of age) .. 10s. 0d. sterling 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. Further information and application forms may be obtained from: Surgeon Commander S. J. Lloyd, RAN, RAN Hospital, HMAS CERBERUS, Westernport, Vic. 3920. Completed application forms, subscriptions and renewals, should be forwarded to the Hon. Secretary, RNARS, HMS MERCURY, Leydene, Petersfield, Hants, England.

6. Navy Order 290 of 1966 is hereby cancelled.

(HPB 108/1/46)

(Navy Order 290 of 1966)

UNCLASSIFIED

661—Landing Signals Officers—Selection and Training

1. It is planned that a qualified Landing Signals Officer (LSO) will be borne in the MELBOURNE Air Group (MAG) and in each fixed wing squadron, as qualified officers become available.

Selection

2. Selection of prospective LSOs is to be made by Squadron Commanding Officers from first and second tour pilots. These pilots will be given initial instruction and aptitude testing by MAG LSO or Squadron LSO. Names of pilots who have demonstrated an ability to become LSO are to be reported to the Naval Board. These pilots may then be posted to the Squadron concerned as Assistant Landing Signals Officers (A/LSO) until they are certified as qualified, by the MAG LSO, or senior LSO of the Air Group if MAG LSO is not borne.

Qualifications

3. a. Prospective LSOs should have the motivation and personality suitable for becoming an LSO. Special consideration should be given to individual reaction under stress, flying ability, the ability to instil confidence, and instructor potential.

b. Prior to final qualification the trainee LSO should have a minimum of 100 deck landings and an above average deck landing ability.

Training

4. Time taken to qualify as an LSO varies with individual ability. As a guide the average trainee LSO will observe approximately 2,500 MADDL approaches and 1,250 Carrier approaches in one type of aircraft prior to final qualification. When required by the manning situation the training of LSOs will be undertaken with the USN; this training normally takes 10 months.

(DAPO 333/201/221)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

662—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 72 (EX TDL 'CA')

a. *Item:* Land 2 in No Clarke Chapman 6 in. x 10 in. horizontal steam mooring winches, bed plates and deck pads and associated steam supply and exhaust valves and pipework from Port and Starboard sides of Tank Deck (1 deck midships).

b. Actual weight landed is to be reported to Navy Office.

c. *Reference:* HMAS SUPPLYs Form AS1182 (TG103) TDL 'CA' dated 15 May 1969 forwarded under cover of FOCAF memorandum dated 30 June 1969.

(CNTS 1246/51/249)

UNCLASSIFIED

663—Alteration and Addition Item—River Class Destroyers

The following Alteration and Addition Item is approved to be carried out in River Class Destroyers.

Class List Item No 398 (EX TDL 'NFFS')

a. *Item:* 'Replace existing $\frac{1}{4}$ inch thich MS Ikara embarkation hatch cover in $\frac{3}{8}$ inch AA in accordance with Navy Office Drawing No 209/970 Tracing No 4 dated 3 March 1969.'

b. The Item involves a top weight reduction of 189 lb and a handling weight reduction of 155 lb. Actual weight variation is to be reported on completion of the Item.

c. *Reference:* HMAS DERWENTs Form TG103 TDL NFFS dated 14 April 1969 forwarded under cover of FOCAF memorandum dated 23 June 1969.

(CNTS 740/252/945)

UNCLASSIFIED

664—Ammunition—Pyrotechnics—Markers Manoverboard Smoke and Light Mks N1, N2 and N3—Mk N1 Withdrawn from Service—Mk N2 Restricted to Practice/Training Only—Mk N3 Introduction into Service—Age Limit of Five Years

(DCI (RN) 255/69)

Authorities concerned: All users of Marker Manoverboard Smoke and Light.

Items affected: 40102811 Marker Manoverboard Smoke and Light Mk N1
40102812 Marker Manoverboard Smoke and Light Mk N2
401054— Marker Manoverboard Smoke and Light Mk N3.

Purpose of Instruction: *To notify all concerned that:*

a. 40102811 Marker Manoverboard Smoke and Light Mk N1 are withdrawn from Service.

b. 40102812 Marker Manoverboard Smoke and Light Mk N2 are restricted for use at Practice/Training only and have been renumbered 401028.

c. 401054— Markers Manoverboard Smoke and Light Mk N3 are introduced into Service.

d. Markers Manoverboard Smoke and Light Mk N2 and Mk N3 have been allocated a life of 5 years from the date of filling.

Information: The Mk N3 Marker is generally similar to the Mk N2 except for two features. The float instead of being octagonal in plan shape, is circular 7.5 inches in diameter, and the top of the float is invested with two black indicator discs, through which the ends of the Courlene lanyard are brought and knotted. These discs are designed to provide an indication of the probable serviceability of the Marker. If either or both of the discs is missing the marker is to be returned to the nearest RANAD and a replacement drawn.

Action to be taken: *HMA Ships and Establishments:*

a. 40102811 Marker Manoverboard Smoke and Light Mk N1 are to be returned to the nearest RAN Armament Depot.

b. 40102812 Markers Manoverboard Smoke and Light Mk N2 have been renumbered 401028—to allow for two extra digits to be added to indicate the date of manufacture. They are to be used whenever possible for practice/training purposes only, providing they have not exceeded their 5 year life.

c. Markers Manoverboard Smoke and Light Mk N2 and Mk N3 which become over age 5 years from the date of filling are to be returned to the nearest RAN Armament Depot and replacements drawn in lieu.

d. *RAN Armament Depots:*

Separate instructions are being issued.

Precautions to be taken: It is emphasised that great care should be exercised at all times when handling the Markers. In particular, care should be taken not to exert strain on the Courlene lines so as to avoid the risk of breaking the lugs which give access of water to the sea cells. Markers should never be lifted by the Courlene lines.

(DAS 728/61/77)

UNCLASSIFIED

665—Armament Stores—Cox Gun Equipment Allowances

1. The allowances of Cox Gun Equipment in the RAN are as shown in Annex A to this order. The composition of the sets of Cox Gun Equipment is shown in Annex B.

2. Complete sets of expendable items are not to be held by establishments marked *a* in Annex A. 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.

ANNEX A

Cox Gun Equipment—Allowances

Service	*Sets*						*Timbering Items—Outfits*
	411210	411222	411223	411235	411249	411248	
HMAS MELBOURNE ..	1	2	1	1	—	—	1
HMAS SYDNEY ..	1	2	1	1	—	—	1
HMAS STALWART	2	4	2	2	2	2	2
HMAS WATERHEN for CDT 1 ..	—	1	—	1	—	1	—
HMAS PENGUIN for Subsunk ..	1	2	1	1	1	1	1
CDT 2	1	2	1	1	1	1	1
Diving School ..	1	2	1	1	1	1	1
Damage Control 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	—
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.

ANNEX B

		411.210 *Bolt/Punch Set, No 1*	411.223 *Bolt/Punch Set, No 2*	411.222 *Bolt/Punch Ammunition Set No 1*	411.235 *Bolt/Punch Ammunition Set No 2*	411.249 *Air Bolt Set, No 2*	411.248 *Air Bolt Ammunition Set*	*Timbering Equipment*
411.145	Anvil, dismantling, P/N. 23	1	—	—	—	—	—	—
411.068	Barrel, bolt, spare, 7 inch, complete, P/N. 39, 40, 41	3	6	—	—	—	—	—
411.027	Barrel holder assy. P/N. 1–18	1	—	—	—	—	—	—
411.120	Barrel, punch, spare, 7 inch complete, P/N. 47, 48, 41	1	6	—	—	—	—	—
411.185	Patch retaining barrel, P/N. 8	1	—	—	—	—	—	—
411.006	Cord, elastic, slinging, P/N. 86, 87	1	—	—	—	—	—	—
411.018	Drift, dismantling, $\frac{13}{16}$ dia. P/N. 36	1	—	—	—	—	—	—
411.031	Drift, dismantling, $\frac{1}{2}$ dia. P/N. 37	1	—	—	—	—	—	—
411.007	Feeder, oil, P/N. 31	1	—	—	—	—	—	—
411.008	Hammer, copper, P/N. 30	1	—	—	—	—	—	—
411.039	Ring nut, vice, P/N. 21	1	—	—	—	—	—	—
411.030	Rod, cleaning barrel P/N. 32	1	—	—	—	—	—	—
411.046	Screw firing catch P/N. 12	1	—	—	—	—	—	—
411.198	Screw catch retaining barrel P/N. 9	1	—	—	—	—	—	—
411.090	Screwdriver P/N. 29	1	—	—	—	—	—	—
411.116	Screw stabiliser three-legged P/N. 34	1	—	—	—	—	—	—
411.025	Spanners, $\frac{3}{8}$ inch B.S.F. P/N. 27	1	—	—	—	—	—	—
411.051	Spanners $\frac{7}{8}$ inch B.S.F. Box P/N. 28	1	—	—	—	—	—	—
411.064	Spanners barrel $1\frac{1}{8}$ inch whitworth P/N. 25	1	—	—	—	—	—	—
411.077	Spanners breech nut P/N. 24	1	—	—	—	—	—	—
411.059	Spring firing catch No 13	1	—	—	—	—	—	—
411.211	Spring catch retaining barrel P/N. 10	1	—	—	—	—	—	—
411.142	Stabiliser three-legged P/N. 33	1	—	—	—	—	—	—
411.013	Tommy bar $\frac{5}{16}$ inch dia. P/N. 38	1	—	—	—	—	—	—
411.026	Vice P/N. 20	1	—	—	—	—	—	—
411.276	Block arresting 'C' patch P/N. 42	—	9	—	—	—	—	—
411.289	Blocks arresting $\frac{1}{2}$ inch patch P/N. 43	—	9	—	—	—	—	—
411.302	Blocks arresting $\frac{3}{4}$ inch patch P/N. 44	—	9	—	—	—	—	—
411.315	Blocks arresting 1 inch patch P/N. 45	—	9	—	—	—	—	—
411.502	Muzzle piece punch nose	—	9	—	—	—	—	—
411.328	Bolts ammn. index No 2 P/N. 53/2	—	—	25	—	—	—	—
411.341	Bolts ammn. index No 3 P/N. 53/3	—	—	25	—	—	—	—
411.354	Bolts ammn. index No 4 P/N. 53/4	—	—	25	—	—	—	—
411.367	Bolts ammn. index No 5 P/N. 53/5	—	—	25	—	—	—	—
411.023	Punches ammn. index No 3 P/N. 60/3	—	—	13	—	—	—	—
411.036	Punches ammn. index No 4 P/N. 60/4	—	—	13	—	—	—	—
411.049	Punches ammn. index No 5 P/N. 60/5	—	—	13	—	—	—	—
411.009	Nut to suit screwed bolts $\frac{5}{8}$ inch B.S.F. P/N. 55	—	—	105	130	—	—	—
411.011	Register wood P/N. 56	—	—	105	130	—	—	—
411.065	Washer sealing fibre P/N. 54	—	—	250	320	—	178	—
411.380	Bolts ammn. index No 6 P/N. 53/6	—	—	—	40	—	—	—
411.393	Bolts ammn. index No 7 P/N. 53/7	—	—	—	40	—	—	—
411.406	Bolts ammn. index No 8 P/N. 53/8	—	—	—	40	—	—	—
411.062	Punches ammn. index No 6 P/N. 60/6	—	—	—	25	—	—	—
411.275	Adapter air bolt P/Ns. 78, 88, 89, 81, 82	—	—	—	—	12	—	—
411.113	Nut blanking 'AB' $\frac{3}{4}$ inch whitworth for air bolt P/N. 80	—	—	—	—	12	—	—
411.103	Screwdriver special P/N. 84	—	—	—	—	2	—	—
411.038	Spanner $\frac{3}{4}$ inch whitworth P/N. 83	—	—	—	—	1	—	—
411.029	Barrel air bolt 12 inch complete P/Ns. 51, 40A, 41	—	—	—	—	4	—	—
411.015	Air bolts ammn index No 2A P/N. 66/2A	—	—	—	—	—	12	—
411.028	Air bolts ammn index No 3A P/N. 66/3A	—	—	—	—	—	12	—
411.041	Air bolts ammn index No 4A P/N. 66/4A	—	—	—	—	—	12	—
411.054	Air bolts ammn index No 5A P/N. 66/5A	—	—	—	—	—	12	—
411.067	Air bolts ammn index No 6A P/N. 66/6A	—	—	—	—	—	12	—
411.080	Air bolts ammn index No 7A P/N. 66/7A	—	—	—	—	—	12	—

ANNEX B—*continued*

		411.210 *Bolt/Punch Set, No 1*	411.223 *Bolt/Punch Set, No 2*	411.222 *Bolt/Punch Ammunition Set No 1*	411.235 *Bolt/Punch Ammunition Set No 2*	411.249 *Air Bolt Set, No 2*	411.248 *Air Bolt Ammunition Set*	*Timbering Equipment*
411.093	Air bolts ammn index No 8A P/N. 66/8A	—	—	—	—	—	12	—
411.146	Barrel timbering 15 inch complete P/Ns. 49, 40, 41	—	—	—	—	—	—	4
411.224	Bit auger large complete with handles to take ferrules	—	—	—	—	—	—	2
411.432	Bolt coffer dam extension 12 inch complete with wing nut and washer plate P/N. 68c	—	—	—	—	—	—	60
411.458	Bolt coffer dam extension 18 inch complete with wing nut and washer plate P/N. 69c	—	—	—	—	—	—	24
411.484	Bolt coffer dam extension 24 inch complete with wing nut and washer plate P/N. 70c	—	—	—	—	—	—	24
411.020	Ferrule wooden P/N. 75	—	—	—	—	—	—	200

(DAS 728/251/63)

UNCLASSIFIED

666—Electrical and Electronic Test Equipment

Annual reports, in accordance with Paragraph 1 of Navy Order 133 of 1968, are hereby cancelled. Instead, when any change to holdings is effected, a manuscript report in the following format is to be forwarded to:

The Director of Weapons and Electrical Engineering,
Navy Office,
Canberra, A.C.T. 2600

Ref No HMAS
DATE:

Report of Alteration to Electronic Test Equipment Holdings

Following items no longer held:

Additional items now held:

Sign.....
W. E. Officer

(ACMD 400/2/739)

(*Navy Order 133 of 1968*)

UNCLASSIFIED

667—Guns (Other than Aircraft)—Tool Ramming Clearing Charge QF 40/60—Introduction

(*DCI (RN) 1234/68*)

The following tool is introduced for use with QF 40/60 guns (all marks):

1. *Item* .. .. 121944 Tool ramming clearing charge Mk N1, with stave
2. *NATO Number* .. 1010–99–961–7111
3. *Information* .. a. A brass head has been devised for ramming clearing charges in QF 40/60 guns
   b. The head will be supplied permanently secured to an ash stave
   c. Overall measurement will be 5 feet
   d. The design of the head ensures that the primer in the clearing charge cannot be accidently struck
4. *Drawing* .. NOD 2175/324
5. *Allowance* .. a. The approved allowance is one 121944 TOOL per mounting
   b. Stocks are not yet held, but are expected to be available from new production by April 1970. Requirements will be issued, without demand, by SASO Sydney on receipt of the stores
6. *General* .. Warrants of Naval Armament Stores will be amended.

(DAS 705/51/57)

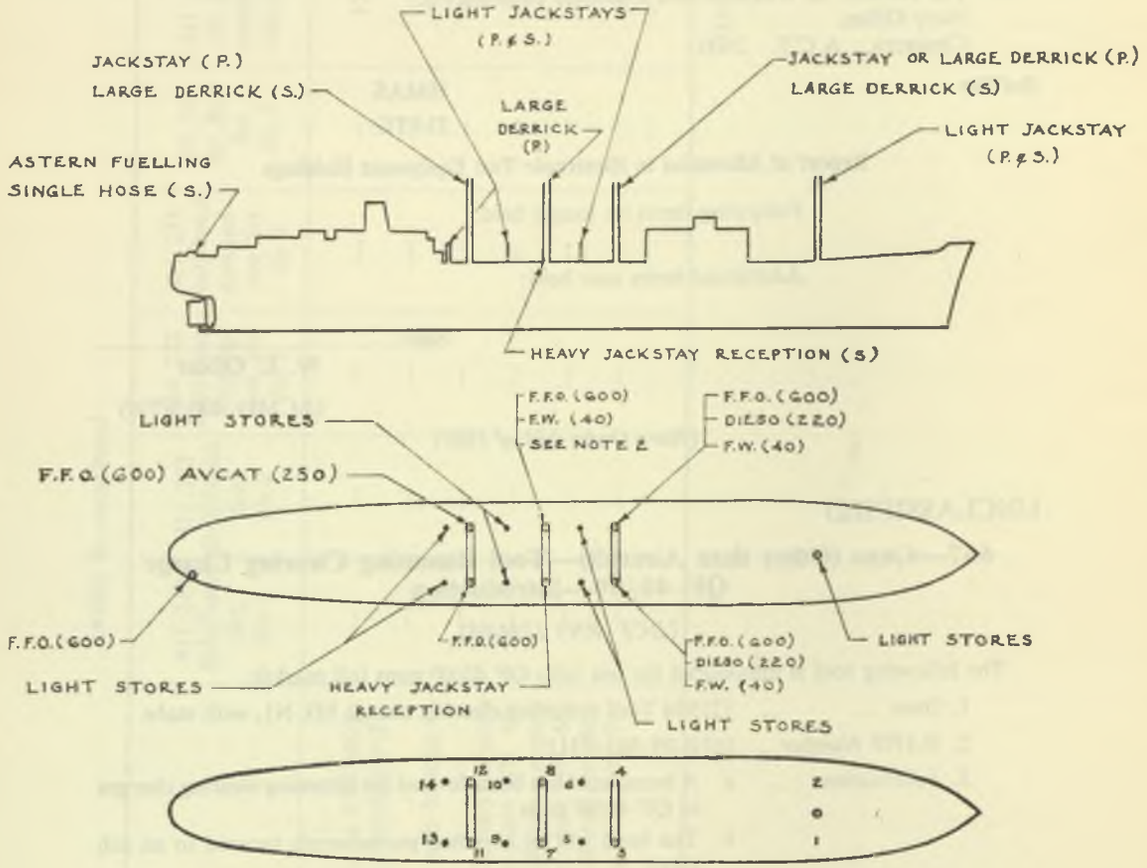
RESTRICTED

668—HMAS SUPPLY Transfer Station Identification Numbers

(DCI (RN) 1393 of 1968)

1. HMAS SUPPLY differs from other Tide Class RFAs in arrangement of hose rigs, etc.

2. The diagram below gives the numbering and positions of HMAS SUPPLYs RAS Transfer Stations.



R.A.S. TRANSFER POINTS

HMAS SUPPLY

1. Fitted to receive heavy jackstay at starboard midship samson post only.
2. Hose length at No 8 transfer point is 180 feet. Fuelling distance is maximum of 135 feet.
3. Figures in brackets indicate maximum fuelling output in tons per hour at each delivery point—The overall output is not necessarily the sum total of these figures.

1	Light jackstay
2	Light jackstay
3	Large derrick F.F.O—DIESO—F.W.
4	Jackstay F.F.O.—DIESO—F.W.
5 and 6	Light jackstay
7	Heavy jackstay reception only
8	Large derrick F.F.O.—F.W. (*see* Note 2)
9 and 10	Light jackstay
11	Large derrick F.F.O.
12	Jackstay F.F.O.—AVCAT
13 and 14	Light Jackstay

(ACDC 1246/51/241)

UNCLASSIFIED

669—Naval Stores—Introduction—Group Class 2090 Catalogue No 66-031-3293—Repair Kit Plastic Boat—Permanent

1. A kit for the repair of wooden and GRP craft, emergency repairs to non-strength steel plating, holed water pipes, etc, has been introduced.

2. Some typical applications for the use of the repair kit are:

a. Permanent repairs of GRP boats, boats canopies, submarine casings and bridge fin cladding, buoys, floats and all other items produced with GRP materials. Temporary or semi-permanent repairs to boat hulls and canopies, etc, constructed of materials other than GRP, including timber.

b. Emergency, temporary or semi-permanent repairs to a variety of metallic items are possible providing the joints made are not subject to load or heat above 40° C.

3. The kit will be supplied in a lockable container, which after use is to be replenished from Naval Store stock and re-locked for future use.

4. Supply of the repair kit will be made without demand by the appropriate Superintending Supply Officer, Sydney, in accordance with the following scale:

a. CV AD AO AP .. .. 6 No
b. DDG.. .. .. 3 No
c. DD DE .. .. 2 No
d. AGOR AGS MSC PTF MHC AGSC .. .. .. 1 No

5. Instructions for the preparation and application of the repair kit are contained in, Annex A and will be included in each container. Components of the kit are shown in Annex B.

6. Relevant Allowance Lists and ABR 5074 will be amended in due course.

ANNEX A

General Instructions

Keep in a cool place.

Handling Precautions

1. Operators should apply liberal quantities of a suitable barrier cream to their hands before using the repair Coating Compound.

2. Gloves should be worn (in addition to the skin protection compound).

3. Coating Compound deposits on the skin should be removed immediately with a clean cloth and the area washed in warm soapy water.

4. Remove obstinate deposits of Coating Compound with the resin removing cream and wash the affected area with warm soapy water.

5. Goggles are to be worn if there is danger of the Coating Compound splashing on the eyes or when sanding is being carried out.

6. Masks should be worn when sanding.

Preparation of Surface

The area to be repaired must be cleaned of all paint, grease and rust and where possible, grind off with a Disc Sanding Machine. DO NOT USE LIQUID PAINT REMOVERS. Lightly dent edge of surface with a hammer. Before filling dents, roughen the surface and where possible, drill a few holes (approximately $\frac{1}{8}$ inch) where Coating Compound (wet Glass Fibre) may be slightly pushed in forming its own rivet.

ANNEX A—*continued*

Mixing Hardener with Coating Compound

Mix Hardener and Coating Compound according to the manufacturers instructions. The mixed life of the Coating Compound and Hardener is short, so it is desirable to mix several batches, rather than one large mix. The working life of the Coating Compound is governed by the amount of Hardener mixed with the Coating Compound.

Note: Do not remove Hardener from its original container with a wet mixing stick. This will cause the remaining Hardener to become unstable.

Application

Split, cut or tease quantity of Glass Fibre Mat required. Paint mixed Coating Compound on surface or round holes to be repaired. Place prepared Glass Fibre Mat against wet surface and roll into Coating Compound with Roller provided. Further layers of Glass Fibre Mat may be added, impregnating each layer with Coating Compound until required thickness is obtained. Do not attempt application if temperature is below 60° F without assistance of radiated heat.

Note: Mat Reinforcing Fibre Glass must be kept clean and away from oil and water.

Special Putty

Where it is not possible to use Glass Fibre, Silica Resin Putty may be used. This preparation may be applied to the prepared surface with a putty knife.

Cleaning of Tools After Use

Brushes and tools *must* be cleaned before the Coating Compound sets. Clean with resin removing cream followed by washing in warm water. Acetone may be used for cleaning but its use must be kept to a minimum because of the high flamability risk. If acetone is used thorough washing of tools in warm water is essential.

Warning

Contact of acetone with the skin results in natural oils being removed. Wash thoroughly with warm soapy water if skin contact is experienced with acetone.

ANNEX B

Stock No Group/ Class	*Catalogue No*	*Item Name*	*D of Q*	*Acctg Classn*	*Allowance per Kit*
2090	66–031–3293	Repair kit, plastic Boat in container comprising:	No	P	—
—	—	Instructions for use of Repair Kit	No	C	1
0274	910–5408	Knife putty or stopping ..	No	C	1
5110	66–012–6308	Shears tailors	PR	C	1
5110	66–031–3294	Cutter metal wheels ..	No	C	1
6850	66–030–6495	Skin protective Compound chemical (Barrier Cream)	OZ	C	4
6850	66–031–3295	Cleaning compound paint brush	PT	C	1
6850	66–031–3298	Cream resin remover ..	TU	C	1

ANNEX B—*continued*

Stock No Group/ Class	*Catalogue No*	*Item Name*	*D of Q*	*Acctg Classn*	*Allowance per Kit*
7510	66–031–3288	Tape pressure sensitive adhesive 50 foot roll by 2 inch	RL	C	1
8020	66–031–3287	Brush paint	No	C	1
8030	66–031–3286	Coating compound Plastisol	QT	C	2
8030	66–031–3292	Accelerator resin mixture..	PT	C	2
8030	66–031–3296	Stirrer resin mixture ..	No	C	3
8030	66–031–3297	Hardener resin mixture ..	PT	C	2
8030	66–031–3299	Putty silica resin mixture ..	—	C	1
8135	66–015–2184	Paper kraft untreated ..	SH	C	2
8414	66–031–3285	Gloves rubber	PR	C	1
9340	66–031–3284	Mat reinforcing fibrous glass 36 inch by 36 inch ..	SH	C	2

(DSAP 400/2/35)

UNCLASSIFIED

670—Radioactive Valves—Disposal

ABR 4—Appendix 23 Paragraph 121 f. is to be amended as follows:

'Unserviceable and broken radioactive valves are not to be disposed of by ships and establishments. They are to be returned to the appropriate (S)NSO for disposal as detailed in Paragraph j.'

(DSAP 519/54/132)

UNCLASSIFIED

671—Solvents for Cleaning Electrical Machines

1. Recurring incidence of ships generator and motor insulation deterioration throws considerable suspicion on the method of usage of cleaning fluid 6850–66–021–5551/5552 to Navy Office Spec 1275 (commonly referred to under trade name Turcosolv). Exposure to this fluid beyond a few minutes can result in destructive attack on certain insulating materials in common use in machine construction.

2. This pattern fluid is not to be used on insulating materials unless maximum exposure is limited to 5 minutes, followed by forced air drying to evaporate fluid. Where such is not practical, a different solvent (trichlorotrifluoroethane, of which the Du Pont version is Freon TF) is to be used, exposure to which should not exceed 4 hours. The new solvent is available in the following packages:

16 ounce aerosol ..	6850–66–030–6107
1 gallon container ..	6850–66–033–9686
12 gallon container ..	6850–66–032–6776

3. It must however be realised that solvents, by their nature, will eventually have a deleterious effect on solids, particularly if used at higher temperatures. Freon TF, for example, has no visible effect on polystyrene after 4 hours at 75° F; makes it brittle and cracked after 4 hours at 118° F and totally dissolves it in 100 hours at 130° F. This is a particularly bad case chosen for illustrative purposes. For this reason, exposure of materials even to the new pattern solvent is always to be kept to the minimum practical time and temperature.

4. For comparison of properties with other well known solvents the following table will be of use:

	Freon TF	*CCl_4*	*Trichloro-ethylene*
Evaporation Rate (Relative to CCl_4)	170	100	118
Surface tension (dyne/cm, a measure of wetting ability)	19	26.8	32
Flash Point	Non Flam	Non Flam	Non Flam
Toxicity (PPM)	1,000	10	100
Per cent linear swell of natural rubber	17	44	67
Effect on enamel oil paint	None	Softens	Peels
Effect on common wire coatings	None	None to severe crazing	None to slight crazing and softening
PVC	None	None	Softened
Polythene	None	Dissolve	Slight softening

5. Whilst non-flammable and virtually non-toxic, compartments in which the solvent are used are to be fully ventilated. This is because the vapour is considerably heavier than air and will displace it, leading to asphyxiation. Protective gloves are to be worn by operatives to avoid prolonged contact. Freon supplied for refrigeration purposes differs from the solvent and is not to be used for cleaning purposes.

6. Where bulk usage of solvents take place, arrangements are to be made for reclamation for re-use.

7. It is probable that past use of the 6850–66–021–5551/2 solvent has caused cracking and softening of insulation varnishes in machines which will render them prone to degradation of the insulation resistance, particularly when slightly damp. In any case where this is apparent, consideration is to be given to rewinding the machine.

8. Pattern 6850–66–021–5551/2 is being retained in Naval Service for general cleaning purposes of mechanical components, for which the high expense of the new fluid would not be justified.

(DWE 465/7/16)

UNCLASSIFIED

672—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0274—Tools General F-N—Change of Stock Numbers

1. With effect from 12 November 1969, the Stock Numbers of the undermentioned items are to be changed as follows:

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0274	274054	Milling tool	0274	923–1987
0274	0560148	Tooling, jig wiring	0274	056–0148
0274	0560147	Tooling, jig wiring	0274	056–0147
0274	910–5291	Knife, riggers	5110	910–5291

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/71/724)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 673-684/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 November 1969.

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

23409/69

RESTRICTED

CONTENTS

No *Title*

SECTION 2—PERSONNEL

673 Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying due to Extraneous Physiological Reasons.

674 Naval Dockyard Police.

675 Pay, Rent Norm and Table of Normal Living Expenses for Purpose of Payment of Temporary Rental and Temporary Accommodation Allowance.

676 Programme of Educational Tests in the RAN during 1970.

677 Refund of DFRB Contributions and Gratuity—Taxation.

SECTION 4—EQUIPMENT, STORES AND SERVICING

678 Armament Stores—Accounting—Inclusion of Procedures in the RAN Storekeeping Manual ABR 4.

679 Boats—Supplies of Drinking Water.

680 Liferafts Inflatable (20 man)—Commercial Type—Introduction.

681 Naval Stores (General) Introduction and Allowances—Saw Reciprocating Portable Pneumatic—Group Class 5130 Catalogue No 00-958-7955.

682 Naval Stores (General—Tool Kit Type NS 1 New Composition.

683 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0264—Bathroom Fittings; Clamps, Clips, Gauze; Metallic; Retaining Straps: Rings; Spacers; Springs; Miscellaneous Steel Containers—Change of Stock Numbers.

684 Stores Transfer of Tenders and Air Squadrons Outstanding Stores Demands.

Section 2
PERSONNEL

UNCLASSIFIED

673—Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons

Navy Order 507 of 1969 is to be amended as follows:

Paragraph 19 a. be amended to read:

'a. Any aircrew member who, with an independent breathing apparatus, has dived deeper than 25 feet (7.62 metres) should be barred from flying above 5,000 feet actual altitude for 12 hours following the dive.'

(MDG 327/53/22)

(*Navy Order 507 of 1969*)

RESTRICTED

674—Naval Dockyard Police

Navy Order 292 of 1969 is to be amended as follows:

Paragraph 17

Delete existing paragraph and insert the following in lieu:

17. *Offences against property*. On reporting to the Naval Police instances of theft or suspected theft of Commonwealth property, *see* RI 4963 (2). In the event of the theft of property other than Commonwealth property, or any loss of property over $40 or malicious or unlawful damage to property to any amount, the Commanding Officer or Head of Establishment is to inform the Naval Police in areas where these are borne. No undue delay in reporting is to occur. However, in order to reduce the considerable waste of effort attached to investigating losses of, for example, items of stores which may subsequently be found, an incident involving the loss of property should be reported to the Naval Police only after a thorough search has been made and it is certain that the property is actually missing. This applies to losses of public, Service and private property of a value over $40 occurring in ships and establishments within easy reach of Naval Police. Losses of less value than $40 may be reported by the Commanding Officer or Head of Establishment to the Naval Police, or State Police in areas where no Naval Police are borne, if he feels it is appropriate in the circumstances.

(DRNP 331/203/62)

(*Navy Order 292 of 1969*)

UNCLASSIFIED

675—Pay, Rent Norm and Table of Normal Living Expenses for Purpose of Payment of Temporary Rental and Temporary Accommodation Allowance

1. A table showing the pay, rent norm and normal living expenses used in the assessment of claims for payment of Temporary Rental and Temporary Accommodation Allowance is shown in Annex A attached to this navy order.

2. These rates are applicable from 25 October 1968 for sailors and 4 July 1969 for officers.

3. Navy Order 409 of 1969 is hereby cancelled.

ANNEX A

Pay, Rent and Normal Living Expenses for Temporary Rental Allowances and Temporary Accommodation Allowances with Effect from 4 July 1969 for Officers and from 25 October 1968 for Sailors

Rank	*Pay Plus Allowances (MA $1.10, SA 70c, UA 28c, TOTAL = $2.08)*		*Rent Norms for TAA and TRA (15% of Pay and Allowances)*	*Normal Living Expenses*				
	Daily	*Annual*		*Member and Wife*	*Member, Wife and One Child*	*Member, Wife and Two Children*	*Member, Wife and Three Children*	*Member, Wife and Four Children*
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
A/Sub-Lieutenant	9.98	3,642.70	10.50	19.80	22.80	25.30	27.80	30.30
Sub-Lieutenant	11.02	4,022.30	11.55	21.60	24.90	27.60	30.30	33.00
0/2 years	11.46	4,182.90	11.55	21.60	24.90	27.60	30.30	33.00
0/4 years	11.89	4,339.85	11.55	21.60	24.90	27.60	30.30	33.00
0/6 years	12.90	4,708.50	11.55	22.85	26.30	29.10	31.90	34.70
Lieutenant	12.90	4,708.50	13.58	22.85	26.30	29.10	31.90	34.70
0/1 years	13.46	4,912.90	13.58	24.10	27.70	30.60	33.50	36.40
0/2 years	14.47	5,281.55	13.58	25.35	29.10	32.10	35.10	38.10
0/3 years	15.03	5,485.95	13.58	25.35	29.10	32.10	35.10	38.10
0/4 years	15.59	5,690.35	13.58	26.60	30.50	33.60	36.70	39.80
0/5 years	16.17	5,902.05	13.58	26.60	30.50	33.60	36.70	39.80
0/6 years	16.51	6,026.15	13.58	27.85	31.90	35.10	38.30	41.50
0/7 years	17.26	6,299.90	13.58	27.85	31.90	35.10	38.30	41.50
Lieutenant-Commander ..	18.76	6,847.40	19.67	30.35	34.70	38.10	41.50	44.90
0/1 years	19.32	7,051.80	19.67	30.35	34.70	38.10	41.50	44.90
0/2 years	19.88	7,256.20	19.67	31.60	36.10	39.60	43.10	46.60
0/3 years	20.43	7,456.95	19.67	31.60	36.10	39.60	43.10	46.60
0/4 years	21.00	7,665.00	19.67	32.85	37.50	41.10	44.70	48.30
0/6 years	21.55	7,865.75	19.67	32.85	37.50	41.10	44.70	48.30
Commander	22.48	8,205.20	23.59	34.10	38.90	42.60	46.30	50.00
0/2 years	23.04	8,409.60	23.59	35.35	40.30	44.10	47.90	51.70
0/4 years	23.60	8,614.00	23.59	35.35	40.30	44.10	47.90	51.70
0/6 years	24.16	8,818.40	23.59	35.35	40.30	44.10	47.90	51.70
Captain	25.09	9,157.85	26.32	35.35	40.30	44.10	47.90	51.70
0/2 years	25.66	9,365.90	26.32	35.35	40.30	44.10	47.90	51.70
0/4 years	26.21	9,566.65	26.32	35.35	40.30	44.10	47.90	51.70
0/6 years	26.77	9,771.05	26.32	35.35	40.30	44.10	47.90	51.70
Captain (Special rate) ..	29.39	10,727.35	30.87	35.35	40.30	44.10	47.90	51.70
Rear-Admiral	34.87	12,727.55	36.61	35.35	40.30	44.10	47.90	51.70
Surgeon Lieutenant ..	17.72	6,467.80	18.62	29.10	33.30	36.60	39.90	43.20
0/1 years	18.40	6,716.00	18.62	29.10	33.30	36.60	39.90	43.20
0/2 years	19.09	6,967.85	18.62	30.35	34.70	38.10	41.50	44.90
0/3 years	19.78	7,216.05	18.62	31.60	36.10	39.60	43.10	46.60
0/4 years	20.46	7,467.90	18.62	31.60	36.10	39.60	43.10	46.60
0/5 years	21.31	7,718.15	18.62	32.85	37.50	41.10	44.70	48.30
Surgeon Lieutenant-Commander	22.17	8,092.05	23.31	34.10	38.90	42.60	46.30	50.00
0/1 years	23.02	8,402.30	23.31	35.35	40.30	44.10	47.90	51.70
0/2 years	24.15	8,814.75	23.31	35.35	40.30	44.10	47.90	51.70
0/3 years	25.02	9,132.30	23.31	35.35	40.30	44.10	47.90	51.70
Surgeon Commander ..	27.21	9,931.65	28.56	35.35	40.30	44.10	47.90	51.70
0/1 years	28.34	10,344.10	28.56	35.35	40.30	44.10	47.90	51.70
Surgeon Captain	30.69	11,201.85	32.20	35.35	40.30	44.10	47.90	51.70
Chaplain	13.37	4,880.05	14.07	24.10	27.70	30.60	33.50	36.40
Chaplain (4 years)	14.63	5,339.95	15.33	25.35	29.10	32.10	35.10	38.10
Chaplain (14 years)	17.75	6,478.75	18.62	29.10	33.30	36.60	39.90	43.20
Chaplain (20 years)	19.62	7,161.30	20.58	30.35	34.70	38.10	41.50	49.90

Rank	*Pay Plus Allowances (MA $1.10, SA 70c, UA 28c, TOTAL = $2.08)*		*Rent Norms for TAA and TRA (15% of Pay and Allowances)*	*Normal Living Expenses*				
	Daily	*Annual*		*Member and Wife*	*Member, Wife and One Child*	*Member, Wife and Two Children*	*Member, Wife and Three Children*	*Member, Wife and Four Children*
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
Sub-Lieutenant(U)	6.80	2,482.00	7.14	16.50	18.60	20.50	22.40	24.30
Midshipman	6.80	2,482.00	7.14	16.50	18.60	20.50	22.40	24.30
SAILORS								
Group 1								
Able	7.20	2,628.00	7.56	17.05	19.30	21.30	23.30	25.30
Leading	8.01	2,923.65	8.40	17.60	20.00	22.10	24.20	26.30
PO	8.64	3,153.60	9.10	18.15	20.70	22.90	25.10	27.30
PO 0/2 years	8.79	3,208.35	9.10	18.70	21.40	23.70	26.00	28.30
PO 0/4 years	8.94	3,263.10	9.10	18.70	21.40	23.70	26.00	28.30
CPO	9.54	3,482.10	10.01	19.25	22.10	24.50	26.90	29.30
CPO 0/2 years	9.68	3,533.20	10.01	19.25	22.10	24.50	26.90	29.30
CPO 0/4 years	9.86	3,598.90	10.01	19.25	22.10	24.50	26.90	29.30
CPO 0/6 years	10.02	3,657.30	10.10	19.80	22.80	25.30	27.80	30.30
Group 2								
Able	7.48	2,730.20	7.84	17.05	19.30	21.30	23.30	25.30
Leading	8.28	3,022.20	8.68	18.15	20.70	22.90	25.10	27.30
PO	8.92	3,255.80	9.38	18.70	21.40	23.70	26.00	28.30
PO 0/2 years	9.07	3,310.55	9.38	18.70	21.40	23.70	26.00	28.30
PO 0/4 years	9.22	3,365.30	9.38	18.70	21.40	23.70	26.00	28.30
CPO	9.82	3,584.30	10.29	19.25	22.10	24.50	26.90	29.30
CPO 0/2 years	9.97	3,639.05	10.29	19.80	22.80	25.30	27.80	30.30
CPO 0/4 years	10.14	3,701.10	10.29	19.80	22.80	25.30	27.80	30.30
CPO 0/6 years	10.30	3,759.50	10.29	19.80	22.80	25.30	27.80	30.30
Group 3								
Able	7.74	2,825.10	8.12	17.60	20.00	22.10	24.20	26.30
Leading	8.55	3,120.75	8.96	18.15	20.70	22.90	25.10	27.30
PO	9.15	3,339.75	9.59	18.70	21.40	23.70	26.00	28.30
PO 0/2 years	9.31	3,398.15	9.59	18.70	21.40	23.70	26.00	28.30
PO 0/4 years	9.45	3,449.25	9.59	19.25	22.10	24.50	26.90	29.30
CPO	10.05	3,668.25	10.57	19.80	22.80	25.30	27.80	30.30
CPO 0/2 years	10.19	3,719.35	10.57	19.80	22.80	25.30	27.80	30.30
CPO 0/4 years	10.37	3,785.05	10.57	19.80	22.80	25.30	27.80	30.30
CPO 0/6 years	10.54	3,847.10	10.57	20.35	23.50	26.10	28.70	31.30
Group 4								
Able	7.99	2,916.35	8.40	17.60	20.00	22.10	24.20	26.30
Leading	8.77	3,201.05	9.28	18.70	21.40	23.10	26.00	28.30
PO	9.38	3,423.70	9.87	19.25	22.10	24.50	26.90	29.30
PO 0/2 years	9.53	3,478.45	9.87	19.25	22.10	24.50	26.90	29.30
PO 0/4 years	9.68	3,533.20	9.87	19.25	22.10	24.50	26.90	29.30
CPO	10.28	3,752.20	10.78	19.80	22.80	25.30	27.80	30.30
CPO 0/2 years	10.42	3,803.30	10.78	20.35	23.50	26.10	28.70	31.30
CPO 0/4 years	10.60	3,869.00	10.78	20.35	23.50	26.10	28.70	31.30
CPO 0/6 years	10.76	3,927.40	10.78	20.35	23.50	26.10	28.70	31.30
Group 5								
Able	8.20	2,993.60	8.61	17.60	20.00	22.10	24.20	26.30
Leading	8.99	3,281.35	9.45	18.70	21.40	23.70	26.00	28.30
PO	9.59	3,500.35	10.08	19.25	22.10	24.50	26.90	29.30
PO 0/2 years	9.75	3,558.75	10.08	19.25	22.10	24.50	26.90	29.30
PO 0/4 years	9.89	3,609.85	10.08	19.80	22.80	25.30	27.80	30.30
CPO	10.50	3,832.50	11.06	20.35	23.50	26.10	28.70	31.30
CPO 0/2 years	10.63	3,879.95	11.06	20.35	23.50	26.10	28.70	31.30
CPO 0/4 years	10.81	3,945.65	11.06	20.35	23.50	26.10	28.70	31.30
CPO 0/6 years	10.98	4,007.70	11.06	21.60	24.90	27.60	30.30	33.00
Group 6								
Able	8.45	3,084.25	8.89	18.15	20.70	22.90	25.10	27.30
Leading	9.24	3,372.60	9.73	18.70	21.40	23.70	26.00	28.30

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	*Annual*		*Member and Wife*	*Member, Wife and One Child*	*Member, Wife and Two Children*	*Member, Wife and Three Children*	*Member, Wife and Four Children*
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 6—continued								
PO	9.84	3,591.60	10.36	19.25	22.10	24.50	26.90	29.30
PO 0/2 years	9.99	3,646.35	10.36	19.80	22.80	25.30	27.80	30.30
PO 0/4 years	10.18	3,715.70	10.36	19.80	22.80	25.30	27.80	30.30
CPO	10.74	3,920.10	11.27	20.35	23.50	26.10	28.70	31.30
CPO 0/2 years	10.88	3,971.20	11.27	20.35	23.50	26.10	28.70	31.30
CPO 0/4 years	11.06	4,036.90	11.27	21.60	24.90	27.60	30.30	33.00
CPO 0/6 years	11.22	4,095.30	11.27	21.60	24.90	27.60	30.30	33.00
Group 7								
Able	8.70	3,175.50	9.17	18.15	20.70	22.90	25.10	27.30
Leading	9.46	3,452.90	9.94	19.25	22.10	24.50	26.90	29.30
PO	10.06	3,671.90	10.57	19.80	22.80	25.30	27.80	30.30
PO 0/2 years	10.22	3,730.30	10.57	19.80	22.80	25.30	27.80	30.30
PO 0/4 years	10.36	3,781.40	10.57	19.80	22.80	25.30	27.80	30.30
CPO	10.97	4,004.05	11.55	21.60	24.90	27.60	30.30	33.00
CPO 0/2 years	11.10	4,051.50	11.55	21.60	24.90	27.60	30.30	33.00
CPO 0/4 years	11.28	4,117.20	11.55	21.60	24.90	27.60	30.30	33.00
CPO 0/6 years	11.45	4,179.25	11.55	21.60	24.90	27.60	30.30	33.00
Group 8								
Able	8.95	3,266.75	9.38	18.70	21.40	23.70	26.00	28.30
Leading	9.71	3,544.15	10.22	19.25	22.10	24.50	26.90	29.30
PO	10.31	3,763.15	10.85	19.80	22.80	25.30	27.80	30.30
PO 0/2 years	10.47	3,821.55	10.85	20.35	23.50	26.10	28.70	31.30
PO 0/4 years	10.61	3,872.65	10.85	20.35	23.50	26.10	28.70	31.30
CPO	11.22	4,095.30	11.76	21.60	24.90	27.60	30.30	33.00
CPO 0/2 years	11.35	4,142.75	11.76	21.60	24.90	27.60	30.30	33.00
CPO 0/4 years	11.53	4,208.45	11.76	21.60	24.90	27.60	30.30	33.00
CPO 0/6 years	11.70	4,270.50	11.76	21.60	24.90	27.60	30.30	33.00
Group 9								
Able	9.20	3,358.00	9.66	18.70	21.40	23.70	26.00	28.30
Leading	9.96	3,635.40	10.43	19.80	22.80	25.30	27.80	30.30
PO	10.56	3,854.40	11.06	20.35	23.50	26.10	28.70	31.30
PO 0/2 years	10.72	3,912.80	11.06	20.35	23.50	26.10	28.70	31.30
PO 0/4 years	10.84	3,956.60	11.06	20.35	23.50	26.10	28.70	31.30
CPO	11.47	4,186.55	12.04	21.60	24.90	27.60	30.30	33.00
CPO 0/2 years	11.60	4,234.00	12.04	21.60	24.90	27.60	30.30	33.00
CPO 0/4 years	11.78	4,299.70	12.04	21.60	24.90	27.60	30.30	33.00
CPO 0/6 years	11.95	4,361.75	12.04	21.60	24.90	27.60	30.30	33.00
Group 10								
Able	9.45	3,449.25	9.94	19.25	22.10	24.50	26.90	29.30
Leading	10.21	3,726.65	10.71	19.80	22.80	25.30	27.80	30.30
PO	10.81	3,945.65	11.34	20.35	23.50	26.10	28.70	31.30
PO 0/2 years	10.97	4,024.05	11.34	21.60	24.90	27.60	30.30	33.00
PO 0/4 years	11.11	4,055.15	11.34	21.60	24.90	27.60	30.30	33.00
CPO	11.72	4,277.80	12.32	21.60	24.90	27.60	30.30	33.00
CPO 0/2 years	11.85	4,335.25	12.32	21.60	24.90	27.60	30.30	33.00
CPO 0/4 years	12.03	4,290.95	12.32	21.60	24.90	27.60	30.30	33.00
CPO 0/6 years	12.20	4,453.00	12.32	22.85	26.30	29.10	31.90	34.70
Group 11								
Able	9.70	3,540.50	10.22	19.25	22.10	24.50	26.90	29.30
Leading	10.46	3,817.90	10.99	20.35	23.50	26.10	28.70	31.30
PO	11.06	4,036.90	11.62	21.60	24.90	27.60	30.30	33.00
PO 0/2 years	11.22	4,095.30	11.62	21.60	24.90	27.60	30.30	33.00
PO 0/4 years	11.36	4,146.40	11.62	21.60	24.90	27.60	30.30	33.00
CPO	11.97	4,369.05	12.60	21.60	24.90	27.60	30.30	33.00

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 11—continued								
CPO 0/2 years	12.10	4,416.50	12.60	22.85	26.30	29.10	31.90	34.70
CPO 0/4 years	12.28	4,482.20	12.60	22.85	26.30	29.10	31.90	34.70
CPO 0/6 years	12.45	4,544.25	12.60	22.85	26.30	29.10	31.90	34.70
Group 12								
Able	9.95	3,631.75	10.43	19.80	22.80	25.30	27.80	30.30
Leading..	10.71	3,909.05	11.27	20.35	23.50	26.10	28.70	31.30
PO	11.31	4,128.15	11.90	21.60	24.90	27.60	30.30	33.00
PO 0/2 years	11.47	4,186.55	11.90	21.60	24.90	27.60	30.30	33.00
PO 0/4 years	11.61	4,237.65	11.90	21.60	24.90	27.60	30.30	33.00
CPO	12.22	4,360.30	12.81	21.60	24.90	27.60	30.30	33.00
CPO 0/2 years	12.35	4,509.75	12.81	22.85	26.30	31.90	31.90	34.70
CPO 0/4 years	12.53	4,573.45	12.81	22.85	26.30	31.90	31.90	34.70
CPO 0/6 years	12.70	4,645.50	12.81	22.85	26.30	31.90	31.90	34.70
Group 13								
Able	10.20	3,723.00	10.71	19.80	22.80	25.30	27.80	30.30
Leading..	10.96	4,000.40	11.48	21.60	24.90	27.60	30.30	33.00
PO	11.56	4,219.40	12.11	21.60	24.90	27.60	30.30	33.00
PO 0/2 years	11.72	4,277.80	12.11	21.60	24.90	27.60	30.30	33.00
PO 0/4 years	11.86	4,328.90	12.11	21.60	24.90	27.60	30.30	33.00
CPO	12.47	4,551.55	13.09	22.85	26.30	29.10	31.90	34.70
CPO 0/2 years	12.60	4,599.00	13.09	22.85	26.30	29.10	31.90	34.70
CPO 0/4 years	12.78	4,664.70	13.09	22.85	26.30	29.10	31.90	34.70
CPO 0/6 years	12.95	4,726.75	13.09	22.85	26.30	29.10	31.90	34.70
Group 14								
Able	10.45	3,814.25	10.99	20.35	23.50	26.10	28.70	31.30
Leading..	11.21	4,091.65	11.76	21.60	24.90	27.60	30.30	33.00
PO	11.81	4,310.65	12.39	21.60	24.90	27.60	30.30	33.00
PO 0/2 years	11.97	4,369.05	12.39	21.60	24.90	27.60	30.30	33.00
PO 0/4 years	12.11	4,420.15	12.39	22.85	26.30	29.10	31.90	34.70
CPO	12.72	4,642.80	13.37	22.85	26.30	29.10	31.90	34.70
CPO 0/2 years	12.85	4,690.25	13.37	22.85	26.30	29.10	31.90	34.70
CPO 0/4 years	13.03	4,755.95	13.37	22.85	26.30	29.10	31.90	34.70
CPO 0/6 years	13.20	4,818.00	13.37	24.10	27.70	30.60	33.50	36.40
Group 15								
Able	10.70	3,905.50	11.27	20.35	23.50	26.10	28.70	31.30
Leading..	11.46	4,182.90	12.04	21.60	24.90	27.60	30.30	33.00
PO	12.06	4,401.90	12.67	22.85	26.30	29.10	31.90	34.70
PO 0/2 years	12.22	4,460.30	12.67	22.85	26.30	29.10	31.90	34.70
PO 0/4 years	12.36	4,511.40	12.67	22.85	26.30	29.10	31.90	34.70
CPO	12.97	4,734.05	13.65	22.85	26.30	29.10	31.90	34.70
CPO 0/2 years	13.10	4,781.50	13.65	22.85	26.30	29.10	31.90	34.70
CPO 0/4 years	13.28	4,847.20	13.65	24.10	27.70	30.60	33.50	36.40
CPO 0/6 years	13.45	4,909.25	13.65	24.10	27.70	30.60	33.50	36.40
Group 16								
Able	10.95	3,996.75	11.48	20.35	23.50	26.10	28.70	31.30
Leading..	11.71	4,274.15	12.32	21.60	24.90	27.60	30.30	33.00
PO	12.31	4,493.15	12.95	22.85	26.30	29.10	31.90	34.70
PO 0/2 years	12.47	4,551.55	12.95	22.85	26.30	29.10	31.90	34.70
PO 0/4 years	12.61	4,602.65	12.95	22.85	26.30	29.10	31.90	34.70
CPO	13.22	4,825.30	13.86	24.10	27.70	30.60	33.50	36.40
CPO 0/2 years	13.35	4,872.75	13.86	24.10	27.70	30.60	33.50	36.40
CPO 0/4 years	13.53	4,938.45	13.86	24.10	27.70	30.60	33.50	36.40
CPO 0/6 years	13.70	5,000.50	13.86	24.10	27.70	30.60	33.50	36.40

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	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 17								
Able	11.20	4,088.00	11.76	21.60	24.90	27.60	30.30	33.00
Leading..	11.96	4,365.40	12.53	21.60	24.90	27.60	30.30	33.00
PO	12.56	4,584.40	13.16	22.85	26.30	29.10	31.90	34.70
PO 0/2 years	12.72	4,642.80	13.16	22.85	26.30	29.10	31.90	34.70
PO 0/4 years	12.86	4,693.90	13.16	22.85	26.30	29.10	31.90	34.70
CPO	13.47	4,916.55	14.14	24.10	27.70	30.60	33.50	36.40
CPO 0/2 years	13.60	4,964.00	14.14	24.10	27.70	30.60	33.50	36.40
CPO 0/4 years	13.78	5,029.70	14.14	24.10	27.70	30.60	33.50	36.40
CPO 0/6 years	13.95	5,091.75	14.14	24.10	27.70	30.60	33.50	36.40
Group 18								
Able	11.45	4,190.20	12.04	21.60	24.90	27.60	30.30	33.00
Leading..	12.21	4,456.65	12.81	22.85	26.30	29.10	31.90	34.70
PO	12.81	4,675.65	13.44	22.85	26.30	29.10	31.90	34.70
PO 0/2 years	12.97	4,734.05	13.44	22.85	26.30	29.10	31.90	34.70
PO 0/4 years	13.11	4,785.15	13.44	22.85	26.30	29.10	31.90	34.70
CPO	13.72	5,007.80	14.42	24.10	27.70	30.60	33.50	36.40
CPO 0/2 years	13.85	5,055.25	14.42	24.10	27.70	30.60	33.50	36.40
CPO 0/4 years	14.03	5,120.95	14.42	24.10	27.70	30.60	33.50	36.40
CPO 0/6 years	14.20	5,183.00	14.42	24.10	27.70	30.60	33.50	36.40
Group 19								
Able	11.70	4,270.50	12.32	21.60	24.90	27.60	30.30	33.00
Leading..	12.46	4,547.90	13.09	22.85	26.30	29.10	31.90	34.70
PO	13.06	4,766.90	13.72	22.85	26.30	29.10	31.90	34.70
PO 0/2 years	13.22	4,825.30	13.72	24.10	27.70	30.60	33.50	36.40
PO 0/4 years	13.36	4,876.40	13.72	24.10	27.70	30.60	33.50	36.40
CPO	13.97	5,099.05	14.70	24.10	27.70	30.60	33.50	36.40
CPO 0/2 years	14.10	5,146.50	14.70	24.10	27.70	30.60	33.50	36.40
CPO 0/4 years	14.28	5,212.20	14.70	25.35	29.10	32.10	35.10	38.10
CPO 0/6 years	14.45	5,274.25	14.70	25.35	29.10	32.10	35.10	38.10
Group 20								
Able	11.95	4,361.75	12.53	21.60	24.90	27.60	30.30	33.00
Leading..	12.71	4,639.15	13.37	22.85	26.30	29.10	31.90	34.70
PO	13.31	4,858.15	14.00	24.10	27.70	30.60	33.50	36.40
PO 0/2 years	13.47	4,916.55	14.00	24.10	27.70	30.60	33.50	36.40
PO 0/4 years	13.61	4,967.65	14.00	24.10	27.70	30.60	33.50	36.40
CPO	14.22	5,190.30	14.92	24.10	27.70	30.60	33.50	36.40
CPO 0/2 years	14.35	5,237.75	14.92	25.35	29.10	32.10	35.10	38.10
CPO 0/4 years	14.53	5,303.45	14.92	25.35	29.10	32.10	35.10	38.10
CPO 0/6 years	14.70	5,365.50	14.92	25.35	29.10	32.10	35.10	38.10
Group 21								
Able	12.20	4,453.00	12.81	22.85	26.30	29.10	31.90	34.70
Leading..	12.96	4,730.40	13.58	22.85	26.30	29.10	31.90	34.70
PO	13.56	4,949.00	14.21	24.10	27.70	30.60	33.50	36.40
PO 0/2 years	13.72	5,007.80	14.21	24.10	27.70	30.60	33.50	36.40
PO 0/4 years	13.86	5,058.90	14.21	24.10	27.70	30.60	33.50	36.40
CPO	14.47	5,281.55	15.19	25.35	29.10	32.10	35.10	38.10
CPO 0/2 years	14.60	5,329.00	15.19	25.35	29.10	32.10	35.10	38.10
CPO 0/4 years	14.78	5,394.70	15.19	25.35	29.10	32.10	35.10	38.10
CPO 0/6 years	14.95	5,456.75	15.19	25.35	29.10	32.10	35.10	38.10
Group 22								
Able	12.45	4,544.25	13.09	22.85	26.30	29.10	31.90	34.70
Leading..	13.21	4,821.65	13.86	24.10	27.70	30.60	33.50	36.40
PO	13.81	5,040.65	14.49	24.10	27.70	30.60	33.50	36.40
PO 0/2 years	13.97	5,099.05	14.49	24.10	27.70	30.60	33.50	36.40
PO 0/4 years	14.11	5,150.15	14.49	24.10	27.70	30.60	33.50	36.40

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	Annual		Member and Wife	Member, Wife and One Child	Member, Wife and Two Children	Member, Wife and Three Children	Member, Wife and Four Children
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 22—continued								
CPO	14.72	5,372.80	15.47	25.35	29.10	32.10	35.10	38.10
CPO 0/2 years	14.85	5,420.25	15.47	25.35	29.10	32.10	35.10	38.10
CPO 0/4 years	15.03	5,485.95	15.47	25.35	29.10	32.10	35.10	38.10
CPO 0/6 years	15.20	5,548.00	15.47	25.35	29.10	32.10	35.10	38.10
Group 23								
Able	12.70	4,635.00	13.37	22.85	26.30	29.10	31.90	34.70
Leading..	13.46	4,912.90	14.14	24.10	27.70	30.60	33.50	36.40
PO	14.06	5,131.90	14.77	24.10	27.70	30.60	33.50	36.40
PO 0/2 years	14.22	5,190.30	14.77	24.10	27.70	30.60	33.50	36.40
PO 0/4 years	14.36	5,241.40	14.77	25.35	29.10	32.10	35.10	38.10
CPO	14.97	5,464.05	15.75	25.35	29.10	32.10	35.10	38.10
CPO 0/2 years	15.10	5,511.50	15.75	25.35	29.10	32.10	35.10	38.10
CPO 0/4 years	15.28	5,577.20	15.75	25.35	29.10	32.10	35.10	38.10
CPO 0/6 years	15.45	5,639.25	15.75	26.60	30.50	33.60	36.70	39.10
Group 24								
Able	12.95	4,726.75	13.58	22.85	26.30	29.10	31.90	34.70
Leading..	13.71	5,004.15	14.42	24.10	27.70	30.60	33.50	36.40
PO	14.31	5,223.15	15.05	25.35	29.10	32.10	35.10	38.10
PO 0/2 years	14.47	5,281.55	15.05	25.35	29.10	32.10	35.10	38.10
PO 0/4 years	14.61	5,332.65	15.05	25.35	29.10	32.10	35.10	38.10
CPO	15.22	5,555.30	15.96	25.35	29.10	32.10	35.10	38.10
CPO 0/2 years	15.35	5,602.75	15.96	26.60	30.50	33.60	36.70	39.80
CPO 0/4 years	15.53	5,668.45	15.96	26.60	30.50	33.60	36.70	39.80
CPO 0/6 years	15.70	5,730.50	15.96	26.60	30.50	33.60	36.70	39.80
Group 25								
Able	13.20	4,818.00	13.86	24.10	27.70	30.60	33.50	36.40
Leading..	13.96	5,095.40	14.63	24.10	27.70	30.60	33.50	36.40
PO	14.56	5,314.40	15.26	25.35	29.10	32.10	35.10	38.10
PO 0/2 years	14.72	5,372.80	15.26	25.35	29.10	32.10	35.10	38.10
PO 0/4 years	14.86	5,423.90	15.26	25.35	29.10	32.10	35.10	38.10
CPO	15.47	5,646.55	16.24	26.60	30.50	33.60	36.70	39.80
CPO 0/2 years	15.60	5,694.00	16.24	26.60	30.50	33.60	36.70	39.80
CPO 0/4 years	15.78	5,759.70	16.24	26.60	30.50	33.60	36.70	39.80
CPO 0/6 years	15.95	5,821.75	16.24	26.60	30.50	33.60	36.70	39.80
Group 26								
Able	13.45	4,909.25	14.14	24.10	27.70	30.60	33.50	36.40
Leading..	14.21	5,186.65	14.91	24.10	27.70	30.60	33.50	36.40
PO	14.81	5,405.65	15.54	25.35	29.10	32.10	35.10	38.10
PO 0/2 years	14.97	5,464.05	15.54	25.35	29.10	32.10	35.10	38.10
PO 0/4 years	15.11	5,515.15	15.54	25.35	29.10	32.10	35.10	38.10
CPO	15.72	5,737.80	16.52	26.60	30.50	33.60	36.70	39.80
CPO 0/2 years	15.85	5,785.25	16.52	26.60	30.50	33.60	36.70	39.80
CPO 0/4 years	16.03	5,850.95	16.52	26.60	30.50	33.60	36.70	39.80
CPO 0/6 years	16.20	5,913.00	16.52	26.60	30.50	33.60	36.70	39.80
Group 27								
Able	13.70	5,000.50	14.42	24.10	27.70	30.60	33.50	36.40
Leading..	14.46	5,277.90	15.19	25.35	29.10	32.10	35.10	38.10
PO	15.06	5,496.90	15.82	25.35	29.10	32.10	35.10	38.10
PO 0/2 years	15.22	5,555.30	15.82	25.35	29.10	32.10	35.10	38.10
PO 0/4 years	15.36	5,606.40	15.82	26.60	30.50	33.60	36.70	39.80

Rank	Pay Plus Allowances (*MA* $1.10, *SA* 70c, *UA* 28c, *TOTAL* = $2.08)		Rent Norms for TAA and TRA (15% of Pay and Allowances)	Normal Living Expenses				
	Daily	*Annual*		*Member and Wife*	*Member, Wife and One Child*	*Member, Wife and Two Children*	*Member, Wife and Three Children*	*Member, Wife and Four Children*
	$ c	$ c	$ c	$ c	$ c	$ c	$ c	$ c
SAILORS—*continued*								
Group 27—continued								
CPO	15.97	5,829.05	16.80	26.60	30.50	33.60	36.70	39.80
CPO 0/2 years	16.10	5,876.50	16.80	26.60	30.50	33.60	36.70	39.80
CPO 0/4 years	16.28	5,942.20	16.80	26.60	30.50	33.60	36.70	39.80
CPO 0/6 years	16.45	6,004.25	16.80	27.85	31.90	35.10	38.30	41.50
Group 28								
Able	13.95	5,091.75	14.63	24.10	27.70	30.60	33.50	36.40
Leading	14.71	5,369.15	14.47	25.35	29.10	32.10	35.10	38.10
PO	15.31	5,588.60	15.10	25.35	29.10	32.10	35.10	38.10
PO 0/2 years	15.47	5,646.55	15.10	26.60	30.50	33.60	36.70	39.80
PO 0/4 years	15.61	5,697.65	15.10	26.60	30.50	33.60	36.70	39.80
CPO	16.22	5,920.30	17.01	26.60	30.50	33.60	36.70	39.80
CPO 0/2 years	16.35	5,967.75	17.01	26.60	30.50	33.60	36.70	39.80
CPO 0/4 years	16.53	6,033.45	17.01	27.85	31.90	35.10	38.30	41.50
CPO 0/6 years	16.70	6,095.50	17.01	27.85	31.90	35.10	38.30	41.50
Group 29								
Able	14.20	5,183.00	14.95	24.10	27.70	30.60	33.50	36.40
Leading	14.96	5,460.40	15.68	25.35	29.10	32.10	35.10	38.10
PO	15.56	5,679.40	15.31	26.60	30.50	33.60	36.70	39.80
PO 0/2 years	15.72	5,737.80	15.31	26.60	30.50	33.60	36.70	39.80
PO 0/4 years	15.86	5,788.90	15.31	26.60	30.50	33.60	36.70	39.80
CPO	16.47	6,011.55	17.29	27.85	31.90	35.10	38.30	41.50
CPO 0/2 years	16.60	6,059.00	17.29	27.85	31.90	35.10	38.30	41.50
CPO 0/4 years	16.78	6,124.70	17.29	27.85	31.90	35.10	38.30	41.50
CPO 0/6 years	16.95	6,186.75	17.29	27.85	31.90	35.10	38.30	41.50
Group 30								
Able	14.45	5,274.25	15.19	25.35	29.10	32.10	35.10	38.10
Leading	15.21	5,551.65	15.96	25.35	29.10	32.10	35.10	38.10
PO	15.81	5,770.65	16.59	26.60	30.50	33.60	36.70	39.80
PO 0/2 years	15.97	5,829.05	16.59	26.60	30.50	33.60	36.70	39.80
PO 0/4 years	16.11	5,880.15	16.59	26.60	30.50	33.60	36.70	39.80
CPO	16.72	6,102.80	17.57	27.85	31.90	35.10	38.30	41.50
CPO 0/2 years	16.85	6,150.25	17.57	27.85	31.90	35.10	38.30	41.50
CPO 0/4 years	17.03	6,215.95	17.57	27.85	31.90	35.10	38.30	41.50
CPO 0/6 years	17.20	6,278.00	17.57	27.85	31.90	35.10	38.30	41.50
NAVAL DOCKYARD POLICE								
Constable A	9.46	3,452.90	9.94	19.25	22.10	24.50	26.90	29.30
Constable A 0/6 years ..	10.06	3,671.90	9.94	19.80	22.80	25.30	27.80	30.30
Constable A 0/8 years ..	10.22	3,730.30	9.94	19.80	22.80	25.30	27.80	30.30
Constable A 0/10 years ..	10.36	3,781.40	9.94	19.80	22.80	25.30	27.80	30.30
Sergeant II	10.97	4,004.05	11.55	21.60	24.90	27.60	30.30	33.00
Sergeant II 0/2 years ..	11.10	4,051.50	11.50	21.60	24.90	27.60	30.30	33.00
Sergeant I	11.28	4,117.20	11.83	21.60	24.90	27.60	30.30	33.00
Sergeant I 0/2 years ..	11.45	4,179.25	11.83	21.60	24.90	27.60	30.30	33.00
Constable B	8.70	3,175.50	9.10	18.15	20.70	22.90	25.10	27.30

Note: Where a member has a wife and five or more children an amount equal to the difference between:

a. The scale of normal living costs for a member, wife and three children, and

b. The scale of normal living costs for a member, wife and four children,

is to be added to b. for each child in excess of four in assessing the scale of normal living costs.

(HPB 252/4/65)

(*Navy Order 409 of 1969*)

UNCLASSIFIED

676—Programme of Educational Tests in the RAN During 1970

1. The following will be the programme of educational tests in the RAN during 1970:

a. ET1:

(1) Fleet: 20 March
4 September

(2) **HMAS CERBERUS:** Supplementary ET1 for Recruits:

23 January	15 May	4 September
20 February	12 June	2 October
20 March	10 July	30 October
17 April	7 August	27 November

(3) HMAS LEEUWIN: Supplementary ET1 for Junior Recruits:

13 February	21 August
22 May	20 November

b. **Services General Certificate of Education**

(1) SGCE—April 1970

	Forenoon	*Afternoon*
Monday 13 April ..	English I (Expression)	English II (Literature)
Tuesday 14 April ..	Mathematics I and Modern Mathematics I	Modern History
Wednesday 15 April ..	Mathematics II and Modern Mathematics II	Geography
Thursday 16 April ..	Physics	Chemistry
Friday 17 April ..	Economics	—
Monday 20 April ..	Asian History	Navigation

(2) SGCE—October 1970

	Forenoon	*Afternoon*
Monday 19 October ..	English I (Expression)	English II (Literature)
Tuesday 20 October ..	Mathematics I and Modern Mathematics I	Modern History
Wednesday 21 October	Mathematics II and Modern Mathematics II	Geography
Thursday 22 October ..	Physics	Chemistry
Friday 23 October ..	Economics	—
Monday 26 October ..	Asian History	Navigation

c. **LEEUWIN Educational Tests** (LET)

9 March to 16 March
18 May to 25 May
21 September to 28 September
16 November to 23 November

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

3. Navy Order 666 of 1968 is hereby cancelled.

(HPB 325/1/25)

(*Navy Order 666 of 1968*)

UNCLASSIFIED

677—Refund of DFRB Contributions and Gratuity—Taxation

1. The Commissioner for Taxation has advised that consequent upon recent amendments to the DFRB Act ex-contributors to the DFRB Fund whose only entitlement on discharge or retirement is a refund of contributions and gratuity will no longer be required to pay tax on the contributions refunded but will be required to pay tax on 5 per cent of the gratuity paid.

2. This Navy Order will be reprinted for posting on notice boards.

(HPB 263/1/215)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

678—Armament Stores—Accounting—Inclusion of Procedures in the RAN Storekeeping Manual ABR 4

1. The procedures to be followed in accounting, etc, for all Naval Armament Stores in HMA ships and commissioned establishments have been incorporated in the RAN Storekeeping Manual, ABR 4, by Change No 1, which will shortly be distributed.

2. Requests for additional copies of the manual considered necessary as a result of the wider range of Armament Stores covered are to be submitted on Forms SA242 (AS130) in the normal manner.

(DSAP 465/52/1646)

UNCLASSIFIED

679—Boats—Supplies of Drinking Water

1. 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 Annex A 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

4. Navy Order 618 of 1966 is hereby cancelled.

ANNEX A

Allowances

Type of Boat	*No of 5 Gallon Containers (Plastic)*
40-ft Personnel Boat	3
40-ft Utility Boat	3
34-ft Survey Motor Boat	*See note*
33-ft Sea Boat	2
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 }	2
27-ft Montague Whaler } If carried	2
16-ft Skiff Dinghy }	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.

(ACDC 912/109/38)

(Navy Order 618 of 1966)

UNCLASSIFIED

680—Liferafts Inflatable (20 Man)—Commercial Type—Introduction

1. Liferafts inflatable (20 man) commercial type have now been introduced into the RAN and will eventually replace the existing MOD(N) Type Liferaft Catalogue No 0472/5604 and accompanying GRP Containers.

2. The new raft is supplied complete with survival pack and are both supplied in the one GRP Container. The raft has been catalogued as follows:

Catalogue No	*Description*
4220–66–031–3104	Liferaft Inflatable (20 man) (without Sarbe Beacon) to Naval Construction Manual Specification NCM/6/K6.
4220–66–032–6333	Liferaft Inflatable (20 man) complete with Sarbe Beacon and to Naval Construction Manual Specification NCM/6/K6.

3. The allowance of liferafts remains unaltered and the quantity per ship fitted with Sarbe Beacons will be in accordance with authorised allowances.

4. Catalogue No 0472/5604 Liferafts will continue to be used in the RAN until stocks are beyond economical repair. The changeover to the new raft will be on a ship by ship basis.

5. Initial provision of the new commercial type raft is now being made and it is intended that the following HMA ships be fitted with these at the first available opportunity.

HMAS YARRA	15 No
HMAS SWAN	16 No
HMAS TORRENS	16 No
HMAS DERWENT	16 No
HMAS BRISBANE	19 No
HMAS VAMPIRE	19 No
HMAS PALUMA	2 No

In addition, the undermentioned establishments will be issued with the new type liferafts as soon as possible for instructional purposes.

Garden Island Dockyard	1 No
Williamstown Dockyard	1 No
HMAS CERBERUS	1 No
HMAS PENGUIN	1 No
HMAS LEEUWIN	1 No
HMAS ALBATROSS	1 No

6. A further 1 No will be issued to each of the above establishments when further supplies of the rafts are available. The fitting of the new raft on other HMA ships will depend on wastage rates of Catalogue No 0472/5604 MOD(N) Type liferafts.

(DNS 1626/1/91)

UNCLASSIFIED

681—Naval Stores (General) Introduction and Allowances—Saw Reciprocating Portable Pneumatic—Group Class 5130 Catalogue No 00-958-7955

1. The following item has been introduced for Damage Control purposes, including underwater use.

Group/ Class	*Catalogue No*	*Description*	*D of Q*	*Acctg Class*
5130	00–958–7955	Saw, reciprocating, portable, pneumatic	No	P

2. Allowances of the Saw reciprocating portable pneumatic are as follows:

Ship/Establishment	*Qty*
CV, AP	8 No
AD	5 No
DDG, DD, DE, AGOR	2 No
AGSC, AGS, AO, SS, MSC, MHC	1 No
Fleet Maintenance Unit	3 No
HMAS WATERHEN	2 No

3. Where applicable the newly introduced item will replace present holdings of Saw, sabre 5130–66–L40662 and Saw power (Chicago Pneumatic Coy Part No CP 3017–F–1500) as they become unserviceable and uneconomical to repair. Taking into account present holdings of these type Saws, HMA ships and establishments nominated, should lodge demands on the Superintending Naval Store Officer, Sydney to complete the above allowances.

4. Allowance Lists will be amended.

(DSAP 506/71/792)

UNCLASSIFIED

682—Naval Stores (General)—Tool Kit Type NS1 New Composition

Navy Orders 164 of 1968 and 498 of 1969 are to be amended as follows:

Delete

'Group/Class	*Catalogue No*	*Description*	*Qty*
0461	5978	Square set mitre 10 inch	1'

Insert

'5210	66–014–4072	Square, try and mitre 10 inch	1'

(DSAP 506/83/52)

(*Navy Orders 164 of 1968 and 498 of 1969*)

UNCLASSIFIED

683—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0264—Bathroom Fittings; Clamps, Clips, Gauze; Metallic; Retaining Straps; Rings; Spacers; Springs; Miscellaneous Steel Containers—Change of Stock Numbers

1. With effect from 18 November 1969, the Stock Numbers of the undermentioned items are to be changed as follows:

Old Stock No			*New Stock No*	
Group/ Class	*Catalogue Number*	*Item Name*	*Group/ Class*	*Catalogue Number*
0264	106522	Spring, torsion	0264	519–4708
0264	7583	Box, toolkit	0264	124–0686
0264	7583–L1	Box, tool, steel	0264	124–0686–L1

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/61/699)

UNCLASSIFIED

684—Stores Transfer of Tenders and Air Squadrons Outstanding Stores Demands

1. Consequent on the introduction of EDP it has been necessary to review the procedures to be followed in regard to outstanding stores demands when Air Squadrons transfer from one parent ship or base to another, as detailed in ABR 4 Article 1917. Consideration has also been given to the procedure applicable on transfer of tenders.

2. As from the date of promulgation of this order the procedure to be followed on transfer of Tenders or Air Squadrons is to be as detailed below:

Air Squadrons

a. For all items demanded specifically for Air Squadrons in future, the parent ship or base is to show the unit identification code of the squadron as the demanding source. Issue vouchers raised by EDP will be printed accordingly but the store

depot will arrange for deliveries of such stores to be sent to the Supply Officer of the parent ship or base and EDP will do the same in respect of Deferred Supply Advices and Stock in Transit Advices. Upon transfer of the squadron the procedure as laid down in ABR 4 Article 1917 is to be applied. This will serve as advice to the Store Depot and EDP of the new delivery point for stores and advice notes.

Tenders other than Air Squadrons

b. When a tender other than an Air Squadron is transferring, the parent ship or base the tender is leaving is to cancel all outstanding demands relevant to the departing tender and forward to the new parent base or ship a list of the items concerned. The new parent ship or base is to raise new demands for items not available from stock.

General

c. When a parent ship or base demands general stores and part of the quantity demanded is intended for an attached squadron or tender, action should be taken on transfer of the squadron or tender to adjust any such outstanding demands as necessary and to advise the new parent ship or base of the items required by the squadron or tender.

3. ABR 4 will be amended in due course.

(DSAP 400/251/119)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

ANO 685/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
17 November 1969.

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

23816/69

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

685—Planned Maintenance Dockyard Component Progress Chart

1. The chart, *see* Fig 1, is intended as a permanent and authoritative record of the Dockyard component of Planned Maintenance. The procedure for its compilation is given as Annex A to this order.

2. The progress chart, bound in book form, will be subdivided to allow a separate book for each section of every department utilising the PM system, the ships copy being considered as the 'Master Copy'.

3. After compilation of the master copy ships are to forward the chart to the Refit Authority for xerox duplication and distribution as in Paragraph 2c of Annex A.

Deferment of Routine

4. Routines are to be deferred only under exceptional circumstances. Where any disagreement exists between the ship and the Refit Authority the ships Administrative Authority is to arbitrate. Any Dockyard PM item completed other than by the Dockyard is to be treated as ships staff work.

5. Mandatory items (indicated by a black star on the chart) may only be deferred by approval from the Ships Administrative Authority.

6. Navy Order 573 of 1969 is hereby cancelled.

ANNEX A

Instructions for Using the Progress Chart

Usage

1. a. On receipt, Progress Charts are to be completed by transcribing information back to the ships last major refit and inserting in black ink:
   (1) The respective years across the top of each sheet.
   (2) Short vertical lines against each equipment to indicate when each routine is considered to be due for the first time, care being exercised to balance the workload so that loading will be approximately equal for each refit. For the purposes of this sub-paragraph the word 'refit' is to include MCD and LSM.
   (3) When the Progress Charts have been completed action in accordance with Paragraph 3 of the order and Paragraph 2c of Annex A is to be taken.

   b. *Ships Master Copy*
   (1) As soon as a firm date for the next or subsequent refit is known, the refit date heading on each sheet is to be dated with the start date of the refit (in black pencil for easy erasure). A firm vertical line representing the mid-point in time of the refit is to be inserted extending from the top to the bottom of each sheet. Routines due at any refit are those which were programmed before, during or slightly after the refit period and are to be indicated as being due by hatching in to the mid-point line.
   (2) By the start of the refit the ships Master Copy of the Progress Chart is to be placed in the Refit Office and made available to all authorities concerned.

Updating

2. a. On completion of the refit the ships Master Copy of the Progress Chart is to be updated by the Refitting Authority as follows:
   (1) *Completion* of a routine is to be indicated by cessation of hatching, ie, by being left as programmed in accordance with Paragraph 1b (1).
   (2) *Partly Completed*—Sub-paragraph 2b (1) below of Annex A refers.
   (3) *Omission* of a routine is to be indicated by continuation of black hatching sufficiently clear of the current mid-point line to be seen, but not so far as to exceed the next mid-point line of the next refit.
   (4) *Deferred* routines are to be considered as omitted routines.

   b. When routines have been partially completed the following rules are to apply:
   (1) If it is considered that the incomplete part of the routine can be deferred to the next occasion of falling due, the routine is to be shown as partly completed, ie, end the hatching but follow with a black wavy line sufficiently clear of the current mid-point line to be seen but not so far as to exceed the next mid-point line. Such an item is then to become mandatory at the next occasion of falling due and must be carried out in full.
   (2) If it is considered that the uncompleted part of the routine cannot be deferred to the next occasion of falling due, the routine is to be shown as omitted, ie, continue the hatching in accordance with Paragraph 2a (3).

   c. The Refitting Authority is to produce four xerox copies from the ships Master Copy and distribute them as follows:
   (1) On copy to relevant technical directorate Navy Office.
   (2) One copy to the ships Administrative Authority.
   (3) One copy to be retained by Refit Authority.
   (4) Master and one copy to the ship.

   d. On receipt of the copy from Refitting Authority, the ship is to reprogramme the chart for complete routines only. All routines other than those completed should be reprogrammed, according to their frequency, when they are eventually completed.

Defects—Dockyard Planned Maintenance

3. a. When defects are made good, either by ships staff or by Dockyard, consideration is to be given to completion of associated Dockyard Planned Maintenance routines thus extending the date when the routine is next due.

   b. When such routines are carried out, the ships Master Copy Progress Chart is to be updated by the ship by inserting on the relevant sheet a vertical line corresponding to the date of completion and hatched to the left to the mid-point line of the last occasion of completion. The relevant sheet only is then to be reprogrammed from the routine completion date and forwarded to the Refitting Authority who is then to comply with Paragraph 2c of Annex A.

Refitting Authority Maintenance out of Refit Period

4. When a Dockyard Planned Maintenance routine is carried out either by Defect or Planned Maintenance action by the Refitting Authority the Progress Chart is to be updated in accordance with Paragraph 3b of Annex A.

(ACMD 1209/51/34)

(*Navy Order 573 of 1969*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

Fig 1

H.M.A.S. Refit Date 14 JUN 1970 SECTION SURFACE WEAPONS NAVY OFFICE ISSUE NO./DATE SHEET NO.

Schedule/ Card No.	Frequency	EQUIPMENT/ROUTINE (ABRIDGED)
4003/1	R	AFCB10 - Survey & Restore to "AS NEW PERFORMANCE"
4004/1	R	GASU & GS3 - Flexotex hoses - Survey replace as necessary
4031/1 *	A	GW 20 Magazine - Lifting Appliances - Load Test

1969 1970 1971 1972 1973 1974 1975 19 19 19

Completed

Partly Completed

Omitted or Deferred

Programmed (~~Para 1(a)~~ Appendix)

Para 1(b) & 2 of appendix

approximate position next mid-point line (Do not insert)

Assuming 2 Year Cycle

mid-point line

HISTORIAN.

RESTRICTED

ANOs 686-699/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 November 1969.

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

By direction of the Naval Board,

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

23817/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

686 Australian Services Representation Overseas.

687 Ceremonial—Saluting Stations at Commonwealth and Foreign Ports in the Pacific and Indian Oceans.

SECTION 2—PERSONNEL

688 Short Term Duty Travelling Allowance.

689 Uniform—Kits of Sailors of Ordinary Rank and Below—Gymnasium Shoes.

SECTION 3—OPERATIONAL AND TRAINING

690 Radiological Hazards.

691 RAN College Timetable—1970.

SECTION 4—EQUIPMENT, STORES AND SERVICING

692 Alteration and Addition Item—HMA Submarines OXLEY and OTWAY.

693 Chubb AVA 1K42 Padlocks.

694 DDGs, Daring Class Destroyers and Type 12 Destroyer Escorts—Precautions to be Taken When Handling Main and Auxiliary Superheated Steam Piping.

695 Loan of Service Stores and Equipment to Ships Welfare Committees, Etc.

696 Stores General—Group Class 5910—Capacitors—Change of Stock Numbers.

697 Stores General—Group Class 5960—Change of Accounting Classification.

698 Stores General—Group Class 7920—Brooms, Brushes, Mops and Sponges.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

699 Addressing of Private Mail.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

686—Australian Services Representation Overseas

Navy Order 177 of 1969 is to be amended as follows:

ANNEX A

Sub-heading 'Pakistan' page 4:

Delete 'Union Bank Building (2nd Floor),
54 Haider Road,
RAWALPINDI, PAKISTAN.'

Insert 'National Bank Building,
Islamabad,
WEST PAKISTAN.'

(DNI 22/201/67)

(*Navy Order 177 of 1969*)

RESTRICTED

687—Ceremonial—Saluting Stations at Commonwealth and Foreign Ports in the Pacific and Indian Oceans

(*DCI (RN) 810/1969*)

Navy Order 731 of 1968 is to be amended as follows:

ANNEX A

Page 3 Hong Kong, *amend to:*

'Hong Kong .. Hong Kong .. Naval Saluting Battery—HMS TAMAR—Bull Nose, Victoria Basin Entrance.'

Page 4 New Zealand, *amend to:*

'New Zealand .. Auckland .. HMNZS PHILOMEL National and naval salutes.'

(D of O 12/201/18)

(*Navy Order 731 of 1968*)

Section 2

PERSONNEL

UNCLASSIFIED

688—Short Term Duty Travelling Allowance

The rates of Short Term Duty Travelling Allowance shown in Navy Order 436 of 1969 as amended by Navy Order 541 of 1969 are further amended by inserting the following note after the Tables of rates:

'Note: Bonus Rates of Exchange Applicable in Ceylon and Turkey.

Members on short term duty in Turkey or Ceylon are entitled to the benefits of a preferential exchange rate commonly referred to as the "tourist rate". All claims for travelling expenses in the currency of either of these two countries should therefore be adjusted on the basis of the actual rate obtained by or available to the member.'

(HPB 252/7/26)

(Navy Orders 436 of 1969 and 541 of 1969)

UNCLASSIFIED

689—Uniform—Kits of Sailors of Ordinary Rank and Below—Gymnasium Shoes

1. The uniform kits of sailors of Ordinary Rank and Below have been amended by the transfer of one pair gymnasium shoes to the compulsory kit from the optional kit.

2. Manual of Victualling, ABR 93, Part I, Chapter 29, Paragraph 2905, and Part II, Scales 3 (c) and (d) will be amended in due course.

(D of V 930/51/210)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

690—Radiological Hazards

1. Attached as Annex A is a copy of SEASTAG 2083 which gives information required in assessing radiological hazards and their effects on personnel.

2. SEASTAG 2083 is to be implemented from 1 December 1969. Navy Office Letter 1600/202/161 dated 11 September 1967 is hereby cancelled.

SEASTAG NO 2083

ANNEX A

Details of Agreement

Radiological Hazards

Appendix 1—Commanders Guide on The Acute Effects of Whole Body Penetrating Ionising Radiation of Personnel

Appendix 2—Effects Associated with Various Exposures to Penetrating Radiation

Appendix 3—Symptoms and Probable Effects for Various Exposures to Penetrating Radiation

Appendix 4—Schematic Showing Relationship Between Remaining Radiation Service Categories and Risk Levels

Appendix 5—Nuclear Radiation Armed Forces Personnel Safety Criteria

Agreement

1. It is agreed that the Armed Forces of SEATO Member Nations will use the information contained herein to enable commanders to:

a. Determine what constitutes a radiological hazard to armed forces personnel in war.

b. Weigh the effect of a radiological hazard on armed forces personnel.

General

2. The hazards shown herein cover only those which might be expected to have an effect on the military effectiveness of armed forces personnel in war.

3. In nuclear warfare military operations may require that peace-time regulations on limits of radiation exposure and requirements for radiation protection be exceeded.

4. The risk involved from radiological exposure must be evaluated in accordance with the military situation and the state of emergency.

5. The final decision on the dose to which armed forces personnel may be exposed will be made by the responsible commanders concerned. Nothing in this SEASTAG should be interpreted as limiting the commanders authority in this respect.

Radiological Hazard

6. All nuclear radiation, even in very small doses, has some harmful effect on the body and should be avoided whenever possible to do so without interfering with military operations.

7. All nuclear radiation doses referred to herein are due to external whole body exposures to penetrating radiation.

8. Some of the factors influencing the injury caused by penetrating nuclear radiation are:

a. The total dose accumulated from previous radiation exposure.

b. The periods over which the doses are received.

c. The periods of recuperation between periods of radiological exposure.

d. The physical condition, sex and age of the individual at the time of radiological exposure.

e. The presence or absence of any additional injuries.

Assessment of the Hazard

9. Provided that no appreciable dose has previously been received (ie, 75 rad or less) the following may be used as a guide:

a. 5 rad or less in 24 hours is a low dose (negligible risk) and is acceptable during routine operations. However, more than 5 rad per day or 75 rad in a 30-day period is not acceptable.

b. 5-20 rad in 24 hours is a moderate dose (moderate risk) and is acceptable in close support operations.

c. 20-50 rad in 24 hours is a serious dose (emergency risk).

d. 500 rad total in any increments will probably result in the non-effectiveness of personnel and the unit.

Guides to Effects of Exposure to Penetrating Radiation

10. Exposure tables submitted by the UNITED KINGDOM and the UNITED STATES for the information of all SEATO Member Nations are attached as appendixes to this Agreement. These tables are intended to serve as a guide. Agreement with their contents is not implied by the Nations ratifying this SEASTAG. The tables are subject to revision in the light of future research and experience which may be gained in this field. The circulation of new information throughout SEATO is encouraged. Nations are invited to continue to submit new information for incorporation as appendixes to this SEASTAG.

APPENDIX 1

Commanders Guide on the Acute Effects of Whole Body Penetrating Ionising Radiation of Personnel

(Information submitted by the UNITED KINGDOM)

(This table applies equally to initial and residual gamma radiation)

Serial a.	*Dose received in less than 24 hours* b.	*Effect (Post-exposure)* c.
1	0–200 rads ..	No acute effects but increasingly serious long term hazard
2	200–350 rads ..	Incapacitation in 9–24 hours. Some deaths
3	350–500 rads ..	Incapacitation in 5–24 hours. Many deaths
4	500–1,000 rads ..	Incapacitation in about 3–24 hours. Most die
	Dose received in more than 24 hours to 2 weeks	
5	0–200 rads ..	No acute effects
6	200–500 rads ..	Incapacitation from about 1 week. Many deaths
7	500–1,000 rads ..	Incapacitation from about 4 days. Most die

Notes:

1. It is currently estimated that an instantaneous whole body dose of 5,000 to 10,000 rads would lead to immediate incapacity; ie, loss within about one minute, of the capability to perform an organised task.
2. These figures should only be used as a broad guide since:
   a. Whole body dose will only occur rarely and partial dose due to partial body shielding will be more common.
   b. Individuals will vary in their resistance to radiation injury.
   c. Individual reaction to radiation will occur.
   d. Mechanical injury will affect the biological response to radiation injury.
   e. Estimates of whole body absorbed dose are likely to be only ± 50 per cent accurate.
3. For operational planning in combat situations, biological recovery is not significant during a one or two weeks protracted exposure.

APPENDIX 2

Effects Associated with Various Exposures to Penetrating Radiation

(Information submitted by the UNITED STATES)

Exposure (rad)	*Effect*
150 ..	Slight but not incapacitating illness in a few individuals
150–250 ..	Nausea and vomiting within 24 hours in ⅓ to ⅔ of the exposed individuals; routine tasks possible but sustained combat, etc, hampered for 6–12 hours; hospitalisation required for approximately 50 per cent of exposed individuals within 3 weeks post exposure
250–500 ..	Nausea, vomiting, and fatigue in most individuals; may perform routine tasks, with increasing difficulty to sustain effort; hospitalisation required for all exposed personnel within 14 days post exposure; death may approach 50 per cent
500–1,000 ..	Incapacitation within 6 hours in most exposed individuals; hospitalisation for all within 7 days; ultimate deaths approaching 100 per cent
1,000 ..	Incapacitation within a few hours; hospitalisation required for all; ultimate death for all exposed individuals within 2 weeks

Notes:

1. This table is applicable to exposures to either initial or residual hard, penetrating radiations and total body exposures.
2. It is assumed that the indicated exposures, if received within one day to one week, will have similar effects and will apply to individuals exposed for the first time or following an interval that would permit 'full' recovery from previous exposures.

APPENDIX 3

Symptoms and Probable Effects for Various Exposures to Penetrating Radiation

(Information submitted by the UNITED STATES)

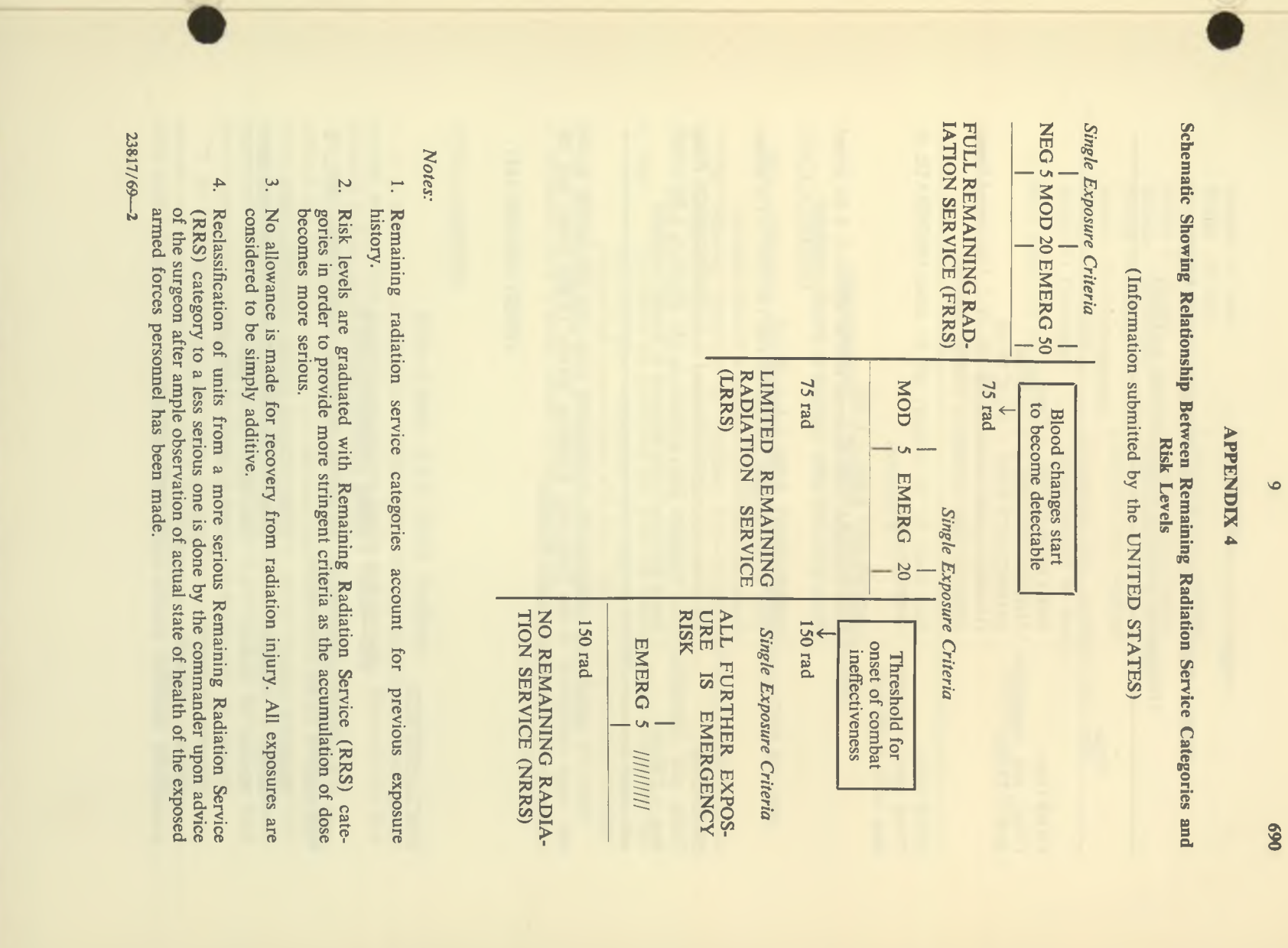
(Based on total body, single, acute exposure to gamma and/or neutron radiation)

Initial Symptoms	*Onset of Symptoms*	*Incapacitation*	*Hospital Course*	*Duration of Hospitalisation*	*Final Disposition*	*Estimated Exposure Range (rad)*
None to transient, mild headache	Approximately 6 hours after exposure if they occur	None to slight decrease in ability to conduct normal duties	Hospitalisation required for less than 5 per cent in upper part of exposure range	45–60 days in upper part of range	Duty. No deaths anticipated	50–200
Headache, nausea, and vomiting; malaise. Symptoms not relieved by antiemetics in upper part of exposure range	Approximately 4–6 hours after exposure	Can perform routine tasks. Sustained combat or comparable activities hampered for period of 6–20 hours	Hospitalisation required for 90 per cent of exposed personnel in this range. Hospitalisation follows latent period of 17–21 days duration	60–90 days	Some deaths anticipated; probably less than 5 per cent at lower part of range, increasing toward upper end	200–500
Nausea and vomiting prolonged, intractable, and severe. Diarrhoea and fever early in upper part of exposure range	Approximately 1–4 hours after exposure	Can perform only simple routine tasks. Significant incapacitation in upper part of exposure range. Lasts more than 24 hours	Hospitalisation required for 100 per cent of exposed personnel. Latent period short, 7–10 days in lower range to none in upper range	90–120 days for the surviving	Approximately 50 per cent deaths at lower part of range, increasing toward upper end; all deaths occurring within 45 days	500–1,000
Severe vomiting, diarrhoea, and prostration. Disorientation, lack of muscular co-ordination, and coma in upper part of range	Less than 1 hour after exposure	Progressive incapacitation following an early capability for intermittent heroic response	Hospitalisation required for 100 per cent of exposed personnel. No latent period	3–30 days	100 per cent deaths occurring within 30 days	Greater than 1,000

APPENDIX 4

Schematic Showing Relationship Between Remaining Radiation Service Categories and Risk Levels

(Information submitted by the UNITED STATES)



Notes:

1. Remaining radiation service categories account for previous exposure history.
2. Risk levels are graduated with Remaining Radiation Service (RRS) categories in order to provide more stringent criteria as the accumulation of dose becomes more serious.
3. No allowance is made for recovery from radiation injury. All exposures are considered to be simply additive.
4. Reclassification of units from a more serious Remaining Radiation Service (RRS) category to a less serious one is done by the commander upon advice of the surgeon after ample observation of actual state of health of the exposed armed forces personnel has been made.

APPENDIX 5

Nuclear Radiation Armed Forces Personnel Safety Criteria

(Information submitted by the UNITED STATES)

Status	*Criteria*
FRRS Units .. .. (Total past cumulative dose < 75 rad)	NEGLIGIBLE RISK < 5 rad MODERATE RISK > 5, ⩽ 20 rad EMERGENCY RISK > 20, ⩽ 50 rad (Use appropriate column in FM 101–31–2, 3 for armed forces personnel safety exposure to friendly weapons)
LRRS Units .. .. (Total past cumulative dose > 75, < 150 rad)	Risk levels for this category will be either MODERATE or EMERGENCY MODERATE RISK ⩽ 5 rad (Use Negligible Risk columns in FM 101–31–2, 3 for armed forces personnel safety exposure to friendly weapons) EMERGENCY RISK > 5, ⩽ 20 rad (Use Moderate Risk columns in FM 101–31–2, 3 for armed forces personnel safety exposure to friendly weapons)
NRRS Units .. .. (Total past cumulative dose > 150 rad)	All future exposure is considered to be EMERGENCY RISK (Use Negligible Risk columns in FM 101–31–2, 3 for armed forces personnel safety exposure to friendly weapons)

Note: For operation in radiologically contaminated areas, use any number in the risk range appropriate to the Remaining Radiation Service (RRS) status and the mission for the operation exposure guidance.

(DNSD 1600/202/161)

UNCLASSIFIED

691—RAN College Timetable—1970

1. The following timetable for the Royal Australian Naval College 1970 has been approved by the Naval Board:

Monday 5 January	..	Class I (Degree Course) returns from leave
Sunday 11 January	..	Class I (CRESWELL Course) returns from leave
Monday 19 January	..	New Entry cadets join
Monday 26 January	..	First academic term begins
Thursday 26 March	..	Mid-term long weekend
Monday 30 March	..	
Friday 15 May	..	Academic term ends

Monday 8 June	..	Second academic term begins
Friday 10 July	..	Mid-term long weekend
Monday 13 July	..	
Friday 21 August	..	Academic term begins
Monday 7 September	..	Third academic term begins
Friday 16 October	..	Mid-term long weekend
Monday 19 October	..	
Friday 4 December	..	Promotion Day. Academic year ends
Friday 11 December	..	Cadets proceed on leave.

2. Navy Order 805 of 1968 is hereby cancelled.

(DAPO 310/1/69)

(Navy Order 805 of 1968)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

692—Alteration and Addition Item—HMA Submarines OXLEY and OTWAY

The following Alteration and Addition Item is approved to be carried out in HMA Submarines OXLEY and OTWAY:

Class List Item Number 16 (Ex TDL 'NOG').

a. *Item:* 'To remove the overboard vent from the Sanitary Tank, modify the vent and blow pipe arrangement and remove the PH pad and blank the pressure hull in accordance with Navy Office Drawing Number 246/668.'

b. The net weight saving is to be recorded and reported to Navy Office.

c. *Reference:* DCI A series number 15/68 item No 223.

(CNTS 1218/51/320)

UNCLASSIFIED

693—Chubb AVA 1K42 Padlocks

1. A recent case of failure of a Chubb AVA 1K42 padlock in use in an exposed weather deck position has been reported on by the manufacturer. Externally the lock appeared to have seized through corrosion or rust.

2. On examination it was found the internal mechanism did not appear to have suffered any corrosion or rust of any kind and there was little evidence of electrolytic action having taken place. It was found an excessive amount of oil or grease had been inserted into the padlock at some time, restricting the free movement of the phosphor bronze ball bearings. The coagulation of grease and oil prevented the ball bearings being free to run or move into the open position by turning the key.

3. To avoid lockouts and destruction of locks care is to be taken that excessive amounts of oil and grease are not used in the maintenance of Chubb AVA 1K42 padlocks used internally or in exposed positions. When stiffness is noticed in operating

either the key mechanism or locking shackle a graphite compound such as 'Lockease', or silicane grease such as 'Lubriplate' should be inserted in the shackle hole, keyway and on the key.

4. When a lock has seized 'Penetrene' or a similar solvent should be used to free the mechanism.

5. Chubb AVA 1K42 padlocks are the approved padlock for the protection of classified matter and if a lock failure occurs are to be replaced with replacement Chubb AVA 1K42 padlocks.

(DNI 401/1/696)

UNCLASSIFIED

694—DDGs, Daring Class Destroyers and Type 12 Destroyer Escorts—Precautions to be Taken When Handling Main and Auxiliary Superheated Steam Piping

Navy Order 624 of 1969 is to be amended as follows:

Paragraph 1

Delete 'DGs' and *insert in lieu* 'DDGs'.

(ACDC 465/7/15)

(*Navy Order 624 of 1969*)

UNCLASSIFIED

695—Loan of Service Stores and Equipment to Ships Welfare Committees, Etc

1. 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 ships company who used it for decorative purposes at the ships ball.

2. The attention of all concerned is drawn to ABR 5016 (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, authority is to be obtained as laid down in ABR 5018 (Navy Accounts Manual) Article 20, for loan of stores or equipment requested by departmental committees or personnel for use other than the original purpose for which supplied to an HMA ship or establishment. In all cases approval will be subject to the suitable form of agreement to indemnify the Commonwealth against loss or damage.

4. ABR 5018 (Navy Accounts Manual) will be amended in due course.

5. Navy Order 590 of 1966 is hereby cancelled.

(DSAP 400/62/1328)

(*Navy Order 590 of 1966*)

UNCLASSIFIED

696—Stores General—Group Class 5910—Capacitors—Change of Stock Numbers

Navy Order 794 of 1968 is to be amended as follows:

'New Stock No 5910-66-027-3382 against old Stock No 6BB-L14142 is to be *amended to read* 5910-66-027-3380'.

(DSAP 519/65/274)

(*Navy Order 794 of 1968*)

UNCLASSIFIED

697—Stores General—Group Class 5960—Change of Accounting Classification

1. Under the terms of a current Period Contract for the supply of Valves electronic Type CV2245 the contractor has undertaken to allow a refund of $3.00 for each expended valve returned to his factory in a satisfactory condition.

2. Accordingly the Accounting Classification of Catalogue No 5960-99-000-2245 Valve, electronic (CV2245) has been revised and the item has been reclassified Permanent.

3. In addition to the foregoing the contractor guarantees these valves for 5,000 service hours or 18 months whichever occurs the sooner. Therefore if valves fail within this period they should be suitably labelled with details of service when returned to Superintending Naval Store Officer to enable a refund to be sought under the terms of the guarantee.

(DNS 519/54/464)

UNCLASSIFIED

698—Stores General—Group Class 7920—Brooms, Brushes, Mops and Sponges

1. Navy Order 224 of 1968 is to be amended as follows:

		New Stock Number	
Catalgoue Number	*Group Class*	*Catalogue Number*	*Description*
66-027-4353	7920	66-027-4355	Brush sanitary, nylon bristle, plastic handle

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 514/56/104)

(*Navy Order 224 of 1968*)

23817/69—3

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

699—Addressing of Private Mail

1. An increasing volume of private mail bearing insufficient detail to identify the addressee is being received at Navy Office for redirection.

2. All members are to be informed that to reduce the need for redirection and to enable identification of addressees, they should:

a. arrange for private mail, including publications and packages, sent to them to have included in the address their rank, initials and surname, personal number and posting;

b. advise correspondents of any change in posting; and

c. advise their private address on discharge.

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

(CEO (GS) 68/1/45)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 700-711/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 November 1969.

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

By direction of the Naval Board,

J. Standau.

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

24345/69

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CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

700 NBCD—Officer Responsibilities.

701 Safety—Helicopter Winching.

702 Ships (General)—Sonar Hull Outfits—Responsibility for Raising and Lowering.

SECTION 2—PERSONNEL

703 RAN Relief Trust Fund Financial Statement, 1968–1969.

704 Travelling Allowance—Members Posted Oversea on Long and Intermediate Term Duty.

SECTION 3—OPERATIONAL AND TRAINING

705 HMA Ships—Fuel Consumption and Operational Availability.

SECTION 4—EQUIPMENT, STORES AND SERVICING

706 Ammunition—Grenades Hand Anti-riot Irritant—L1A2 Given Age Limit of Five Years.

707 Boot-topping Paints.

708 Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 October 1969.

709 HSA Fire Control Equipment—Introduction.

710 Stores for Fleet Air Arm—Control of Important Items.

711 Stores General—Bathythermograph Winches and Spares—Change of Stock Numbers.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

700—NBCD—Officer Responsibilities

Navy Order 385 of 1969 is to be amended as follows:

a. Paragraph 3b. (4) line two; *amend* 'NBCD' *to read* 'NBC'.

b. Paragraph 4; *amend* the second line *to read* '. . . by the NBCD Officer in Paragraphs 7 and 8'.

c. Paragraph 6c. line one; *amend* 'NBCD' *to read* 'NBC'.

(DNSD 1600/208/45)

(*Navy Order 385 of 1969*)

UNCLASSIFIED

701—Safety—Helicopter Winching

1. An accident has occurred during a helicopter/ship transfer under adverse weather conditions in which 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 hoist him clear.

2. The fact that the 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 concerned 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.

4. Navy Order 634 of 1966 is hereby cancelled.

(CONS 1313/201/360)

(*Navy Order 634 of 1966*)

RESTRICTED

702—Ships (General)—Sonar Hull Outfits—Responsibility for Raising and Lowering

1. Cases have occurred, both in the RN and the RAN, of sonar hull outfits being damaged by being left in the lowered position when ships have entered dock.

2. Responsibility for the state of hull outfits on docking is vested in the Engineer Officer (W and R), in accordance with BR 2232. Handbook for Hull Outfits 16, 18 and 20, Chapter 1, Paragraph 29 (Change No 3).

3. Commanding Officers are to ensure that these instructions are clearly understood by all concerned, and that Standing Orders contain clear instructions for reporting the state of sonar hull outfits, logs, or any other retractable equipment which may project from the ships bottom, on all occasions of proceeding to sea, returning to harbour, or shifting berth.

(CONS 1211/251/163)

Section 2

PERSONNEL

UNCLASSIFIED

703—RAN Relief Trust Fund Financial Statement, 1968-1969

1. The Statement of Accounts of the RAN Relief Trust Fund for the period 1 July 1968 to 30 June 1969 and the Balance Sheet at 30 June 1969, are promulgated as Annex A to this order.

Assistance Rendered

2. The reasons for which loans have been made during the last two years are as follows:

Nature	*Loans Made*		*Percentage of Cases*	
	1967–68	1968–69	1967–68	1968–69
Housing	265	323	16.7	22.1
Furniture	567	605	35.7	41.4
Medical, Dental, Funeral	133	78	6.5	5.3
Travelling and Removals	82	72	5.2	5.0
Domestic (Overdue Accounts)	453	369	28.5	25.2
Other Reasons	87	95	5.5	1.0
Total	1,587	1,542	100	100

3. The amounts advanced under the respective categories were:

	1968–69 $
Housing Loans	194,691
Furniture Loans	299,555
Other Loans	36,140
	530,386

Grants

4. The grants shown in the Balance Sheet were made up as follows:

	$
a. To widows or dependants of personnel who died whilst serving	1,722.00
b. To dependants of deceased personnel whose outstanding Relief Fund loans were written off	405.00
c. To ex-Naval men or their dependants	547.13
Total	2,674.13

Royal Australian Navy Relief Trust Fund

Statement of Income and Expenditure for the Year Ended 30 June 1969

1967–68	*Expenditure*	1968–69	1967–68	*Income*	1968–69
$		$	$		$
	Administrative Expenses—			Interest—	
2,011	Salaries and Travelling	2,019.69	141	Investments	852.30
20	Miscellaneous ..	2.49	1,678	Bank	1,265.83
		2,022.18			2,118.13
17	Depreciation of Office Equipment	17.00	34,049	RAN Central Canteens Fund Contributions—	
3,984	Grants	2,674.13		28 November 1968	17,707.12
1,316	Bad Debts	641.07		30 May 1969	18,141.21
136,912	Surplus of Income over Expenditure	105,098.56			35,848.33
				Donations—	
			108,392	MV Jeparit (difference between Civilian/Naval rates of pay) ..	71,625.67
				Miscellaneous	860.81
					72,486.48
144,260		110,452.94	144,260		110,452.94

Balance Sheet as at 30 June 1969

1967–68	*Liabilities*		1968–69	1967–68	*Assets*			1968–69
$		$	$	$		$	$	$
	Accumulated Funds—				Cash—			
	Balance as at 1 July 1968	560,688.83		45,179	Bank		15,145.37	
	Add: Surplus of Income			50,573	Agency Advances ..		66,746.26	
560,689	over Expenditure ..	105,098.56						81,891.63
			665,787.39		Loans Outstanding—			
					Balance at 1 July 1968	462,584.73		
					Add: New loans 1968–69	530,386.37		
							992,971.10	
					Less: Repayments			
					1968–69	440,448.63		
					Loans converted to—			
					Grants	407.34		
				462,585	Bad Debts ..	641.07		
							441,497.04	
								551,474.06
				2,306	Investment (at cost) ..			32,305.60
					Office Equipment (at cost)		69.59	
				34	*Less:* Depreciation ..		52.59	
								17.00
					Interest Accrued ..			99.10
				12	Investments			
560,689			665,787.39	560,689				665,787.39

(Signed) R. I. Peek Rear-Admiral
(Signed) F. E. Irvine Captain, RAN
(Signed) A. B. Calder Supply Commander, RAN
(Signed) K. C. Cameron Supply Commander, RAN (Rtd) SECRETARY

} TRUSTEES RAN RELIEF TRUST FUND

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 30 June 1969 and the state of affairs of the Royal Australian Navy Relief Trust Fund as at that date.

(Sgd) V. J. W. SKERMER
AUDITOR-GENERAL FOR THE COMMONWEALTH
29 August 1969

(A/DFSD 212/54/14)

UNCLASSIFIED

704—Travelling Allowance—Members Posted Oversea on Long and Intermediate Term Duty

1. The provisions applicable to members serving oversea on long and intermediate term duty (as shown in NPI 105/315) who are required to travel on duty and stay overnight away from the post have been reviewed and the following variations have been introduced:

a. These provisions may be applied to members on exchange to Services of other countries where Travelling Allowances are the responsibility of the parent government;

b. Where a member travels on duty outside the country of posting and that tour of duty is extended so that the period of duty outside the country of posting will exceed six months, details should be submitted to Navy Office for consideration;

c. A member settling in/out or 'living in' at the overseas post and who travels on detached duty within the country of posting may be paid the appropriate rate of Short Term Duty Travelling Allowance as in NPI 209, if he lives in hotel accommodation at the place of temporary duty or the appropriate 'incidentals' rate when he 'lives in' at the temporary place of duty. Should the member reside in a house or flat or with friends the full details should be submitted to Navy Office for consideration.

d. A member living in a house or flat at the overseas post who travels on detached duty within the country of posting may be paid Long Term rates of Travelling Allowance. The appropriate full rates may be paid where the member lives in hotel type accommodation, a house or flat or with friends at the place of temporary duty or the appropriate 'incidentals' rate if he 'lives in at the place of temporary duty.

e. Long Term rates of Travelling Allowance are no longer subject to review where a member has stayed in the area within the country of posting for a continuous period in excess of twenty-eight days.

2. Certain rates of Travelling Allowance have also been varied and the rates of allowance payable within the oversea countries are shown in Tables A, B and C hereunder.

TABLE A

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDR and Above*
Argentina ..	$A ..	13.50	15.00	16.50
Belgium ..	Francs ..	690	780	860
Brazil:				
Brazilia ..	$A ..	18.50	21.00	22.50
Elsewhere ..	$A ..	16.50	18.00	19.50
Britain	£Stg ..	4.5.0	5.10.0	7.0.0
Canada ..	$Can ..	21.00	23.50	26.00
Chile	$A ..	15.00	17.00	19.00
UAR Egypt ..	£Eg ..	5.050	5.800	6.500

TABLE A—*continued*

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDR and Above*
Finland ..	F Mks ..	65	78	90
Ghana	New Cedis ..	12.00	12.50	13.00
Greece	Drackmae ..	400	500	600
India:				
Bombay, Calcutta and New Delhi..	Rupees ..	110	115	120
Elsewhere — *see* Table B				
Ireland	£ Irish ..	4.5.0	5.5.0	6.5.0
Israel	£Is ..	46	55	64
Kenya	EA Shgs ..	134	143	151
Lebanon ..	£Leb ..	31	34	37
Malaysia ..	$M ..	56	60	66
Netherlands ..	Florins ..	50	55	60
Pakistan ..	Rupees ..	95	100	110
Peru	$A ..	14.60	14.80	15.00
South Africa ..	Rand ..	10.40	11.10	11.80
Spain	Pesetas ..	730	830	930
Tanzania ..	EA Shgs ..	100	108	116
Timor	$A ..	7.00	7.50	8.00
Trinidad and Tobago:				
Within Trinidad and Tobago ..	$TT ..	33.50	38.00	43.50
Elsewhere in Caribbean Area:				
15 Dec to 15 Apr	$A ..	19.50	22.00	24.50
16 Apr to 14 Dec	$A ..	15.00	17.50	20.00
United States of America ..	$US ..	21.00	23.50	26.00
Yugoslavia ..	New Dinars ..	160	185	215

TABLE B

Austria	Schillings ..	160	190	210
Burma	Kyats ..	43	46	51
Cambodia ..	Riels ..	590	620	650
Ceylon	Rupees ..	30	33	36
Denmark ..	Kronor ..	60	65	70
Fiji	$F	4.50	5.00	5.50
France	Francs ..	40	45	50
Germany ..	D Marks ..	35	40	45
India—Elsewhere..	Rupees ..	24	28	32

TABLE B—*continued*

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT, LEUT (SD) or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, CMDR (SD) or Relative Rank, LCDR, LCDR (SD) or Relative Rank*	*CDR and Above*
Italy:				
Rome, Milan, Venice, Turin, Florence, Genoa, Naples, Balogna	Lire ..	4,500	5,500	6,500
Elsewhere ..	Lire ..	4,000	5,000	6,000
Japan	Yen ..	3,800	4,100	4,400
Malta	£Stg ..	3.3.0	3.13.0	4.3.0
Mexico	Pesos ..	100	110	120
New Caledonia ..	CFP Francs ..	600	650	740
New Zealand ..	$NZ ..	5.50	6.00	7.00
Nigeria	£N ..	2.3.0	2.6.0	2.10.0
Philippines ..	Pesos ..	27	31	35
South Korea ..	Won ..	2,400	2,600	2,800
Sweden	Kronor ..	45	51	57
Switzerland ..	Francs ..	30	34	40
Taiwan	$NT ..	240	255	270
Thailand ..	Baht ..	150	160	170
Union of Soviet Socialist Republics:				
Moscow, Leningrad	Roubles ..	11.50	12.50	13.50
Elsewhere ..	Roubles ..	9.50	10.50	11.50
TABLE C				
Indonesia ..	$A ..	1.00	1.25	1.50
Laos	Kips ..	1,000	1,100	1,200
Other Countries ..	$A ..	2.00	2.50	3.00

3. The effective date for the changes in the rates are as follows:

a. Fiji from 16 August 1968.
b. New Caledonia from 18 December 1968.
c. Denmark, Finland, Netherlands and Sweden from 7 January 1969.
d. Cambodia, Laos, Malaysia and Timor from 14 January 1969.
e. Germany, Italy, Malta and USSR from 30 May 1969.

4. In the future these rates will only be promulgated by Navy Order and in due course will be withdrawn from the Naval Pay Instructions. The conditions governing payment of this allowance will remain in the Naval Pay Instructions.

5. Accordingly, Navy Orders 42, 194 and 230 of 1969 are hereby cancelled. NPI 105/315 should be noted pending the inclusion of the provisions in Paragraph 1 of this Navy Order.

(HPB 252/4/46)

(*Navy Orders 42, 194 and 230 of 1969*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

705—HMA Ships—Fuel Consumption and Operational Availability

1. It is of great importance that the utmost economy in the consumption of oil fuel be exercised by HMA ships at all times, but on occasions, a departure from the normal routeing speed is in the best interest of the service and fast routeing speed is described below for these purposes.

2. The reduction of passage time by prudent routeing of ships which are not exercising between ports can make a considerable difference in the operational availability of escorts when applied to several escorts, and can permit greater periods in port for maintenance.

3. It has been decided that while ships should normally be routed at the normal routeing speeds listed below, where it is in the best interests of the service that a speed in excess of the normal routeing speed is desirable, then a fast routeing speed is designated for the purpose.

4. The fast routeing speed range is designed to allow Flag Officers and Captains to route ships:

a. to reduce ships passage time to allow greater programme availability of the ships,
b. to enable maintenance in harbour to commence at more convenient times.

5. The economical and routeing speeds for HMA ships are to be regarded as:

Ship	*Economical Speed Range*	*Normal Routeing Speed*	*Fast Routeing Speed*
a. MELBOURNE and SYDNEY	11–16¾ knots	14 knots	18 knots
b. DARING CLASS DESTROYERS	12¾–16½ knots	15 knots	18 knots
c. GUIDED MISSILE CLASS DESTROYERS	14–16 knots	15 knots	19 knots
d. BATTLE CLASS DESTROYERS	9–15¼ knots	14 knots	na
e. TYPE 12 FRIGATES ..	9–15 knots	14 knots	18 knots
f. TYPE 15 FRIGATES ..	10½–15¼ knots	14 knots	na
g. RIVER CLASS FRIGATES	9½–15 knots	13 knots	na
h. KIMBLA	8 knots (Peak Economical Speed)	8 knots	na
i. EXPLORER CLASS GPVs	7½–10 knots	9 knots	na
j. PALUMA	8 knots (Peak Economical Speed)	8 knots	na
k. STALWART	To be promulgated		
l. PATROL BOATS ..	To be promulgated		
m. MORESBY	14–17 knots	As requisite	na
n. TON CLASS	11–14 knots	13 knots	na

6. The following details are to be given in the report of proceedings for each occasion of fast routeing speed being exceeded for a period in excess of one hour:

a. Number of hours fast routeing speed exceeded,

b. Average speed,

c. Fuel expended,

d. Distance run per ton of fuel.

7. RANOP Articles 0145–0150, RI 2707 and RI Appendix 29A will be amended in due course.

(D of O 1211/4/8)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

706—Ammunition—Grenades Hand Anti-riot Irritant—L1A2 Given Age Limit of Five Years

(*DCI (RN) 929/69*)

1. *Authorities concerned:* All users of grenades hand anti-riot irritant.

2. *Store affected:* 398093—Grenades hand anti-riot irritant L1A2.

3. *Purpose of instruction:* To notify all concerned that:

398093—Grenades hand anti-riot irritant L1A2 have been allocated a life of five years from the date of filling.

4. *Action to be taken:* HMA ships and shore establishments:

a. Grenades hand anti-riot irritant L1A2 which become over-age five years from the date of filling are to be returned to the nearest RAN Armament Depot. RAN Armament Depots—separate instructions are being issued.

b. No further replenishment action will be taken regarding this store, when stock is exhausted the only anti-riot irritant in use in the RAN will be:

SR 398017—Cartridges 1½ inch anti-riot, irritant.

(DAS 728/59/46)

UNCLASSIFIED

707—Boot-topping Paints

1. Following recently conducted tests, a black anti-fouling paint with improved fouling resistance has been introduced for use on the boot-topping areas of all ships and support craft and on the visible hull sections of submarines.

Manual No	*Description*	*Cat No*	*D of Q*
UW: 96	Black anti-fouling paint	8010–66–TSN–0016	4 gal
		8010–66–TSN–0015	2 gal

2. The paint is to be applied only when used in the following paint systems:

Complete Painting System to be applied whenever the area is abrasive blast cleaned.

Paint	*No of Coats*
UW.94 Anti-corrosive aluminium bituminous	4
UW.96 Black anti-fouling paint	2

Repainting System to be applied after thorough removal of all marine growth and washing down with fresh water.

Bare Areas. Corrosion and loosely adhering coatings are to be removed by wire brushing, power tool cleaning, or abrasive blasting.

UW.94 Anti-corrosive	3 coats
UW.90 Brown tie-coat	1 coat
UW.96 Black anti-fouling	2 coats

Intact Areas

UW.90 Brown tie-coat	1 coat
UW.96 Black anti-fouling	2 coats

3. The paint system now introduced for use on boot-topping areas is expected to have a fouling free life of about 12 months. Some light weed fouling may appear near the waterline within this period. This may be removed if necessary by light brooming while afloat. Fouling may occur however if the waterborne period exceeds 12 months. In this regard the black anti-fouling paint is not as efficient in preventing fouling as the red anti-fouling paint used on underwater areas below the boot-topping. Attempts are continuing to find improved black anti-fouling paints for use in boot-topping areas.

4. When it is necessary to repaint the above water section of the boot-topping area while the ship is afloat, the following procedure is to be followed:

a. List ship as practicable.

b. Clean by lightly brooming.

c. Wash down with fresh water.

d. Repaint as follows after surface is thoroughly dry.

UW.90 Brown tie-coat	1 coat
UW.96 Black anti-fouling	1 coat

5. No other black paint is to be used for touching up or repainting of boot-topping areas. The black anti-fouling paint is never to be applied to bare steel.

6. Boot-topping paint UW.95, Pattern No L.58868 normally referred to as 'mercurial' boot-topping is to be discontinued. Heavy duty tar-epoxy paint TE.111 previously used on boot-topping areas is not to be used on any craft except when specified. Its use will normally be restricted to lighters, pontoons and similar dumb craft.

7. ABR 19 will be amended accordingly.

8. Navy Order 93 of 1968 is hereby cancelled.

(ACDC 1211/51/384)

(*Navy Order 93 of 1968*)

UNCLASSIFIED

708—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 October 1969

1. The price list for fresh fruit and vegetables which has operated since 1 July 1969 has been amended.

2. A revised price list, operative from 1 October 1969, has 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 as from 1 October 1969:

	Ashore	*Afloat*
	$	$
Messes of 50 or less victualled from a separate galley ..	0.77	0.79
All other messes of 300 or less	0.76	0.77
Messes of more than 300	0.74	0.76
Additional for ships of the Strategic Reserve and for ships deployed with the United States Navy in the Far East ..	—	0.04
Supplementary 'Broadside' messing allowance for HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	—	0.01
HMAS MELVILLE	0.79	—
HMAS TARANGAU and small craft (messes of 50 or less) under the operational control of NOIC PNG	0.81	—
Cadet Midshipment at RANC	0.85	*
Junior Recruits at Training Establishments		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses		

*The allowance of 85 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 87 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 496 of 1969 is hereby cancelled.

(D of V 903/51/156)

(*Navy Order 496 of 1969*)

RESTRICTED

709—HSA Fire Control Equipment—Introduction

1. New generation Gun and Missile Fire Control equipment is being introduced into the Fleet during 1969. This equipment is manufactured by NV HOLLANDSE SIGNAALAPPARATEN, HENGELO, NETHERLANDS (short title HSA) and the first equipments have now been received and installation is progressing.

2. The equipments concerned are:

Gun Fire control system—M22/6—38Au River Class.
Gun Fire control system—M22/5—49Au (Forward System) Darings.
Gun Fire control system—M22/5—63Au (Aft System) Darings.
Missile fire control system—M44/1—39Au River Class

Missile simulator—OVM44—47Au River Class.
Test equipment—BM22/44—40Au Darings and River Class.
Gun transmission boxes and signalling equipment—DM22/5—67Au Daring Class.
Gun Transmission Box; Check Fire box and Gongs—DM22/5—71Au HMAS CERBERUS only.
Gun switching equipment—HU3/01—68Au Darings.

3. The short titles to be used in correspondence or signals is to be as follows:

GFCS M22—38Au.
GFCS M22—49Au.
GFCS M22—63Au.
MFCS M44—39Au.
Simulator M44—47Au.
Test Equipment—40 Au.
GTB M22—67Au.
GTB M22—71Au.
Gun Switching M22—68Au.

4. The main difference between the new generation fire control systems and previous systems is that the analogue predictor is replaced by a digital computer.

5. The main features of the M22/5 and M22/6 Gun Fire Control Systems are as follows:

Combined search and tracking radar on a common stabilised platform. (The Director as such is not manned).
Search radar which may be operated in low scan giving a data rate of 60 RPM or in spiral scan giving a data rate of 13 RPM.
Surface Search.
Air Search.
Target Indication.
Simultaneous tracking of one air target (using tracking radar in PPI auto follow) or one shore target (using computer only).
Simultaneous prediction of gun orders for one air target and one surface or shore target.
Passive tracking of one air target using tracking radar to lock on jamming source.

Data Display

PPI presentation to 15 or 30 miles.
Tell back markers showing tracked air target or tracked surface target.
Optical Sight bearing marker.
Surface or air target course, speed, height and range.
'A' Scope—range presentation.
'B' Scope—Bearing presentation and shell splashes.

Tracking/Computation

Simultaneous tracking of one air target and one surface/shore target.
Automatic acquisition and tracking of indicated air target (auto follow).
Automatic acquisition and tracking of indicated surface target (PPI auto follow).
Hand-generative tracking of surface target with aid of B scope.
Optically corrected generative tracking of surface or low air target in bearing.
Optical elevation tracking of low air target generated range and bearing of shore target.

Processing smoothing and generation of tracking data.
Computation of gun orders.
Stabilisation conversion of gun orders to deck angles.

6. The main features of the M44/1 Missile Fire Control System are as follows:
Independent three axis stabilisation.
Automatic acquisition of indicated targets.
Automatic radar tracking.
Indication of maximum and minimum target intercept range for missile launching (firing bracket).
Provisions for launching at low elevation.
Visual tracking of air and surface targets using director joystick control.
Dark Fire Capability.
Inbuilt Seacat simulator.

Data Display

On A scope, B scope (F scope during air target tracking) dials and numerical displays.
Firing brackets on A scope and by lamp indication.

Tracking/Computation

Process, smoothing and generation of tracking data.
Fire bracket.
Automatic elevation acquisition and tracking of indicated air target (auto follow).
Computation of launcher orders.
Stabilisation conversion of launcher orders to deck angles.
Elevation control for guidance binocular during gathering phase in case of surface targets or low flying air targets.

7. For training purposes the following equipments will be fitted:
M44/1—Missile Fire Control System—at HMAS CERBERUS.
M22/5—Gun Fire Control System—At West Head Gunnery Range.

8. In order that 'hot' spares will be available at short notice for ships it is intended to install equipment at Garden Island Dockyard as follows:
M44/1—Missile Fire Control System (HSA items only).
M22/6—Gun Fire Control System (HSA items only).

9. The following ships will be fitted with the equipment shown below either during construction or at extended refit:

HMAS SWAN	GFCS M22—38Au MFCS M44—39Au
HMAS TORRENS	GFCS M22—38Au MFCS M44—39Au
HMAS VAMPIRE	GFCS M22—49Au GFCS M22—63Au
HMAS VENDETTA	GFCS M22—49Au GFCS M22—63Au

10. The security classifications of these equipments, together with a breakdown of the projects have been published in Navy Order 312 of 1969.

(DWE 737/52/41)

(Navy Order 312 of 1969)

UNCLASSIFIED

710—Stores for Fleet Air Arm—Control of Important Items

1. Navy Order 59 of 1968 introduced a system of centrally controlling a selected range of short supply items with a view to ensuring that the fullest use was being made of RAN assets of Air Stores (and Naval Stores used for air purposes) and to provide more accurate information on which to base timely reprovisioning action. Based on experience gained to date and to extend the list of controlled items to also include items for the Tracker and Skyhawk aircraft this Navy Order has been revised and amended as hereunder.

2. The items controlled may be in short supply by reason of their expensive nature or because of difficulties in supply. A short supply item may be defined as:

a. An item for which a clear pattern of shortage has developed.
b. An item for which a clear pattern of shortage can be predicted and which may result in:
(1) 'Robbery' action from an otherwise serviceable parent unit or assembly; or
(2) An aircraft being operationally grounded.
c. An item the non-availability of which affects the operational role of the 'User Unit'.

Central Control

3. The Superintending Air Store Officer, RAN Air Store Depot, Randwick (as the Central Control Cell), is the co-ordinating authority responsible for:

a. Maintaining standing information about the availability of stocks both serviceable and repairable in:
(1) RAN Store Depots;
(2) RAN Air Workshop, Randwick;
(3) RAN Air Station, Nowra;
(4) HMA ships; and
(5) Contractors of the Civilian Repair Organisation (CRO).
b. Arranging re-allocation of available stocks to meet critical needs.
c. Maintaining close follow-up control of defective items due for return to ensure their early feed in for repair.
d. Exercising general control of hastening action of items under repair.
e. Arranging for advance notification by signal of amendments to list of short supply items. Revised lists will be promulgated by Navy Order from time to time as necessary.

Introduction of Control

4. Items to be controlled following the issue of this order comprise certain Air Stores only at this stage and they are listed in Annex A. In cases where user units foresee increased usage or circumstances which could lead to short supply of other items, detailed advice should be forwarded to the Superintending Air Store Officer by letter, or in urgent cases, by signal.

The Procedure

5. The items subject to this procedure are kept under continuous review. For items newly brought under control all stockholders in the first instance are to report to Superintending Air Store Officer, RAN Air Store Depot, Randwick, the particulars required by Form S5141 Annex B compiled to give the position at the date and time requested in respect

of items fitted to aircraft, installed equipments (ie, items in test rigs, etc) and held as spares. When squadrons or aircraft transfer to other ships or to the parent station, or when, aircraft are dispatched to and from the CRO, a separate Form S5142 (*see* Annex C) is to be raised by the dispatching unit to notify controlled items being transferred with the squadron or aircraft.

Note: Where controlled items are allowed as spares the allowance should be reported on Form S5141 even though no stock may be held.

6. Subsequently, the following accounting procedure applies:

a. Concurrently with the report, the ledger pages from the items concerned are to be extracted from the main ledger and filed in a separate ledger to be known as 'The Controlled Items Ledger'. Substitution pages SA250 (AS153d.), endorsed 'Ledger page held in controlled items ledger', are to be inserted in the main ledgers. Forms SA251 to SA256 (AS155 series) are not to be adjusted.

b. As transactions occur on controlled items they are to be posted in the normal manner on the appropriate ledger page of the Controlled Items Ledger.

c. Reports of stocks held at 001k on 1 of each month are to be forwarded on Form S5141 to Superintending Air Store Officer, RAN Air Store Depot, Randwick, NSW, 2031 (ships overseas using airmail). Nil reports are required.

d. All demands (except those to meet urgent requirements with a target date of five days or less) for controlled items are to be forwarded to the appropriate authority, as shown on Column 5 of Annex A.

e. Items required in five days or less are to be demanded by signal. Article 0618 of ABR 4 refers.

f. For ease of identification the description of items on all demands including signalled demands and correspondence regarding controlled items, is to be prefixed 'CCC' and demands are to be clearly marked 'Controlled Item'.

7. One reason for shortages is that unserviceable articles are not always returned expeditiously. The Central Control Cell will assume that if usage of spares has occurred a defective article will be returned. If the defective article has been scrapped or is not available for return this should be notified by signal immediately replacement is required. If the item is subject to TA121 (AA21) action a signal should be sent in accordance with Annex D.

Decontrol

8. The Central Control Cell will notify amendments to the list from time to time. *See* Paragraph 3e. When notification is received that control of an item is lifted, the ledger page is to be removed from the Controlled Items Ledger and re-inserted in the main account.

ANNEX A

Important Items Subject to Control

Item No (1)	*Stock No* (2)	*Description* (3)	*Applicability* (4)	*Return to* (5)
1.	26WX/219	Throttle Servo Unit ..	Wessex	SSO (Air) Randwick
2.	26WX/L50656	Cool Gas Generator ..	Wessex	SSO (Air) Randwick
3.	26WX/308 21566	Secondary Servo Unit..	Wessex	SSO (Air) Randwick
4.	26WX/307	Rotor Hub Assembly ..	Wessex	SSO (Air) Randwick
5.	36LL/L55002	Variable Inlet Guide Vane Servo	Wessex	SSO (Air) Randwick
6.	36LL/L55003	Fuel Metering Unit ..	Wessex	SSO (Air) Randwick
7.	2840–509–8032 971–6279 839–6773	Nozzle Turbine Assembly	Iroquois	SSO (Air) Randwick
8.	1650–832–6427	Constant Speed Drive..	Skyhawk	SSO (Air) Randwick
9.	1660–918–9092	Liquid Oxygen Converter	Skyhawk	SSO (Air) Randwick
10.	2915–977–8578 and P/No 717666	Fuel Control Unit ..	Skyhawk	SSO (Air) Randwick
11.	1650–987–8676	Gearbox Drive ..	Tracker	SSO (Air) Randwick
12.	1650–987–8677	Constant Speed Drive..	Tracker	SSO (Air) Randwick

SS141
(1969)

ANNEX B

REPORT OF STOCKS OF IMPORTANT AIR STORES HELD ON ..... 19 .....

To:	FROM:
Superintending Air Store Officer RAN Air Store Depot RANDWICK NSW 2031	
REFERENCE:	

..... DATE

..... SUPPLY OFFICER

This form is to be dispatched by air mail by ships overseas.

Item	*Stock*	*Description*	*Assets*					*Number Allowed as Spares*	*Remarks*
			Serviceable			*Unserviceable*			
			In Store	*Permanent*	*Installed*	*In Store*	*Installed*		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)

SS141

SS142
(1969)

ANNEX C

RECORD OF TRANSACTIONS—IMPORTANT ITEMS OF AIR STORES

TO:	FROM:
Superintending Air Store Officer RAN Air Store Depot RANDWICK NSW 2031	

..... DATE

..... SUPPLY OFFICER

This form is to be dispatched on 1st day of each month (by air mail from ships overseas). Nil returns are required. Forms and returns should quote aircraft number and not Squadron except for items on P/L.

Item	*Stock Number*	*Description*	*Date of Transaction*	*Voucher*		**Received from*	*Quantities Received*				*Quantities Issued*		*Serv. Stock Remaining*		*U/S Stock Remaining*	
				Type	*Number*	*Issued to*	*Serv.*	*U/S Rep*	*Form TA121*	*Scrap*	*Serv.*	*U/S Rep*	*Spares*	*Fitted*	*Spares*	*Fitted*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)

* Aircraft Number, Permanent Loan, Ships Name, Depot, etc.

SS142

ANNEX D

Defective Aircraft Stores in Short Supply—Items Subject to TA121 Action

1. A standard signal is to be used in the following form, and is always to be followed by the Form TA121 (AA21) giving complete details which should include reference to the signal:

From: Unit

To: {FOIC EA / SAMR}

Info: FOCAF

HEADED—CCC Aircraft Defect—Navy Order 710 of 1969:

a. Squadron, unit, etc, as applicable.

b. Aircraft type, role, mark and serial numbers.

c. Power plants, number (if applicable) and engine, type, mark and serial numbers.

d. Components or sub-assembly, name, ie, description, type, stock number or part number, modification state as affecting the defect, date installed, hours flown, number of landings, date of last inspection.

e. Defective parts, ie, description, part number, serial number, stock number, makers name (if applicable).

f. Nature of defect and remarks (stating how defect was found and probable cause).

g. Recommended venue for repair, ie, Local or CRO.

h. Reference to registered number of Return Voucher Form SX27.

2. Except for Paragraph g., the format is similar to RANAMM251 which deals with 'Important Aircraft Defects'.

3. Defective items considered beyond local repair should be returned forthwith to the Authority noted in Annex A. Labels SI108 (AS118B) and TA118 (AS118C) are to be clearly marked 'Controlled Item' and should include reference to the signal.

4. Items which are repairable by local resources are to be given a high priority. Workshops are to ensure that all details of the necessary rectification are noted for inclusion in the Form TA121 (AA21).

5. SAMR is to action signal reports as follows:

a. Assess whether item should be sent for defect investigation.

b. Weigh a. against need for and availability of urgent replacement.

c. Initiate reply to signal, particularly in regard to signal Paragraph g. and provision of AMRA 9 if required.

6. Requirements of the Forms should be demanded from SVSO Sydney.

7. Navy Order 59 of 1968 is hereby cancelled.

(D of S (Air) 601/251/28)

(*Navy Order 59 of 1968*)

UNCLASSIFIED

711—Stores General—Bathythermograph Winches and Spares—Change of Stock Numbers

1. Subsequent to the transfer of Bathythermograph Winches and spares from Naval Stores to Machinery and Spares in accordance with Navy Order 366 of 1967 the position, regarding stock numbers has been reviewed and stockholdings rationalised.

2. Changes which have arisen as a result of this review are detailed in the Annexes hereto.

3. Accounts are to be adjusted in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 2 December 1969.

4. Navy Order 513 of 1967 is relevant.

ANNEX A

Stock Number Changes

Old Identification No	*New Identification No*	*Description*
3950/33911	5315/33911	Jib head key
3950/33912	5315/33912	Jib head key
3950/33914	5315/33914	Feather key
3950/33915	5315/33915	Feather key
3950/33936	3020/33936	Morse chain assy
3950/L10228	6105/070–518240	Armature 220V DC
3950/L10229	6105/070–518312	Armature 110V DC
3950/L14524	6105/070–518241	Coil, field
3950/L14717	3020/L14717	Chain, morse
3950/L21431	3020/L21431	Drive main gear wheel
3950/L21472	3020/L21472	Drive pinion
3950/L28904	6105/L28904	Motor, electric GEC 25 HP 440V 6.3 850 RPM
3950/L41571	5330/L41571	Seal, rotary

ANNEX B

Items to be Accounted for as Separate Components

Old Identification No	*New Identification No*	*Description*
3950/L11957	3110–99–950–1301	Bearing ball, hoffman MS10 (2 DOT)
	3110–99–950–0531	Bearing ball, hoffman RMS12 (3 DOT)
3950/L41596	6110–070–014243	Springs valve shaft drum 624D
	5945/070–014228	Springs, torsion A2386
	5930/A4/A1/A4	Switch rotary 30 AMP (Austinlite)
	6110/070–014229	Springs valve switch lamp N.289
	6110/070–014116	Springs notching switch lamp 226N
	6110/070–014092	Contacts, moving switch lamp 102L

ANNEX B—*continued*

Old Identification No	*New Identification No*	*Description*
	6110/070–014081	Tips, finger switch lamp 85869
	6110/070–01074	Springs, locking finger lamp 85867
3950/L41597	3110–99–950–0532	Bearing ball, hoffman RMS12½ (2 DOT) NDE
	3110–99–950–1303	Bearing ball, hoffman MS12 (2 DOT) NDE
	5330/200 12537NA	Oil seal (pioneer) Cat No 11P/SC
3950/L41598	6110/070–014021	Spring locking 3992
	5905/H.526	Unit resistance
	5905/070–014157	Unit resistance H.527
	6110/070–014014	Spring locking 85867
	6110/070–014092	Contact moving switch lamp 102L
	6110/070–014229	Spring valve switch lamp N289
	6110/070–014116	Spring notching switch lamp 226N
	6110/541P	Spring trigger
	6110/070–014015	Spring compression res J.044
	6110/070–014052	Spring torsion 122L
	6110/070–014053	Spring pawl 118L
	5905/070–014382	Segment contact 80443
	6110/070–014109	Segment contact 80444
3950/L41598	6110/070–014081	Contact copper 85869

ANNEX C

Additional Item Transferred from Naval Stores to Machinery and Spares

Old Identification No	*New Identification No*	*Description*
3950/L21472/1	3020/L21472/1	Gear drive AC motor

ANNEX D

Naval Store Items (Items not Peculiar to Bathythermographs)

Old Identification No	*New Identification No*	*Description*
3950/923–2900	0231/923–2900	Wire
3950/L11995	0559/6801	Brushes
	0564/204569	Spring finger switch lamp 85871. (Previously part of 3950/L41596)
	0564/6709	Spring compression. (Previously part of 3950/L41598)

(DSAP 518/52/359)

(*Navy Orders 366 and 513 of 1967*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 712-728/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 December 1969.

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

By direction of the Naval Board,

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

24593/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

712 Naval, Military and Air Forces Acting Together.

713 Support Craft—14 foot GRP Sailing Dinghy (Bosun)—Modification.

SECTION 2—PERSONNEL

714 Certificate of Discharge for Sailors—Form PH100.

715 Data Operator Branch—Discontinuance.

716 EDP Supply System Ships and Establishments—Follow-up Action to be Taken when Output Documents are Not Received from EDP.

717 Family Services Scheme.

718 RAN Central Canteens Fund Report for Year Ended 31 July 1969.

719 Ships Sporting Colours.

SECTION 4—EQUIPMENT, STORES AND SERVICING

720 Alteration and Addition Item—HMAS VENDETTA.

721 Alteration and Addition Item—100 foot Patrol Boats.

722 Electrical (General)—Adjustment to the Units of Electrical Resistance and Voltage.

723 Grenades and Detonators Issue and Stowage.

724 Guided Weapons—Seacat—Log Book—Canister Base Part Sheet.

725 Industrial Gas Cylinders—Identification.

726 Machinery—Main Machinery Spaces—Prevention of Vapour and Fluid Leaks into Electrical Equipment in HMA Ships.

727 Sterilised Whole Milk (Long Life)—Introduction in The Royal Australian Navy.

728 Uniform Clothing—Care of Leather Soled Footwear—Precautions Against Damage by Excessive Heat.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

712—Naval, Military and Air Forces Acting Together

1. A superior officer of one Service is not able to give a lawful order to a member of another Service unless a joint order has been made under the Defence Force Regulations declaring that bodies of the Services concerned are 'acting together'.

2. Such orders have already been made in relation to bodies of the Services acting together in Malaysia and Vietnam and are reproduced in Appendix 2A to the Regulations and Instructions for the Royal Australian Navy.

3. The Chiefs of Staff have now issued a joint order applying to the Services in Australia. The text, which will be incorporated in RI in due course, is given at Annex A.

4. Previous orders relating to specific locations in Australia, eg, RAAF Point Cook, Larrakeyah Barracks, are superseded.

ANNEX A

WHEREAS by Regulation 4 of the Defence Force Regulations it is provided that when a body of the Naval Forces, a body of the Military Forces and a body of the Air Force, or a body of one of those forces and a body of another of those forces, are acting together, the respective Chiefs of Staff of the forces concerned may make a joint order declaring that the bodies are acting together.

Now Therefore We, Vice-Admiral Sir Victor Alfred Trumper Smith, Chief of Naval Staff, Lieutenant-General Sir Thomas Joseph Daly, Chief of the General Staff, and Air Marshal Sir Alister Murray Murdoch, Chief of the Air Staff, do hereby declare that when, within the Commonwealth of Australia and the Territories of the Commonwealth:

a. bodies of two or more of those Forces are engaged jointly in an exercise or operation,

b. a unit is staffed jointly by members of more than one of those Forces,

c. a body of one or more of those Forces is co-located for domestic, technical, operational, training or other purposes with a body of another of those Forces, or

d. a body of one or more of those Forces is allotted for duty with a body of another of those Forces,

they are, when so associated, acting together for the purposes of the Defence Force Regulations.

(DNLS 2/1/30)

UNCLASSIFIED

713—Support Craft—14 foot GRP Sailing Dinghy (Bosun)—Modifications

Experience with the 14 foot GRP sailing dinghy (Bosun) has shown the need for the following modifications which are to be incorporated in all dinghies by ship or base staff:

a. To prevent drop keel from falling back into the housed position when a capsize has occurred, a lanyard is to be secured to head of drop keel and fastened to a jamming cleat fitted on forward thwart in accordance with Navy Order Diagram Issue 3 of 1969.

b. Replace existing rudder hood and tiller with ones of increased dimensions in accordance with Navy Order Diagram Issue 3 of 1969.

c. The spinnaker pole toping lift and kicker are to be modified in accordance with Navy Order Diagram Issue 3 of 1969.

(ACDC 1236/51/55)

Section 2

PERSONNEL

UNCLASSIFIED

714—Certificate of Discharge for Sailors Form PH100

1. The provisions of Navy Order 426 of 1969 concerning the issue of Certificates of Discharge to sailors and the general entitlements of sailors on discharge are also applicable to Wrans.

2. Wrans who are discharged for any of the following additional reasons to those shown in Navy Order 426 of 1969 will have the notation 'Honourable' recorded on their Certificates of Discharge:

Marriage

Pregnancy

Direct Entry and Special Entry Cadets who withdraw at own request or who fail during training and are unwilling to serve as Wrans

Direct Entry Regulating Wrans who are reverted or disrated for failure or misconduct and are unwilling to transfer to another category.

(HPB 320/1/4)

(*Navy Order 426 of 1969*)

UNCLASSIFIED

715—Data Operator Branch—Discontinuance

1. Navy Order 81 of 1969 promulgated the Naval Boards decision to transfer the duties of the Data Operator Branch to the Writer category. Conditions for the transfer to other branches and categories for sailors of the Data Operator Branch were also given.

2. The following details of training and future promotion prospects for these sailors are promulgated for further information.

Training

3. In order to create trained reliefs for ex Data Branch sailors, courses have been arranged with the Department of Defence for Writer sailors as follows:

EDP No	*Course*	*Location*	*Duration*	*Dates*	*Min/Max Nos*
919060	EDP Trained	Canberra	4 weeks	11 August 1969	10–16
				10 November 1969	
				16 March 1970	
				20 April 1970	
				27 July 1970	

Those selected for the course commencing 20 April 1970 will be Petty Officer Writers who, on completion of the course will be available for billets requiring EDP supervisory abilities.

4. In addition, with the Writer course commencing in HMAS CERBERUS on 8 September 1969 all Writer sailors, immediately on completion of their basic Writer course, will undergo the EDP familiarisation course conducted by Department of Defence in Canberra. This will form an integral part of the basic Writer Course. Where possible Writers will not be posted to EDP billets until they have had at least 1 years experience in a normal Writer billet. Sailors completing the basic Writer Course in September 1969 will undergo the EDP familiarisation course at a later date to be advised.

5. Modified basic Writer/Tactical Operator courses have been arranged in the Supply School, and the Communications School, HMAS CERBERUS, for ex Data Operator Branch sailors who elected to transfer to these two categories as follows:

	EDP No	*Course*	*Duration*	*Dates*	*Nos*	*Remarks*
a.	919710	Writer	7 weeks	15 September 1969	10	Ex LDO/DO
				5 January 1970	10	
				20 April 1970	11	
b.	912710	Tactical Operator	16 weeks	13 April 1970	5	Ex LDO/DO
c.	919710	Writer	7 weeks	25 May 1970	5	Ex CDS/DS

6. On successful completion of courses in a. and b. above Provisional LWTRs, WTRs, LTOs and TOs will have the 'Provisional' removed and will be posted to Writer and TO billets. Failures will be re-categorised. On successful completion of the course in c. above, Provisional CPO Writers and PO Writers will be posted to selected billets for one year following which they will be posted to undergo a normal PO Writer course. On successful completion of this latter course 'Provisional' will be removed and sailors will be posted to CPO Writer and PO Writer billets. Failures at Course No 919710 will be reverted to the Data Operator category and will be permitted to complete the remainder of their current and any future engagements in that category, as stated in Navy Order 81 of 1969.

Promotion

7. The following promotion rules will apply for ex Data Operator sailors:

a. *P/WTRs (ex DO)*

On successful completion of the Writer Course and removal of 'Provisional' notation, these sailors will be eligible to attempt the next Leading Writer Branch Technical Test. As outlined in Paragraph 5 above there are three modified Writer courses (919710), and it necessarily follows that a sailor who is posted to and successfully completes the first Writer Course will have an advantage over his contemporaries posted to subsequent courses. The Naval Board has decided that this anomaly must be accepted and no adjustment in the date of qualifying Section 2 for Leading Writer will be made.

b. *P/TOs (ex DO)*

On successful completion of the modified TO Course and removal of 'Provisional' notation, these sailors will be eligible to attempt the next Leading Tactical Operator Branch Technical Test.

c. *P/LWTRs (ex LDO)*

On successful completion of the modified Writer Course, and removal of 'Provisional' notation, these sailors will be eligible to be considered for the next POWTR course. A similar situation as for P/WTRs (Paragraph 7a. above) exists whereby sailors posted to the first modified Writer course will have an advantage over his contemporaries posted to subsequent courses. As for ex Data Operators the Naval Board have decided that this anomaly must be accepted and no adjustment in the date of passing the POWTR course will be made.

d. *P/LTO (ex LDO)*

There is only 1 ex LDO involved, and on successful completion of TO course and removal of 'Provisional' notation, he will be eligible to be considered for the next CY course.

e. *P/POWTRs (ex DS)*

(1) As P/POWTRs (ex DS) will be posted to selected billets for 12 months experience on completion of the modified Writer course, ie, 10 July 1970, the earliest date these sailors will be able to attempt the Branch Technical Test for CPOWTR is November 1971, and if successful, will be eligible to appear on February 1972 Promotion list.

(2) It is apparent that the 2 ex DS (seniority 1 March 1968) will be eligible by service to appear on May 1971, Promotion List. However, due to the extended period that will elapse before these sailors are able to undergo the Branch Technical Test for CPOWTR, the Naval Board have decided that as a special case the following rules will apply:

A. The sailors to undergo a special Branch Technical Test on completion of the PO Writers Course in August 1971; and

B. Promotion to be made from the pay day after successfully passing this BTT if qualified in all respects.

8. ABR 10 and ABR 27 Vol 2 will be amended in due course.

(DGM 303/221/98)

(Navy Order 81 of 1969)

UNCLASSIFIED

716—EDP Supply System Ships and Establishments—Follow up Action to be Taken when Output Documents are Not Received from EDP

1. Due to various reasons including loss of a document in transit instances can occur when a document may be dispatched for input to EDP but there will be no appropriate output document received from EDP, eg, a DSA or SITA for a stores demand may go astray in the mail.

2. If the appropriate output document is not received from EDP in response to an input document within a reasonable period, follow up action may be taken as detailed in the following paragraphs.

3. Where a stores demand or supply requirement note was passed to a local Data Transmission Office for input to EDP and the input document has been returned to the originator, indicating that the document has been input, any inquiries in regard to supply of the items demanded should be taken up with the relevant store depot, quoting the full registration details of the demand document.

4. Where a Management Information Request (MIR) or request for Consolidated List of Outstanding Requirements (CLOR) has been forwarded direct to the EDP Centre, Canberra a new document should be prepared, allocated a new registration number and submitted in the normal manner.

5. When a document other than a MIR or CLOR has been forwarded direct to the EDP Centre, Canberra a duplicate of the original document (carrying the original registration number) should be prepared and forwarded to the EDP Centre under cover of a memo requesting that a check for actioning of the original be made. If the original has been actioned by EDP the duplicate document will be destroyed and the memo, appropriately endorsed, will be returned to the originator. If the original has not been previously actioned the duplicate document will be input by the EDP Centre.

(DSAP 400/51/284)

UNCLASSIFIED

717—Family Services Scheme

1. The RAN Central Canteens Fund has agreed to subsidise the cost of the Family Services Scheme, which has been created in answer to a long-established need of RAN families for assistance in times of crisis caused through illness and other emergencies, especially but not exclusively, when the member is away from home.

What It Is

2. The Family Services Scheme will help Naval families to obtain emergency housekeepers from existing organisations in the community and will provide a subsidy so that the cost to all RAN families will be the same; one dollar a day.

How to Apply

3. When the need for a housekeeper or help in the home occurs contact the nearest Naval social worker at the address given in Annex A. The Naval social worker will provide information about emergency housekeeper services and will refer the request to the most suitable local organisation. The Naval social worker will maintain contact with the family and will at all times be available for advice.

Payments of Accounts

4. When the account is rendered by the housekeeping service it should, if possible, be paid in full by the member. The receipted account should then be forwarded without delay to the Naval social worker.

Reimbursement

5. All costs over one dollar a day will be met by the Family Services Scheme. In other words the total cost to the member will be one dollar a day. When the receipted account is received, reimbursement of the cost in excess of one dollar a day will be made by the Family Services Scheme within a few days.

Exceptional Cases

6. The Family Services Scheme is designed to meet the needs of Naval families and therefore as much flexibility as possible will be maintained in its administration. In exceptional circumstances, do not hesitate to contact the Naval social worker to discuss the problem. In particular, families in country areas may need to obtain a housekeeper and inform the social worker later. Difficulties may arise when no housekeeper is available as there is a general shortage in the community and it is not possible to guarantee a service at all times, but efforts will be made to assist families who apply as it is only by meeting the needs of Naval families that the Family Services Scheme can fulfil its purpose.

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

Note:

1. The Family Services Scheme is a voluntary one and will be available to members and their families only at their request.

2. It is not a substitute for normal service leave when the members presence at home is considered essential.

ANNEX A

Naval Social Workers and Agents

CANBERRA	..	Navy Office Canberra ACT Ph: 65 3446
SYDNEY ..	..	Base Welfare Office 2nd Floor, Wembley Chambers 104 Hunter Street Sydney NSW Ph: 221–1677
NOWRA ..	..	RAN Air Station Nowra NSW Ph: 20381 Ext 267
MELBOURNE	..	Department of the Navy Ground Floor, 'N' Block Victoria Barracks St. Kilda Road Melbourne VIC Ph: 69 0440 Ext 202, 425
FREMANTLE	..	HMAS LEEUWIN Fremantle WA Ph: 39 1522
ADELAIDE	..	HMAS ENCOUNTER Port Adelaide SA Ph: 49 6123
BRISBANE	..	Naval Staff Office Edward Street Brisbane QLD Ph: 31 1611
HOBART ..	..	Naval Staff Office Franklin Wharf Hobart TAS Ph: 27054
DARWIN ..	..	HMAS MELVILLE Darwin NT Ph: 6451

(DPS (A) 302/2/83)

UNCLASSIFIED

718—RAN Central Canteens Fund Report for Year Ended 31 July 1969

1. Financial statements covering the operations of the RAN Central Canteens Fund for the year ended 31 July 1969, are annexed 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 controls the activities of all Service System Canteens and imposes 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 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 majority of money in this fund is lent as interest free housing and furniture loans to members of the RAN. The grant for this year was $35,848.

b. a subsidy to Navy News which amounted to $9,142 this year.

c. an annual transfer of funds to the Long Range Project Reserve (Randwick). The normal amount transferred annually is $20,000 but approval was given to the transfer of an additional $20,000 this year, making a total transfer for the year $40,000. The sum in the Reserve Fund now stands at $170,000. Work on the construction of playing fields and changing rooms has progressed and it is expected that sporting fixtures will be held there during 1970. It is hoped that work on the Club facilities will commence during 1970.

7. Grants made during the year totalled $70,312 and are listed on the attached statement.

8. The total amount on loan to Canteens, etc, at 31 July 1969 was $167,325, a decrease of $21,571 for the year.

9. During the year total Canteen sales rose from $3,506,292 to $3,699,540 a rise of 5 per cent.

10. Profits paid into ships welfare funds during the year are estimated to exceed $136,000.

11. This order will be re-printed for posting on notice boards.

ANNEX A

RAN CENTRAL CANTEENS FUND

Balance Sheet as at 31 July 1969

As at 31.7.68 (Nearest $)	*Liabilities*	$	$	*As at 31.7.68 (Nearest $)*	*Represented by*	$	$
	Accumulated Funds—			*Current Assets*—			
270,223	Balance at 1 August 1968	283,813.35		21,144	Cash at Bank—		
64,840	*Add* Surplus for year ..	58,175.01			General Account ..	9,008.01	
335,063		341,988.36		475	Recreational Film Account	642.35	
	Less Transfer to—			—	Family Services Account	1,288.45	
50,000	Long Range Project Reserve	40,000.00		105,000	Fixed Deposit	235,000.00	
1,250	Canteen Insurance Reserve Fund	1,250.00		126,619			245,938.81
283,813			300,738.36	188,900	Loans to Canteens		167,325.05
	Reserves—				*Fixed Assets*—		
130,000	Long Range Project ..	170,000.00			Office Equipment (at Cost)	165.00	
1,250	Canteen Insurance ..	2,500.00			Less Provision for Depreciation	115.50	
			172,500.00	83			49.50
					Investments—		
				99,461	Commonwealth Bonds (at Cost)		59,925.00
415,063			473,238.36	415,063			473,238.36

We certify that we have audited the books and accounts of the RAN Central Canteens Fund for the year ended 31 July 1969, 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.

Melbourne, 28 August 1969.

GOODE & TONER
Chartered Accountants,
340 Little Collins Street,
Melbourne, 3000

ANNEX B

RAN CENTRAL CANTEENS FUND

Revenue Account for Year Ended 31 July 1969

As at 31.7.68 (Nearest $)	*Revenue*	$	*As at 31.7.68 (Nearest $)*	*Expenditure*	$
116,876	Levy on Sales in Service System Canteens including Chief Petty Officers' and Petty Officers' Canteens	123,318.23	33	Depreciation on Office Equipment ..	33.00
5,807	Interest	10,559.12	—	Sundry Expenses	7.35
2	Donations Received	—	1,247	Stationery	970.13
—	Capital Gain on Investments ..	463.45	52,536	Grants as per Schedule	70,312.58
			130	Audit Fees	130.00
			3,900	Recreational Film A/c Expenditure ..	3,848.30
			—	Family Services Scheme—Expenditure ..	864.43
			57,846		76,165.79
122,685		134,340.80	64,839	Surplus transferred to Accumulated Funds	58,175.01

ANNEX C

RAN CENTRAL CANTEENS FUND

Schedule of Loans Outstanding at 31 July 1969

HMAS HOBART Canteen	2,100.00
HMAS MORESBY Canteen	1,200.00
HMAS VAMPIRE Canteen	2,000.00
HMAS PENGUIN CPOs Canteen	200.00
HMAS PENGUIN POs Canteen	1,250.00
HMAS OVENS Canteen	1,000.00
HMAS DUCHESS Canteen	250.00
HMAS BRISBANE Canteen	5,000.00
HMAS CURLEW Canteen	100.00
HMAS STALWART Canteen	2,900.00
HMAS STALWART Drink Vending Machine	725.00
HMAS ATTACK Canteen	267.00
HMAS ADVANCE Canteen	266.67
HMAS SAMARAI Canteen	200.00
HMAS LADAVA Canteen	200.00
HMAS MADANG Canteen	149.94
HMAS ASSAIL Canteen	200.00
HMAS BANDOLIER Canteen	183.34
HMAS BARBETTE Canteen	150.02
HMAS BARRACADE Canteen	200.00
HMAS BAYONET Canteen	183.34
HMAS BOMBARD Canteen	167.18
HMAS BUCCANEER Canteen	184.00
HMAS WATERHEN C and POs Mess	834.00
HMAS WATERHEN Canteen	2,287.00
HMAS NIRIMBA Wardroom	500.00
Royal Australian Naval House, Sydney	12,000.00
HMAS LEEUWIN Ships Fund	1,200.00
HMAS ANZAC Ships Fund	500.00
White Ensign Club, Melbourne	5,000.00
HMAS HARMAN C and POs Canteen	473.00
HMAS PLATYPUS Canteen	831.00
HMAS CRESWELL C and POs Canteen	625.00
Australian Services Canteen Organisation	100,000.00
HMAS PLATYPUS C and POs Canteen	1,670.00
HMAS KUTTABUL Canteen	8,000.00
RAN Ski Club	10,328.56
HMAS MELVILLE Ships Fund	4,000.00
	167,325.05

ANNEX D

RAN CENTRAL CANTEENS FUND

Schedule of Grants Made During Year Ended 31 July 1969

	$	$
Welfare		
RAN House, Sydney	3,000.00	
MV Jeparit	600.00	
Vietnam—Amenities	219.49	
Navy News	9,142.67	
RAN Relief Trust Fund	35,848.33	
Navy Wives Lalor Park, Sydney	30.00	
Navy Wives RAN House, Sydney	30.00	
HMAS KUTTABUL Ships Fund	40.06	
Royal Sailors Rests, Singapore	100.00	
White Ensign Club, Melbourne	6,200.00	
Newspapers—Ships in war areas and Far East	1,124.49	
East Hills Community Hall	4,000.00	
Service Womens Committee (Captain Cook Bi-Centennial)	50.00	
HMAS WATSON—Junior Sailors Club	680.00	
HMAS PERTH—Christmas Telecast	150.00	
RAN Communications Detachment—Singapore	145.80	
		61,360.84
Sport		
HMAS CERBERUS (Inter-service Sports)	2,000.00	
HMAS NIRIMBA (Inter-service Sports, equipment and sporting general)	2,068.65	
Combined Services Rugby	100.00	
East Australia Area (Inter-service Sports equipment)	1,978.12	
RAN Gliding Association	500.00	
HMAS CRESWELL (Inter-service Sports)	46.76	
HMAS LEEUWIN (Inter-service Sports)	487.03	
HMAS HARMAN (Inter-service Golf)	137.10	
		7,317.66
Entertainment		
HMAS LEEUWIN C and POs Mess	300.16	
HMAS LONSDALE C and POs Mess	103.56	
HMAS KUTTABUL C and POs Mess	70.40	
HMAS LONSDALE Junior Sailors	40.00	
HMAS PALUMA (Film Subsidy)	216.16	
HMAS OXLEY (Film Subsidy)	342.00	
HMAS KIMBLA (Film Subsidy)	291.66	
HMAS ADVANCE (Film Subsidy)	173.74	
HMAS ATTACK (Film Subsidy)	94.40	
HMAS CERBERUS (Cinema Rental)	2.00	
		1,634.08
		70,312.58

(DFSD 212/1/8)

UNCLASSIFIED

719—Ships Sporting Colours

Navy Order 218 of 1969 is to be amended as follows:

Insert new colours for HMAS ONSLOW:

Jumper	*Socks*
Maroon with gold hoops	Maroon and gold hoops

(DPS (A) 138/6/31)

(*Navy Order 218 of 1969*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

720—Alteration and Addition Item—HMAS VENDETTA

Australian Navy Order 32 of 1969 is to be amended as follows:

Delete: 'Mortar trajectory bearing receiver pattern 0612/803867'

Insert in lieu: 'Mortar trajectory bearing receiver pattern 0612/803516.'

(CNTS 1215/57/383)

(*Navy Order 32 of 1969*)

RESTRICTED

721—Alteration and Addition Item—100 foot Patrol Boats

The following Alteration and Addition Item is approved to be carried out in 100 foot Patrol Boats.

Class List Item No 7 (Ex TDL 'NXJ')

a. *Item:* Fit stowage for type 638 (Solas II) Emergency Radio Set in accordance with Navy Office Drawing 249/346–Solas II Stowage Details.

b. Weight Compensation of 30 lbs is required at any level.

(CNTS 518/251/923)

UNCLASSIFIED

722—Electrical (General)—Adjustment to the Units of Electrical Resistance and Voltage

(*DCI (RN) 524/69*)

1. The National Standards Laboratory, Sydney, NSW has announced that adjustments, effective from 1 January 1969, have been made to the value of the Commonwealth Standards of Measurement of Electrical resistance and electromotive force. The move has been made following the adoption by the International Committee on Weights and Measures in October 1968 of a recommendation that adjustments be applied to the Bureau Internationale des Poids et Measures Standards, against which international comparisons are made.

2. The adjustments to the Australian Standards are quite small and will affect only those laboratories concerned with very precise measurements. In the RAN only the Garden Island Dockyard Electronic Standards Laboratory need to take action. These adjustments mean that values of resistance assigned to standard resistors before 1969 should be decreased by 3.8 parts in 10^6 and values of $e\,m\,f$ assigned to standard cells before 1969 should be increased by 16.2 parts in 10^6 to make them consistent with standards calibrated after 1 January 1969.

3. As a result of the abovementioned, and similar overseas adjustments, the electrical standards maintained by the various laboratories will be consistent to one part in 10^6 and will agree closely with present-day estimates of their absolute values.

(ACDC 401/59/369)

RESTRICTED

723—Grenades and Detonators Issue and Stowage

Purpose: To notify HMA ships and establishments that Grenades 36M HE and detonators 7 seconds delay which have previously been issued packed in separate boxes and stowed separately will now be issued with the unfitted detonators packed in the same box as the grenades, and are to be stowed together in ships and establishments.

RANADs: The requirement to repack grenades and detonators separately before issue is no longer necessary. Future issues of these stores are to be packed together in box G36.

(DAS 700/53/286)

UNCLASSIFIED

724—Guided Weapons—Seacat—Log Book—Canister Base Part Sheet

1. *HMA Ships Concerned:* All fitted with Seacat Guided Weapon System.

2. *Item:* Form TW142 (S1179)—Seacat Missile Log Book, canister base part sheet.

3. *Information:*
   a. Canister Bases from fired missiles are being returned to RAN Armament Depot without the log book part sheet.
   b. Much time and effort is being wasted in tracing these part sheets, and in raising duplicates.

4. *Action:*
   a. Attention is drawn to the instruction contained in the Seacat Log Book under 'DISPOSAL OF LOG BOOK' which states that when a missile is fired the Canister Base part sheet is to be removed from the log book and returned to the Armament Depot with the Canister Base.
   b. This Instruction is to be complied with.

(DAS 740/54/51)

UNCLASSIFIED

725—Industrial Gas Cylinders—Identification

1. The system of colour coding for identification of industrial gas cylinders is to be replaced by a system of adhesive labels.

2. This system is being adopted by Australian Manufacturers due to the practice of re-filling cylinders with a gas different from that contained previously and due also to the increasing number of commercial mixed gases needing a complexity of colour codings. It is not practicable for the RAN to adopt a system other than that currently in use by the supplier of gases to the RAN.

3. The policy to be adopted therefore as the prime means of identification of contents of industrial gas cylinders is the system of adhesive labels carrying the chemical composition and local name of the contained gas. It is essential that cylinders lacking label identification be not used and they are to be returned to the Superintending Naval Store Officer, Sydney.

4. ABR 4 Naval Storekeeping Manual will be amended in due course.

(DNS 400/1/427)

RESTRICTED

726—Machinery—Main Machinery Spaces—Prevention of Vapour and Fluid Leaks into Electrical Equipment in HMA Ships

1. 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 principle 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 watertight drained rotating electrical equipment in these spaces, accepting the space and weight penalties in the interest of greater reliability. A watertight drained machine is defined as a machine that is designed to stand hosing, but which to enable an adequate test to be carried out is to be basically designed to withstand, when stationary, immersion to a depth of 3 feet. After testing the machine is provided with a permanently open inverted T-shaped drain, fitted in the base.

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 280 of 1969 is hereby cancelled.

(ACDC 1211/251/120)

(Navy Order 280 of 1969)

UNCLASSIFIED

727—Sterilised Whole Milk (Long Life)—Introduction in the Royal Australian Navy

1. An alternative milk product has been introduced for use in HMA ships and establishments where fresh milk is not available. The item is Sterilized Whole Milk, also known as Long Life Milk, which is produced by heating fresh milk to a critical temperature followed by rapid cooling and packing into aseptic containers.

2. Sterilized Whole Milk differs very little in taste from fresh milk. It is supplied in seven pint cans packed six number per carton. The storage space required is approximately 1.4 cubic feet per carton.

3. Unopened cans can be stored as general cargo and, if stowed away from Boilers, should remain in sound condition for at least five months from date of production. It is imperative however that once cans have been opened the milk be treated with the same care as fresh milk as the content is then susceptible to contamination by bacteria from the atmosphere. Any unused residue from opened cans is to be placed under refrigeration without delay.

4. This item will not be included in the Fixed Issuing Price List for provisions and is to be charged at cost. Observing that the current cost of 90 cents per gallon is in excess of the cost of fresh milk (68 cents) and milk reconstituted on board (32 cents), is is to be used with discretion.

5. To ensure that Sterilized Whole Milk supplied to HMA ships is of latest production it will be specially purchased by the Superintending Victualling Store Officer to comply with demands received. The maximum notice of quantities required for sea stocks is to be given. Returns will not be accepted. The item is to be demanded as Catalogue Number 70707.

(D of V 912/75/132)

UNCLASSIFIED

728—Uniform Clothing—Care of Leather Soled Footwear—Precautions Against Damage by Excessive Heat

1. 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 runied 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.

24593/69—2

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)

Navy Orders 464–504 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN

RESTRICTED

ANOs 729-744/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 December 1969.

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

24785/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

729 Mine Countermeasures and Patrol Forces Class Authority.

730 Ordnance—Memorandum of Inspection.

731 RAN, RANR and ASCC Officers Made-to-measure Uniforms at Melbourne—1969–70.

SECTION 2—PERSONNEL

732 Military Title on Retirement.

733 RAN College—Creswell Course—Credits.

734 Survey Party Allowance.

735 The Naval Health Benefits Society Annual Report for Year Ended 30 June, 1969.

736 USS Frank E. Evans Fund.

SECTION 3—OPERATIONAL AND TRAINING

737 Training 40/60 Lightweight Loading Teacher.

SECTION 4—EQUIPMENT, STORES AND SERVICING

738 Alteration and Addition Item—HMAS ANZAC.

739 Alteration and Addition Item—HMAS DIAMANTINA.

740 Citric Acid—For Treatment of Evaporator Plants.

741 Large HE Filled Underwater Weapons—Care in Handling.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

742 Forms—Dispatch of Stores—Abolition of Form ST 104 (AD 80) Consignment Note.

743 Telegraphic Addresses for RAN Establishments and Authorities.

SECTION 6—ESTABLISHMENTS

744 Leasing of Office and Store Accommodation.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

729—Mine Countermeasures and Patrol Forces Class Authority

1. In order to co-ordinate those aspects of the administration of Patrol Boats and Mine Countermeasure Vessels which have particular Class significance, it has been decided that COMAUSMINPABFOR will act as the Class Authority.

2. Accordingly, all correspondence and returns dealing with non-operational matters are to be referred initially to COMAUSMINPABFOR by Authorities concerned. This includes:

a. technical reports and returns (reports of incidents and unusual occurrences, forms TM 179 (AS 2022), TF 107 (AS 2025) series, EOs quarterly letters, etc).

b. matters concerning complements (but not individual posting matters), capabilities performances and support facilities.

c. Alteration and Addition or modification proposals and correspondence (forms TG 103 (AS 1182) etc).

3. As Class Authority COMAUSMINPABFOR will vet, correlate, co-ordinate and advise as necessary. Matters of interest to, or requiring a decision from higher authority are to be forwarded by COMAUSMINPABFOR together with relevant comments or recommendations, to FOCAF or FOICEA as appropriate.

(DMED 2/4/227)

UNCLASSIFIED

730—Ordnance—Memorandum of Inspection

1. It has become apparent that Memorandum of Inspection for Ordnance in ships and establishments are not being maintained correctly in that:

a. Rounds fired have not been accurately recorded.

b. Barrel changes have been made without entries being inserted in the relevant gun memorandum of inspection.

c. Inspections of Ordnance have not been requested after the required number of rounds have been fired.

2. It is of major importance that accurate records are kept to allow inspections of ordnance to be carried out at the correct intervals in order to avoid accidents and injury to personnel.

3. BR 291/64 Table 3 and BR 292 Chapter 31 Paragraph 19 are relevant.

(DNQA 704/252/63)

UNCLASSIFIED

731—RAN, RANR and ASCC Officers Made-to-measure Uniforms at Melbourne—1969-70

1. The official contractors for made-to-measure uniforms for RAN, RANR and ASCC officers for 1969–70 in Melbourne are:

David Klein Pty Ltd
23 Lincoln Square South
CARLTON VIC 3053

and

I. L. Wise of Melbourne
360 Little Bourke Street
MELBOURNE VIC 3000

2. The terms of the contracts are as follows:
David Klein Pty Ltd—Net, deposit 33⅓ per cent of purchase price.
I. L. Wise of Melbourne—2½ per cent discount—30 days, deposit 25 per cent of purchase price.

3. The conditions governing the purchase of uniform under these contracts are contained in ABR 93, Chapter 26.

4. Navy Order 606 of 1969 is relevant.

ANNEX A

David Klein Pty Ltd

Made-to-measure Uniforms for Officers—1969-70

All Ranks	*Cloth, Wool, Venetian No 1*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*
	$	$	$
Uniform, Undress, Officer (Unlaced)	48.10	38.10	42.20
Uniform, Mans, Mess, Officer (Unlaced) (Comprises Jacket and Trousers) ..	44.45	—	39.80

Note: Additional Costs for:

1. Affixing Gold Lace to Undress Coats and Mess Jackets:

	RAN	*ASCC*
	$	$
Captain	13.07	—
Commander	11.02	—
Lieutenant-Commander	10.39	9.12
Lieutenant	8.72	7.43
Sub-Lieutenant	6.40	5.60
Midshipman (Gorget Patches) ..	1.49	—

ANNEX A—*continued*

2. Sewing on of Distinctive Cloth: per uniform

Captain	1.15
Commander	0.75
Lieutenant-Commander	0.75
Lieutenant	0.40
Sub-Lieutenant	1.32

	per uniform
3. Affixing Letters 'R'	0.65
4. Affixing Shoulder Flashes 'Australia' (Gold) ..	0.45
5. Sewing on of Medal Ribbons (Ribbons to be provided by individual)	0.30 per ribbon

Primary Contractor

ANNEX B

I. L. Wise of Melbourne—

Made-to-measure Uniforms for Officers—*1969-70*

All Ranks	*Cloth, Wool, Venetian No 1*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*
	$	$	$
Uniform, Undress, Officer (Unlaced)	58.73	48.08	51.65
Uniform, Mans, Mess, Officer (Unlaced) (Comprises Jacket, Vest and Trousers) ..	68.88	—	61.55

Note: Additional Costs for:

1. Affixing Gold Lace to Undress Coats and Mess Jackets:

	RAN	*ASCC*
	$	$
Captain	12.19	—
Commander	10.04	—
Lieutenant-Commander	9.46	9.56
Lieutenant	7.89	7.99
Sub-Lieutenant	5.75	5.84
Midshipman (Gorget Patches) ..	1.75	—

2. Sewing on of Distinctive Cloth: per uniform

Captain	0.40
Commander	0.35
Lieutenant-Commander	0.35
Lieutenant	0.25
Sub-Lieutenant	0.25

	per uniform
3. Affixing Letters 'R'	0.45
4. Affixing Shoulder Flashes 'Australia' (Gold) ..	0.68

24785/69—2

5. Sewing on of Medal Ribbons (Ribbons to be provided by individual) .. .. 0.30 per ribbon

Secondary Contractor—To be used when the Primary Contractor cannot supply in accordance with the terms and conditions of the relevant order requirement.

(D of V 930/52/40)

(*Navy Order 606 of 1969*)

Section 2

PERSONNEL

UNCLASSIFIED

732—Military Title on Retirement

1. An officer, if within three years of retiring age who has served in an acting higher rank for a minimum period of one year immediately prior to retirement, invaliding or resignation, may be granted honorary higher rank on the Emergency List or the Retired List. Honorary higher rank may also be granted to an officer who has served in the acting higher rank for a period of, or periods amounting in the aggregate to two years during the three years prior to retirement, invaliding or resignation as above.

2. Should any officer who is qualified for the grant of higher rank on discharge wish to serve on the RAN Emergency Reserve, he will not qualify to use the Honorary Rank granted, but must serve on the Emergency Reserve in his substantive rank.

(HPB 317/1/16)

UNCLASSIFIED

733—RAN College—CRESWELL Course—Credits

1. Recent changes in the training of junior General List officers of the Seaman, and Supply and Secretariat specialisations have eliminated their attendance at BRNC Dartmouth, introduced the CRESWELL Course at the RAN College and re-allocated time gained in various phases of training. This order explains the new system of credits introduced to control the allocation of time gained during the CRESWELL Course.

2. The CRESWELL Course, of three years duration, consists of six terms at the RAN College and one years sea training in HMA Fleet which occupies Terms 6, 7 and 8. During the six terms at RAN College, credits based on academic and naval examination results will be awarded as follows:

a. Academic .. .. 43 credits
b. Naval .. .. 16 credits

In addition, a maximum of 16 credits will be awarded for Service Marks.

Allocation of Credits

3. *Academic*

Credits will be awarded to examinable subjects on the following scale:

	Maximum Credits
Service Mathematics	6
Service Science	6
War Study	6

	Maximum Credits
Practical English	3
Government	3
International Law	2
Mathematics refresher, Term 9	3
Physics Refresher, Term 9	3
Applied Science, Term 9	3
Elective Subjects (4) 2 x 4	8
	43

4. *Naval*

Seamanship	6
Navigation	4
Engineering	2
Management, Term 9	4
	16

5. *Service Marks*

a. Senior Course—First Year

Term 1	2
Term 2	2
Term 3	3

b. Senior Course—Second Year

Term 4	3
Training Ship	4
Term 9	2
	16

Time Gained

6. Half a month time gained will be awarded for every five credits, with a maximum of six months for 60 credits or more.

7. On the above scale, the maximum progressive credits available will be:

Period	*Credits*	*Time Gained*
Term 1–3	34	3 months
Term 4–5	26	2½ months
Term 9	15	1½ months

but credits will be progressively cumulative over the whole period and time gained assessed at the end of Term 9 will be subject to the over-riding maximum of six months.

8. A Navy Order explaining the allocation of time gained to junior officers studying for degrees will be published separately.

(D of T 310/210/12)

UNCLASSIFIED

734—Survey Party Allowance

1. Where a member who is detached from a ship or establishment is required to camp out in the course of his duties as a member of a survey party he may be paid an allowance called 'Survey Party Allowance' subject to the conditions shown in this Navy Order.

2. The rate of allowance is:

a. if a cook is provided for the survey party—thirty-two cents (32c) per day; or

b. in any other case—fifty-two cents (52c) per day.

3. Survey Party Allowance will be payable on and from the day upon which a member arrives in the locality in which the survey party is operating and ceases on and from the day of departure from that locality.

4. The allowance will not be payable:

a. during any period of absence on leave;

b. where it is practicable for the survey party to operate from a locality in which an establishment or ship is situated and in which he may be victualled and accommodated;

c. where it is practicable for the survey party to operate from a town or ship and suitable accommodation is available;

d. where for any reason a member is absent from the locality for a period in excess of 72 consecutive hours, unless such absence is directly associated with and essential to the efficient operation of the survey party; and

e. where a member, serving with the survey party, is in receipt of Travelling Allowance.

5. Where the duties of a member of the survey party involve camping out in a District Allowance locality and the member is not otherwise eligible for payment of District Allowance under NPI 107, an additional allowance, equivalent to the 'living in' rate of District Allowance applicable to the duty locality under NPI 107 will be payable concurrently with Survey Party Allowance.

6. Where a member of a survey party which is not provided with a cook is entitled to payment of this allowance under Paragraph 2 b. at the rate of 52 cents per day, he may also be paid an additional allowance for any continuous period of not less than 30 consecutive days, at the rate of $1.50 per day for each day on which he receives the Survey Party Allowance during that period.

7. The additional allowance of $1.50 per day is not payable where the member:

a. is living in an established or base camp, a caravan or a hut;

b. is eligible for payment of Travelling Allowance; or

c. is otherwise ineligible for Survey Party Allowance.

Any break of continuity will require a further 30 consecutive days to re-establish eligibility, but having done so, the allowance will apply on and from the first day of that period.

8. Paragraph 5 of NPI 119 provides that where a member is posted to a ship and is entitled to payment of Hard Lying Money, payment of that allowance may be continued where a member is required to camp ashore as a member of a surveying party. This provision has now been withdrawn and the NPI should be noted accordingly.

9. The provisions of this Navy Order have been introduced with effect from 17 January 1969 and full details of any members who would have been eligible for payment of either of the allowances referred to in Paragraphs 2, 5 or 6 from that date to the day prior to issue of the Navy Order should be furnished to Navy Office for assessment.

10. Any credits of the allowances which become due from the date of issue of the Navy Order are to be authorised on one of the 1968 revised versions of Form FN 110 (AS 9A), Miscellaneous Credit Voucher, ie, FN 110 Extra Pay Voucher (Multiple) or FN 110–1, Extra Pay Voucher Single. Credit of each allowance should be shown as a separate entry on the authority form.

11. NPI should be noted. These provisions will be included in due course as Instruction 120.

(HPB 252/4/61)

UNCLASSIFIED

735—The Naval Health Benefits Society Annual Report for Year Ended 30 June 1969

1. The following report, supported by audited financial statements of the operation of the Naval Health Benefits Society for the year ended 30 June 1969, is published for the information of members and prospective members of the Society.

2. Schedule MH 2/2 (Y) was closed on 30 June 1969 due to it no longer providing realistic medical or hospital cover to members. Overall loss incurred by this schedule since its inception has been charged to members accumulated funds.

3. Some comments on the accounts follow:

a. Accumulated funds have risen from $91,888 to $92,165—a rise of $277. This is a much lower rise than in the past two years and decline in rate of growth can be attributed to:

(1) Rise in Administrative costs from $10,116 to $14,473. This rise is mainly due to increase in wages bill due to Group Pay (including arrears) and to increased postage charges 4c to 5c a letter. More letters were also posted than formerly due to increase in Society communications. Other variations are insignificant. At 4.6 per cent of contributions administrative costs are very low.

(2) Rise in public ward hospital rates in New South Wales and ACT from $8 to $10 per day leading to larger payments in Hospital Schedules.

(3) Since group pay, there has been a noticeable increase in amount charged for hospital treatment ie members who were formerly placed in public ward accommodation are now put in Intermediate or Private Wards.

(4) General increase in medical charges made by Doctors (other than visits) and with our 70 per cent rule, this costs the Society more money.

(5) There were more very large payments made this year than in former years. Some large payments were:

Member (a) $3,997
(b) $2,784
(c) $1,875
(d) $1,719

This examplifies the value of your Naval Health Benefits Society.

(6) Probationary free periods for transfers to MH 3/4 and 3/5 from 1 January–31 March 1969.

b. Hospital schedules made $6,799 profit whilst medical schedules lost $6,522.

c. Contingent liability rose from $43,000 last year to $57,800 this year. Main reasons for rise were increased membership and large transfers by members to Schedules MH 3/4 and MH 3/5 during year. Having regard to accumulated funds totalling $92,165 the financial state of the Society is sound.

d. Benefits paid out this year (Society and Commonwealth) totalled $420,616 compared with $335,442 last year and $218,000 for year ended 30 June 1967. (Increased membership and new tables MH 3/4 and 3/5 account in the main for this rise).

e. Contributions totalled $310,000 this year—last years figure was $253,000.

4. During the year 63,000 consultations and other services were paid compared to 54,000 in the previous year. It is interesting to note that Commonwealth Department of Health statistics reveal that the NHBS pays for markedly more medical services per member than other societies. The figures for the past 2 years are:

	NHBS	*Commonwealth*
67/68	11.887	9.164
68/69 (est)	11.156	9.763

The reason for this would appear to be:

a. The high rebate given by NHBS for medical services (70 per cent rule) makes certain that all who have a claim apply for rebate.

b. The male member (Naval) of NHBS is not covered by Society, only his dependants, and it would seem dependants require more medical services than the male member.

c. Absence of male member on duty probably leads his wife to more readily seek the re-assurance of medical attention for herself and family than a wife with a family, whose husband is at home.

5. During the year the Society maintained a steady growth in membership which rose from 5,136 to a total of 5,785—a larger than normal increase. It is of interest to note that 90 per cent of our members are now in the top Schedule MH3/4 (18 per cent) and MH 3/5 (72 per cent) which reveals a desire for maximum benefits coverage. Having regard to this, your Committee of Management will consider the introduction of new Schedules as soon as the Governments intentions clarify.

6. The address of the Society is:

Navy Office,
MELBOURNE, VICTORIA 3004.

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

(Signed) A. B. CALDER
COMMANDER
Secretary and Public Officer

ANNEX A

NAVAL HEALTH BENEFITS SOCIETY

Balance Sheet as at 30 June 1969

As at 30.6.68 *Nearest* $	*Members Funds*	*Hospital* $	*Medical* $	$
91,888	Balance at 1 July 1968	72,722.53	19,166.19	
	Add Profit for year—			
	Hospital Schedules	6,799.11		
	Less Loss for year—			
	Medical Schedules		6,522.78	
	Total Members Fund at 30 June 1969 ..	79,521.64	12,643.41	
	1969 Members Funds at 30th June 1969 ..	..	..	92,165.05
91,888	Balance at 30 June 1969			92,165.05
	Represented By:			
	Current Assets			
36,636	Cash at Bank		35,812.16	
6,000	Cash on Fixed Deposit		6,000.00	
42,636				41,812.16
	Refunds due from Department of Health:			
6,174	Medical		7,626.00	
2,964	Hospital		2,652.00	
				10,278.40
	Fixed Assets			
	Office Equipment (At Cost)		202.49	
	Less Provision for Depreciation		80.00	
162				122.49
	Investments			
39,952	Commonwealth Bonds (At Cost)			39,952.00
91,888				92,165.05

Contingent Liability: A contingent liability exists in respect of claims not yet presented to the Society. This liability is estimated to be $57,864. The method of arriving at this figure is set out on an attached Schedule.

AUDITORS REPORT

We certify that we have audited the books and accounts of the Naval Health Benefits Society for the year ended 30 June 1969 and in our opinion the Administration Account correctly sets for the 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.

Melbourne,
8 September 1969

GOODE & TONER
Chartered Accountants,
340 Little Collins Street,
Melbourne, 3000

ANNEX B

NAVAL HEALTH BENEFITS SOCIETY

Administration Account for Year Ended 30 June 1969

	$	$
INCOME		
Interest on Investments		2,588.46
EXPENDITURE		
Wages	12,421.40	
Postage	1,602.00	
Stationery	1,044.02	
Audit Fees	980.00	
Receipt Tax	429.24	
Advertising	210.00	
Office Expenses	101.48	
Stamp Duty	100.00	
Staff Superannuation	100.00	
Depreciation Office Equipment	40.00	
Workers Compensation Insurance	18.98	
Subscriptions	15.00	
		17,062.12
Deficiency charged against Medical and Hospital Schedules ..		14,473.66

ANNEX C

Summary of Society and Commonwealth Benefits Paid for Year Ended 30 June 1969

	Hospital	*Medical*	*Total*
	$	$	$
Benefits paid from Society Funds	165,883.88	129,373.15	295,257.03
Benefits paid on behalf of Commonwealth ..	35,615.20	89,744.00	125,359.20
	201,499.08	219,117.15	420,616.23

Medical Benefits were paid in respect of the following:

	$
Consultations	37,918
Other Services	25,213
	63,131

ANNEX D

NAVAL HEALTH BENEFITS SOCIETY

Society Hospital and Medical Benefits Funds Accounts for Year Ended 30 June 1969

	SCHEDULE MH 2/2			*SCHEDULE MH 2/3*			*SCHEDULE MH 3/4*		
	Medical	*Hospital*	*Total*	*Medical*	*Hospital*	*Total*	*Medical*	*Hospital*	*Total*
	$	$	$	$	$	$	$	$	$
Fund Balance at 1 July 1968	(14,120.68)	1,632.16	(12,488.52)	(11,484.28)	24,853.90	13,369.62	6,226.29	3,882.84	10,109.13
Add Contributions received during year	4,089.32	2,288.14	6,377.46	13,207.36	16,498.39	29,705.75	33,900.89	37,042.11	70,943.00
Add Misc Adj	34.00	59.10	93.10	74.60	..	74.60	33.75	..	33.75
	(9,997.36)	3,979.40	(6,017.96)	1,797.68	41,352.29	43,149.97	40,160.93	40,924.95	81,085.88
Less Ancillary Benefits Fund Benefits paid during year ..	238.75	219.50	458.25	653.15	987.30	1,640.45	2,067.30	2,002.60	4,069.90
Misc Adj	3,202.35	1,707.60	4,909.95	13,238.05	12,380.10	25,618.15	30,376.05	31,404.10	61,780.15
	..	..	..	103.43	127.95	231.38	38.52	42.03	80.55
Fund Surplus	(13,438.46)	2,052.30	(11,386.16)	(12,196.95)	27,856.94	15,659.99	7,679.06	7,476.22	15,155.28
Less Administration Expenses 1968–69	379.16	161.31	540.47	1,376.28	672.73	2,049.01	2,344.04	1,088.84	3,432.88
Net Surplus at 30 June 1969	(13,817.62)	1,890.99	11,926.63)	(13,573.23)	27,184.21	13,610.98	5,335.02	6,387.38	11,722.40

ANNEX D—*continued*

	SCHEDULE MH 3/5					
	Medical	*Hospital*	*Total*	*Medical*	*Hospital*	*ALL SCHEDULES*
	$	$	$	$	$	$
Fund Balance at 1 July 1968	8,305.83	12,114.60	20,420.43	(11,072.84)	42,483.50	31,410.66
Add Contributions received during year ..	81,247.57	121,871.42	203,118.99	132,445.14	177,700.06	310,145.20
Add Misc Adj	114.20	..	114.20	256.55	59.10	315.65
	89,667.60	133,986.02	223,653.62	121,628.85	220,242.66	341,871.51
Less Ancillary Benefits	4,752.50	5,672.95	10,425.45	7,711.70	8,882.35	16,594.05
Fund Benefits paid during year	74,845.00	111,509.73	186,354.73	121,661.45	157,001.53	278,662.98
Misc Adj	60.33	81.57	141.90	202.28	251.55	453.83
Fund Surplus	10,009.77	16,721.77	26,731.54	(7,946.58)	54,107.23	46,160.65
Less Administration Expenses 1968–69 ..	5,549.56	2,901.74	8,451.30	9,649.04	4,824.62	14,473.66
Net Surplus at 30 June 1969	4,460.21	13,820.03	18,280.24	(17,595.62)	49,282.61	31,686.99

	$
Net accrued surplus all Schedules at 30 June 1969	31,686.99
Net accrued surplus all Schedules at 30 June 1968	31,410.66
Net gain for year	276.33

Notes:

1 Figures in brackets represent fund deficiencies or debits.

2 Schedule MH 2/2 was closed on 30 June 1969.

(DFSD 271/51/13)

UNCLASSIFIED

736—USS Frank E. Evans Fund

1. Contributions to the Evans Fund appeal from ships and establishments of the Royal Australian Navy, civilians of the Department of the Navy, and Royal Navy personnel amounted to a sum of $29,308.77 (Aust). This sum together with interest accrued amounted to $32,514.61 (US) which was transferred by Bank Draft to the USS Frank E. Evans Fund in the United States.

2. Subsequent to the closing of the appeal, a contribution of $39.54 (US) was received from HMS LINCOLN and this has been forwarded to the United States for inclusion in the USS Frank E. Evans Fund.

3. Included in the amount donated to this appeal was the sum of $19,511.31 Canteen levies which approximates closely a contribution of two months levies payable by the Service System Canteens of HMA ships and establishments.

4. The spontaneous and generous response to the Evans Fund appeal was deeply appreciated by the Navy and people of the United States.

5. Following is the text of COMCRUDESPAC signal giving details of the formation and aims of the USS Frank E. Evans Fund:

'1. Following press release disseminated to San Diego media and wire services this date. San Diego, October 17 . . . An educational trust fund of more than $33,000 is being established for surviving children of the 74 US navy men who lost their lives in the June 3 collision between the HMAS MELBOURNE and the USS FRANK E. EVANS. The money was donated by Australian, British Royal Navy and New Zealand sister navies and presented to the United States Navy for division among the 31 surviving children. The trust, called the USS FRANK E. EVANS Fund, will be formally established when Rear Admiral Mason Freeman, Commander Cruiser Destroyer Force, US Pacific Fleet presents the donations to Mr Felder Lutes, Vice President for Public Affairs, and Mr Guy C. Johnston, Vice President and Senior Trust Officer, Southern California First National Bank, on board the USS SAMUEL GOMPERS (AD 37) at the San Diego Naval Station, Pier Four on Wednesday, October 22, at 10 am. Witnessing the delivery of the Fund will be Commodore Bruce H. Loxton, Australian Naval Attache in Washington, DC, and Captain Edward J. Cummings, Chief of Staff for Admiral Freeman. The children who will benefit from the fund range in age from six months to 20 years. Southern California First National Bank will act as trustee of the fund without fee. Legal advice and assistance in establishing the fund was provided without fee by the legal firm of Gray, Cary, Ames, and Frye, with special assistance from Mr Donald G. Smedley, a San Diego lawyer. Following the transfer of the funds, the trust agreement will be signed by Mr Lutes and Mr Johnston for the Southern California First National Bank, and Commodore Loxton on behalf of the Royal Australian Navy. The Royal Australian Navy was the major contributor to the fund. The trust is established for educational purposes, and is of the type which remains open for future donations. The value of each childs portion of the fund is to be determined by total of the fund, plus interest, divided by the number of remaining recipients at the time each child attains the age of 18. If the dependent is unable or unwilling to pursue his or her education at the time of becoming eligible to receive such benefit (anytime between their 18th and 22nd birthday) that money, which will be held in separate account from the 18th birthday, will be restored to the original trust fund.'

6. Following are extracts from a signal sent by ANA WASHINGTON on 22 October 1969:

'Evans Fund. Declaration of fund signed this morning. Present were representatives of Trustees and Navy League and the news media.

Speech by RADM Freeman paid tribute to generosity of the three Commonwealth navies and to the close USN/RAN links.

Highlight of the occasion was the reading of the following anonymous letter from Sherman Texas dated 19 October 1969 Quote. Gentlemen. The newspaper account of the very generous gesture of setting up a trust fund for the families of those killed in the MELBOURNE/EVANS collision touches me more than any diplomatic statement of the tragedy. We in the US feel that the general weight of world opinion is not favourable to us. However the actions show that Australia and New Zealand are true world neighbours. Facts from a US citizen. PS. Please place this in the trust fund (attached donation 10 dollars) just as if the writer were also a member of the Australian or New Zealand Navy. PPS. Will the US Navy please forward this note to the Australian Navy so they will receive the implied expression of thanks. Although the administrative task of doing this is great please know that the writer feels that the goodwill between these nations is worth the effort. Unquote. The above letter is representative of the feeling of all Americans with whom I have spoken and it seems probable the fund will be added to by other American donations.'

7. Audited contribution list to the Evans Fund is annexed for general information.

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

ANNEX A

DONATIONS TO USS FRANK E. EVANS FUND

	$
HMAS ADVANCE	28.00
HMAS ASSAIL	20.00
HMAS ATTACK	24.58
HMAS ANZAC	239.25
HMAS ALBATROSS	2,720.00
HMAS BAYONET	16.00
HMAS BARBETTE	18.85
HMAS BRISBANE	845.00
HMAS CERBERUS	6,264.39
HMAS CRESWELL	114.92
HMAS DERWENT	235.00
HMAS DIAMANTINA	136.00
HMAS DUCHESS	500.00
HMAS ENCOUNTER	34.00
HMAS HOBART	400.00
HMAS HARMAN and BELCONNEN	980.20
HMAS KUTTABUL—Includes Dockyard Police, Sea Scouts and Sea Rangers	1,032.50

HMAS LONSDALE	305.00
HMAS LEEUWIN	1,050.00
HMAS MELBOURNE	3,000.00
HMAS MORESBY	133.46
HMAS MELVILLE including COONAWARRA	687.00
HMAS MORETON	81.68
HMAS NIRIMBA	865.00
HMAS OTWAY	52.00
HMAS PERTH	231.15
HMAS PARRAMATTA	450.00
HMAS PALUMA	30.00
HMAS PENGUIN	980.43
HMAS PLATYPUS	173.64
HMAS QUEENBOROUGH	200.00
HMAS SYDNEY	1,000.00
HMAS STUART	384.56
HMAS SUPPLY	250.00
HMAS STALWART	280.00
HMAS TARANGAU (including AITAPE)	2,053.52
HMAS VAMPIRE	346.09
HMAS VENDETTA	270.00
HMAS WATSON	539.89
HMAS YARRA	173.90
Navy Office (Canberra–Melbourne)	762.91
ANA Washington	280.00
EAA (Contributions through Area Secretary)	277.30
Royal Navy	842.55
COMFEF	429.84
HMS CLEOPATRA	117.01
HMS FORTH	33.64
HMS LONDON (includes FO2 FEF and Staff)	118.40
HMS LEANDER	38.42
HMS NAIAD	14.61
HMS ZULU	31.98
Captain of Dockyard, Singapore	10.66
29 Commando LR RA	47.99
	29,308.77
Interest Received on Evans Fund Savings Bank Account	31.25
Amount Transferred by Bank Draft to USS Frank E. Evans Fund	29,340.02
US$	32,514.61

We certify that the above donations are in accordance with the returns from HM and HMA ships and establishments.

Melbourne,
8 September, 1969.

GOODE & TONER,
Chartered Accountants.

(DFSD 212/52/20)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

737—Training 40/60 Lightweight Loading Teacher

1. Navy Order 582 of 1968 is to be amended as follows:

Paragraph 3:

Amend to read:

The allowances of 40/60 lightweight loading teachers for HMA ships and establishments are shown hereunder:

a. HMA Ships MELBOURNE, SYDNEY, SUPPLY, STALWART } One set held permanently on board
b. HMAS WATSON .. For reserve and fleet training.
c. HMAS WATERHEN .. For patrol boats and fleet training.
d. HMAS CERBERUS.
e. HMAS TARANGAU

2. Navy Order 458 of 1969 is hereby cancelled.

DWE 736/72/1

(*Navy Orders 582 of 1968 and 458 of 1969*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

738—Alteration and Addition Item—HMAS ANZAC

The following Alteration and Addition Item is approved to be carried out in HMAS ANZAC.

Class List Item No 193 (Ex TDL 'AT').

a. *Item:* (1) Switching arrangements to be fitted in operations room to switch Radar type 293 to JUA Display.
(2) Redundant JC display sited in Starboard forward corner of Operations Room is to be removed.

b. Approximately 40 lbs additional weight is involved in Part 1 of the Item, however, a weight reduction of approximately 145 lbs is involved in Part 2. The actual weight variation is to be reported to Navy Office on completion of the Item.

c. *Reference:* (1) HMAS ANZACs Form AS1182 (TG103) TDL 'AT' dated 4 May 1969, forwarded under cover of FOCAF memorandum dated 14 May 1969.
(2) HMAS ANZACs letter 16/16/4 dated 30 August 1969.

(CNTS 1215/53/246)

UNCLASSIFIED

739—Alteratio

The following Altera
DIAMANTINA.

Class List Item N

a. *Item:* To remove exi
and replace wi

b. No weight compensa
reported on completi

c. *Reference:* HMAS I
4 August
11 Augus

UNCLASSIFIED

740—Citri

1. *Purpose*—Citric a
submerged coil element p
than ferric chloride whil

2. *Instructions Regar*
the same equipment and
citric acid it is advisable,
the feed treatment inject
slight over-dosing of citr
Increases of up to 30 pe
permissible and may sho

3. *Supply Arrangeme*
be used until stocks on
as soon as stocks of cit
from the use of ferric c
existing stocks of ferric
demand.

4. Citric acid will ha

Stock Number

Group Class	*Cat No*
6505	66–033–7262

5. It is essential tha
first before changing to
former in long storage.

6. *Items Superseded–*

7. Citric acid for fe
therefore be dangerous

8. BR 3001 will be amended in due course.

(DMED 1211/51/584)

ANO 740 of 1969

Stock number and description quoted in paragraph 4 are incorrect. An amending ANO is being issued.

AS DIAMANTINA

ed to be carried out in HMAS

Galley from Lobby at Frame 54,
or.

ever weight variations are to be

(TG 103) TDL 'GRD' dated
NOICWA memorandum dated

(CNTS 1224/56/239)

Evaporator Plants

evaporation feed treatment in
er to handle and is less corrosive
east equal.

ll be as for ferric chloride using
2 refers. When changing over to
vaporators by acid cleaning and
flushed. Unlike ferric chloride,
on of the shell and heating coils.
from BR 3001, Article 2122 are
ensity waters.

ber 0473/L58290 is to continue to
s on shore will be disposed of
the corrosion which can result
re consequence than the cost of
be effected by SNSO Sydney on

Manufacturers Data

Code Ref No	
Z08	73 Citric acid BP

ide on board should be used up
the risk involved in keeping the

290 has been declared obsolescent.

rial standards of purity and can

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

737—Training 40/60 Lightweight Loading Teacher

1. Navy Order 582 of 1968 is to be amended as follows:

Paragraph 3:

Amend to read:

The allowances of 40/60 lightweight loading teachers for HMA ships and establishments are shown hereunder:

a. HMA Ships MELBOURNE, SYDNEY, SUPPLY, STALWART — One set held permanently on board

b. HMAS WATSON .. For reserve and fleet training.

c. HMAS WATERHEN .. For patrol boats and fleet training.

d. HMAS CERBERUS.

e. HMAS TARANGAU

2. Navy Order 458 of 1969 is hereby cancelled.

DWE 736/72/1

(Navy Orders 582 of 1968 and 458 of 1969)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

738—Alteration and Addition Item—HMAS ANZAC

The following Alteration and Addition Item is approved to be carried out in HMAS ANZAC.

Class List Item No 193 (Ex TDL 'AT').

a. *Item:* (1) Switching arrangements to be fitted in operations room to switch Radar type 293 to JUA Display.

(2) Redundant JC display sited in Starboard forward corner of Operations Room is to be removed.

b. Approximately 40 lbs additional weight is involved in Part 1 of the Item, however, a weight reduction of approximately 145 lbs is involved in Part 2. The actual weight variation is to be reported to Navy Office on completion of the Item.

c. *Reference:* (1) HMAS ANZACs Form AS1182 (TG103) TDL 'AT' dated 4 May 1969, forwarded under cover of FOCAF memorandum dated 14 May 1969.

(2) HMAS ANZACs letter 16/16/4 dated 30 August 1969.

(CNTS 1215/53/246)

UNCLASSIFIED

739—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 656 (Ex TDL 'GRD').

a. *Item:* To remove existing steel door from entrance to Galley from Lobby at Frame 54, and replace with a suitable shutter type roller door.

b. No weight compensation is required for the Item however weight variations are to be reported on completion of the work.

c. *Reference:* HMAS DIAMANTINAs Form AS 1182 (TG 103) TDL 'GRD' dated 4 August 1969 forwarded under cover of NOICWA memorandum dated 11 August 1969.

(CNTS 1224/56/239)

UNCLASSIFIED

740—Citric Acid—For Treatment of Evaporator Plants

DCI (RN) 1392/68

1. *Purpose*—Citric acid will replace ferric chloride for evaporation feed treatment in submerged coil element plants on HMA ships. It is much safer to handle and is less corrosive than ferric chloride whilst its technical performance is at least equal.

2. *Instructions Regarding Use*—The rate of treatment will be as for ferric chloride using the same equipment and procedures. BR 3001, Article 2122 refers. When changing over to citric acid it is advisable, but not essential, to descale the evaporators by acid cleaning and the feed treatment injection equipment is to be thoroughly flushed. Unlike ferric chloride, slight over-dosing of citric acid will not cause rapid corrosion of the shell and heating coils. Increases of up to 30 per cent above the rate determined from BR 3001, Article 2122 are permissible and may show significant advantages in high density waters.

3. *Supply Arrangements*—Ferric chloride Pattern Number 0473/L58290 is to continue to be used until stocks on board ships are exhausted. Stocks on shore will be disposed of as soon as stocks of citric acid BP are available, because the corrosion which can result from the use of ferric chloride is considered to be of more consequence than the cost of existing stocks of ferric chloride. Issue of citric acid will be effected by SNSO Sydney on demand.

4. Citric acid will have the following identification:

Stock Number			*Manufacturers Data*	
Group Class	*Cat No*	*Item Name*		*Code Ref No*
6505	66–033–7262	Citric acid, BP; 3 Kg package	Z08	73 Citric acid BP

5. It is essential that existing supplies of ferric chloride on board should be used up first before changing to CITRIC ACID, BP, because of the risk involved in keeping the former in long storage.

6. *Items Superseded*—Ferric chloride Pattern 0473/L58290 has been declared obsolescent.

7. Citric acid for feed treatment is made to industrial standards of purity and can therefore be dangerous if used in making cordials.

8. BR 3001 will be amended in due course.

(DMED 1211/51/584)

RESTRICTED

741—Large HE Filled Underwater Weapons—Care in Handling

1. Because of their thin casing and method of construction, large HE-filled under-water 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.

4. Navy Order 687 of 1966 is hereby cancelled.

(DAS 700/255/27)

(Navy Order 687 of 1966)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

742—Forms—Dispatch of Stores—Abolition of Form ST104 (AD80) Consignment Note

In future, Form ST 100 Freight/Warrant Consignment Note, introduced by Navy Order 319 of 1968 is to be used in lieu of Form ST 104 (AD 80), Consignment Note, for all purposes.

(DSAP 464/55/48)

(Navy Order 319 of 1968)

UNCLASSIFIED

743—Telegraphic Addresses for RAN Establishments and Authorities

1. Australian Post Office registered telegraphic code addresses for RAN establishments and authorities are shown in Annex A to this order.

2. It is advantageous to use telegraphic addresses in telegrams because:

a. telegrams so addressed will be delivered automatically by the Central Telegraph Office using Telex or telephone if the Post Office serving the registered addressee is not open for business,

b. costs are minimised by the reduction of lengthy addresses to only two words,

c. most of the telegraphic addresses for local RAN authorities comprise the word NAVY followed by the location, and are hence easy to remember.

3. Telegraphic code addresses are to be used whenever possible in official telegrams, and may be used when addressing personal telegrams to individuals in HMA ships and establishments.

4. The full address of a telegram will normally consist of the name or title of the addressee, followed by Care (of) telegraphic address, eg

SVSO Care NAVY SYDNEY
IRO T. W. BROWN, Care NAVYCER MELBOURNE

but where no ambiguity will result, such as when the telegram is intended for the actual authority addressed, the title may be omitted, eg

NAVY JERVIS SYDNEY
NAVY MANUS

5. Telegrams for HMA ships while in port may be addressed to the telegraphic address of the port authority for delivery, eg

WTR R. SMITH, HMAS ANZAC, NAVY PERTH.

(This does not alter the procedure for addressing radio telegrams to ships at sea, eg

WTR B. JONES, WARSHIP VAMPIRE VIA SYDNEYRADIO).

6. A full list of postal and telegraphic code addresses and telephone numbers of RAN authorities and establishments is included in The Navy List.

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

ANNEX A

Telegraphic Addresses for RAN Establishments and Authorities

Establishment/Authority	Telegraphic Address
AUSTRALIAN CAPITAL TERRITORY	
Canberra	
ACNB	NAVY CANBERRA
Secretary, Department of the Navy	NAVY CANBERRA
HMAS HARMAN	Commanding Officer, HARMAN, CANBERRA
Officer-in-Charge NAVCOMMSTA CANBERRA	Commanding Officer, HARMAN, CANBERRA
Jervis Bay	
HMAS CRESWELL	NAVYJERVIS, SYDNEY
NOICJB	NAVYJERVIS, SYDNEY
VICTORIA	
Melbourne	
Navy Office Directorates at Victoria Barracks and Albert Park	NAVY MELBOURNE
NOIC VIC	NAVY MELBOURNE
Westernport	
HMAS CERBERUS	NAVYCER MELBOURNE
CST CERBERUS	NAVYCER MELBOURNE
NEW SOUTH WALES	
Sydney	
All RAN Establishments and Authorities in Sydney Area	NAVY SYDNEY
FOICEA	NAVY SYDNEY
FOCAF	NAVY SYDNEY
Nowra	
NAS NOWRA	RANAS SYDNEY
AJAS	RANAS SYDNEY

ANNEX A—*continued*

QUEENSLAND	
Brisbane	
HMAS MORETON	NAVY BRISBANE
NOICQLD	
PNOQLD	
NEW GUINEA	
Manus	
HMAS TARANGAU	NAVY MANUS
NOIC PNG	
Port Moresby	
DNOICPNG	NAVY PORT MORESBY
WESTERN AUSTRALIA	
Perth/Fremantle	
HMAS LEEUWIN	NAVY PERTH
NOICWA	
All other RAN Authorities	
NORTHERN TERRITORY	
Darwin	
HMAS MELVILLE	NAVY DARWIN
NOICNA	
Officer-in-Charge, NAVCOMMSTA DARWIN	
SOUTH AUSTRALIA	
Adelaide	
HMAS ENCOUNTER	NAVY ADELAIDE
NOICSA	
TASMANIA	
Hobart	
HMAS HUON	NAVY HOBART
NOICTAS	

(D of C 465/1/1380)

Section 6

ESTABLISHMENTS

744—Leasing of Office and Store Accommodation

UNCLASSIFIED

1. In order to obviate, as far as possible, any difficulties and delays in regard to leasing of accommodation it has been decided that the following procedures will now apply:

a. Administrative Authorities are to request Navy Office approval-in-principle to all proposals which involve leasing of accommodation prior to approaching the Department of the Interior to locate such accommodation. If possible such proposals should be forwarded in sufficient time for provision to be made in the Annual Estimates.

b. The submission to Navy Office should incude reasons for the requirement, number of personnel to be accommodated, likely estimated costs of suitable accommodation and any special security or other features that are expected to be required.

c. When approval-in-principle has been given and Department of Interior has located suitable accommodation, that Department should be asked whether partitioning will be provided by the lessor. (An element for recovery of costs is usually included in the rental charges by the lessor in such instances).

d. Failing agreement of the lessor to provide partitioning, the Department of Works should be requested to provide an estimate of cost for the partitioning etc required, and the lessors approval to such partitioning; this should be forwarded to Navy Office together with full details of rentals, period of lease, and any other costs to enable further consideration and approval of competent authority to be obtained for financial commitment. The Department of Works comments on the adequacy of fire protection and escape measures of the proposed accommodation should also be obtained. Details should also be forwarded of any security requirements which will involve Works expenditure.

(CEO (GS) 1461/31/2)

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HISTORIAN-

ANO 745/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
9 December 1969.

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

24786/69

OPERATIONAL AND TRAINING

UNCLASSIFIED

745—Sailors Course Programme 1970

1. The programme of sailor courses for 1970 is shown in the Annex A to this order.

2. The duration of courses shown in the period specified in appropriate syllabuses and actual course lengths may vary because of unknown commitments. Training establishments are to report changes in completion dates of courses in monthly returns, Form AS 3113 (PE 106) when such changes are known.

3. Re-engagement categories are currently as follows:

GROUP A—3 years.
GROUP B—2 years.
GROUP C—1 year.
GROUP D—No specific requirement. However sailors will not be placed on course unless they have 9 months to serve from date of completion of course.
GROUP E—No specific requirements, but sailors will not be placed on course unless they have 6 months to serve from date of completion of course.

Course completion dates are published in the Annex to this order and the period of service required on completion of a course commences on the day following. Re-engagement rules for sailors undergoing courses are laid down in RI Article 0824.

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 Annex are the designators used to identify each particular course.

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*

ANNEX A

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Recruits ..	910700	Adult Male Recruit Training Course	CERBERUS ..	60	—	11.1.70	3.4.70	120
						8.2.70	1.5.70	
						8.3.70	29.5.70	
						5.4.70	26.6.70	
						3.5.70	24.7.70	
						31.5.70	21.8.70	
						28.6.70	18.9.70	
						26.7.70	16.10.70	
						23.8.70	13.11.70	
						20.9.70	11.12.70	
						18.10.70	29.1.71	
						15.11.70	26.2.71	
	910710	Junior Recruits ..	LEEUWIN ..	240	—	7.1.70	9.12.70	252
						15.4.70	24.3.71	188
						15.7.70	9.6.71	216
						14.10.70	22.9.71	144
	910730	Artificer Apprentices	NIRIMBA ..	3½ years	—	12.1.70	—	92–100
						6.7.70	—	
Seaman ..	902540	Coxswain (Conversion)	CERBERUS ..	40	D	5.1.70	27.2.70	4–12
						31.3.70	22.5.70	*Note* 10
						6.7.70	28.8.70	
						12.10.70	4.12.70	
	911890	PO Coxswain (Qualifying)	CERBERUS ..	40	D	27.4.70	19.6.70	4–12
			PENGUIN ..	(10 NBCD 20 S'ship)	D	26.10.70	18.12.70	

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engage-ment Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Seaman— *continued*	911910	POQMG.. ..	CERBERUS .. PENGUIN ..	105 (10 NBCD 20 S'ship)	C	2.3.70 10.8.70 12.10.70	19.8.70 26.1.71 26.3.71	6–12
	911970	POFC	CERBERUS .. PENGUIN ..	90 (10 NBCD 20 S'ship)	C	11.5.70	9.10.70	5–12
	911980	POWM	CERBERUS .. PENGUIN ..	110 (10 NBCD 20 S'ship)	C	23.3.70 10.8.70	16.9.70 12.2.71	6–12
		Seaman Gunners ..	CERBERUS ..	50 (5 NBCD 20 S'ship)	—	5.1.70 2.2.70(3) 20.4.70(2) 18.5.70 To be Promulgated	— — — —	9–12
	911710	ABQMG ..	CERBERUS ..	25	—	16.2.70(2) 17.3.70 16.4.70 20.4.70 20.7.70 20.7.70	20.3.70 22.4.70 20.5.70 25.5.70 21.8.70 18.9.70	8–12 *Note* 2 *Note* 2 Includes S'ship
						To be Promulgated		
	911780	ABWM	CERBERUS ..	50	—	16.2.70 17.3.70	29.4.70 a.27.5.70(4) b.18.7.70(7)	10–16
	911770	ABFC	CERBERUS ..	25	—	20.7.70	25.9.70(6) N.K. (2)	
						To be Promulgated		
						7.1.70 16.2.70 17.3.70 20.7.70	13.2.70 20.3.70 22.4.70(2) 20.5.70(9) 21.8.70(4) 18.9.70(4)	 4–6
						To be Promulgated		
	911920	POCD	PENGUIN ..	80 (10 NBCD 20 S'ship)	C	23.2.70	21.8.70	4–8
			WATSON ..	30				
	911790	ABCD	PENGUIN ..	85 (5 NBCD 20 S'ship)	—	27.1.70 18.5.70	19.6.70 6.11.70	8–16
			WATSON ..	20		16.11.70	7.5.71	
	911700	ORDCD ACCEPTANCE ..	PENGUIN ..	20	—	27.1.70 2.3.70 13.4.70 18.5.70 20.7.70 17.8.70 14.9.70 12.10.70 9.11.70 23.11.70	20.2.70 26.3.70 8.5.70 12.6.70 14.8.70 11.9.70 9.10.70 6.11.70 4.12.70 18.12.70	4–12
	911930	POSR	PENGUIN ..	90 (10 NBCD 20 S'ship)	C	3.8.70	4.12.70	2–10
	911730	ABSR	PENGUIN ..	85 (5 NBCD 20 S'ship)	—	12.1.70 13.7.70	8.5.70 6.11.70	4–10

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Seaman—*continued*	911940	POUW	WATSON ..	65	D	16.2.70	15.5.70	6–10
			PENGUIN ..	(10 NBCD 20 S'ship)		10.8.70	6.11.70	
	911740	ABUW	WATSON ..	50	—			6–12 *Note* 1
			PENGUIN ..	(5 NBCD 20 S'ship)		12.1.70	20.3.70	*Note* 1
						9.3.70	15.5.70	*Notes* 1 and 2
						10.8.70	16.10.70	
						5.10.70	11.12.70	
	911950	PORP	WATSON ..	110	C	19.1.70	19.6.70	6–9
			PENGUIN ..	(10 NBCD 20 S'ship)		13.7.70	11.12.70	
	911750	ABRP	WATSON ..	80	—	12.1.70	1.5.70	6–9 *Note* 1
			PENGUIN ..	(5 NBCD 20 S'ship)		27.1.70	15.5.70	*Note* 1
						23.2.70	12.6.70	*Notes* 1 and 2
						2.3.70	19.6.70	*Notes* 1 and 2
						6.4.70	14.8.70	*Note* 1
						18.5.70	25.9.70	*Note* 1
						25.5.70	2.10.70	*Note* 1
						8.6.70	16.10.70	*Note* 1
						20.7.70	6.11.70	*Note* 1
						10.8.70	27.11.70	*Note* 1
						31.8.70	18.12.70	*Note* 1
						16.11.70	26.3.71	*Note* 1
	903290	ASAC	WATSON ..	15	E	2.2.70	20.2.70	4–6
						16.3.70	3.4.70	

						13.7.70	31.7.70	
						31.8.70	18.9.70	
	911960	POUC	WATSON ..	105	C	12.1.70	5.6.70	5–8
			PENGUIN ..	(10 NBCD 20 S'ship)		8.6.70	20.11.70	
	911760	ABUC	WATSON ..	85	—	2.2.70(2)	29.5.70	7–13
			PENGUIN ..	(5 NBCD 20 S'ship)		6.4.70(2)	21.8.70	*Note* 1
						20.7.70(2)	13.11.70	
						24.8.70(2)	18.12.70	*Note* 1
						9.11.70(2)	19.3.71	
	911900	POPT	CERBERUS ..	95	C	2.2.70	17.6.70	4–10
			PENGUIN ..	(10 NBCD 20 S'ship)				
	911800	LSPT	CERBERUS ..	115 (10 S'ship)	C	5.1.70	12.6.70	6–16
						29.6.70	18.12.70	
		POUW(SM) ..	WATSON ..	25	D	4.5.70	5.6.70	4–9
			PLATYPUS ..			26.10.70	27.11.70	
		ABUC(SM) Surface Familiarisation	WATSON ..	10	—	2.3.70	13.3.70	1–6
						11.5.70	22.5.70	
						14.9.70	25.9.70	
						23.11.70	4.12.70	
Communications	912910	CY	CERBERUS ..	65	C	27.1.70	22.5.70	3–10
			HARMAN ..	2				
			WATSON ..	5				
			PENGUIN ..	10(82)		20.7.70	20.11.70	
	912920	RS	CERBERUS ..	80	C	27.1.70	5.6.70	3–10
			HARMAN ..	2				
			PENGUIN ..	10(92)		20.7.70	4.12.70	
	912930	RSS	CERBERUS ..	50	C	23.3.70	14.8.70	3–10
			PENGUIN ..	10				
			HARMAN ..	25				
			WATSON ..	5(90)				
	912960	POLIN	RAAF School of Languages	230	A	19.1.70	23.4.71	3–8
			PENGUIN ..	10				
			CERBERUS ..	65(305)				

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engage-ment Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Communica-tions *continued*	912950	POLIN	RAAF School of Languages	230	A	19.1.70	18.12.70	3–8
			PENGUIN ..	10(240)				
		DO (Conversion) ..	CERBERUS ..	80		13.4.70	21.8.70	3–10
	912000	AB (Refresher) ..	CERBERUS ..	20	E	12.1.70	6.2.70	6–12
						13.4.70	8.5.70	
						13.7.70	7.8.70	
						12.10.70	6.11.70	
	912010	AB (Refresher) ..	KUTTABUL ..	20	E	12.1.70	6.2.70	6–12
						13.4.70	8.5.70	
						13.7.70	7.8.70	
						12.10.70	6.11.70	
	912700	CO (Categorisation)	CERBERUS ..	35		12.1.70	27.2.70	8–40
				(5 NBCD)		2.3.70	17.4.70	*Note* 2
						27.4.70	12.6.70	
						6.7.70	21.8.70	
						24.8.70	18.10.70	
						12.10.70	27.11.70	
	912710	TO	CERBERUS ..	140		2.3.70	9.10.70	4–12 *Note* 2
						20.4.70	27.11.70	*Note* 2
						6.7.70	5.2.71	
						24.8.70	26.3.71	
						19.10.70	28.5.71	
						30.11.70	30.7.71	
	912720	RO	CERBERUS ..	125		2.3.70	11.9.70	4–12 *Note* 2
						20.4.70	30.10.70	*Note* 2
						6.7.70	15.1.71	
						24.8.70	5.3.71	
						19.10.70	7.5.71	
						30.11.70	18.6.71	
	912730	ROS	CERBERUS ..	130		2.3.70	18.9.70	4–12 *Note* 2
						20.4.70	6.11.70	*Note* 2
						6.7.70	22.1.71	
						24.8.70	12.3.71	
						19.10.70	14.5.71	
Marine Engi-neering	913650	Artificer Driver ..	PENGUIN ..	20	—	12.1.70	6.2.70	6–12
						13.7.70	10.8.70	
	953080	CERA/CMECH ..	CERBERUS ..	85	C	27.1.70	22.5.70	6–15
	953090	CERAD/CMED ..	CERBERUS			3.8.70	20.11.70	
	913950	Direct Entry ERA	CERBERUS ..	95	—	5.1.70	15.5.70	6–15
	913960	Direct Entry ERAD	CERBERUS			6.7.70	16.11.70	
	913930	Mechanician ..	NIRIMBA ..	98 weeks	A	19.1.70	—	5–10
	953930	Mechanician D ..	NIRIMBA			13.7.70		3–5
	913910	POME	CERBERUS ..	70	D	27.1.70	1.5.70	*Note* 1 6–15
			PENGUIN ..	(10 NBCD)		13.4.70	14.8.70	*Note* 1
						27.7.70	30.10.70	*Note* 1
						12.10.70	12.2.71	*Note* 1
	913920	POMED ..	CERBERUS ..	60	D	9.2.70	1.5.70	*Note* 1 6–12
			PENGUIN ..	(10 NBCD)		10.8.70	30.10.70	*Note* 1
						19.10.70	29.1.71	*Note* 1
	913940	MTC	CERBERUS ..	75	D	19.1.70	1.4.70	*Note* 1 15–20
			PENGUIN ..	(10 NBCD)		20.4.70	21.8.70	*Note* 1
						20.7.70	30.10.70	*Note* 1
	913980	Mechanician Educa-tion	CERBERUS ..	20		11.5.70	5.6.70	10
						9.11.70	4.12.70	
	913630	Bricklaying and Lag-ging	CERBERUS ..	20	E	19.1.70	13.2.70	4–8
						10.3.70	3.4.70	
						4.5.70	29.5.70	
						20.7.70	14.8.70	
						7.9.70	2.10.70	
						4.11.70	27.11.70	
	913710	ME	CERBERUS ..	70		5.1.70	10.4.70	*Note* 2 10–21
						19.1.70	24.4.70	*Note* 2
						2.2.70	8.5.70	*Note* 2

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Marine Engineering—*continued*						16.2.70	22.5.70	*Note* 2
						2.3.70	5.6.70	
						13.4.70	7.8.70	
						28.4.70	21.8.70	
						11.5.70	4.9.70	
						6.7.70	9.10.70	
						20.7.70	23.10.70	
						3.8.70	9.11.70	
						17.8.70	20.11.70	
						31.8.70	4.12.70	
						19.10.70	12.2.71	
						9.11.70	26.2.71	
	913720	MED	CERBERUS ..	65	—	16.2.70	15.5.70	10–15
						4.5.70	21.8.70	
						3.8.70	6.11.70	
						7.9.70	3.12.70	
						4.11.70	19.2.71	
	913620	TOW	CERBERUS ..	60	D	5.1.70	27.3.70	6–15 *Note* 3
						23.3.70	12.6.70	
						6.7.70	25.9.70	
						21.9.70	11.12.70	
	913990	CNS	NIRIMBA ..	40	D	2.2.70	27.3.70	3–6
	913660	Advanced Welding	NIRIMBA ..	60	D	9.3.70	29.5.70	4
						7.9.70	27.11.70	
Weapon Electrical Engineering	954950	CSAP	CERBERUS ..	70	C	24.8.70	27.11.70	5–12
	954960	CSAW	CERBERUS ..	70	C	9.3.70	12.6.70	5–12
	954970	CSAC	CERBERUS ..	60	D	5.1.70	27.3.70	5–12
	954860	SAP Conversion EX OA	CERBERUS ..	120	C	19.1.70	24.7.70	5–12
	954810	Direct Entry SAP ..	CERBERUS ..	225(Max)	—	5.1.70	12.2.71	*Note* 4
			WATSON ..	35(Max)		6.7.70	13.8.71	*Note* 4
	954830	Direct Entry SAC ..	CERBERUS ..	315(Max)	—	5.1.70	30.4.71	*Note* 4
						6.7.70	29.10.71	*Note* 4
	954820	Direct Entry SAW	CERBERUS ..	255(Max)	—	5.1.70	5.2.71	*Note* 4
						6.7.70	6.8.71	*Note* 4
	914920	POEP	CERBERUS ..	110	C	5.1.70	5.6.70	4–12
			PENGUIN ..	(10 NBCD)		6.7.70	4.12.70	*Note* 5
	914930	POEWE	CERBERUS ..	130	C	27.1.70	14.8.70	4–12
			PENGUIN ..	(10 NBCD)		3.8.70	19.2.71	*Note* 5
	914940	POEWR ..	CERBERUS ..	155	B	5.1.70	28.8.70	4–12
			PENGUIN ..	(10 NBCD)		6.7.70	26.2.71	*Note* 5
	914950	POEC	CERBERUS ..	145	B	27.1.70	4.9.70	4–12
			PENGUIN ..	(10 NBCD)		3.8.70	12.3.71	*Note* 5
	914710	EMP	CERBERUS ..	140		23.2.70	2.10.70	8–16 *Note* 2
						18.5.70	15.1.71	
						31.8.70	9.4.71	
						23.11.70	23.7.71	
	914720	EMWE	CERBERUS ..	155		23.2.70	23.10.70	8–16 *Note* 2
						18.5.70	5.2.71	
						31.8.70	30.4.71	
						23.11.70	13.8.71	
	914730	EMWR	CERBERUS ..	180		6.4.70	29.1.71	5–16 *Note* 2
						20.7.70	23.4.71	
						12.10.70	6.8.71	
	914740	EMC	CERBERUS ..	180		6.4.70	29.1.71	8–16 *Note* 2
						20.7.70	23.4.71	
						12.10.70	6.8.71	
	914700	EM Categorisation	CERBERUS ..	20		27.1.70	20.2.70	24–32
						10.3.70	3.4.70	
						20.4.70	15.5.70	
						1.6.70	17.7.70	
						3.8.70	28.8.70	
						14.9.70	9.10.70	
						26.10.70	20.11.70	

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Weapon Electrical Engineering—*continued*	914690	TOW	CERBERUS ..	55	D	5.1.70	27.3.70	6–12
						23.3.70	13.6.70	*Note* 3
						6.7.70	25.9.70	
						21.9.70	11.12.70	
Naval Airmen	915370	SAR Divers ..	PENGUIN ..	15	E	2.2.70	20.3.70	3–5 *Note* 1
			ALBATROSS ..	20				
	915330	Aircrewman ASW Introduction	WATSON ..	25	D	5.1.70	9.2.70	As required
						To be Promulgated		
	915910	POAAH	ALBATROSS ..	35	D	7.9.70	26.10.70	4–12 *Note* 1
			PENGUIN ..	(10 NBCD)				
	915710	NAAH	ALBATROSS ..	25	—	12.1.70	23.2.70	4–12 *Note* 1
			PENGUIN ..	(5 NBCD)		20.3.70	5.5.70	*Note* 2, *Note* 1
						27.7.70	4.9.70	*Note* 1
						26.10.70	4.12.70	*Note* 1
	915920	POAMET ..	ALBATROSS ..	40	D	13.7.70	4.9.70	2 *Note* 1
			PENGUIN ..	(10 NBCD)				
	915720	NAMET ..	ALBATROSS ..	70		23.1.70	6.5.70	4–6 *Note* 1, *Note* 2
			WATSON ..	(5 NBCD				
			PENGUIN ..	20 NAV/YEO)				
	915930	POAPHOT ..	ALBATROSS ..	75	D	3.8.70	16.11.70	2–4 *Note* 1
			PENGUIN ..	(10 NBCD)				
	915730	NAPHOT ..	ALBATROSS ..	85	—	23.1.70	27.5.70	2–4 *Note* 1
			PENGUIN ..	(5 NBCD)				
	915940	POASE	ALBATROSS ..	45	D	5.1.70	9.3.70	2–4 *Note* 1
			PENGUIN ..	(10 NBCD)				
	915740	NASE	ALBATROSS ..	65	—	23.2.70	27.5.70	3–5 *Note* 2, *Note* 1
			PENGUIN ..	(5 NBCD)		27.7.70	26.10.70	*Note* 1

	903250	Combat Survival ..	RAAF Amberley..	14	E	19.1.70	1.2.70	1–10
						2.3.70	15.3.70	
						13.4.70	26.4.70	
						1.6.70	14.6.70	
						To be Promulgated		
Air Engineering	916910	POAMW ..	ALBATROSS ..	145	B	4.5.70	11.12.70	4–12 *Note* 1
			PENGUIN ..	(10 NBCD)				
	916810	LAMW	ALBATROSS ..	50	D	2.2.70	14.4.70	4–12
	916710	NAMW	ALBATROSS ..	65		12.1.70	7.4.70	4–12
			PENGUIN ..	(5 NBCD)		4.5.70	14.8.70	
						3.8.70	30.10.70	
						2.11.70	19.2.71	
	916220	TOW	CERBERUS ..	50	D	19.1.70	7.4.70	2–6
			ALBATROSS ..			20.7.70	25.9.70	*Note* 3
	916940	MECHW ..	NIRIMBA ..	230	A	19.1.70	18.12.70	4–12
	916930	MECHAE ..	NIRIMBA ..	230	A	19.1.70	18.12.70	4–12
	916920	POAMAE ..	ALBATROSS ..	205	B	9.2.70	11.12.70	4–16
			PENGUIN ..	(10 NBCD)				
	916820	LAMAE ..	ALBATROSS ..	55	D	4.5.70	24.7.70	4–12
	916720	NAMAE ..	ALBATROSS ..	60		12.1.70	8.4.70	4–12
			PENGUIN ..	(5 NBCD)		6.4.70	17.7.70	*Note* 1, *Note* 2
						27.7.70	16.10.70	*Note* 1
						26.10.70	12.2.71	*Note* 1
Air Electrical	917910	POEAW ..	CERBERUS ..	125	C	6.7.70	22.1.71	4–8
			ALBATROSS ..					*Note* 5
			PENGUIN ..	(10 NBCD)				
	917920	POEAC	CERBERUS ..	170	B	6.7.70	19.3.71	4–8
			ALBATROSS ..	(10 NBCD)				*Note* 5
			PENGUIN ..					
	917810	LEMAW ..	ALBATROSS ..	75	C	9.3.70	25.6.70	*Note* 2 4–12
						13.7.70	23.10.70	
	917820	LEMAC ..	ALBATROSS ..	75	C	9.3.70	25.6.70	*Note* 2 4–12
						13.7.70	23.10.70	

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Air Electrical —*continued*	917710	EMAW	ALBATROSS ..	90		12.1.70	15.5.70	4–12 *Note* 2
			PENGUIN ..	(5 NBCD)		4.5.70	18.9.70	
						3.8.70	4.12.70	
						2.11.70	26.3.71	
	917720	EMAC	ALBATROSS ..	90		12.1.70	15.5.70	4–12 *Note* 2
			PENGUIN ..	(5 NBCD)		4.5.70	18.9.70	
						3.8.70	4.12.70	
						2.11.70	26.3.71	
	917580	TOW	CERBERUS ..	50		19.1.70	7.4.70	2–6 *Note* 3
			ALBATROSS ..		D	20.7.70	25.9.70	
Medical and Dental	918910	POSBA	CERBERUS ..	25	E	11.5.70	12.6.70	2–8 *Note* 8
			PENGUIN ..	(10 NBCD)		12.10.70	20.11.70	
	918710	SBA	CERBERUS ..	185	—	13.4.70	19.2.71	3–12
						6.7.70	14.5.71	
						21.9.70	30.7.71	
	918380	Dispenser ..	CERBERUS or	190	B	9.2.70	27.11.70	1+
	918390	Dispenser ..	PENGUIN			17.8.70	11.6.71	
	918200	Laboratory Assistant	CERBERUS or	60	A	9.2.70	23.4.71	2+
	918210		PENGUIN			17.8.70	5.11.71	
			Public Hospital ..	220				
	918220	X-ray Assistant ..	CERBERUS or	60	B	9.2.70	27.11.70	2+
	918230		PENGUIN			17.8.70	11.6.71	
			Public Hospital ..	130				
	918240	Operating Room	CERBERUS or	60	B	9.2.70	18.9.70	2
	918250	Attendant	PENGUIN			17.8.70	19.3.71	
			Public Hospital ..	80				
	918260	Aviation Medicine..	ALBATROSS ..	130	C	9.2.70	4.9.70	1–2
	918270	Advanced Nursing..	CERBERUS or	60	B	18.5.70	19.3.71	1–2
	918280		PENGUIN			5.10.70	16.7.71	
			Public Hospital ..	130				
	918290	Masseur	CERBERUS or	60	B	27.4.70	26.2.71	
			PENGUIN			3.8.70	14.5.71	
			CERBERUS or	130				
			Public Hospital					
	918400	Masseur (Requal.)..	CERBERUS ..	30	D	17.8.70	25.9.70	
	918330	Underwater Medicine	PENGUIN ..	130	C	19.1.70	14.8.70	1–2
						27.7.70	25.2.71	
	918730	DA	CERBERUS ..	85	—	2.2.70	3.6.70	1–6
						1.6.70	23.10.70	
						12.10.70	2.3.71	
Supply and Secretariat	919910	POWTR ..	CERBERUS ..	25	E	16.2.70	6.3.70	4–10 *Note* 9
			PENGUIN ..	(10 NBCD)		10.8.70	28.8.70	
	919710	WTR	CERBERUS ..	85		23.2.70	26.6.70	4–10
				(5 NBCD)				
			HARMAN ..	(20 EDP)		8.6.70	28.10.70	
						6.7.70	4.11.70	
						31.8.70	24.12.70	
						4.11.70	19.3.71	
	919920	POCK	CERBERUS ..	30	E	5.1.70	13.2.70	2–5 *Note* 9
			PENGUIN ..	(10 NBCD)		6.4.70	15.5.70	
						6.7.70	14.8.70	
						5.10.70	13.11.70	
	919820	LCK	CERBERUS ..	20	E	19.1.70	13.2.70	2–5 *Note* 9
						2.2.70	27.2.70	
						23.2.70	20.3.70	
						10.3.70	9.4.70	
						20.4.70	15.5.70	
						18.5.70	12.6.70	
						27.7.70	21.8.70	
						4.11.70	1.12.70	
						16.11.70	11.12.70	
	919720	CK	CERBERUS ..	85		5.1.70	7.5.70	3–10
				(5 NBCD)		16.2.70	17.6.70	
						16.3.70	4.8.70	

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engage-ment Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Supply and Secretariat —*continued*						20.4.70	4.9.70	
						8.6.70	30.10.70	
						20.7.70	25.11.70	
						17.8.70	13.1.71	
						12.10.70	3.3.71	
						9.11.70	30.3.71	
	919930	POSTD	CERBERUS ..	25	E	2.2.70	6.3.70	4–10 *Note* 9
			PENGUIN ..	(10 NBCD)		3.8.70	4.9.70	
	919730	STD	CERBERUS ..	30		5.1.70	13.2.70	4–10
				(5 NBCD)		23.2.70	8.4.70	
						4 5.70	12 6.70	
						6.7.70	14.8.70	
						21.9.70	11.11.70	
						26.10.70	9.12.70	
	919940	POSN	CERBERUS ..	25	E	16.2.70	20.3.70	4–10
			PENGUIN ..	(10 NBCD)		24.8.70	25.9.70	
	919740	SAN	CERBERUS ..	40		5.1.70	27.2.70	4–10
				(5 NBCD)		20.4.70	12.6.70	
						6.7.70	28.8.70	
						5.10.70	2.12.70	
	919950	POSV	CERBERUS ..	25	E	16.2.70	20.3.70	4–10 *Note* 9
			PENGUIN ..	(10 NBCD)		24.8.70	25.9.70	
	919750	SAV	CERBERUS ..	45		5.1.70	6.3.70	4–10
				(5 NBCD)		16.3.70	20.5.70	
						6.7.70	4.9.70	
						12.10.70	15.12.70	
Musicians ..	921990	CPOMUSN ..	CERBERUS ..	210	A	12.1.70	27.11.70	2
	921920	POMUSN ..	CERBERUS ..	120	C	5.1.70	17.7.70	2–4
			PENGUIN ..	(10 NBCD)		6.7.70	20.1.71	
WRANS ..	907700	Rct Pt 1 Training ..	CERBERUS ..	22		20.1.70	20.2.70	20–40
						3.3.70	10.4.70	
						14.4.70	15.5.70	
						19.5.70	19.6.70	
						14.7.70	14.8.70	
						18.8.70	18.9.70	
						29.9.70	30.10.70	
						10.11.70	11.12.70	
	947700	OTC Supply ..	CERBERUS ..	20		20.4.70	15.5.70	3–8
						9.11.70	4.12.70	
	947710	OTC (Communica-tions) (Part 1)	CERBERUS ..	10		5.1.70	16.1.70	3–8
						18.5.70	29.5.70	
						7.12.70	18.12.70	
		(Part 2) ..	CERBERUS ..	10		13.4.70	24.4.70	
						14.9.70	25.9.70	
	947720	OTC Administration	CERBERUS ..	50		19.1.70	3.4.70	3–8
						1.6.70	4.9.70	
	907510	OTC NBCD and First Aid	CERBERUS ..	5		6.4.70	11.4.70	3–8
						7.9.70	11.9.70	
	907930	WRRST	CERBERUS ..	40	D	2.3.70	24.4.70	3–10
						7.9.70	6.11.70	
	907940	WRRSM ..	HARMAN ..	30	D	6.7.70	14.8.70	3–10
	937940	WRRSM ..	HARMAN .. WATSON	30	D	6.7.70	14.8.70	3–10 Alternative to 907940
	937710	WRRO Section A ..	CERBERUS ..	30		5.1.70	13.2.70	4–16
						23.2.70	10.4.70	
						13.4.70	22.5.70	
						18.5.70	17.7.70	
						6.7.70	14.8.70	
						17.8.70	25.9.70	
						21.9.70	30.10.70	
						4.11.70	18.12.70	
	937740	WRROM Sections B and C	HARMAN ..	70		19.1.70	24.4.70	4–12
						16.2.70	26.5.70	
						13.4.70	7.8.70	

Branch or Group	EDP No	Course	Location	Duration in Days	Re-engagement Category	Starting Date	Completion Date	Min/Max Nos
WRANS—*continued*						25.5.70	18.9.70	
						20.7.70	23.10.70	
						17.8.70	20.11.70	
						28.9.70	8.1.71	
						4.11.70	27.2.71	
	937730	WRROT.. ..	CERBERUS ..	45		19.1.70	20.3.70	4–12
						16.2.70	17.4.70	
						13.4.70	12.6.70	
						25.5.70	14.8.70	
						20.7.70	18.9.70	
						17.8.70	16.10.70	
						28.9.70	27.11.70	
						4.11.70	29.1.71	
	907950	POWRLIN ..	RAAF School of Languages	230	A	19.1.70	4.12.70	3–8
			CERBERUS ..	65		18.1.71	23.4.71	
	937950	POWRLIN ..	RAAF School of Languages	230	A	19.1.70	4.12.70	3–8
	907960	POWRSBA ..	CERBERUS ..	15	E	11.5.70	29.5.70	2–8 *Note* 9
	907760	WRSBA (Prob) Section 1 Pt. 2	CERBERUS ..	60	—	13.4.70	24.7.70	3–20
						6.7.70	25.9.70	
						21.9.70	15.1.71	
	937760	WRSBA Sect. 2 Pt. 2	CERBERUS ..	60		27.7.70	4.9.70	3–20
						28.9.70	22.1.71	
	907970	POWRWTR ..	CERBERUS ..	15	E	16.2.70	6.3.70	4–10 *Note* 9
	907770	WRWTR ..	CERBERUS ..	40	—	23.2.70	22.4.70	2–8
						20.4.70	12.6.70	
						28.9.70	19.11.70	

	907980	POWRSV ..	CERBERUS ..	15	E	16.2.70	6.3.70	4–10 *Note* 9
						24.8.70	11.9.70	
	907780	WRSAV ..	CERBERUS ..	25		18.5.70	19.6.70	2–8
						21.9.70	4.11.70	
	907910	POWRCK ..	CERBERUS ..	20	E	5.1.70	30.1.70	2–5 *Note* 9
						6.4.70	1.5.70	
						6.7.70	31.7.70	
						5.10.70	30.10.70	
	907810	LWRCK.. ..	CERBERUS ..	20	E	19.1.70	13.2.70	2–5 *Note* 9
						2.2.70	27.2.70	
						23.2.70	20.3.70	
						10.3.70	9.4.70	
						20.4.70	15.5.70	
						18.5.70	12.6.70	
						27.7.70	21.8.70	
						4.11.70	1.12.70	
						16.11.70	11.12.70	
	907710	WRCK	CERBERUS ..	40		5.1.70	27.2.70	2–8
						13.7.70	4.9.70	
	907990	POWRSTD ..	CERBERUS ..	15	E	2.2.70	20.2.70	4–10 *Note* 9
						3.8.70	21.8.70	
	907790	WRSTD ..	CERBERUS ..	40		23.2.70	23.4.70	
						18.5.70	31.7.70	
						17.8.70	16.10.70	
						4.11.70	20.1.71	
	907830	LWRREG ..	CERBERUS ..	65	D	6.4.70	24.7.70	4–10
						27.7.70	23.10.70	
	907920	POWRRP ..	WATSON ..	40	D	Join PORP Course as programmed by WATSON		
	907820	LWRRP ..	WATSON ..	35	D	9.3.70	1.5.70	4–6
						17.8.70	9.10.70	
	907720	WRRP	WATSON ..	30		19.1.70	27.2.70	4–6
						18.5.70	17.7.70	
						17.8.70	25.9.70	
						28.9.70	6.11.70	
						9.11.70	18.12.70	

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
WRANS—*continued*	907300	WRRP (Navigators Yeoman)	WATSON ..	20		3.8.70	28.8.70	2–4
	907330	WRMTD ..	ALBATROSS ..	30		5.1.70	16.2.70	*Note* 9
						23.2.70	8.4.70	4–12
						13.4.70	26.5.70	
						22.6.70	31.7.70	
						17.8.70	25.9.70	
						28.9.70	6.11.70	
						9.11.70	18.12.70	
Career and Pre-Commissioning Training	902350	Instructional Technique	CERBERUS ..	5	E	2.2.70	6.2.70	8–14
						16.3.70	20.3.70	(8 CERBERUS
						27.4.70	1.5.70	6 FOICEA)
						8.6.70	12.6.70	
						10.8.70	14.8.70	
						21.9.70	25.9.70	
						9.11.70	13.11.70	
						16.11.70	20.11.70	
						30.11.70	4.12.70	
	902340	PO Leadership ..	CERBERUS ..	30	D	16.2.70	27.3.70	10–30
						31.3.70	8.5.70	
						11.5.70	19.6.70	
						13.7.70	21.8.70	
						24.8.70	2.10.70	
						5.10.70	13.11.70	
	902390	Standard NBCD ..	CERBERUS ..	5		*See Note*		6–18 *Note* 6
	902400	Standard NBCD ..	PENGUIN ..	5		*See Note*		6–24 *Note* 7
	902410	Advanced NBCD ..	PENGUIN ..	10		*See Note*		10–24 *Note* 8
	903200	Ships Diver ..	PENGUIN ..	15	E	19.1.70	9.2.70	4–12
						9.2.70	27.2.70	

						2.3.70	20.3.70	
						13.4.70	1.5.70	
						4.5.70	22.5.70	
						25.5.70	15.6.70	
						20.7.70(2)	7.8.70	
						10.8.70	28.8.70	
						31.8.70	18.9.70	
						21.9.70	12.10.70	
						12.10.70	30.10.70	
						2.11.70	20.11.70	
						23.11.70	11.12.70	
	902310	MTD	ALBATROSS ..	30	D	5.1.70	16.2.70	*Note* 9
						23.2.70	8.4.70	4–12
						13.4.70	26.5.70	
						22.6.70	31.7.70	
						17.8.70	25.9.70	
						28.9.70	6.11.70	
						9.11.70	18.12.70	
	902490	Patrol Boat Cox'n ..	WATSON ..	20	E	2.3.70	27.3.70	4–12
						25.5.70	19.6.70	
						31.8.70	25.9.70	
	953050	Patrol Boat ERA ..	WATERHEN ..	10	E	9.2.70	20.2.70	Combined
						1.6.70	12.6.70	953050–953040
						31.8.70	11.9.70	
						30.11.70	11.12.70	Nos 4–8
	953040	Patrol Boat ME ..	WATERHEN ..	5	E	9.2.70	13.2.70	
						1.6.70	5.6.70	
						31.8.70	4.9.70	
						30.11.70	4.12.70	
	964260	IKARA Data Processing F1	RANITE ..	20	E	2.2.70	27.2.70	2–4
	914240	Transistor and Pulse Theory	CERBERUS ..	15	E	5.1.70	23.1.70	4–8
						4.5.70	22.5.70	
						24.8.70	11.9.70	
						and by Corquest		

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
Career and Pre-Commissioing Training—*continued*	914250	Digital Theory ..	CERBERUS ..	25	D	27.1.70 25.5.70	27.2.70 17.7.70	2–4 (914240 pre-requisite)
						14.9.70	16.10.70	
						and by Corquest		
	954440	IKARA Data Processing F2/F3	RANITE ..	65	D	20.7.70	16.10.70	2–6 (914250 pre-requisite)
	954430	IKARA Attack Consoles	RANITE ..	40	D	2.3.70	27.4.70	2–6 (914250 pre-requisite)
						19.10.70	11.12.70	
	954450	IKARA Guidance..	RANITE ..	50	D	27.8.70	2.10.70	2–6
	914430	IKARA EXDAK ..	RANITE ..	50	D	5.10.70	11.12.70	2–6
	954420	IKARA Test Room	RANITE ..	25	D	22.6.70	24.7.70	2–6
	954410	IKARA System ..	RANITE ..	20	E	2.2.70	27.2.70	2–6
						5.10.70	30.10.70	
	954470	IKARA Missile ..	RANAD Kingswood	3	E	2.2.70	4.2.70	1–4
						4.5.70	6.5.70	
						3.8.70	5.8.70	
						2.11.70	4.11.70	
	914380	IKARA Magazine, MAR, Launcher	CAC	25	D	27.1.70	27.2.70	2–6
						20.7.70	21.8.70	
	914280	Patrol Boat EMC ..	CERBERUS ..	40	D	20.4.70	12.6.70	2–8
						10.8.70	2.10.70	
	914290	Patrol Boat EMWE	CERBERUS ..	20	E	1.6.70	17.7.70	2–8
						21.9.70	16.10.70	
						26.10.70	20.11.70	
	914530	RATT	CERBERUS ..	10	E	5.1.70	16.1.70	4–12
						13.7.70	24.7.70	
						and by Corquest)		

	914540	Teletype	CERBERUS ..	25	D	19.1.70	20.2.70	4–12
						27.7.70	28.8.70	
						and by Corquest		
	954040	KL7	CERBERUS ..	5	E	23.2.70	27.2.70	4–8
						31.8.70	4.9.70	
	954030	KW7	CERBERUS ..	30	D	2.3.70	10.4.70	4–8
						7.9.70	16.10.70	
	954010	KW37R	CERBERUS ..	30	D	13.4.70	22.5.70	4–8
						19.10.70	27.11.70	
	914560	KG14	CERBERUS ..	35	D	5.1.70	20.2.70	4–8
						25.5.70	10.7.70	(954010 pre-requisite)
						13.7.70	28.8.70	
						30.11.70	5.2.71	
	954050	BID610	HARMAN ..	30	D	12.1.70	20.2.70	4–8
						29.6.70	31.7.70	
	954020	KW37T	HARMAN ..	10	E	25.5.70	5.6.70	4–8
						26.10.70	6.11.70	(954010 pre-requisite)
	915510	Safety	ALBATROSS ..	10	E	13.4.70	24.4.70	2–6
	915500	Equipment				13.7.70	24.7.70	
	915520	Conversion				23.11.70	4.12.70	
RANR ..		POMS	WATSON ..	13		1.6.70	13.6.70	1–20
						16.11.70	28.11.70	
		ABMS	WATSON ..	13		1.6.70	13.6.70	1–20
						16.11.70	28.11.70	
		ABRP	WATSON ..	13		4.5.70	16.5.70	1–9
		POQMG.. ..	CERBERUS ..	13		9.2.70	21.2.70	4–10
						12.10.70	24.10.70	
		ABQMG Phase 2 ..	CERBERUS ..	13		4.5.70	16.5.70	4–10
						30.11.70	12.12.70	
		CY	CERBERUS ..	13		18.5.70	30.5.70	3–10
						17.8.70	29.8.70	
		RS	CERBERUS ..	13		18.5.70	30.5.70	3–10
						17.8.70	29.8.70	
		TPOP	CERBERUS ..	13		1.6.70	13.6.70	3–10
						31.8.70	12.9.70	

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Starting Date*	*Completion Date*	*Min/Max Nos*
RANR—*continued*		Signalman ..	CERBERUS ..	13		31.8.70	12.9.70	3–10
		RO	CERBERUS ..	13		31.8.70	12.9.70	3–10
		ME	CERBERUS ..	13		18.5.70	30.5.70	
		Motor Mechanic 1	CERBERUS ..	13		1.6.70	13.6.70	
		SAP1	CERBERUS ..	13		2.2.70	14.2.70	2–8
		SAC1	CERBERUS ..	13		2.3.70	14.3.70	2–8
		OA1	CERBERUS ..	13		16.2.70	28.2.70	2–8
		SAP2	CERBERUS ..	13		3.8.70	15.8.70	2–8
		SAC2	CERBERUS ..	13		31.8.70	12.9.70	2–8
		OA2	CERBERUS ..	13		17.8.70	29.8.70	2–8
		EMP	CERBERUS ..	13		5.1.70	17.1.70	2–8
						6.7.70	18.7.70	2–8
		EMP Revision ..	CERBERUS ..	13		19.1.70	31.1.70	2–8
						20.7.70	1.8.70	
		EMC	CERBERUS ..	13		2.2.70	14.2.70	2–8
						3.8.70	15.8.70	2–8
		EMC Revision ..	CERBERUS ..	13		16.2.70	28.2.70	2–8
						17.8.70	29.8.70	
		SAP Patrol Boat ..	CERBERUS ..	13		6.4.70	18.4.70	2–8
		EM/SAC Patrol Boat	CERBERUS ..	13		6.4.70	18.4.70	2–8
						6.7.70	18.7.70	
		EMP Patrol Boat ..	CERBERUS ..	13		9.3.70	21.3.70	2–8
		SE	ALBATROSS ..	13		25.5.70	6.6.70	2–6
						26.10.70	7.11.70	
		Life Saving Equipment and Survival	ALBATROSS ..	13		8.6.70	20.6.70	2–6
						9.11.70	21.11.70	
		Skyhawk Familiarisation	ALBATROSS ..	13		20.4.70	2.5.70	2–12
						24.8.70	5.9.70	
						23.11.70	5.12.70	
		WESSEX Familiarisation	ALBATROSS ..	13		17.8.70	29.8.70	2–12
		TRACKER Familiarisation	ALBATROSS ..	13		4.5.70	16.5.70	2–12
						19.10.70	31.10.70	
		POSV	CERBERUS ..	13		7.9.70	19.9.70	2–12
		LSAV	CERBERUS ..	13		7.9.70	19.9.70	2–12
		POSN	CERBERUS ..	13		7.9.70	19.9.70	2–12
		LSAN	CERBERUS ..	13		7.9.70	19.9.70	2–12
		POWTR ..	CERBERUS ..	13		14.9.70	26.9.70	2–12
		LWTR	CERBERUS ..	13		7.9.70	19.9.70	2–12
		POSTD	CERBERUS ..	13		5.10.70	17.10.70	2–12
		LSTD	CERBERUS ..	13		19.10.70	31.10.70	2–12

Note 1—Course is to commence with the NBCD or Seamanship Component as appropriate.

Note 2—Course may be extended to allow for Royal Guard commitments.

Note 3—Maximum number refers to the combined total of courses 913620, 914690, 916220 and 917580.

Note 4—Course may be shortened according to members prior experience.

Note 5—Total of courses—
a. 914920 and 917910; and
b. 914940 and 917920 are not to exceed 16.

Note 6—Courses commence on the first working day of each week with the exception of weeks commencing 15, 22, 29.6.70, 28.9.70, 2.11.70, 14, 21, 28.12.70.

Note 7—Otherwise than courses commencing Fridays 23.1.70 and 20.3.70, courses commence each Monday with the following exceptions 5, 26.1.70, 23, 30.3.70, 20.4.70, 15, 22, 29.6.70, 6.7.70, 19.10.70, 14, 21, 28.12.70.

Note 8—Courses commence on the first working day of each week with the exception of weeks commencing 12.1.70, 23, 30.3.70, 18.5.70, 15, 22, 29.6.70, 6.7.70, 21.9.70, 5.10.70, 16.11.70, 14, 21, 28.12.70.

Note 9—Total numbers of combined male sailors and Wrans not to exceed numbers shown.

Note 10—This is a common course to which Leading, Chief Petty Officers and Petty Officers may be posted.

(D of T 311/1/75)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN

ANO 746/69

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
16 December 1969.

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

By direction of the Naval Board,

J. 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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25214/69

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

746—Hydrographic/Oceanographic Policy

1. In view of the increasing importance of Hydrography and Oceanography for defence purposes the RAN policy in both these spheres has been reviewed and is promulgated herewith.

2. It is approved in principle to employ four vessels full time:

a. Two vessels of HMAS MORESBY size, one with the primary role of Hydrography and one with the primary role of Oceanography.

b. Two smaller vessels of about 700 tons, one with the primary role of Hydrography and one with the primary role of Oceanography.

c. Three Patrol Boats will be assigned as requisite to assist in Hydrographic tasks.

At present MORESBY and PALUMA undertake the Hydrographic tasks and limited Oceanography, whilst DIAMANTINA is the sole platform with a primary role of Oceanography.

3. HMAS KIMBLA is to be made available for Oceanographic tasks under the direction of the Hydrographer, when not required in either her primary role as RANRL research and trials ship or her secondary role of buoy servicing.

4. It is, however, essential that the activities of the Hydrographic/Oceanographic ships be augmented by observations made by all Naval vessels as laid down in RANOPS, Chapter 2 and Confidential Navy Order 70 of 1967.

5. The area of RAN Hydrographic responsibility is shown in the Annex to this order, but the Hydrographer is responsible for meeting Fleet chart requirements beyond this area.

6. The area of RAN Oceanographic interest is shown in the Annex, but observations outside this area should also be forwarded to the Hydrographer, RAN.

7. An RAN Oceanographic Committee has been formed with the following members:

Hydrographer, RAN—Chairman.

Director of Scientific Services.

Director of Plans.

Director of Under Water Weapons (and to represent Director-General, Manning).

Director of Naval Education Service.

Representative of Flag Officer Commanding, HM Australian Fleet.

Representative of RAN Research Laboratory.

AJASS, HMAS WATSON and AUSSUBRON may send observers to all committee meetings.

8. The functions of the RAN Oceanographic Committee are:

a. to co-ordinate oceanographic activities for defence purposes.

b. to periodically review the RANs priorities of military oceanographical studies and the areas in which they should be undertaken.

c. to advise on the undertaking of national military oceanographical projects.

d. to advise on the RANs participation in joint military oceanographical projects.

e. to review overseas oceanographic developments and make recommendations to the Naval Board on their application to the RAN.

9. For general information the following list details interests and responsibilities for oceanography in the RAN:

The Hydrographer, RAN—Policy: Member of Technical Committee on Oceanography; Member of Australian National Committee on Oceanographic Research; Member of Australian, New Zealand Association for the Advancement of Science; Chairman RANOC Member of National Advisory Committee on International Aspects of Oceanography.

Assistant Hydrographer (Oceanography).

a. Annual programmes of RAN Oceanographic Ships.

b. Oceanographic Instructions for RAN Oceanographic Cruises.

c. Liaison with civilian oceanographic authorities for ship time in RAN vessels.

d. To co-ordinate requirements for new oceanographic ships and equipment.

e. Liaison with DNES and DMT on oceanographic training programmes and syllabi for RAN personnel.

f. Security clearances for non-service personnel embarking in RAN vessels for oceanographic cruises.

g. Adviser on RAN Oceanographic Committee and Technical Committee on Oceanography.

Technical Officer—Australian Oceanographic Data Centre.

a. Collation, cataloguing and dissemination of Oceanographic data.

b. Collection and processing arrangements for Fleet bathythermograph data.

c. Compilation of Oceanographic Atlases.

d. Liaison with national and international civilian authorities on data matters.

e. Secretary of RAN Oceanographic Committee.

Director of Scientific Services—Scientific Policy in relation to Military Oceanography, Direction of RAN Research Laboratory; Member, Technical Committee on Oceanography; Member, Scientific Policy Committee; Contractual work in Military Oceanography.

RAN Research Laboratory.

a. Annual programme of HMAS KIMBLA.

b. Preparation of Cruise Plans for RANRL Oceanographic Cruises.

c. Provision of data for the compilation of Oceanographic atlases and publications.

d. Liaison with Assistant Hydrographer (Oceanography) on requirements for Oceanographic Ships and Equipments.

e. Member of RAN Oceanographic Committee.

f. Liaison with universities and other research authorities on scientific aspects of oceanography.

g. Provision of 'in-house' scientific expertise in oceanography, particularly in relation to ASW matters.

Director of Naval Education Service.

a. Formulation and updating of the Syllabi in Oceanography, for RAN personnel.

b. Member of RAN Oceanographic Committee.

Director of Under Water Weapons.

a. Relationship between Military Oceanography and Under Water Weapons and TAS tactics.

b. Member of RAN Oceanographic Committee.

c. Represent Director-General, Training on RAN Oceanographic Committee with regard to syllabi in Oceanography for the training of surveying recorders.

Director of Plans.

a. Co-ordination of RAN Oceanographic requirements and activities with the broader aspects of naval policy.

b. Member of RAN Oceanographic Committee.

Flag Officer Commanding, HM Australian Fleet Representative.

a. Provision of Fleet requirements in Military Oceanography matters.

b. Implementation of Board approved ship programmes.

c. Member of RAN Oceanographic Committee.

d. To present operators requirements for Military Oceanography in ASW.

Australian Joint Anti-Submarine School Representative.

a. Further the education of personnel in Military Oceanography in ASW.

b. Representing through FOCAF operators requirements for Military Oceanography in anti-submarine Warfare with particular reference to air anti-submarine operations.

c. Observer at RAN Oceanographic Committee meetings.

HMAS WATSON Representative.

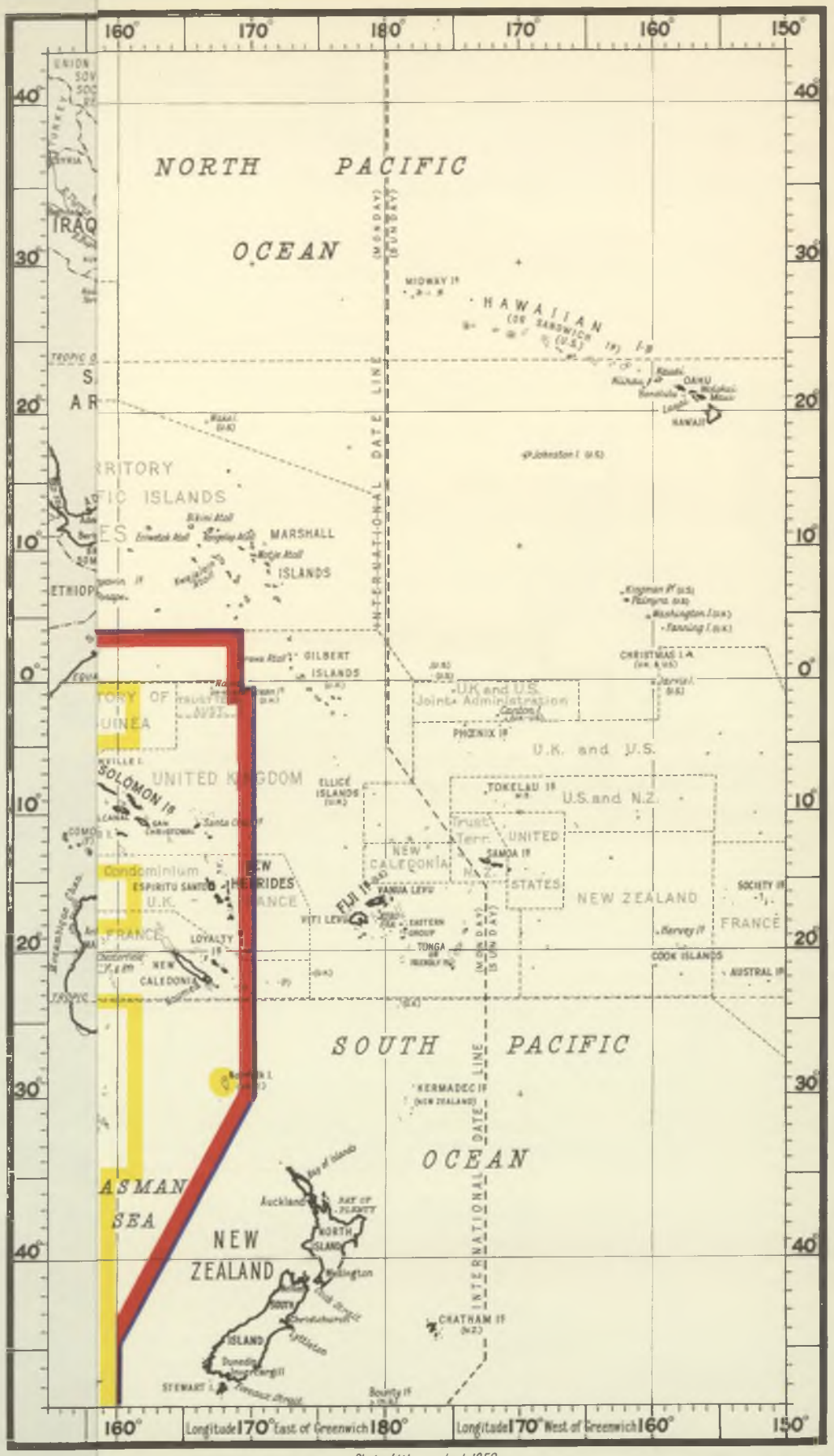
a. Observer at RAN Oceanographic Committee meetings.

b. To train personnel in Military Oceanography for Anti-Submarine Warfare.

(HYDROGRAPHER RAN 1626/202/55)

(*Confidential Navy Order 70 of 1967*)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra



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Aus. 5012A

Outline Map of SOUTH EAST ASIA

Scale 1/50,731,910

Projection - Mercator

National Boundaries —·—·— Mandated Areas - - - -

Areas of Australian Oceanographic Interest
Limits of the Australia Station
Limits of Australian Charting Responsibility

Australia Published by the Hydrographic Service R.A.N. 1st Aug 1957 *under the Superintendence of* Commander A.H. Cooper R.A.N.
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H. STORIAN

RESTRICTED

ANOs 747-773/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 December 1969.

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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25215/69

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CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

747 Fires and Fire Fighting—Plastic Containers—Prohibition on Use for Pol Containers.
748 Liferafts in HMA Ships Excluding HMA Submarines.
749 Roads Wheels and Tyres—Precautions.

SECTION 2—PERSONNEL

750 Enrolment for Electoral Purposes—Members Serving in HMA Ships and HMAS TARANGAU.
751 Long Service and Good Conduct Medal.
752 Naval Personnel EDP System—Introduction of Independent Running.
753 RANR Bridge Watchkeeping Certificates and Helmsmens Certificate.

SECTION 3—OPERATIONAL AND TRAINING

754 Mechanical Training Course—Cessation.
755 Radiological Survey.

SECTION 4—EQUIPMENT, STORES AND SERVICING.

756 Alteration and Addition Item—HMAS HOBART.
757 Alteration and Addition Item—Guided Missile Destroyers.
758 Alteration and Addition Item—RAN Oberon Class Submarines.
759 Damage to Steel Plate Surfaces by the Use of Chipping, Hammers, Etc.
760 Gauge Pressure For Testing Diving Reducer.
761 Lox Handlers—Protective Clothing.
762 Packaging of Pressure Feed Back Units for 4.5 inch Mountings.
763 Signalled Demands.
764 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0222—Chain Cable Gear—Change of Stock Numbers.
765 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0223—Mooring Equipment—Change of Stock Numbers.
766 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0232—Minesweeping, Danbuoy and Unifoxer Equipment—Change of Stock Numbers.
767 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0273—Tools General (A–E)—Change of Stock Numbers.
768 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0275—Tools General (P–R)—Change of Stock Numbers.
769 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0413—Rubber Goods—Ebonite Quills—Changes of Denomination of Quantity.
770 Stores (General)—Group Class 0414—Asbestos for Insulation and Miscellaneous Packing—Changes of Denomination of Quantity.

771 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0461—Gymnastic Apparatus, Manufactured Wooden Goods, Targets and Miscellaneous Stores—Changes of Stock Numbers and Denomination of Quantity.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

772 Forms TM179 (AS2022) Report of Defective Material or Design and TM180 (AS2022a) Defect Aquaint.

SECTION 6—ESTABLISHMENTS

773 Fire Prevention and Control—Establishments.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

747—Fires and Fire Fighting—Plastic Containers—Prohibition on Use for POL Containers

(*DCI (RN) 601/69*)

1. Because of the inherent fire risk associated with plastic containers it has been decided to prohibit their use for all 'Class A' or 'Class B' POL fluids in machinery spaces of HMA ships and engine rooms of ships boats.

2. The use of plastic containers for 'Class C' fluids, ie, lubricating oils, is under consideration and tests will be carried out at the Admiralty Fire Test Ground Haslar, to ascertain their suitability for this purpose. Pending completion of these tests, plastic containers are not to be used for 'Class C' products in ships machinery spaces and boats engine rooms.

3. The classification ranges for POL fluids are:

Class A	.. 'Highly flammable'	..	Fluids with flash points below 91 deg F.
Class B	.. 'Flammable'	..	Fluids with flash points 91 deg–150 deg F
Class C	.. 'Combustible'	..	Fluids with flash points above 150 deg F.

4. BR 3000 and BR 1754 will be amended in due course.

(CONS 1446/1/74)

UNCLASSIFIED

748—Liferafts in HMA Ships Excluding HMA Submarines

Policy

1. 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 Rafts**

Catalogue No		
0472/5604	.. ..	20 man Admiralty Raft.
4220–66–031–3104	..	20 man RAN Type Raft (without SARBE Beacon).
4220–66–032–6333	..	20 man RAN Type Raft (with SARBE Beacon).
1H–1940–529–7277	..	15 man USN Raft.
0472/5601	.. 8 man	Rafts of approved design.
0472/L57025	.. 6 man	
	4 man	

3. **Scale of Allowances**

Numbers of liferafts carried are to be calculated on the following basis:

a. Ships whose Complement is 100 or more—One liferaft seat for each member of the Ships War Complement plus 10 per cent spare rafts.

Note: 20 Man Admiralty Rafts or 20 Man RAN Type and RAN 3 day survival packs are to be used for all ships in this category, except in the case of DDGs where the USN 15 Man Rafts will be used until replaced by 20 Man RAN Type Rafts.

b. Ships or craft whose Complement is less than 100, but more than 30—One liferaft seat for each member of the War Complement or crew plus 1 spare raft.

Notes:

(1) 20, 8 or 6 Man Rafts with a 3 day RAN survival pack, are to be used for ships or craft in this category.

(2) In general, each ship should carry only one type of raft.

(3) The choice of rafts will depend on considerations of numbers carried, stowage space, weight and accessibility, which will vary with difference craft.

(4) 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 30 or less—One liferaft seat for each crew member.

Note: 8, 6 or 4 Man Rafts are to be used for craft of this category, with a 3 day RAN survival pack.

4. HMAS SUPPLY will be equipped with boats, with RAN 3 day survival rations, for 212 persons at davits on each side of the ship. Should at any time the number of persons borne exceed 212, 20 man inflatable rafts are to be carried in addition, so that the entire complement can be embarked from either side of the ship.

5. The above instructions will be incorporated in RI.

6. Navy Order 575 of 1966 is hereby cancelled.

(CONS 400/2/500)

(*Navy Order 575 of 1966*)

UNCLASSIFIED

749—Roads Wheels and Tyres—Precautions

1. 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 341 of 1969 introduces a guard for use in this connection. The following instructions are issued in amplification.

2. Norman topping up, eg, 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 341 of 1969.

7. Multi-piece road wheel guards are to be accounted for in the Shipwrights List of Equipment. They should be taken on charge accordingly and Forms AS197 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 above 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.

9. Navy Order 633 of 1966 is hereby cancelled.

(DSAP 459/63/19)

(*Navy Orders 633 of 1966 and 341 of 1969*)

Section 2
PERSONNEL

UNCLASSIFIED

750—Enrolment for Electoral Purposes—Members Serving in HMA Ships and HMAS TARANGAU

1. RI Article 2521 states—'Each qualified member (ie, 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 (ie, 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 HMAS 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*
Subdivision of DROMANA	Subdivision of KING
Commonwealth Division of FLINDERS	Commonwealth Division of SYDNEY
State Assembly District of DROMANA	State Electoral District of KING
State Province of SOUTH EASTERN	
HMAS ANZAC	
HMAS DERWENT	ALL OTHER
HMAS PARRAMATTA	HMA SHIPS AND
HMAS STUART	HMAS TARANGAU.
HMAS YARRA	

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

4. Navy Order 636 of 1966 is hereby cancelled.

(HPB 31/1/1)

(*Navy Order 636 of 1966*)

UNCLASSIFIED

751—Long Service and Good Conduct Medal

1. The Naval Board note that there is some confusion between deprivation of the Long Service and Good Conduct Medal as a punishment, and its forfeiture as a penalty made mandatory by the Royal Warrant governing the medal if certain offences (eg, desertion) are proved or certain punishments (eg, dismissal, detention) are imposed.

2. In order to clarify this matter, Annex B of Navy Order 542 of 1967 is to be amended as follows:

a. Omit articles numbered RI 1951A to RI 1973A (inclusive) and substitute the articles contained in the annex to this Order;

b. Omit RI 1991A Table I and substitute the revised Table I contained in the Annex to this order.

ANNEX A

Chapter 19—Discipline—Part II

1. RI 1947A. *Preparation of warrants.* QR & AI 1947 (3) does not apply.

2. If the offender has many years service, the Commanding Officer is to ascertain whether he holds the Long Service and Good Conduct Medal and, if forfeiture is obligatory, he is to mention this in the space provided on Page 2 of the warrant (RI 1969B).

1. RI 1951A. *Date From Which Sentence Begins.* QR & AI 1951 does not apply.

2. On the commencement of summary sentences of detention, *see* 2025.

3. A punishment which accompanies a summary sentence of detention takes effect on the day on which the punishment of detention takes effect, but *see* 2015 on punishments accompanying a suspended sentence of detention.

4. Any other summary sentence takes effect:

a. in the case of a warrant punishment—on the date on which the warrant is formally read; or

b. in the case of a non-warrant punishment—on the date on which the sentence is awarded.

5. The effective date of the award of the punishment is to be reported on Form PD 1 (*see also* ABR 5063).

1. RI 1962A. *Duration of Punishment.* Clauses 6, 7, and 8 of QR & AI 1962 do not apply.

2. *See:*

a. Article 1070 on reporting sailors in the second class for conduct;

b. Article 1065 for notations on Form PH 108 when a sailor in the second class for conduct is posted to another ship;

c. ABR 18 Pay and Accounting System Instructions for pay and accounting procedures when a sailor is in the second class for conduct.

1. RI 1969A. *Deprivation of Long Service and Good Conduct Medal.* QR & AI 1969 does not apply.

2. This punishment is applicable to sailors holding the RAN Long Service and Good Conduct Medal or Reserve Long Service and Good Conduct Medals.

3. A sailor may be deprived of the medal without being deprived of any good conduct badge.

1. RI 1969B. *Forfeiture of Long Service and Good Conduct Medal.* Forfeiture of the medal is obligatory if:

a. A sailor is convicted of an offence against sections 3, 4 or 5 of the Naval Discipline Act committed with intent to assist the enemy.

b. A sailor is convicted of any offence against section 9, 10, 16 or 37 of the Naval Discipline Act.

ANNEX A—*continued*

c. A sailor is awarded any of the following punishments:
(1) Death;
(2) Imprisonment;
(3) Dismissal;
(4) Detention;
(5) Reduction in Rank;
(6) Second Class for Conduct;
(7) Cells;
(8) Deprivation of two or more good conduct badges;
(9) Deprivation of a good conduct badge on a second occasion after the award of the medal.

d. A sailors VG conduct is broken and his conduct is assessed as inferior to VG except when the Commanding Officer:
(1) deprives the sailor of one good conduct badge without imposing the punishment of deprivation of the medal; or
(2) assesses the conduct of the sailor as inferior to Very Good in consequence of a civil conviction (*see* 2044A).

e. Is deprived of a good conduct badge and it is not restored to him within twelve months from the date of deprivation.

2. Forfeiture under 1 a. b. or c. should be implemented on conviction and if conviction is summary should be noted as a forfeiture (not as a punishment) on Page 2 of the punishment warrant.

3. Forfeiture under Clause 1 d. should be implemented when the break in VG Conduct occurs. Forfeiture under 1 e. should be implemented immediately after the twelve months has expired. For forfeiture under Clauses 1 d. and e. a warrant is not required, but the sailor is to be informed formally of the forfeiture. When he appears before the Commanding Officer for this purpose, he is not to be treated as a defaulter (eg, he should keep his cap on) and should be dealt with after the requestmen.

4. A statement of the circumstances in which forfeiture was incurred should be prepared, signed by the Commanding Officer and forwarded to the Director of Navy Accounts with the medal.

1. RI 1970. *Restoration of Medals.* QR & AI 1970 does not apply.

2. A Long Service and Good Conduct Medal of which a sailor has been deprived or which he has forfeited may be restored with the approval of the Naval Board:

a. at any time, if the sailor has rendered some special service;

b. on completion of five years service with continuous VG conduct;

c. in special cases, where the period of continuous VG conduct between the date of deprivation or forfeiture of the medal and the date of completion of engagement is less than five years.

3. Where a sailor is discharged from the Navy before completing five years VG service required for restoration of the medal and subsequently re-enters, any further service with VG conduct counts for the purpose of qualifying for restoration of the medal.

25215/69—2

ANNEX A—*continued*

4. The provisions of this article do not apply to the restoration of Reserve Long Service and Good Conduct Medals, the conditions for which are contained in Naval Reserve Regulations and Instructions.

5. Restoration of the Long Service and Good Conduct Medal is to be reported on Form PA 17.

1. 1971A. *Deprivation of Badges.* QR & AI 1971 does not apply.

2. Deprivation of any badges a sailor may hold is mandatory under section 44 (6) of the Act if he is awarded any of the following punishments:

a. Imprisonment.
b. Dismissal.
c. Detention.
d. Reduction to the second class for conduct.
e. Cells.

3. Where a sailor holds the Long Service and Good Conduct Medal, he cannot be deprived of two or more badges, or be deprived of one badge for the second time since the award of the medals, unless he is also deprived of the medal, *see* 1969B (1) (*c*).

4. Deprivation of one or more badges involves loss of the corresponding amount of Good Conduct Badge pay, *see* ABR 5020 Naval Pay Instructions.

1. RI 1972A. *Restoration.* If the Commanding Officer decides to delay the restoration of a badge the decision is to be reported on Form PA 17.

2. The receipt of this form will cause the consequential inferior conduct assessment of 'Good' and new commencing date for Very Good Conduct to be endorsed on the service records. If an assessment other than 'Good' is considered applicable the decision is to be notified on Form PP 5.

1. RI 1973A. *Good Service Badges.* Deprivation of Good Service Badges of reserve sailors on full time service is to be reported on Form PD 1. Restoration, deferment and award after deferment are to be reported on Form PA 17.

TABLE I

RI 1991A. Description of Summary Punishments. This table is not comprehensive and where necessary the relevant explanatory articles should be consulted. Each punishment is deemed to be inferior in degree to every punishment preceding it.

Note: These punishments, in their application to Junior Recruits and Artificer Apprentices under training are subject to the modifications set forth in ABR 697—Junior Recruit Training Manual and ABR 91—Naval Artificer Apprentices General Instructions.

Punishment Number	*Authorised Summary Punishment*	*Maximum Punishment*	*Whether applicable to—*			*Whether Warrant Required*	*Superior Authority Required (if any)*	*Automatic or Obligatory Accompanying Punishments (if applicable)*	*Optional Accompanying Punishments*	*Automatic Accompanying Penalties*	*Explanatory Articles of RI or relevant Navy Order*
			Chief Petty and Petty Officers	*Leading Ranks*	*Sailors below Leading Rank*						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*
2	Dismissal from HMAS Service		Yes	Yes	Yes	Yes	Naval Board	7 (badges)	3, 4	Forfeiture of LS and GC Medal obligatory	1957
3	Detention	3 months	Yes. *See* Note (1)	Yes. *See* Note (2)	Yes, but *see* Note (2) for sailors holding Good Conduct Badges	Yes	C-in-C or an officer of flag rank or the Commodore-in-Charge, Hong Kong, but *see* QR & AI 1946 (7)	4, 7 (badges)	10	a. Forfeiture of LS and GC Medal obligatory b. Stoppage of pay for period of detention c. Except in connection with promotion (*see* ABR 10) loss of time for the period of sentence less any remission d. Break in 'Very Good Conduct' with consequent effect upon future promotion (ABR 10) and eligibility for good conduct badges (RI 1873) e. Effect upon conduct assessment as prescribed in Ch. 18 Sec. VI, and upon eligibility for LS and GC Medal (RI 1886)	1955–1956
4	Reduction in Rank		Yes	Yes	No	Yes	C-in-C or an officer of flag rank, but *see* QR & AI 1946 (4) and (7)		5, 7 (badges), 10	a. Forfeiture of LS and GC Medal obligatory b. Break in 'Very Good Conduct' with consequent effect on promotion (*see* ABR 10) and eligibility for good conduct badges (RI 1873) c. Effect on conduct assessment as prescribed in Ch. 18 Sec. VI, and upon eligibility for LS and GC Medal (RI 1886)	1958–1960
4A	Fine	28 days active pay or, if awarded in conjunction with punishment Nos 5 or 6, 14 days active pay	Yes	Yes	Yes	Yes, but only if the fine exceeds 14 days active pay	Flag Officer or Commodore, but only if the fine exceeds 14 days active pay, but *see* QR & AI 1946 (7)		5, 6, 7, 9, 10		Navy Order 582 of 1969

TABLE I—*continued*

Punishment Number	*Authorised Summary Punishment*	*Maximum Punishment*	*Whether applicable to—*			*Whether Warrant Required*	*Superior Authority Required (if any)*	*Automatic or Obligatory Accompanying Punishments (if applicable)*	*Optional Accompanying Punishments*	*Automatic Accompanying Penalties*	*Explanatory Articles of RI or relevant Navy Order*
			Chief Petty and Petty Officers	*Leading Ranks*	*Sailors below Leading Rank*						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*
5	Reduction to the second class for conduct	*See* QR & AI 1962	Yes, but only if reduced below leading rank	Yes, but only if reduced below leading rank	Yes	Yes	C-in-C or an officer of flag rank or Commodore-in-Charge, Hong Kong, but *see* QR & AI 1946 (7)	7 (badges)	10	a. Forfeiture of LS and GC Medal obligatory b. Deductions of one-sixth from total daily pay (*see* QR & AI 1961 and ABR 5020) c. Break in 'Very Good Conduct' with consequent effect on promotion (*see* ABR 10) and eligibility for good conduct badges (RI 1873) d. Effect on conduct assessment as prescribed in Ch. 18 Sec. VI, and upon eligibility for LS and GC Medal (RI 1886)	1961–1964
6	Solitary confinement in a cell or under a canvas screen on board	14 days	No	Yes, but only for leading ranks who cannot be reduced in rank (QR & AI 1968)	Yes	Yes	*See* QR & AI 1928	7 (badges)	10	a. Forfeiture of LS and GC Medal obligatory b. Forfeiture of pay for period of confinement c. Except in connection with promotion (ABR 10) loss of time for period of sentence d. Break in 'Very Good Conduct' with consequent effect on promotion (*see* ABR 10) and eligibility for good conduct badges (RI 1873) e. Effect on conduct assessment as prescribed in Ch. 18 Sec. VI, and upon eligibility for LS and GC Medal (RI 1886)	1965–1968 and Navy Order 582 of 1969
7	Deprivation of good conduct badges and of good conduct medal		Yes	Yes	Yes	Yes	C-in-C or an officer of flag rank for medal but *see* QR & AI 1946 (7). *See* QR & AI 1928		9, 10, 14	a. Loss of two or more badges entails forfeiture of LS and GC Medal b. Loss of badge on second occasion subsequent to the award of the LS and GC Medal entails forfeiture of medal c. Break in 'Very Good Conduct' with consequent effect on future promotion (*see* ABR 10) and eligibility for good conduct badges (RI 1873) d. Effect on conduct assessment as prescribed in Ch. 18 Sec. VI and upon eligibility for LS and GC Medal (RI 1886)	1969–1970 (Medal) 1971–1973 (Badges)

TABLE I—*continued*

Punishment Number	*Authorised Summary Punishment*	*Maximum Punishment*	*Whether applicable to—*			*Whether Warrant Required*	*Superior Authority Required (if any)*	*Automatic or Obligatory Accompanying Punishments (if applicable)*	*Optional Accompanying Punishments*	*Automatic Accompanying Penalties*	*Explanatory Articles of RI or relevant Navy Order*
			Chief Petty and Petty Officers	*Leading Ranks*	*Sailors below Leading Rank*						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*
8	Reprimand by Captain		Yes	Yes	No	No			10		1974
9	Extra work and drill	14 days	No	No	Yes	No			10	a. Leave stopped for period of punishment b. Subject to the routine set out in QR & AI 1975	1975–1976
10	Stoppage of leave	30 days	Yes	Yes	Yes	No			11		Navy Order 582 of 1969
14	Extra work or drill not exceeding two hours a day	7 days	No	No	Yes	No					1986
15	Admonition		Yes	Yes	Yes	No					1987

(1) Chief Petty Officers and Petty Officers who can be reduced in rank may be awarded detention for desertion only; but those who cannot be reduced in rank may be awarded the punishment for the offences enumerated in QR & AI 1956 (2).

(2) Leading ranks and sailors wearing good conduct badges cannot be sentenced summarily to detention except for offences enumerated in QR & AI 1956 (2).

(DNLS 178/1/127)

(Navy Orders 542 of 1967 and 582 of 1969)

UNCLASSIFIED

752—Naval Personnel EDP System—Introduction of Independent Running

1. Independent running of the Naval Personnel EDP System will be introduced on 1 February 1970. On this date the EDP Service Records Forms PH13 and PH14—the latter supplemented by the forms listed in RI Article 1061—will become the authoritative personnel records and use of the Service Certificate is to be discontinued.

2. It is intended that Service Certificates will be given to sailors for their retention in about three to six months time. Further instructions in this regard will be issued. In the meantime Service Certificates are to be retained (but not maintained) in ships and establishments and are to be forwarded from one ship to another when a sailor is posted. After the commencement of independent running Service Certificates are to be endorsed at the top of Page 1 'Closed off on 31 January 1970 on the transfer of Naval Personnel Records to Electronic Data Processing'.

3. The following enclosures to the Service Certificate are to be forwarded to Navy Office:

History Sheets for Engineering and Electrical Sailors.

Form PG114 (AS614) Part B—Acknowledgment of receipt of Section 16 (1) of the Commonwealth Employees Compensation Act.

History Sheets will be used during preparation of Trade Proficiency Certificates if necessary and will be forwarded to the sailor on discharge.

4. Sailors who are discharged between the commencement of independent running and the time approval is given for disposal of the Service Certificate are to be given the Certificate in the normal manner. All sailors discharged after 31 January 1970, will be issued with Certificates of Discharge as outlined in Navy Order 426 of 1969.

5. Trade Certificates will be forwarded from Navy Office for issue to sailors prior to discharge in the normal manner. These certificates are at present under revision, but in the meantime and after the commencement of independent running, the section at the foot of the forms relating to character, efficiency, etc, will be completed at Navy Office from information extracted from the VG conduct section of the Service Record and the Performance Evaluation Report. The 'Special Remarks' and certification sections are still to be completed in ships and establishments.

6. Because of continuing problems associated with movement reporting (Navy Office letter 178/1/180 of 5 May 1969 is relevant) it is possible that delays of up to six weeks may occur in the processing of reports, leading to a corresponding delay in the dispatch of new print outs of the Service Record and Leave Record when a member joins a new ship. For this reason it is important that the procedure outlined in RI Article 1017 and Navy Order 425 of 1969 be followed, namely that a member take with him, on posting, one copy of his service record and leave record for temporary use in his new ship pending receipt of new print outs from Navy Office.

7. After the commencement of independent running reports relating to the reduction or reversion in rank of sailors will be reported to the EDP Centre from Navy Office. Navy Order 542 of 1967 Paragraph 63 is relevant.

8. Attention is drawn to Chapter 10 of RI (recently distributed vide Amendment List 19) which contains details of the new procedures to be introduced consequent on the commencement of independent running.

(HPB 302/2/112)

(*Navy Orders 542 of 1967, 425 and 426 of 1969*)

UNCLASSIFIED

753—RANR Bridge Watchkeeping Certificates and Helmsmens Certificates

Navy Order 165 of 1969 is amended by adding after final work (ie, larger) 'or by the Captain of a Patrol Boat or BASS or BANKS after the sailor has carried out continuous training of not less than 13 days under his command'.

(DRNP 304/1/8)

(*Navy Order 165 of 1969*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

754—Mechanical Training Course—Cessation

1. The Mechanical Training Course is a course required for confirmation of Acting Leading Engineering Mechanic who completed their Recruit ME Course before 1964. This course has also been available, *see* ABR 27 Article 1317, to MEs qualified for promotion to Acting Leading Engineering Mechanic.

2. Due to the number of sailors remaining in the service who require this course for confirmation it has been decided it is no longer economical to programme the course beyond 1970.

3. There must, however, be avenues for confirmation of Acting Leading Engineering Mechanics who were not selected for the final courses, or who were not promoted until after these final course selections, in order that they may be eligible for promotion to higher rank.

4. a. ABR 10 Article 1303 (F) will be amended to read:

'An Acting Leading Engineering Mechanic who completed Recruit ME Training before 1964 and did not attend the Mechanical Training Course may be confirmed as a Leading Engineering Mechanic after 12 months service in the Acting rank as ABR 10 Article 0119.'

b. ABR 10 Article 1304 F (IV) will be amended to read:

'Leading Engineering Mechanics who completed Recruit ME Courses before 1964 but were confirmed without passing the Mechanical Training Course are to pass the Petty Officer Engineering Mechanics Course before being considered for promotion to Acting POME.'

c. ABR 10 Article 1304 F (V)—will be deleted.

d. ABR 10 Article 1304 F (VI)—will be deleted.

(D of T 311/4/170)

UNCLASSIFIED

755—Radiological Survey

1. Attached as Annex A is a copy of SEASTAG 2112 which gives details of a SEATO agreement concerning radiological surveying.

2. SEASTAG 2112 is to be implemented from 1 January 1970.

ANNEX A

SEASTAG No 2112

Details of Agreement

Radiological Survey

Appendix 1—Example of Radiological Survey Briefing and Report Form (Ground).

Appendix 2—Example of Radiological Survey Briefing and Report Form (Air).

Agreement

1. It is agreed that the SEATO Armed Forces will use the:

a. Terms associated with radiological survey defined below.

b. Procedures prescribed herein for the:

(1) Details required to be included in requests for radiological survey.

(2) Essential information which should be obtained and recorded by the survey party.

Definitions

2. The following terms used in connection with radiological survey are defined as follows:

a. *Survey Party*. The party which carries out a radiological survey. It will normally consist of a team of two, one a monitor and the other a driver, pilot or wireless operator.

b. *Survey Meter*. A portable radiac instrument used to detect and measure radiation dose rates.

c. *Isodose-Rate Line*. (Dose rate contour line). A line on a map, diagram or overlay joining all points at which the radiation dose rate at a given time is the same.

d. *Vehicle Shielding Factor*. The factor by which the dose rate inside a vehicle or aircraft must be multiplied to obtain the dose rate outside. The factor is the ratio of the unshielded dose rate to the shielded dose rate. Shielding factors are published for some vehicles or aircraft; for others the factor must be determined.

e. *Air Ground Correlation Factor* (*AGCF*). The factor by which it is necessary to multiply the dose rate reading (corrected by the shielding factor if necessary) recorded in an aircraft to obtain an equivalent reading at one metre above ground level.

General

3. Radiological surveys are instituted only when it is essential for operational purposes to determine the radiological hazard in areas of military interest. They will be required to provide essential radiological information which cannot be supplied from monitoring reports made by troops.

4. In this SEASTAG no attempt will be made to standardise or direct a format to be used for collection and recording of information. Example formats are included for information.

5. Surveys may be carried out in vehicles, aircraft, boats, small sea-going or auxiliary ships, or on foot, depending on the size of the area to be covered, and its nature, time available and the type of information required. When suitable equipment has been developed, drones may also be used for this purpose. Survey parties will record the actual dose rate readings as shown on their instruments and in some cases this data will be transmitted by wireless to their controlling headquarters. In order to reduce errors in the subsequent

evaluation of the survey data and to simplify their task, the survey parties will not apply corrections to the dose rate readings recorded. They may be required to obtain the data to enable these corrections to be applied.

Briefing Orders for Radiological Survey Parties

6. The briefing of the survey party will be given by the staff of the formation or unit concerned. It will cover the following points:

a. *The Aim of the Survey*. This will be to determine the presence and level of activity of fallout or induced activity near ground zero, in a specified area, along a route, or at a specified location.

b. *Start Time and Completion Time*. The times during which the survey is to be conducted.

c. *Instructions on the Conduct of the Survey*.

(1) In the case of ground surveys, the locations at which readings are required, the route to be followed and the spacing of the readings will be indicated.

(2) In the case of serial surveys, the flight altitude, expressed as a height above mean sea level or ground level, will be indicated. In certain cases the choice of locations at which the readings will be made will be left to the initiative of the aircraft commander.

(3) In the case of maritime surveys, the route to be followed and the locations at which readings are required will be indicated unless these are to be left to the discretion of the Commanding Officer of the ship.

(4) The data may be summarised in the form of an overlay or marked map.

d. *Safety Precautions Concerning Nuclear Radiation Exposure*.

(1) The maximum amount of nuclear radiation to which the survey party may be exposed during a given period of time or survey mission.

(2) The maximum measured dose rate beyond which the survey party will not proceed in order to avoid undue exposure hazard.

e. *Recording Limitations*. The minimum dose rate below which no record is to be made.

f. *Method of Communication*. The method by which the survey data is to be communicated to the agency: either at the time of recording, or in the form of a recapitulatory table or record together with the destination to which the uncorrected results are to be sent for handling.

g. *Special Instructions*. Any special instructions on the conduct of the survey which may include:

(1) Instructions concerning the method in which certain dose rate readings are made, which depart from normal procedures (eg, the determination of correlation factors). In the case of the 'sweeping method', in addition to the flying altitude, the course and spacing of legs, and the time interval between readings on the various legs must also be indicated.

(2) Instructions whether and where marking of contaminated areas is required.

Radiological Survey Reports

7. Examples of forms which might be used for recording the results of ground and aerial surveys are attached as Appendixes 1 and 2 respectively.

Corrections on Radiological Survey Reports

8. Corrections to survey data will be applied at the Nuclear, Biological and Chemical (NBC) Collection Centre, NBC Control Centre or formation or unit ordering the survey. The corrections will include the following:

a. Conversions of the dose rate to that existing at a reference hour (H + 1 hour for all readings taken between H + 1 hour and H + 48 hours and H + 48 hours for all readings taken after H + 48 hours).

b. A correction (vehicle shielding factor) to allow for the shielding effect of the vehicle or aircraft used in the survey.

c. An air ground correlation factor to be applied to aerial survey data to obtain the dose rate at one metre above ground level.

9. When survey data is obtained from an area covered by several overlapping fallout depositions or where the time of burst is unknown, then the normal procedures for conversion of dose rate readings to a reference time (Paragraph 8 a. above) will not apply. In order to predict the behaviour of the radiation dose rate in these areas a further series of readings will be necessary.

10. Survey data which has been corrected and converted to a reference time will be plotted on a map in the form of isodose-rate lines if sufficient information is available, otherwise as dose rate levels at points of particular interest.

APPENDIX 1

Example of Radiological Survey Briefing and Report Form (Ground)

a. Date	b. Map	c. Survey to be completed by: .....hours	d. Vehicle Type Shielding Factor (if applicable)
e. Special Instructions			

f. Survey Party Number	g. Name	h. Rank	j. Unit		
k. Serial	l. Place	m. Dose Rate (rad/hr.)	n. Time	o. Remarks	p. Reserved for Collection Centre Use

Note: Column p. is provided to allow the Collection Centre to insert corrected dose rates where applicable.

APPENDIX 2

Example of Radiological Survey Briefing and Report Form (Air)

a. Date	b. Map	c. Survey to be Completed by: .....hours	d. Aircraft Type Shielding Factor (if applicable)
e. Ground Speed (where applicable)		f. Special Instructions	

g. Time Interval between readings (secs) (if applicable)	h. Nominal Altitude (above MSL) or height .....ft	j. Altimeter Radio/Barometric* Set to Zero at .....ft (above MSL) *Delete as applicable	k. Name l. Rank m. Unit

n. Serial	o. Course Leg/ Point	p. Dose Rate (rad/hr)	q. Time	r. Remarks	s. Reserved for Collection Centre Use

Note: Column s. is provided to allow the Collection Centre to insert corrected dose rates where applicable.

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

756—Alteration and Addition Item—HMAS HOBART

The following Alteration and Addition Item has been approved to be carried out by Ships Staff in HMAS HOBART:

Class List Item No 24 (Ex TDL 'J').

a. *Item:* '(1) To remove the redundant Ajax sleeve press fitted in the Ships pressing room and erect a three shelf sorting table in its place.

(2) To resite the "National" marking machine from its present position in the wash room to top of three shelf sorting table in the pressing room.'

b. Weight compensation is not required for the Item. However, weight reduction is to be reported to Navy Office.

c. *Reference:* HMAS HOBARTs Form AS1182 (TM168) TDL 'J' dated 31 August 1968 forwarded under cover of FOCAF memorandum dated 29 May 1969.

(CNTS 1215/61/106)

UNCLASSIFIED

757—Alteration and Addition Item—Guided Missile Destroyers

The following Alteration and Addition Item has been approved to be carried out in Guided Missile Destroyers.

Class List Item No 19 (Ex TDL 'H').

a. *Item:* (1) To remove Shore Connections Boxes fitted at Stations 87 and 140, No 01 Deck.

(2) To remove Ship Alongside Box fitted at Station 87 No 01 Deck.

(3) To remove the five (5) in number associated THOF-400 flexible cables and cable racks.

(4) To fit 800 amp Shore Connection Boxes to Navy Office Drawing 849/13/1 at Station 87 and 140, No 01 Deck, utilising existing ships cabling back to switchboards.

b. There will be a weight saving of 3,720 lb at 01 Deck level. Actual weight off is to be reported.

c. *Reference:* HMAS HOBARTs Form AS1182 (TM168) TDL 'H' dated 2 July 1968 forwarded under cover of FOCAF memorandum dated 18 September 1968.

(CNTS 1215/61/80)

RESTRICTED

758—Alteration and Addition Item—RAN Oberon Class Submarines

The following Alteration and Addition Item is approved to be carried out in RAN Oberon Class Submarines.

Class List Item No 17 (Ex TDL 'NOH').

a. *Item:* To fit a Finney Charging Valve to the air charging arrangements of the NEL Silencer for telemotor pumps, in accordance with Drawing No DG SHIPS/B/NC2703.

b. The item involves a weight increase of 20 lb/submarine. Actual weight added is to be reported on completion of the Item.

c. *Reference:* DCI 'A' Series No A 18/68 Item No 224.

(CNTS 1218/51/297)

UNCLASSIFIED

759—Damage to Steel Plate Surfaces by the Use of Chipping Hammers, Etc

1. 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 (eg, 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 lessened 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.

7. Navy Order 698 of 1966 is hereby cancelled.

(ACDC 1211/51/146)

(Navy Order 698 of 1966)

UNCLASSIFIED

760—Gauge Pressure for Testing Diving Reducer

1. A pressure gauge, dial recording 0–200 psi, has been introduced for use with CABA/SSBA Test Set to enable the weekly test outlined in the Dividing Manual ABR 155 Part 3 Chapter 0905 Paragraph 4 (*a*) to be carried out accurately. The gauge is marked in red over the permissible limits of the outlet pressure, ie, 105 psi ± 15 psi.

2. The gauge is identified as follows:

Group Class	*Catalogue No*	*Description*	*Denom*	*Acct Class*
6685	66–033–7261	Gauge Pressure, Dial Indicating; 0–200 psi, part of CABA/SSBA test set	No	P

3. Issue of the gauge as detailed in Annex A will be effected by SNSO Sydney without demand.

ANNEX A

Pressure Gauge—Test Apparatus for CABA/SSBA

Distribution	*Quantity*
HMAS PENGUIN (Diving School)	2 No
HMAS PENGUIN (CDT2)	1 No
HMAS WATERHEN (CDT1)	1 No
HMAS LEEUWIN (CDT4)	1 No
HMAS TARANGAU (DT11)	1 No
HMAS MELBOURNE	1 No
HMAS SYDNEY	1 No
HMAS SUPPLY	1 No
HMAS STALWART	1 No
DDGs	1 Each
DDs	1 Each
DEs	1 Each
HMAS MORESBY	1 No
HMAS PALUMA	1 No
HMAS KIMBLA	1 No
HMAS DIAMANTINA	1 No
MSCs	1 Each
MHCs	1 Each
HMAS LONSDALE (DT6)	1 No
HMAS MORETON (DT8)	1 No

(DT 5 and 7 can use PENGUIN and LEEUWINs gauge)

(DUW 512/74/193)

UNCLASSIFIED

761—Lox Handlers—Protective Clothing

1. Liquid oxygen (Lox) is used in Shyhawk Aircraft Oxygen Breathing Systems. To ensure safety and the efficient handling of liquid oxygen all personnel should be thoroughly familiar with the precautions contained in Navy Order 448 of 1967.

2. Stocks of protective clothing, in accordance with the appended scales, are to be held in HMAS MELBOURNE and RAN Air Station, Nowra, for issue to personnel authorised to operate liquid oxygen equipment:

Item	*Catal No*	*HMAS MELBOURNE*	*RAN Air Station Nowra*
Apron, battery worker	40005	3 No	3 No
Boots, wellington, sewn leather	40356–62	5 Pr	3 Pr
Coveralls, safety, industrial white, modified	40853	18 No	10 No
Face shield, industrial	40922	4 No	3 No
Gloves, cloth, asbestos, fire fighters	40970	2 Pr	2 Pr
Gloves, gas welders	40923–4	6 Pr	3 Pr
*Shoes, gymnastic, white	23025–35	6 Pr	—

*To be transferred from repayment to loan clothing account in HMAS MELBOURNE.

3. The above scales allow for a small reserve stock to provide for replacements of damaged items and, in the case of coveralls, for issue of 2 No to each member to cover regular laundering.

4. ABR 93, Part I, Appendix 35, will be amended in due course.

5. Navy Order 117 of 1968 is hereby cancelled.

(D of V 400/54/302)

(*Navy Orders 448 of 1967 and 117 of 1968*)

UNCLASSIFIED

762—Packaging of Pressure Feed Back Units for 4.5 inch Mountings

1. Wooden containers have been designed and produced to protect pressure feed back units belonging to 4.5 inch Mk 6 series Mountings (except Mk 6* Mod 3). The units are to be transported and stored in these containers at all times except when fitted to parent equipments. In the event of a unit becoming defective in service, the defective unit is to be placed in the container vacated by the replacement unit before being returned to Weapon Equipment Stores.

2. Wooden containers can be made available on demand from stocks held at the Weapon Equipment Depot, Garden Island.

(DAS 736/59/250)

UNCLASSIFIED

763—Signalled Demands

1. To facilitate supply and in order that storing and other authorities may more readily identify an item requested by signalled demand to a particular parent equipment (where applicable), the format for signalled demands has been amended as shown hereunder.

2. Signalled demands are to be in the following format quoting this Navy Order:

A. Group Class, Catalogue No, Part No, Publication Reference, etc, as applicable.
B. Brief description of item.
C. Quantity.
D. Parent equipment identification—state if not applicable.
E. Next Higher Assembly—state if not applicable.

F. Acceptable alternative if known—state if not applicable.

G. Priority and/or target date.

H. Reason for demand or previous reference, eg, outstanding demand.

3. Navy Order 575 of 1969 is hereby cancelled.

4. ABR 4, Article 0618 will be amended.

(DSAP 400/251/29)

(*Navy Order 575 of 1969*)

UNCLASSIFIED

764—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0222—Chain Cable Gear—Change of Stock Numbers

1. With effect from 23 December 1969, the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0222	804130	Adaptor piece	0222	571–6164
0222	904110	Adaptor piece	0222	571–6173
0222	904116	Adaptor piece	0222	571–6176
0222	904118	Adaptor piece	0222	571–6177
0222	904121	Adaptor piece	0222	571–6179
0222	504116	Adaptor piece	0222	571–6197
0222	500310	Pin aluminium bronze	0222	923–6581
0222	500412	Pin aluminium bronze	0222	923–6584
0222	900412	Pin, steel tinned	0222	923–6415
0222	900418	Pin, steel tinned	0222	923–6419
0222	900421	Pin, steel tinned	0222	923–6422
0222	900422	Pin, steel tinned	0222	923–6423
0222	900423	Pin, steel tinned	0222	923–6424
0222	900424	Pin, steel tinned	0222	923–6425
0222	900428	Pin, steel tinned	0222	923–6427
0222	900430	Pin, steel tinned	0222	923–6428
0222	900436	Pin, steel tinned	0222	923–6434
0222	900020	Pin, steel tinned	0222	923–6455
0222	900112	Pin, steel tinned	0222	923–6521
0222	900116	Pin, steel tinned	0222	923–6523
0222	900118	Pin, steel tinned	0222	923–6524
0222	900121	Pin, steel tinned	0222	923–6526
0222	900122	Pin, steel tinned	0222	923–6527
0222	900123	Pin, steel tinned	0222	923–6528
0222	900124	Pin, steel tinned	0222	923–6529
0222	900230	Pin, steel tinned	0222	923–6503
0222	900323	Pin, steel tinned	0222	923–6542
0222	900324	Pin, steel tinned	0222	923–6543
0222	900330	Pin, steel tinned	0222	923–6546
0222	900332	Pin, steel tinned	0222	923–6548
0222	900334	Pin, steel tinned	0222	923–6550
0222	900338	Pin, steel tinned	0222	923–6552
0222	900340	Pin, steel tinned	0222	923–6553

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0222	900344	Pin, steel tinned	0222	923–6554
0222	900640	Pin, steel tinned	0222	923–6559
0222	900644	Pin, steel tinned	0222	923–6560
0222	900616	Pin, steel tinned	0222	923–6562
0222	900617	Pin, steel tinned	0222	923–6563
0222	900618	Pin, steel tinned	0222	923–6564
0222	910002	Rigging chain, electrically welded steel	0222	571–6216
0222	910003	Rigging chain, electrically welded steel	0222	571–6217
0222	910003–L1	Rigging chain, electrically welded steel	0222	571–6217–L1
0222	910004	Rigging chain, electrically welded steel	0222	571–6218
0222	910004–L1	Rigging chain, electrically welded steel	0222	571–6218–L1
0222	910005	Rigging chain, electrically welded steel	0222	571–6219
0222	910005–L1	Rigging chain, electrically welded steel	0222	571–6219–L1
0222	910006	Rigging chain, electrically welded steel	0222	571–6220
0222	910006–L1	Rigging chain, electrically welded steel	0222	571–6220–L1
0222	910007	Rigging chain, electrically welded steel	0222	571–6221
0222	910007–L1	Rigging chain, electrically welded steel	0222	571–6221–L1
0222	910008	Rigging chain, electrically welded steel	0222	571–6222
0222	910008–L1	Rigging chain, electrically welded steel	0222	571–6222–L1
0222	910010–L1	Rigging chain, electrically welded steel	0222	571–6224–L1
0222	910016	Rigging chain, electrically welded steel	0222	571–6227
0222	909908–L1	Rigging chain, iron	0222	571–6232–L1
0222	909909	Rigging chain, iron	0222	571–6233
0222	909909–L1	Rigging chain, iron	0222	571–6233–L1
0222	909911	Rigging chain, iron	0222	571–6235
0222	909912	Rigging chain, iron	0222	571–6236
0222	909912–L1	Rigging chain, iron	0222	571–6236–L1
0222	909914	Rigging chain, iron	0222	571–6338
0222	909916	Rigging chain, iron	0222	571–6240
0222	902826	Senhouse slip, for after towing ..	0222	571–6367
0222	902721	Senhouse slip, for forward towing ..	0222	571–6358
0222	902722	Senhouse slip, for forward towing ..	0222	571–6359
0222	902723	Senhouse slip, for forward towing ..	0222	571–6360
0222	902724	Senhouse slip, for forward towing ..	0222	571–6361
0222	51938	Shackle, aluminium bronze ..	0222	571–6637
0222	900708	Shackle, anchor lugged admiralty quality iron	0222	571–6407
0222	900710	Shackle, anchor lugged admiralty quality iron	0222	571–6408
0222	900712	Shackle, anchor lugged, admiralty quality iron	0222	571–6409
0222	900715	Shackle, anchor lugged, admiralty quality iron	0222	571–6411
0222	900716	Shackle, anchor lugged, admiralty quality iron	0222	571–6412
0222	900718	Shackle, anchor lugged, admiralty quality iron	0222	571–6413
0222	900720	Shackle, anchor lugged, admiralty quality iron	0222	571–6414
0222	900721	Shackle, anchor lugged, admiralty quality iron	0222	571–6415

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0222	900722	Shackle, anchor lugged, admiralty quality iron	0222	571–6416
0222	900723	Shackle, anchor lugged, admiralty quality iron	0222	571–6417
0222	900724	Shackle, anchor lugged, admiralty quality iron	0222	571–6418
0222	900726	Shackle, anchor lugged, admiralty quality iron	0222	571–6419
0222	900728	Shackle, anchor lugged, admiralty quality iron	0222	571–6420
0222	900730	Shackle, anchor lugged, admiralty quality iron	0222	571–6421
0222	900732	Shackle, anchor lugged, admiralty quality iron	0222	571–6422
0222	900734	Shackle, anchor lugged, admiralty quality iron	0222	571–6423
0222	900736	Shackle, anchor lugged, admiralty quality iron	0222	571–6424
0222	900740	Shackle, anchor lugged, admiralty quality iron	0222	571–6425
0222	900744	Shackle, anchor lugged, merchant quality iron	0222	571–6427
0222	801140	Shackle, joining lugged, admiralty forged steel	0222	571–6486
0222	901108	Shackle, joining lugged, admiralty quality iron	0222	571–6500
0222	901110	Shackle, joining lugged, admiralty quality iron	0222	571–6501
0222	901113	Shackle, joining lugged, admiralty quality iron	0222	571–6502
0222	901114	Shackle, joining lugged, admiralty quality iron	0222	571–6503
0222	901116	Shackle, joining lugged, admiralty quality iron	0222	571–6505
0222	901118	Shackle, joining lugged, admiralty quality iron	0222	571–6506
0222	911120	Shackle, joining lugged, admiralty quality iron	0222	571–6507
0222	901121	Shackle, joining lugged, admiralty quality iron	0222	571–6508
0222	901123	Shackle, joining lugged, admiralty quality iron	0222	571–6510
0222	901124	Shackle, joining lugged, admiralty quality iron	0222	571–6511
0222	901126	Shackle, joining lugged, admiralty quality iron	0222	571–6512
0222	901130	Shackle, joining lugged, admiralty quality iron	0222	571–6514
0222	901132	Shackle, joining lugged, admiralty quality iron	0222	571–6515

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0222	901134	Shackle, joining lugged, admiralty quality iron	0222	571–6516
0222	901136	Shackle, joining lugged, admiralty quality iron	0222	571–6517
0222	901138	Shackle, joining lugged, admiralty quality iron	0222	571–6518
0222	901140	Shackle, joining lugged, admiralty quality iron	0222	571–6519
0222	901144	Shackle, joining lugged, admiralty quality iron	0222	571–6521
0222	901418	Shackle, securing to buoy	0222	571–6588
0222	901422	Shackle, securing to buoy	0222	571–6592
0222	901718	Shackle, tailing, port cable	0222	571–6626
0222	901720	Shackle, tailing, port cable	0222	571–6627
0222	901721	Shackle, tailing, port cable	0222	571–6628
0222	901722	Shackle, tailing, port cable	0222	571–6629
0222	901723	Shackle, tailing, port cable	0222	571–6630
0222	901724	Shackle, tailing, port cable	0222	571–6631
0222	820816	Stopper, blake admiralty quality, forged steel	0222	923–6588
0222	820723	Stopper, blake admiralty quality, forged steel	0222	923–6601
0222	820730	Stopper, blake admiralty quality, forged steel	0222	923–6606
0222	820738	Stopper, blake admiralty quality, forged steel	0222	923–6614
0222	920710	Stopper, blake admiralty quality, iron	0222	923–6625
0222	920712	Stopper, blake admiralty quality, iron	0222	923–6626
0222	920714	Stopper, blake admiralty quality, iron	0222	923–6629
0222	920715	Stopper, blake admiralty quality, iron	0222	923–6630
0222	920716	Stopper, blake admiralty quality, iron	0222	923–6632
0222	920518	Stopper, blake admiralty quality, iron	0222	923–6634
0222	920618	Stopper, blake admiralty quality, iron	0222	923–6635
0222	920718	Stopper, blake admiralty quality, iron	0222	923–6636
0222	920520	Stopper, blake admiralty quality, iron	0222	923–6638
0222	920721	Stopper, blake admiralty quality, iron	0222	923–6641
0222	920724	Stopper, blake admiralty quality, iron	0222	923–6646
0222	520416	Stopper, blake, aluminium bronze ..	0222	923–6677
0222	720518	Stopper, blake, merchant quality, iron	0222	923–6658
0222	830224	Stopper, screw, admiralty quality forged steel	0222	923–6689
0222	930218	Stopper, screw, admiralty quality, iron	0222	923–6716
0222	930220	Stopper, screw, admiralty quality, iron	0222	923–6722
0222	930221	Stopper, screw, admiralty quality, iron	0222	923–6725
0222	930322	Stopper, screw, admiralty quality, iron	0222	923–6729
0222	530216	Stopper, screw, aluminium bronze ..	0222	923–6775
0222	730410	Stopper, screw, merchant quality, iron	0222	923–6747
0222	510116	Stud, spare for chain cable, aluminium bronze	0222	571–6679
0222	903612	Swivel piece, admiralty quality, iron ..	0222	571–6691
0222	903616	Swivel piece, admiralty quality, iron ..	0222	571–6694

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0222	903618	Swivel piece, admiralty quality, iron ..	0222	571–6695
0222	903620	Swivel piece, admiralty quality, iron ..	0222	571–6696
0222	903624	Swivel piece, admiralty quality, iron ..	0222	571–6698
0222	903628	Swivel piece, admiralty quality, iron ..	0222	571–6700
0222	903632	Swivel piece, admiralty quality, iron ..	0222	571–6701
0222	903634	Swivel piece, admiralty quality, iron ..	0222	571–6702
0222	903712	Swivel piece, admiralty quality, iron ..	0222	571–6742
0222	903716	Swivel piece, admiralty quality, iron ..	0222	571–6744
0222	903718	Swivel piece, admiralty quality, iron ..	0222	571–6745
0222	903721	Swivel piece, admiralty quality, iron ..	0222	571–6747
0222	903722	Swivel piece, admiralty quality, iron ..	0222	571–6748
0222	903738	Swivel piece, admiralty quality, iron ..	0222	571–6750
0222	503610	Swivel piece, aluminium bronze ..	0222	571–6808
0222	503716	Swivel piece, aluminium bronze ..	0222	571–6810
0222	804020	Swivel piece, mooring	0222	571–6723
0222	904018	Mooring swivel	0222	571–6735
0222	904021	Mooring swivel	0222	571–6737
0222	900444	Pin, steel tinned	0222	923–6439
0222	900619	Pin, steel tinned	0222	923–6565
0222	910116	Stud	0222	571–6646
0222	903608	Swivel piece, admiralty quality, iron ..	0222	571–6690
0222	903622	Swivel piece, admiralty quality, iron ..	0222	571–6697

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/74/245)

UNCLASSIFIED

765—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0223—Mooring Equipment—Change of Stock Numbers

1. With effect from 23 December 1969, the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0223	904736	Link, reducing	0223	423–4306
0223	904744	Link, reducing	0223	423–4307
0223	904756	Link, reducing	0223	423–4308
0223	904764	Link, reducing	0223	423–4309
0223	904524	Ring, mooring	0223	423–4293
0223	904540	Ring, mooring	0223	423–4296
0223	904644	Ring, mooring	0223	423–4303
0223	904548	Ring, mooring	0223	423–4298
0223	904552	Ring, mooring	0223	423–4299
0223	904652	Ring, mooring	0223	423–4304
0223	904556	Ring, mooring	0223	423–4300

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0223	904560	Ring, mooring	0223	423–4301
0223	904564	Ring, mooring	0223	423–4302
0223	905222	Shackle, anchor	0223	423–4349
0223	905226	Shackle, anchor	0223	423–4350
0223	905132	Shackle, anchor	0223	423–4337
0223	905232	Shackle, anchor	0223	423–4352
0223	905140	Shackle, anchor	0223	423–4339
0223	905141	Shackle, anchor	0223	423–4340
0223	905156	Shackle, anchor	0223	423–4343
0223	905272	Shackle, anchor	0223	423–4358
0223	904826	Shackle, buoy ring	0223	423–4312
0223	904836	Shackle, buoy ring	0223	423–4313
0223	904841	Shackle, buoy ring	0223	423–4314
0223	904856	Shackle, buoy ring	0223	423–4317
0223	904864	Shackle, buoy ring	0223	423–4318
0223	904920	Shackle, joining	0223	423–4320
0223	904926	Shackle, joining	0223	423–4321
0223	904932	Shackle, joining	0223	423–4323
0223	904444	Shackle, joining	0223	423–4287
0223	904348	Shackle, joining	0223	423–4282
0223	904356	Shackle, joining	0223	423–4284
0223	904360	Shackle, joining	0223	423–4285
0223	904464	Shackle, joining	0223	423–4292

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/74/246)

UNCLASSIFIED

766—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0232—Minesweeping, Danbuoy and Unifoxer Equipment—Change of Stock Numbers

1. With effect from 23 December 1969, the Stock Numbers of the undermentioned items are to be changed as follows, as advised by MOD (N):

Old Stock No Group Class	Old Stock No Catalogue Number	Item Name	New Stock No Group Class	New Stock No Catalogue Number
0232	17236	Adaptor	0232	423–4028
0232	17235	Adaptor	0232	423–4027
0232	14230	Blade	0232	423–3973
0232	232046	Bracket, buoy, reflector	0232	423–4058
0232	232047	Bracket, light	0232	423–4059
0232	232042	Buoy, weight	0232	423–4055
0232	232054	Float, net, buoy	0232	423–4064
0232	232045	Mast, buoy	0232	423–4057
0232	232044	Recovery-ring	0232	423–4056
0232	232049	Scope, weight, buoy	0232	423–4061
0232	232048	Weight, anchor, buoy	0232	423–4060

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0232	232051	Wire, measurer, buoy	0232	423–4063
0232	26933	Diverter	0232	923–3825
0232	14274	Float, sweep	0232	923–3823
0232	16018	Float, sweep	0232	923–3824
0232	9000	Frame	0232	423–3905
0232	603	Measurer	0232	422–9971
0232	9003	Pipe noise making unit	0232	423–3906
0232	8705	Recorder	0232	422–9972
0232	8781	Span	0232	423–9988
0232	100	Strop, wire rope, double	0232	407–0221
0232	14296	Strop, wire rope, double	0232	407–0220
0232	16466	Swivel, ball bearing	0232	423–4008

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 505/77/149)

UNCLASSIFIED

767—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0273—Tools General (A-E)—Change of Stock Numbers

1. With effect from 23 December 1969, the Stock Numbers of the undermentioned item are to be changed as follows as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0273	910–4486–L1	Axe, firemans	0273	910–4485–L1
0273	154	Bevel, wood, carpenters	0273	923–9110
0273	273016	Bit, countersunk	0273	924–3435
0273	273017	Bit, countersunk	0273	924–3436
0273	273018	Bit, countersunk	0273	924–3437
0273	273019	Bit, countersunk	0273	924–3438
0273	910–4101	Bit, brace, centre	0273	120–3691
0273	910–4102	Bit, brace, centre	0273	120–3692
0273	910–4103	Bit, brace, centre	0273	120–3693
0273	910–4104	Bit, brace, centre	0273	120–3694
0273	910–4105	Bit, brace, centre	0273	120–3695
0273	910–4106	Bit, brace, centre	0273	120–3696
0273	910–4107	Bit, brace, centre	0273	120–3697
0273	910–4108	Bit, brace, centre	0273	120–3698
0273	910–4109	Bit, brace, centre	0273	120–3699
0273	14546	Drift, pin, ejecting	0273	923–8729

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/71/720)

UNCLASSIFIED

768—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0275—Tools General (P-R)—Change of Stock Numbers

1. With effect from 23 December 1969, the Stock Numbers of the undermentioned items are to be changed as follows as advised by MOD (N):

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Item Name*	*Group Class*	*Catalogue Number*
0275	199099	Pliers, twicklips	0275	120–6621
0275	8129	Pliers, circlip, int straight	0275	700–1664
0275	910–5592	Punch, nail	0274	910–5592
0275	910–5593	Punch, nail	0274	910–5593
0275	910–5594	Punch, nail	0274	910–5594
0275	13198	Punch ring, cutter, inner	0275	924–2664
0275	13199	Punch ring, cutter, inner	0275	924–2665
0275	13200	Punch ring, cutter, inner	0275	924–2666
0275	13201	Punch ring, cutter, inner	0275	924–2667
0275	13202	Punch ring, cutter, inner	0275	924–2668
0275	13203	Punch ring, cutter, inner	0275	924–2669
0275	13204	Punch ring, cutter, inner	0275	924–2670
0275	13205	Punch ring, cutter, inner	0275	924–2671
0275	13206	Punch ring, cutter, inner	0275	924–2672
0275	13207	Punch ring, cutter, outer	0275	924–2673
0275	13208	Punch ring, cutter, outer	9275	924–2674
0275	13209	Punch ring, cutter, outer	0275	924–2675
0275	13210	Punch ring, cutter, outer	9275	924–2676
0275	13211	Punch ring, cutter, outer	0275	924–2677
0275	4864	Reamer, taper pin, hand	0275	942–0328
0275	4865	Reamer, taper pin, hand	0275	942–0329
0275	4866	Reamer, taper pin, hand	0275	942–0330
0275	4867	Reamer, taper pin, hand	0275	942–0331
0275	276062	Tamping block	0276	276062
0275	276063	Tamping block	0276	276063
0275	276064	Tamping block	0276	276064
0275	276065	Tamping block	0276	276065

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815.

3. ABR 5074 RAN Catalogue of Stores will be amended in due course.

(DSAP 506/71/725)

UNCLASSIFIED

769—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0413—Rubber Goods, Ebonite Quills—Changes of Denomination of Quantity

1. The Denomination of Quantity of the undermentioned items have been changed as follows:

Stock No			
Group Class	*Catalogue No*	*Old DQ*	*New DQ*
0413	923–8895	LB	SH
0413	580–5959	NO	FT
0413	7300	FT	NO

Stock No Group Class	Catalogue No	Old DQ	New DQ
0413	4860–L1	NO	FT
0413	923–8913	LB	SH
0413	923–8892	LB	SH
0413	923–8893	LB	SH
0413	923–8894	LB	SH
0413	923–8895	LB	SH
0413	923–8896	LB	SH
0413	923–8897	LB	SH
0413	923–8899	LB	SH
0413	923–8900	LB	SH
0413	923–8904	LB	SH
0413	923–8918	LB	SH
0413	923–8919	LB	SH
0413	923–8920	LB	SH
0413	L75254	LB	SH
0413	L75255	LB	SH
0413	L75256	LB	SH
0413	L75251	LB	SH
0413	L75257	LB	SH
0413	L75258	LB	SH
0413	L75252	LB	SH
0413	L75259	LB	SH
0413	L75260	LB	SH
0413	4351	LB	SH
0413	923–8906	LB	SH
0413	923–8907	LB	SH
0413	923–8923	LB	SH
0413	923–8901	LB	SH
0413	923–8924	LB	SH
0413	923–8925	LB	SH
0413	923–8926	LB	SH
0413	923–8927	LB	SH
0413	923–8914	LB	SH
0413	923–8915	LB	SH
0413	923–8916	LB	SH
0413	923–8917	LB	SH
0413	L75490	LB	SH
0413	L75491	LB	SH
0413	L75492	LB	SH
0413	L75493	LB	SH
0413	L75494	LB	SH
0413	L75496	LB	SH
0413	L75508	LB	SH
0413	L75511	LB	SH
0413	L75512	LB	SH
0413	L75513	LB	SH

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 23 December 1969.

3. Change Sheets, detailing change action to be effected in the respective sections of ABR 5074, will be distributed in due course.

(DSAP 512/56/438)

UNCLASSIFIED

770—Stores (General)—Group Class 0414—Asbestos for Insulation and Miscellaneous Packing—Changes of Denomination of Quantity

1. The Denomination of Quantity of the undermentioned items have been changed as follows:

Stock No Group Class	Catalogue No	Old DQ	New DQ
0414	5150	LB	SH
0414	5151	LB	SH
0414	5152	LB	SH
0414	5154	LB	SH
0414	5155	LB	SH
0414	5157	LB	SH
0414	5158	LB	SH
0414	5159	LB	SH
0414	5160	LB	SH
0414	5162	LB	SH
0414	5163	LB	SH

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 23 December 1969.

3. Change sheets, detailing change action to be effected in the respective section of ABR 5074, will be distributed in due course.

(DSAP 512/56/439)

UNCLASSIFIED

771—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0461—Gymnastic Apparatus, Manufactured Wooden Goods, Targets and Miscellaneous Stores—Change of Stock Numbers and Denomination of Quantity

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

Catalogue Number	New Stock Number Group Class	New Stock Number Catalogue Number	Description
L73339	0461	461001	Transfer, orange disc
2027	0461	942–6821	Cloth, glass
496	0461	520–2763	Protractor, douglas type
601	0461	L72418	Batten board
L72224	0461	923–3674	Map case
1701	0461	120–3885	Handle, bass broom and squeegee

2. The Denomination of Quantity of the undermentioned items has been changed as follows:

Group Class	Catalogue Number	Old DQ	New DQ
0461	L72297	RO	YD
0461	L72298	RO	YD
0461	L72301	RO	YD

3. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 23 December 1969.

4. ABR 5074 Catalogue of Stores will be amended in due course.

(DSAP 514/62/316)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

772—Forms TM179 (AS2022) Report of Defective Material or Design and TM180 (AS2022a) Defect Aquaint

Navy Order 596 of 1969 is to be amended as follows:

Paragraph 7

Add new Sub-paragraph b.

'Submarines are to complete and forward Forms TM179 in accordance with ABR 1313 Article 0117.'

(DSMR 464/251/50)

(*Navy Order 596 of 1969*)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

773—Fire Prevention and Control—Establishments

1. Fire protection surveys have revealed instances in married quarters where open fire places are not provided with any device to prevent ignited fuel falling from the grate, over the hearth plate, and on to furnished flooring.

2. Administrative authorities are to take immediate steps to ensure that all such fireplaces are provided with adequate kerbing.

3. Non-combustible kerbing in brick or concrete or hardwood kerbs lined with sheet metal (22 gauge minimum) on faces towards the fire are approved.

(DNW 1426/1/51)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

HISTORIAN.

RESTRICTED

ANOs 774-784/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 December 1969.

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

25666/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

774 Commissioning.

775 Payment of Claims for Medical, Dental and Hospital Treatment from Civil Sources.

776 Security of Safes for Secretaires in HMA Ships.

SECTION 2—PERSONNEL

777 Members of the WRANS and RANNS—Retention after Marriage—Leave and Leave Travel on Marriage.

778 Questioning of Sailors by the Civil Police.

779 Reduction in Rank—Re-promotion.

780 Rules for the Award of The Reserve Decoration and The Naval Reserve Long Service and Good Conduct Medal.

SECTION 3—OPERATIONAL AND TRAINING

781 Officers Course Programme—1970.

SECTION 4—EQUIPMENT, STORES AND SERVICING

782 Aircraft—Signal Appliances—360110—Signals Underwater Sound Mark 401—MOD 1 Introduction.

783 Ammunition—Marker Manoverboard Smoke and Light Mark N3.

784 RAN Ships Operating with The Far East Fleet—Improved Logistic Support.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

774—Commissioning

The following commissionings have been effected:

HMAS IBIS .. 7 November 1969.

HMAS TEAL .. 7 November 1969.

(AS (NS) 1211/251/200)

UNCLASSIFIED

775—Payment of Claims for Medical, Dental and Hospital Treatment from Civil Sources

1. With reference to clause (1) of Article 196 of Navy Accounts Manual, it has been decided that the procedure approved in Navy Order 101 of 1969 for the Sydney Area is to be followed also in other areas and accounts received for appointments made through the District Naval Medical Officer, for specialist treatment in the specialists rooms are to be processed for payment in the Establishment to which the DNMO is attached. Form PM124 in these cases is to nominate the Supply Officer of the establishment, or Certifying Officer, where no Supply Officer is borne, as the addressee to which the claim is to be rendered.

2. In addition, in order to obviate delays in payments for medical and dental treatment of members sick on shore, clause (4) of Article 196 of Navy Accounts Manual is being amended to read:

> '(4). Members entitled to private treatment under the provisions of Naval Pay Instructions, Instruction 244/1, should have the account forwarded to the Supply Officer of the ship in which they are borne for pay. If it is more convenient, however, payment may be made by the member and reimbursement claimed on return to his ship or establishment on production of receipted accounts.'

3. Pending promulgation of these amendments, Navy Accounts Manual Article 196 and Naval Pay Instruction 244/1 (13) are to be noted accordingly.

(DNA 327/61/42)

(*Navy Order 101 of 1969*)

RESTRICTED

776—Security of Safes for Secretaires in HMA Ships

1. Safes for secretaires in officers cabins in HMA ships which have been modified in accordance with Navy Office Drawing 0/3139 Rev 1, 'Safes for Secretaires' may be used at sea for the ready use stowage of material classified up to and including TOP SECRET.

2. The security grading of these safes for use in harbour has been downgraded and they are suitable only for the stowage of material classified up to and including CONFIDENTIAL.

3. The following warning typed boldly in red is to be stuck on the inside of the safe, left side 1 inch from the rim of the doorway and on the back of the door in the centre:

'THIS SAFE IS SUITABLE FOR THE STOWAGE OF CLASSIFIED MATTER AS FOLLOWS:
AT SEA UP TO AND INCLUDING TOP SECRET.
IN HARBOUR UP TO AND INCLUDING CONFIDENTIAL.'

4. Confidential Navy Order 39 of 1967 is hereby cancelled.

(DNI 512/251/204)

(*Confidential Navy Order 39 of 1967*)

Section 2
PERSONNEL

UNCLASSIFIED

777—Members of the WRANS and RANNS—Retention after Marriage—Leave and Leave Travel on Marriage

Navy Order 443 of 1969, as amended by Navy Order 620 of 1969, is to be further amended as follows:

1. *Delete* Sub-paragraphs 2 o and 2 p.
2. *Insert* in lieu thereof:

'2 o Leave and leave travel on marriage:

(1) leave on marriage: Members are in no circumstances to be granted paid compassionate leave for the purpose of getting married, but are to utilise all leave due to them. Where this period of leave is less than 28 days a period of leave without pay may be granted in addition to normal leave due, to make a total of not more than four weeks;

(2) leave travel on marriage: Where a member proceeds on leave on marriage as in (1) above she may use any normal leave travel entitlement due to her in terms of NPI 216 to 229. If, however, her husband is a Serviceman and he is qualified for a removal on marriage, the member may, if preferred, avail herself of these conditions for the return half of the journey after marriage.

2 p Normal leave (ie, in respect of service after marriage): Normal leave and furlough is applicable as for single members.

2 q Leave travel (ie, in respect of service after marriage): Not normally applicable, as usually the member will be posted to the locality where her husband is employed. However, where the member is separated from her husband as the result of a posting to a different locality, the following will apply:

(1) if she is married to a civilian, she may be provided with free leave travel to his normal place of residence, under conditions similar to those applicable to a single member travelling to her home;

(2) if she is married to a Serviceman and he is living at a home maintained by him, she may be provided with free leave travel under

conditions similar to those applicable to a single member travelling to her home. In these circumstances normal leave concession provisions for the husband will not apply;

(3) if she is married to a Serviceman and neither is living at home, for leave travel purposes of both members, 'home' is defined as the locality where the wife is serving. However, travel to another locality not more distant may be permitted for either party but not both, against the husbands entitlement.

3. Subsequent sub-paragraphs are to be re-lettered 2 r to 2 w inclusive.

(HPB 341/1/17)

(*Navy Orders 443 and 620 of 1969*)

UNCLASSIFIED

778—Questioning of Sailors by the Civil Police

1. From recent cases which have come to the attention of the Naval Board it appears that there is a danger that a sailor, when instructed by his superiors to report for questioning by civil police, may feel obliged to answer all questions put to him and thereby incriminate himself. Furthermore, in spite of the administration of normal cautions, a court may subsequently rule any statements made to be inadmissible as not being clearly voluntary.

2. When a police officer visits a ship or establishment for the purpose of interviewing a sailor, the sailor is to be seen by his Divisional Officer, or such other officer as the Commanding Officer may detail, and advised in the following terms:

a. The police desire to interview you.

b. It will not be a breach of naval discipline if you refuse to be interviewed or, if interviewed, refuse to answer any questions.

c. If you so desire your Divisional Officer or any other officer or person reasonably available can attend the interview to assist you. If you would like to have qualified legal advice the Navy will do its best to put you in touch with a member of the Legal Reserve panel or, at your own expense, with a lawyer of your own choice.

(HPB 153/1/94)

UNCLASSIFIED

779—Reduction in Rank—Re-promotion

1. RI Article 1958A and QR and AI Article 1960 as reproduced in RI will be amended in due course as follows:

(i) RI 1958A. Reduction in rank—*omit* and *insert* the following:

'RI 1958A Reduction in rank. With reference to QR and AI 1958 and 1959; references to BR 1066 Advancement Regulations are to be read as references to ABR 10 *RAN Promotion Instructions*.'

(ii) QR and AI 1960 Re-advancement—*omit* and *insert* the following:

'RI 1960 Re-promotion. QR and AI 1960 does not apply.

2. The regulations for the re-promotion of sailors reduced in rank are contained in ABR 10 *RAN Promotion Instructions*. The nature of the offence for which a sailor has been reduced in rank is a material factor to be considered when the Commanding Officer decides whether he is fit for re-promotion after the minimum period of 'Very Good Conduct' laid down in ABR 10.

3. Where a sailor is posted to another ship or establishment after being reduced in rank, the Commanding Officer is to include his recommendations for re-promotion on Form PH108 *Divisional Officers Record Sheet* and is to note the nature of the offence in pencil below his recommendation. The notation is to be erased when the sailor is re-promoted to his former rank.'

2. The above instructions are effective forthwith. RI should be noted accordingly.

(HPB 316/4/84)

UNCLASSIFIED

780—Rules for the Award of The Reserve Decoration and The Naval Reserve Long Service and Good Conduct Medal

18/12/69

The Reserve Decoration

1. *General.* Commencing on the date of publication of this Navy Order, officers eligible by the following rules may be awarded the Reserve Decoration (short title RD). The award of the Volunteer Officer Decoration (short title VRD) will cease on this date. Officers who have previously qualified for the VRD will, by further service, be considered for the award of the Clasp to the VRD in accordance with Paragraph 7 below.

2. *Eligibility.* Officers in the Naval Emergency Reserve Force and the Citizen Naval Forces (other than officers on the Emergency List) are eligible to qualify. Officers must have 15 years qualifying service over the age of 18; it need not be continuous.

3. *Qualifying Service.* The following counts as qualifying service:

a. All service as an officer and sailor in the Citizen Naval Forces and Naval Emergency Reserve Forces. Service which has already resulted in the award of another long service medal cannot be included.

b. Full-time National Service as an officer or sailor in the RAN, Army or RAAF, or in the armed forces of a Commonwealth nation, provided there was service in the CNF or its equivalent immediately prior to call-up.

4. *Service with Cadet Forces.* Service in any of the above Forces which was solely for duty with a Cadet Force will not be allowed to count towards the award of the RD.

5. *Other Conditions.* Awards are not made automatically on completion of the period of qualifying service. Awards to RANR officers are subject to recommendation by their Commanding Officer (Reserves), and in other cases, to recommendation by the Director of Naval Reserves. In the case of an officer who does not normally undergo training, the Director of Naval Reserves will not recommend the award of the decoration unless he is satisfied that the officer has maintained such activity in the advancement of Naval Affairs as would justify the award of the decoration. Honorary service will not count.

6. *Officers with Long Service and Good Conduct Medal.* An officer who has previously been granted a Reserve Long Service and Good Conduct Medal may be awarded the RD if he completes both preiods of qualifying service. Both medals may be worn.

7. *Clasps.* On officer will be eligible for the award of a Clasp to the RD or VRD after 10 years qualifying service from the date of qualifying for the award of the RD or VRD. The conditions in Paragraph 5 apply.

8. *Rosettes.* Rosettes, which are issued at the same time as the Clasp, are to be worn on the ribbon of the Decoration when the ribbon is worn without the decoration.

9. *Navy List.* The letters 'RD' (or 'VRD') will be inserted in the Navy List against the names of the officers to whom the Decoration is awarded, and 'VRD' against the names of those who already hold this award.

10. *Deprivation.* The Naval Board may direct that an officer be deprived of the Decoration if convicted of any act derogatory to his or her honour as an officer.

11. *Loss of Decoration or Clasp.* If a Decoration or Clasp is lost as a result of enemy action or other casualty of the Service it will be replaced at public expense. If it is lost in other circumstances it may be replaced at public expense where satisfactory evidence is produced as to the loss of the originals. Application for replacements are to be made as for applications for the Decoration or Clasp.

12. *Applications for the Decoration or Clasp:*

a. RANER Officers .. To the Director of Naval Reserves, except those officers authorised to carry out part-time naval service with the RANR in which case c. below applies.

b. RANRS Officers .. To the Director of Naval Reserves.

c. RANR Officers .. To the Director of Naval Reserves through their Commanding Officers on Form RANR11 (PA164).

d. RANVR Officers .. To the Director of Naval Reserves.

Certificates of Service of an officer in Forces other than Australian Naval Forces or as a sailor are to be forwarded with application.

Note: Applications in c. are to be accompanied by a letter of recommendation from the Commanding Officer, stating in general terms the reasons why the officer should be awarded the medal.

The Naval Reserve Long Service and Good Conduct Medal

13. *Eligibility.* Commencing on the date of publication of this order sailors in the Naval Emergency Reserve Force and Citizen Naval Forces are eligible for the award of the Naval Reserve Long Service and Good Conduct Medal after 15 years qualifying service with continuous 'Very Good' conduct and previous conduct in service over the age of 18, not below 'Good'. When a Reservists conduct is assesesd as 'Good', qualifying service starts again from the recommencement of 'Very Good' conduct. The RAFR Long Service and Good Conduct Medal and the Volunteer Reserve Long Service and Good Conduct Medal will no longer be issued.

14. *Qualifying Service.* All service on any engagement in the Naval Emergency Reserve Forces and the Citizen Naval Forces over the age of 18 years counts as qualifying service; it need not be continuous. In addition, all full-time National Service in the RAN, Army or RAAF or in the armed forces of a Commonwealth Nation may count provided there was service in the CNF or its equivalent immediately prior to call-up.

15. *Service with Cadet Forces.* Service in any of the above Forces which was solely for duty with a Cadet Force will not be allowed to count.

16. *Other Conditions.* Awards are not made automatically on completion of the period of qualifying service. Awards to RANR sailors are subject to recommendation by their Commanding Officer (Reserves) and in other cases to recommendation by the Director of Naval Reserves. In the case of a sailor who does not normally undergo training, the Director of Naval Reserves will not recommend the award of the medal unless he is satisfied that the sailor has maintained such activity in the advancement of Naval Affairs as would justify the award of the medal.

17. *Clasps.* A clasp will be granted to a Reservist who completes 10 years qualifying service after the date of award of the medal. It will be granted to officers who already hold the medal if they are not eligible for the award of the RD upon retirement.

18. *Rosettes.* Rosettes, which are issued at the same time as the Clasp, are to be worn on the ribbon of the Medal when the ribbon is worn without the medal.

19. *Deprivation or Forfeiture.* If in the opinion of the Naval Board, the conduct of a Reservist who has been awarded the medal is such as to disqualify him from wearing the medal, he may be deprived of it by direction of the Naval Board. While a Reservist is mobilised, the rules for the forfeiture or deprivation of the Long Service and Good Conduct Medal, as laid down in Regulations and Instructions for the RAN, will apply.

20. *Restoration.* A medal forfeited or deprived may be restored at the discretion of the Naval Board after five years service with continuous 'Very Good' conduct, or after three years such service if the Reservist is discharged before he or she has completed the normal five-year period.

21. *Loss of Medal or Clasp.* If a Medal or Clasp is lost as a result of enemy action or other casualty of the Service it will be replaced at public expense. If it is lost in other circumstances it may be replaced at public expense where satisfactory evidence is produced as to the loss of the originals. Applications for replacement are to be made as for applications for the Medal or Clasp.

22. *Applications for the Medal or Clasp:*

a. RANR Sailors	..	To be made to the Director of Naval Reserves through Commanding Officer on Form RANR11 (PA164).
b. RANER, RAFR and RANVR Sailors		To the Director of Naval Reserves—other than sailors authorised to carry out part-time Naval service with the RANR—in which case a. above applies.
c. WRANSR	..	To the Director of Naval Reserves.

Where available, Certificates of Service are to accompany the application.

Note: Applications in a. are to be accompanied by a letter of recommendation from the Commanding Officer giving reasons why the medal should be awarded. Applications in b. and c. will be examined by the Director of Naval Reserves who will make a decision based on the applicants record of service. This service may be in civic as well as Naval affairs but must be such as to show some entitlement to receive a medal for Long and Good Service.

23. Naval Reserve Regulations and Instructions and RAFR Regulations will be amended.

(DRNP 38/1/35)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

781—Officers Course Programme—1970

1. ABR 27 RAN Training Manual Volume III lists courses available to RAN and RANR officers and shows how courses are arranged whether by nomination or by application.

2. It is most desirable that every opportunity is taken by officers to keep up to date with new developments and procedures. The Naval Board attach great importance also to refresher courses available in the specialist schools.

3. Applications for each course are to give Course Authorities as much notice as possible. If insufficient nominations are received within two weeks of commencement of a routine course, Course Authorities may submit, through Administrative Authorities, for Naval Board approval to cancel the course.

4. Management courses are at present under review and details of the following courses will be promulgated later:

901650 Senior Management
901651 Middle Rank Management
901652 Junior Management

5. The Annex to this order gives known course start dates for 1970. Any additional courses or changes will be promulgated by amendment to this order.

6. Navy Orders 146 and 864 of 1968 are hereby cancelled.

ANNEX A

Officers Course Programme—1970

EDP No	*Course*	*Location*	*Duration*	*Dates*	*Remarks*
Anti-Submarine					
901404	ASW—Joint	AJASS	5 days	9 Mar–13 Mar 13 Jul–17 Jul	Max 35—Introductory course for junior officers
901438	ASW—Acquaint ..	WATSON ..	5 days	2 Feb–5 Feb 4 May–8 May 10 Aug–14 Aug 9 Nov–13 Nov	Min/Max 4–15
903290	AS Air Controller ..	WATSON ..	3 weeks	2 Feb–20 Feb 16 Mar–3 Apr 4 May–22 May 13 Jul–31 Jul 31 Aug–18 Sep 2 Nov–20 Nov	Reserved for 901448 (DL15)
Divisional					
901342	RAN Divisional and Man Management	CERBERUS ..	3 weeks	1 Mar–20 Mar 16 Aug–4 Sep	
901343	Divisional—Short Sports Course	CERBERUS ..	5 days	23 Mar–27 Mar 7 Sep–11 Sep	
Gunnery					
901380	Gunnery—Basic ..	CERBERUS ..	5 days	13 Apr–17 Apr	
901383	Gunnery—TS Officers ..	CERBERUS ..	3 weeks		Dates to be promulgated
Indoctrination					
901340	New Entry Officers Indoctrination	CERBERUS ..	3 weeks	1 Feb–20 Feb	
901341	Reserve Officers Indoctrination	CERBERUS ..	2 weeks	1 Feb–14 Feb 3 May–16 May 26 Jul–8 Aug 11 Oct–24 Oct	
901344	SD Officers—Indoctrination and Man Management	CERBERUS ..	4 weeks	19 Jan–30 Jan 2 Feb–6 Feb 16 Feb–20 Feb	Indoctrination Man-Management Indoctrination *Note:* Period 7 Feb to 15 Feb attached to own Department
901196	Dental Officers—Familiarisation	CERBERUS ..	5 days	23 Feb–27 Feb	
Instructor Officers					
901181	Instructor Officers Duties	CERBERUS ..	5 days	12 Jan–17 Jan	
901300	NBCD	CERBERUS ..	5 days	15 Jan–24 Jan	
901512	Instructional Technique ..	CERBERUS ..	5 days	26 Jan–30 Jan	
901340	Indoctrination	CERBERUS ..	3 weeks	1 Feb–20 Feb	
901446 (pt 1)	Instructor Officers ND ..	WATSON ..	8 weeks	23 Feb–17 Apr	Includes sea time 23 Mar–10 Apr
901182	Instructor Officers TAS ..	WATSON ..	2 weeks	20 Apr–1 May	
901183	Instructor Officers Electronics	CERBERUS ..	8 weeks	4 May–26 Jun	
Intelligence/Security					
901515	Combat Survival ..	AMBERLEY QLD	14 days	19 Jan–1 Feb 2 Mar–15 Mar 13 Apr–26 Apr 1 Jun–14 Jun	Courses for Jun–Dec will be promulgated
901520	Code of Conduct ..	WOODSIDE SA ..	6 days	12 Feb–18 Feb 19 Feb–25 Feb 2 Apr–8 Apr 9 Apr–15 Apr	
901521	Strategic Intelligence ..	WOODSIDE SA ..	40 days	10 Jun–20 Jul	
901522	Interrogation	WOODSIDE SA ..	30 days	21 Jan–20 Feb	

EDP No	Course	Location	Duration	Dates	Remarks
Intelligence/Security—*continued*					
901528	Security Acquaint ..	PENGUIN ..	2 days	6 Jan–7 Jan 7 Apr–8 Apr 7 Jul–8 Jul 13 Oct–14 Oct	
901529	Security—Advanced ..	LONSDALE ..	5 days		Date to be promulgated
Minewarfare/Demolition					
901430	MCD—Conversion ..	PENGUIN ..	10 weeks		To be promulgated
901437	Demolition Supervisor ..	WATSON ..	1 week	16 Feb–20 Feb 23 Mar–27 Mar 11 May–15 May 14 Sep–18 Sep 2 Nov–6 Nov	
Navigation					
901441	RANR—Second Test (N3)	WATSON ..	2 weeks	18 May–29 May 16 Nov–27 Nov	Qualified in course N1 is pre-requisite
901443	SL Seamen—Basic ..	WATSON ..	6 weeks	8 Jun–31 Jul 21 Sep–30 Oct	Includes leave
901444	SL Seamen—Phase III ..	WATSON ..	7 weeks	2 Nov–19 Dec	Includes AIO, TAS
901447	Small ships ND ..	WATSON ..	3 weeks	12 Jan–23 Jan 6 Apr–17 Apr 31 Aug–11 Sep	For officers without BWC who are on 901448
901448	DL	WATSON ..	14 weeks	14 Sep–19 Dec	Final two weeks is 901431
NBCD					
901301	NBCD Advanced ..	PENGUIN ..	2 weeks	12 Jan–23 Jan 5 Oct–16 Oct	
901194	NBCD–RAN MOs ..	PENGUIN ..	1 week	2 Nov–6 Nov	
901302	NBCD—Combined Services MOs	PENGUIN ..	2 weeks	14 Sep–25 Sep	
Study Periods					
901400	Senior Officers Study Period	AJASS	5 days	18 Oct–23 Oct	
Supply					
901800	Charge and Advanced Secretariat	CERBERUS ..	14 weeks		Date to be promulgated
901490	Supply—'W' Education and Acquaint	CERBERUS ..	8 weeks	31 Aug–23 Oct	
901491	Supply—'S' Education and Acquaint	CERBERUS ..	8 weeks	12 Oct–4 Dec	
901494	Supply—Basic Supply and Secretariat	CERBERUS ..	26 weeks	23 Mar–18 Sep	
Tactical					
901405	Tactical—Joint ASW period	AJASS	2 weeks	13 Sep–25 Sep	
901431	Tactical—Combined ..	WATSON ..	2 weeks	1 Jun–12 Jun 7 Dec–19 Dec	Completes DL 15
Engineer Officers					
901175	Ikara Management—WEEO	RANITE Salisbury RANAD Kingswood	1 week 1 week	2 Mar–13 Mar 7 Sep–18 Sep	Arrangements to be made direct with RANITE; information D of T

(D of T 312/203/146)

(Navy Orders 146 and 864 of 1968)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

782—Aircraft—Signal Appliances—360110—Signals Underwater Sound Mark 401—MOD 1 Introduction

(DCI (RN) 887/68)

1. *Introduction* .. 360110 Signal Underwater Sound (Canadian) Mark 401 Mod 1 (Reduced Charge) is hereby introduced into Naval Service.

2. *Description* .. The Signal Underwater Sound is an underwater signalling device of Canadian design for use by ASW Helicopters training with submarines. It is hydrostatically operated at either 60 or 300 feet, the depth being set prior to loading onto the aircraft, or just before launch in the case of hand launching. The Signal Underwater Sound contains the equivalent of 1.1 oz of TNT charge; it measures 3 inches in diameter and 15 inches in length and weighs 6.8 lb.

3. *Purposes* .. The Signal Underwater Sound Mark 401 Mod 1 replaces the Grenade 36 M fitted with practice seven seconds detonator previously issued to ASW Helicopters.

4. *Classification* .. The following classifications have been given:

GROUP	6
TRANSPORT DESIGNATION	FUZES
NET EXPLOSIVE PERCENTAGE ..	3 per cent
RAIL LOADING CATEGORY	F
RAIL VEHICLE CATEGORY	C
RAIL MARSHALLING CATEGORY ..	J
STOWAGE CATEGORY IN FREIGHT SHIPS	OAS
SHIPPING CATEGORY	B
SAFETY DISTANCE CATEGORY ..	X
FIRE FIGHTING CLASS (STORAGE AND HARBOURS)	6

5. *Allowances* .. Outfit:

a.	HMAS MELBOURNE ..	56-No
b.	RAN AIR STATION HMAS ALBATROSS	184-No
Practice: a.	HMAS MELBOURNE ..	220-No per year
b.	RAN AIR STATION HMAS ALBATROSS	748-No per year

6. *Packaging* .. The Signal Underwater Sound is packed in a Canadian cylinder, four cylinders per box H50.

Dimensions of box H50 are 18.1 inches × 11.2 inches × 10.3 inches. The weight of the filled box H50 is approximately 32 lb.

(DAS 727/54/70)

UNCLASSIFIED

783—Ammunition—Marker Manoverboard Smoke and Light Mark N3

(DCI (RN) 1183/69)

1. *Authorities concerned* .. All users of Markers Manoverboard Smoke and Light.

2. *Item affected* .. .. 401054—Marker Manoverboard Smoke and Light Mark N3.

3. *Purpose of instruction* .. To notify all concerned that Markers Manoverboard Smoke and Light Mark N3, received off a recent contract may be found with the lampholders standing proud of the float body, due to the adhesive not having hardened. This small defect will not affect the functioning or performance of the Marker. Any Marker found with the lampholder standing proud, the lampholder may be pressed back in position using hand pressure only, avoiding at the same time any twisting action.

4. *Action to be taken* .. RAN Armament Depots—Any Markers found during laboratory examination with the lampholders standing proud, the lampholder should be pressed back in position and are all clear for issue.

(DAS 728/61/99)

UNCLASSIFIED

784—RAN Ships Operating with The Far East Fleet—Improved Logistic Support

1. Arrangements have been made with SNSO, Singapore, for demands from ships of the RAN operating with the Far East Fleet to be now treated in the same way as demands from HM ships with the exception that demands for items not available and not obtainable locally will not be passed to the United Kingdom for direct supply to be arranged. This means that, in general, stores will be issued if available regardless of the stock position and requirements known to be obtainable locally will be purchased and supplied by SNSO.

2. This new arrangement should effect an improvement in logistic support in the area. SNSO, Singapore, has stated that matters will be facilitated if ships of the RAN accept alternatives available from stock whenever possible rather than insist on local purchase of the exact item demanded. It will also be of assistance if ships make maximum use of Form S145b (which is a Banda form) rather than Form S145a.

(DSAP 400/51/296)

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

HISTORIAN

RESTRICTED

ANOs 785-794/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 December 1969.

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

25986/69

RESTRICTED

CONTENTS

No *Title*

SECTION 2—PERSONNEL

785 Child Education Allowance.

786 Herbert Lott Naval Trust Fund Awards for Courses Held During the Period 1 April 1968 to 31 March 1969.

787 Medical Hospital and Dental Treatment for Families of United Kingdom Personnel In Australia.

788 Naval Emergency Reserve and Citizen Naval Forces—Conditions of Service During Voluntary Continuous Service.

789 Payment of DFRB Pensions Direct to Bank Accounts.

790 Posting and Course Preferences Form—Officers.

SECTION 4—EQUIPMENT, STORES AND SERVICING

791 Aircraft—Electrically Initiated Explosive Devices (EIEDS)—Test Policy.

792 Introduction and Scale of New Small Arms Weapons for RAN Ships and Establishments.

793 Steak Knives—Introduction for Use in Sailors Messes.

794 Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0414—Asbestos for Insulation and Miscellaneous Packing—Change of Stock Numbers.

Section 2

PERSONNEL

UNCLASSIFIED

785—Child Education Allowance

1. With effect from 1 January 1969, the Category 'A' rate of Child Education Allowance has been increased to an amount of $A1,205 per school year and the Category 'B' rate increased to an amount of $A625 per school year.

2. Eligible members should claim adjustments from Navy Office. Claims should be accompanied by evidence of expenditure.

3. NPI 105/303 (4a. and b.) should be noted pending amendment.

(HPB 252/10/9)

UNCLASSIFIED

786—Herbert Lott Naval Trust Fund Awards for Courses Held During the Period 1 April 1968 to 31 March 1969

1. The following officers and sailors as top qualifiers in their particular courses have been awarded prizes of £15 Sterling in the case of officers and £10 Sterling in the case of sailors from the Herbert Lott Trust Fund.

2. In the POUC, POCD and POWM courses, there were two equal top qualifiers; in the MTC courses for which two prizes are awarded, there were two equal qualifiers for the second prize. In the foregoing cases, prizes are to be shared equally.

Course	*Rank at time of course*	*Name*	*Personal No*	%
OFS (Fixed Wing)	LEUT	B. J. DIAMOND	—	91
OFS (Rotary Wing)	SBLT	T. K. RIECK	—	89
POQMG	LSQMG	D. W. POWELL	R94099	89
POWM	LSWM	B. WATERMAN	R57100	86
	LSWM	J. KAMINSKI	R59592	86
POFC	LSFC	P. C. EVANS	R53875	79.6
PORP	LSRP	D. A. DUNLOP	R57043	81
POUW	LSUW	N. MARTINO	R49720	86
POUC	A/POUC	J. C. LE PAGE	R57852	81
	LSUC	T. J. PITT	R93907	81
POCD	LSCD	R. A. BLAKE	R58122	80
	LSCD	M. J. CURRIE	R93156	80
CY	LTO	K. R. COX	R93371	85
RS	LRO	T. R. THOMAS	R62076	82.1
CERA/CMECH	ERA	N. CARPENTER	R42260	84.2
POME	LME	J. KLITCH	R93870	82.8
POMED	LMED	C. E. NEWMAN	R58261	86.2
MECH	P/A/POME	E. F. LYMBERY	R58674	81.9
MECHAE	P/A/POAMAE	R. C. EDGAR	R55770	81.9
CNS	P/A/CNS	T. V. SHAW	R42017	86
MTC(1)	LME	J. R. BOLGER	R57641	84.9

Course	*Rank at time of course*	*Name*	*Personal No*	%
MTC(2) ..	LME	T. MUNNEKE ..	R57785	84.4
	A/LME ..	R. J. BATT	R59659	84.4
POEP	LEMP ..	A. LARKIN ..	R58895	87
POEWE ..	P/POEWE ..	D. T. COOK ..	R93060	89
POEWR ..	LEMWR ..	R. D. IVORY ..	R62024	89
POEC	LEMC ..	H. E. PETTY ..	R63033	89
POAACM ..	LACM ..	D. G. SMITH ..	R59826	76
POAMW ..	P/A/POAMW ..	P. ROSE	R54171	67
POASE ..	A/POASE ..	E. R. CROSS ..	R54081	89
DS	LDO	M. C. WALKER ..	R62062	89

3. Top qualifiers from courses held during the previous year for which prizes were not awarded have been considered in this years competition.

4. The following is a list of courses which were not completed during the year under review or for which there were insufficient candidates to qualify for an award. The latter are marked with an asterisk.

RSS*	POEAW*	POAMAE*
POAAH	POEAC	COA

5. Payment is to be effected through the Ships Cash Account as a charge to Division 649/112—Recoverable Expenditure from other Governments, MOD (Navy) Miscellaneous, *See* Navy Accounts Manual, Article 332, Clause 2.

6. Authorisation of payment is to be made by the ship or establishment in which personnel are borne at the date of this order.

(D of T 201/201/22)

UNCLASSIFIED

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

Navy Order 525 of 1968 is to be amended as follows:

Paragraph 16

Frames	*Delete* $1.60 and *insert* $1.38
Lenses (per pair)	*Delete* $3.10 and *insert* $3.44
Lenses bifocal (per lens)	*Delete* $2.50 and *insert* $2.69

Paragraph 26

Delete 1762/65 and *insert* 1129/69. *Delete* contributions shown under heading 'Amounts' and *insert* the following amounts in lieu:

$6.02
$6.66
$7.41
$13.43
$13.43

Paragraph 30

Delete Division 648/1/01/112—Other Administrations Recoverable Expenditure—Medical and Dental and *insert*—Division 649/111—Recoverable Expenditure Other Governments United Kingdom MOD (Navy)—Medical and Dental.

(MDG 156/51/23)

(Navy Order 525 of 1968)

UNCLASSIFIED

788—Naval Emergency Reserve and Citizen Naval Forces—Conditions of Service During Voluntary Continuous Service

General

1. The Naval Defence Act provides that members of the Naval Emergency Reserve and the Citizen Naval Forces may, at any time, volunteer to carry out continuous fulltime service. Accepted applicants are bound to serve for the agreed period.

2. The following conditions amplify conditions of service for reservists previously promulgated in the following Navy Orders:

Navy Order 77 of 1968 as amended by Navy Order 180 of 1969 ..	RANER
Navy Order 123 of 1968	RAFR
Navy Order 705 of 1968 as amended by Navy Order 349 of 1969	WRANSR

For ease of reference, this order has been divided into sections—namely:

OFFICERS
SAILORS, POLICEMEN AND WRANS
COMMON CONDITIONS

Officers

3. PNF Officers wishing to continue to serve after reaching the compulsory retiring age for their rank or leaving the PNF for other reasons, may be transferred to the RANER, RANEM or WRANSR as appropriate. Ex officers of the Permanent Naval Forces of the British Commonwealth may be appointed to the RANER or RANEM, RANRS, RANR and RANVR officers carrying out continuous fulltime service in the PNF vacancy will, after unification, be transferred to List 5 RANR (*see* Navy Order 41 of 1969).

4. *Period of Service.* Male officers may serve for any period in excess of 12 months, but will normally be limited to 4 years. WRANSR Officers may apply to serve for periods in excess of 30 days but normally less than 2 years.

5. Applications are to be forwarded as follows:

a. Serving PNF officers—to Navy Office through their administrative authority;
b. Ex Officers of British Commonwealth Naval Forces not resident in Australia—to the Australian Naval representative in their country of residence if one is there; in other cases, to the Secretary, Department of Navy, Canberra ACT 2600;
c. Ex Officers of British Commonwealth Naval Forces resident in Australia and RAN Emergency List Officers—to the Secretary, Department of Navy, Canberra Act 2600;
d. RANER, RANRS and RANVR Officers—to the Director of Naval Reserves and Naval Dockyard Police (DRNP), Navy Office, Canberra ACT 2600.
e. RANR Officers—to the Captain of their Reserve Training Establishment who will forward the application to DRNP.

Applications are to state the period the officer would like to serve.

6. *Promotion.* RANRS, RANR and RANVR officers are considered for promotion under the rules contained in ABR 5054. If, during a period of fulltime service, an officer is selected for promotion under the rules of ABR 5054, he will be required to continue to serve in the rank in which he was entered for fulltime service unless there is a vacancy in the PNF for him to serve in a higher rank. On completion of fulltime service, an RANR officer who has been promoted to a higher rank, but not employed in that rank, will assume the rank and seniority he holds in the RANR.

7. RAN Emergency Reserve, Emergency List and WRANSR officers serving continuously in a PNF vacancy will not be considered for promotion, but may be promoted to a higher rank temporarily in order to fill a vacancy in a higher rank.

8. All officers will be considered for promotion under PNF rules when called up for service in a time of war, time of defence emergency and, in the case of RANER officers, when the Governor-General calls out this Reserve.

9. *Release from Fulltime Service.* An officer will not normally be released from continuous fulltime service before the expiration of the period for which he was entered unless compassionate or other exceptional circumstances exist.

Sailors, Policemen and Wrans

General

10. Sailors, Policemen and Wrans completing their service in the PNF may volunteer to enlist in one of the following Forces or components and carry out continuous fulltime service:

a. RANER .. .. Sailors in certain ranks and categories only;
b. RAFR .. .. Sailors and Naval Policemen;
c. WRANSR .. Wrans.

Sailors applying to enlist in the RAN Emergency Reserve and to carry out continuous fulltime service are to state if they are volunteers to serve in the RAFR if sailors of their rank and category are not required in the Emergency Reserve.

11. *Application.* Applications from serving members are to be made to the Captain who will forward the applications with his recommendation and Certificates of Service to Navy Office. Applications from persons already discharged are to be made to the Director of Naval Reserves and Naval Dockyard Police (DRNP), Navy Office, Canberra. Persons who have been absent from continuous fulltime service in excess of five years will not normally be accepted. Applicants may state a preference for sea or shore service or individual ships and establishments but postings will be dictated by manning requirements.

12. RANR sailors volunteering to carry out continuous fulltime service may be accepted for training or service in a PNF vacancy. Normally only sailors with active service rank classification will be accepted for service in a PNF vacancy, and fulltime service in a training billet will depend upon whether funds are available in the Reserve Vote. Applications are to be made through the sailors Reserve Training Establishment.

13. *Period of Service.* The initial period of fulltime service in a PNF billet will be limited to a minimum of one year and maximum of two years depending on Service requirements. If required to undergo a course of three months or more during the period of fulltime service the minimum initial period will be 2 years. Extensions of fulltime service after the initial period will be a minimum of 6 months unless special circumstances exist. For WRANSR, the initial period of continuous fulltime service in a PNF billet must not be less than 30 days. Extensions of not less than 30 days may be approved depending on service requirements.

14. *Promotion.* RANER, RAFR Sailors, Naval Policemen and WRANSR Wrans carrying out continuous fulltime service in a PNF billet will be considered for promotion under the following rules:

a. Those commencing service within 12 months of discharge from PNF:
   (1) Must be qualified for promotion under current RAN rules in ABR 10/ABR 1077;
   (2) Vacancies must exist on PNF promotion list rosters;
   (3) Current Forms PP 1 rendered prior to discharge will be taken into consideration where applicable.

b. Those commencing service in a PNF billet after 12 months absence from PNF:
   (1) Must be qualified for promotion under current RAN rules in ABR 10/ABR 1077;
   (2) Vacancies must exist on PNF promotion lists;
   (3) Must have completed 12 months fulltime service in a PNF billet as a member of the RANER, RAFR or WRANSR to be eligible for promotion;
   (4) Current Forms PP 1 must be up to promotion standard;
   (5) Relevant Forms PP 1 rendered prior to discharge will be taken into consideration where applicable.

RANR and RANVR sailors will be considered for promotion under the rules contained in ABR 5054.

15. Forms PP 1 are to be rendered for all Emergency Reserve and CNF sailors, Policemen and Wrans on the same occasions as PNF personnel. Promotion of qualified personnel will not be deferred if the required number of forms PP 1 under RAN rules is not available. Assessments for promotion will normally be based on PP 1 rendered during current period of fulltime service.

16. If a sailor, Policeman or Wran is promoted during a period of fulltime service, continued employment after the expiry of that period will, subject to application, be reviewed having regard to the requirements for fulltime service in the higher rank.

17. The conditions of ABR 10, Chapter 4 (Sailors), Chapter 25 (Policemen) and ABR 1077 Chapter 8 (Wrans) concerning reversion, reduction in rank and repromotion apply.

18. *Promotion During Fulltime Service after Call-up.* Until it is decided that amendments are necessary, the rules contained in Paragraph 14 above will apply to RANER sailors called-up. During any period the CNF has been called out for continuous service, ABR 5054 will be in abeyance, and the rules pertaining to the PNF and RANER at the time will apply.

19. *Extensions of Service.* Applications from Reserve Sailors, Policemen and Wrans who wish to extend their period of fulltime service are to be forwarded to Navy Office, together with a covering recommendation by the Captain as early as practicable before the completion of the applicants current engagement.

20. *Discharge During Fulltime Service.* The Naval Board may direct that an Emergency Reserve or CNF Sailor or Policeman be discharged if:

a. He is medically unfit for Naval Service;
b. He is unsuitable for further Naval Service;
c. His services are not longer required;
d. He made a false or misleading statement in connection with his enlistment in the Emergency Reserve or CNF;
e. He is to be appointed to be an officer of the Naval Forces.

In addition to the foregoing conditions, a Wran may also be discharged from continuous fulltime service if she is absent without leave in excess of three months, or becomes pregnant.

21. *Release from Fulltime Service.* A Sailor, Policeman or Wran will not normally be released from continuous fulltime service before the expiration of the period for which he or she agreed to serve unless compassionate or other exceptional circumstances exist.

Common Conditions

General

22. Other conditions relevant to continuous fulltime service as a member of the RANER or CNF are:

a. Members agreeing to serve for at least 12 months have an entitlement to removals at Departmental expense in accordance with the normal rules;

b. PNF members who are receiving deferred pay and enlist in the RANER or RAFR for fulltime service may draw their entitlement on completion of their final PNF engagement, or wait until discharge to shore on completion of fulltime service. Deferred pay is not credited to members of the RANER or CNF;

c. Rates of pay for a member who has not been absent from continuous fulltime service in excess of five years will be at the same rate as for a member of the PNF of the same rank and category. Pay seniority will be in accordance with NPI 8/1 (3). A member who has been absent from continuous fulltime service for longer than 5 years will be paid at the on promotion rate applicable to a PNF member of the same rank and category. Normal taxation will be charged.

Defence Forces Retirement Benefits

23. All members accepted for continuous fulltime service of 12 months or more will be required to contribute to the DFRB fund under the following rules:

a. *Personnel Who Qualify for a Pension.*

(1) Members contributing to the DFRB Fund who transfer to fulltime service without a break in service will:
(*a*) Continue to contribute to the Fund;
(*b*) Not receive any part of their pensions during fulltime service;
(*c*) Be covered for death and invalidity benefits during their service;
(*d*) Not be able to commute any portion of their pensions on transfer from the PNF; and
(*e*) Qualify for a higher pension on final retirement.

(2) Contributors who transfer to fulltime service with a break in service will:
(*a*) Recommence contributions to the fund from the date of transfer;
(*b*) Not receive any portion of their pensions during fulltime service;
(*c*) Be covered for death and invalidity benefits during their service;
(*d*) Be required where commutation has been made on retirement from the PNF to repay fortnightly, during the period of fulltime service 1/26th of the portion of pension commuted;
(*e*) Qualify for a higher pension on final retirement.

(3) The contributions payable by pre-1959 contributors are re-assessed on attaining pension entitlement and a reduction of contributions will normally result.

b. *Personnel Who do Not Qualify for a Pension.*

(1) Contributors who transfer to fulltime service without a break in service will:
(*a*) Continue to contribute to the Fund;
(*b*) Be covered for death and invalidity benefits during their service;
(*c*) Not receive a gratuity or refund of contributions on transfer;
(*d*) Count the additional service towards an increased gratuity or, if sufficient service is accrued to qualify for a pension, towards that pension. Those who do not qualify for a pension will receive a refund of contributions in addition to the increased gratuity on final retirement.

(2) Contributors who commence fulltime service after a break in service will:
(*a*) Contribute to the Fund as new contributors from the date of transfer;
(*b*) Be covered for death and invalidity benefits during their service;
(*c*) (i) Receive a refund of their contributions; and qualify for a gratuity for the number of completed years of service after rejoining the fund; or
(ii) Qualify for pension under normal rules if sufficient service completed after rejoining the fund.

(DRNP 465/1/1170)

(*Navy Orders 77, 123 and 705 of 1968, 41, 180 and 349 of 1969*).

UNCLASSIFIED

789—Payment of DFRB Pensions Direct to Bank Accounts

1. The DFRB Board has advised that arrangements are being made to introduce the payment of pensions direct to bank accounts each fortnight. This facility is at present available only to pensioners residing in the Australian Capital Territory, New South Wales, Northern Territory, Victoria and Queensland. It is expected that it will be available in South Australia and Western Australia in December 1969, and in Tasmania early in 1970.

2. The arrangements for payment to the credit of bank accounts are:

a. The account must be a cheque account; (this does not include a Savings Bank Pass Book account).

b. The cheque account must be in the name of the Pensioner only; (joint accounts and special purpose accounts are excluded).

3. If, on retirement, a person desired his pension to be paid direct to a bank account the application for pension should show clearly the name in which the current account is held, the bank and branch and the number of the account (if applicable). DFRB Forms DB9 (PG116) and DB10 (PG119) are being amended to provide for the inclusion of details of the bank account where applicants require pensions to be made payable to a bank.

4. In order to facilitate the issue of group certificates at the end of each financial year, it is important that the residential or postal address of the pensioner be known. Where any change in the address of a pensioner occurs, he should notify the DFRB Board immediately.

5. This Navy Order will be reprinted for posting on Notice Boards.

(HPB 263/1/217)

UNCLASSIFIED

790—Posting and Course Preferences Form—Officers

1. So that domestic circumstances and the wishes of individual officers can be taken into account when postings are being arranged, Form PP127 is being introduced and will be issued to all ships and establishments without demand. The form is not to be regarded as an application for a particular posting where RI 0301 (3) will apply.

2. It is desired to introduce this aid to posting planning as soon as possible. Locally produced copies of the draft Form PP127 included as Annex to this order should therefore be used by officers wishing to register preferences before the printed form is distributed.

3. Instructions on the form are self-explanatory but the opportunity to express amplifying remarks on the back of the form is drawn to the attention of all officers.

4. Receipt of forms in Navy Office will be acknowledged direct to the officer concerned. If a Receipt Note is not received within three weeks of dispatch of the Preference Form tracer action should be initiated.

5. When the form has been in use for about one year comments on its suitability, layout and content will be called for.

(DAPO 333/4/156)

PP127
(1969)

ANNEX A

OFFICERS POSTING AND COURSE PREFERENCES

Officers should send this form direct to the Director of Appointments and Postings Officers (DAPO) whenever they wish to register preferences for postings and/or courses or if they wish to bring to notice domestic or other circumstances which might affect future postings. A new form should be forwarded whenever any amendment is required to a form previously rendered. Completion of boxes 1 to 7 is not obligatory. The back of the form is to be signed and dated and may be used to explain "OTHER" preferences, to make any additional remarks about schooling, part-time courses being undertaken, etc., and to amplify preferences where desired.

REPORT DATE	SURNAME	GIVEN NAMES	RANK	LIST	CATEGORY	PERSONAL No.

CURRENT MARITAL STATUS

1	SINGLE ☐	MARRIED ☐	WIDOWER/ WIDOW ☐	JUDICIALLY SEPARATED ☐	DIVORCED ☐	Any change in marital/dependents status expected within 6 months. YES/NO

DEPENDENT MEMBERS OF HOUSEHOLD (Other than wife/husband)

2	SONS & DAUGHTERS UNDER 21 YEARS TOTAL:	OTHERS – LIST OTHERS ON BACK OF FORM INCLUDING YEAR OF BIRTH AND RELATIONSHIP TOTAL:

CURRENT ADDRESS Insert expiry date of lease (if applicable) here:

3	STREET/FLAT NUMBER AND NAME	TOWN/SUBURB	STATE & POSTCODE

HOME OWNERSHIP/ADDRESS

4	STREET/FLAT NUMBER AND NAME	TOWN/SUBURB	STATE & POSTCODE

LOCATION PREFERENCES BOX (See List "A")			POSTING PREFERENCES BOX (See List "B")			COURSES DESIRED BOX (See List "C")		
5	LOCATION PREFERENCE 1st	2nd	3rd	6	POSTING PREFERENCE 1st	2nd	3rd	7	COURSES DESIRED 1st	2nd	3rd
	Prefer to remain in present location YES/NO				Prefer to remain in current post YES/NO						

LIST "A" - Place your first three preferences in BOX 5 above.

01	SYDNEY AREA	05	BRISBANE AREA	09	NOWRA	13	MALAYSIA	17	
02	MELBOURNE AREA	06	ADELAIDE AREA	19	U.K.	14	VIETNAM	18	
03	CANBERRA AREA	07	DARWIN AREA	20	JERVIS BAY	15	N.Z.	19	OTHER
04	PERTH AREA	08	MANUS	21	WESTERNPORT	16	U.S.A.	20	NO PREFERENCE

LIST "B" – Place your first three preferences in BOX 6 above.

01	SEA GOING	07	INTELLIGENCE	13	FLYING JET	19	DOCKYARD	25	CASH DUTIES
02	OFFICERS TRNG	08	STAFF DUTIES	14	FLYING HELO	20	OVERSEEING	26	STORES
03	SAILORS TRNG	09	ADMIN. (ASHORE)	15	FLYING ASW/FW	21		27	SECRETARIAL
04	EXCHANGE	10	EDP	16	TEST FLYING	22		28	
05	JOINT SERVICE	11		17	FLYING INSTR.	23		29	OTHER
06	RECRUITING	12		18		24		30	NO PREFERENCE

LIST "C" – Place your first three preferences in BOX 7 above.

01	NAVAL STAFF U.K.	07	TAS or ADV TAS	13	DL	19	TEST PILOT	25	POST GRAD DENT
02	U.S. ARMED F. STF	08	NAV or ADV NAV	14	MCD	20	QFI	26	POST GRAD MED
03	U.S. NAVAL COMM	09	GUNNERY	15	SHIPS DIVING	21	QHI	27	POST GRAD ENG
04	JSSC - U.K.	10	D or ADV D	16	HYDROGRAPHY	22	ADV NAV OBS	28	POST GRAD ACAD
05	JSSC - AUST	11	C or ADV C	17	ATC	23	AWI	29	OTHER
06	LANGUAGE	12	DGO	18	PHOT	24	METEOROLOGY	39	NO PREFERENCE

To:.....

.....

.....

Your Posting and Course Preference notification (Form PP127) dated..... has been received and recorded at Navy Office.

.....

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

791—Aircraft—Electrically Initiated Explosive Devices (EIEDs)—Test Policy

(DCI (RN) 860/69)

1. This Instruction is issued to clarify Naval Board Test/No Test Policy with respect to Aircraft EIEDs, ie, Power Cartridges and those fitted to all Air Weapons including Guided Weapons and Torpedoes but excluding Nuclear Stores.

2. ROUTINE TESTS for continuity, insulation resistance and RADHAZ filter continuity (where the filter is integral with the EIED) are NOT to be carried out prior to installation, nor on installed or removed Aircraft EIEDs by Service Units, except where authorised for specific periods or trials by the Naval Board. In these cases the equipment and methods to be used will be specified.

3. NON-ROUTINE TESTS may be carried out, at the discretion of the 'responsible officer' (BR 862 refers) to determine cause of malfunction of combined Aircraft and EIED systems. Tests are only to be authorised where circuit details are known and adequate safety precautions, including those specified in BR 862, can be observed. Only the Safety ohmmeter Mk 6 Ref 5G/9018429 is to be used for testing.

4. This Order supersedes existing instructions contained in AP 1661F Vol 1, and AP (RAN) 8B Vol 5, Part 2. BR 862 will be amended.

(ACAE 1600/8/7)

RESTRICTED

792—Introduction and Scale of New Small Arms Weapons for RAN Ships and Establishments

Confidential Navy Order 14 of 1969 as amended by Confidential Navy Order 33 of 1969 is to be amended as follows:

Annex 'A'

(1) Table 5—Scale of Small Arms provided for ships—*delete* existing table 5 and *insert* revised table 5 of this order.

(2) Table 6—Scale of Small Arms provided for shore establishments.

For				*Shotgun*
NIRIMBA	..	..	..	—
Read				
NIRIMBA	..	..	..	5

AMPLIFYING REMARKS

19 .....

SIGNATURE .....

ANNEX A

Table 5—Scale of Small Arms Provided for Ships

HMA SHIP	Rifle L1A1	Rifle L2A1	9mm F1 Sub-machine Gun	9mm Browning Pistol	Pistol Signal 1½"	Pistol Signal 1"	Rifles .22 in	Shot Guns
MELBOURNE	102	10	12	12(1)	10	2	8	2
STALWART	36	4	12	14	4	2	4	2
SYDNEY	40	4	12	14(1)	4	2	8	2
SUPPLY	40	4	12	14	4	2	4	2
DDGs	35	4	12	12	4	2	4	2
DARINGS	35	4	12	12	4	2	4	2
BATTLES	35	4	12	12	4	2	4	2
TYPE 12 DEs	35	4	12	12	4	2	4	2
TYPE 15s	35	4	12	12	4	2	4	2
MORESBY	22	3	9	12	3	2	4	2
DIAMANTINA	22	3	9	12	3	2	4	2
GASCOYNE	22	3	9	12	3	2	4	2
MINEHUNTERS (C)	4	2	—	4	—	2	—	1
(D)	8	4	7	4	1	2	—	1
TON CLASS MINESWEEPERS (C)	4	2	—	4	—	2	—	1
(D)	8	4	7	4	1	2	—	1
BASS	4	2	—	4	—	2	—	1
BANKS	4	2	—	4	—	2	—	1
PALUMA	4	2	—	4	—	2	—	1
KIMBLA	4	2	—	4	—	2	—	1
PATROL BOATS	4	2	—	4	1	2	—	1
SUBMARINES	—	2(2)	6	—	—	—	—	—

Notes: 1. Additional Pistols up to a maximum of 90 No (MELBOURNE) and 48 No (SYDNEY) may be carried when necessary to provide for aircrew to fly over enemy territory.
2. One of these rifles to be used for line throwing purposes also.
3. Normal outfit.
4. Outfit when employed on Patrol duties.

(DAS 710/251/53)

(*Confidential Navy Orders 14 and 33 of 1969*)

UNCLASSIFIED

793—Steak Knives—Introduction for Use in Sailors Messes

1. A scalloped edged stainless steel table knife has been introduced for use in sailors messes and will replace the existing stainless steel table knife, Catalogue No 51609.

2. The description of the new knife is 'Knife, table, SS scalloped, large,' catalogue number 55167. The issuing price is $0.23 each and the scale of issue is 2 No per sailor.

3. Current pattern knives are to be issued to exhaustion.

4. Manual of Victualling Stores ABR 93, Part II, Section 6, Scales 27, 28, 40 and 42 will be amended.

(D of V 914/66/47)

UNCLASSIFIED

794—Stores (General) ABR 5074—RAN Catalogue of Stores—Group Class 0414—Asbestos for Insulation and Miscellaneous Packing—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, stock number changes have been made as detailed in the Annexes to this order and will be effective from 5 January 1970

2. Action is to be taken to adjust accounts accordingly. ABR 4 (RAN Storekeeping Manual) Articles 1815, 3903 and 3904 are relevant in regard to HMA Ships and Commissioned Establishments.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

ANNEX A

Insulation Sleeving, Thermal; in 36 inch split lengths, K-LITE or equivalent

Old Stock No		*Dimensions*		*New Stock No*	
Group Class	*Catalogue Number*	*Pipe Size (in inches)*	*Wall Thickness (in inches)*	*Group Class*	*Catalogue Number*
0414	10800–L1	½	1	5640	66–032–6627
0414	10801–L1	½	2	5640	66–032–6628
0414	10802–L1	¾	1½	5640	66–032–6629
0414	10803–L1	⅞	1	5640	66–032–6630
0414	10804–L1	⅞	1½	5640	66–032–6631
0414	10805–L1	1 1/16	1	5640	66–032–6632
0414	10806–L1	1 1/16	1½	5640	66–032–6633
0414	10807–L1	1 1/16	2½	5640	66–032–6634
0414	10808–L1	1⅜	1	5640	66–032–6635
0414	10809–L1	1⅜	1½	5640	66–032–6636
0414	10810–L1	1⅜	2	5640	66–032–6637
0414	10811–L1	1⅝	1	5640	66–032–6638
0414	10812–L1	1⅝	1½	5640	66–032–6639
0414	10813–L1	1⅝	2	5640	66–032–6640
0414	10814–L1	1⅝	3	5640	66–032–6641
0414	10815–L1	1⅞	1	5640	66–032–6642
0414	10816–L1	1⅞	1½	5640	66–032–6643

ANNEX A—*continued*

Old Stock No		*Dimensions*		*New Stock No*	
Group Class	*Catalogue Number*	*Pipe Size (in inches)*	*Wall Thickness (in inches)*	*Group Class*	*Catalogue Number*
0414	10817–L1	1⅞	2	5640	66–032–6644
0414	10818–L1	2⅜	1	5640	66–032–6645
0414	10819–L1	2⅜	1½	5640	66–032–6646
0414	10820–L1	2⅜	2½	5640	66–032–6647
0414	10821–L1	2⅜	3	5640	66–032–6648
0414	10822–L1	3	1½	5640	66–032–6649
0414	10823–L1	3	2	5640	66–032–6650
0414	10824–L1	3	3	5640	66–032–6651
0414	10825–L1	3	3½	5640	66–032–6652
0414	10826–L1	3⅜	3	5640	66–032–6653
0414	10827–L1	3½	1½	5640	66–032–6654
0414	10828–L1	3½	2½	5640	66–032–6655
0414	10829–L1	3½	3½	5640	66–032–6656
0414	10830–L1	4	1½	5640	66–032–6657
0414	10831–L1	4	2½	5640	66–032–6658
0414	10832–L1	4	3	5640	66–032–6659
0414	10833–L1	4	3½	5640	66–032–6660
0414	10834–L1	4½	1½	5640	66–032–6661
0414	10835–L1	4½	2½	5640	66–032–6662
0414	10836–L1	4½	3½	5640	66–032–6663
0414	10837–L1	4½	4	5640	66–032–6664
0414	10838–L1	5	4	5640	66–032–6665
0414	10839–L1	5⅜	3½	5640	66–032–6666
0414	10840–L1	5½	1½	5640	66–032–6667
0414	10841–L1	5½	2½	5640	66–032–6668
0414	10842–L1	5½	4	5640	66–032–6669
0414	10843–L1	5⅝	3½	5640	66–032–6670
0414	10844–L1	6½	1½	5640	66–032–6671
0414	10845–L1	6½	2½	5640	66–032–6672
0414	10846–L1	6½	4	5640	66–032–6673
0414	10847–L1	6½	4½	5640	66–032–6674
0414	10848–L1	6⅞	4	5640	66–032–6675
0414	10849–L1	7	4½	5640	66–032–6676
0414	10850–L1	7½	3	5640	66–032–6677
0414	10851–L1	7⅝	2	5640	66–032–6678
0414	10852–L1	7⅝	4	5640	66–032–6679
0414	10853–L1	8	2½	5640	66–032–6680
0414	10854–L1	8	3	5640	66–032–6681
0414	10855–L1	8	4	5640	66–032–6682
0414	10856–L1	8½	2½	5640	66–032–6683
0414	10857–L1	8½	4	5640	66–032–6684
0414	10858–L1	8½	4½	5640	66–032–6685
0414	10859–L1	8⅝	2½	5640	66–032–6686
0414	10860–L1	8⅝	4	5640	66–032–6687
0414	10861–L1	9	3	5640	66–032–6688
0414	10862–L1	9	4	5640	66–032–6689
0414	10863–L1	9	4½	5640	66–032–6690
0414	10864–L1	9⅝	2½	5640	66–032–6691
0414	10865–L1	9¾	4	5640	66–032–6692
0414	10866–L1	10	4	5640	66–032–6693

ANNEX A—*continued*

Old Stock No		*Dimensions*		*New Stock No*	
Group Class	*Catalogue Number*	*Pipe Size (in inches)*	*Wall Thickness (in inches)*	*Group Class*	*Catalogue Number*
0414	10867–L1	10½	3	5640	66–032–6694
0414	L76447	10½	4	5640	66–032–6695
0414	10868–L1	10¾	2½	5640	66–032–6696
0414	10869–L1	10¾	4	5640	66–032–6697
0414	10870–L1	11	3	5640	66–032–6698
0414	L76448	11¼	4	5640	66–032–6699
0414	10871–L1	11½	3	5640	66–032–6700
0414	L76449	11½	5	5640	66–032–6701
0414	L76450	11¾	4	5640	66–032–6702
0414	10872–L1	12	3½	5640	66–032–6703
0414	L76451	12	4	5640	66–032–6704
0414	L76452	12½	4	5640	66–032–6705
0414	10873–L1	12¾	2½	5640	66–032–6706
0414	L76453	12¾	3	5640	66–032–6707
0414	L76454	12¾	4	5640	66–032–6708
0414	10874–L1	12⅞	4	5640	66–032–6709
0414	10875–L1	13½	4	5640	66–032–6710
0414	10876–L1	14	2½	5640	66–032–6711
0414	10877–L1	14	4	5640	66–032–6712
0414	L76455	14¾	4	5640	66–032–6713
0414	10878–L1	15	5	5640	66–032–6714
0414	10879–L1	15	5½	5640	66–032–6715
0414	L76456	16	4	5640	66–032–6716
0414	L76457	18	4	5640	66–032–6717

ANNEX B

Additional items hereunder have been codified to the Defence Cataloguing System as follows:

Insulation Sleeving, Thermal; in 36 inch split lengths, K-LITE or equivalent

Old Stock No		*Dimensions*		*New Stock No*	
Group Class	*Catalogue Number*	*Pipe Size (in inches)*	*Wall Thickness (in inches)*	*Group Class*	*Catalogue Number*
0414	NON PATT	⅞	2	5640	66–032–6718
0414	NON PATT	1 1/16	2	5640	66–032–6719
0414	NON PATT	1⅞	3½	5640	66–032–6720
0414	NON PATT	2⅜	2	5640	66–032–6721
0414	NON PATT	2⅜	3	5640	66–032–6722
0414	NON PATT	2⅜	3½	5640	66–032–6723
0414	NON PATT	3½	2	5640	66–032–6724
0414	NON PATT	3½	3	5640	66–032–6725
0414	NON PATT	4	1½	5640	66–032–6726
0414	NON PATT	4	2	5640	66–032–6727
0414	NON PATT	4½	1	5640	66–032–6728
0414	NON PATT	4½	2	5640	66–032–6729
0414	NON PATT	4½	3	5640	66–032–6730
0414	NON PATT	5⅝	1½	5640	66–032–6731
0414	NON PATT	5⅝	3	5640	66–032–6732

ANNEX B—*continued*

Old Stock No		*Dimensions*		*New Stock No*	
Group Class	*Catalogue Number*	*Pipe Size (in inches)*	*Wall Thickness (in inches)*	*Group Class*	*Catalogue Number*
0414	NON PATT	$5\frac{5}{8}$	5	5640	66–032–6733
0414	NON PATT	$6\frac{7}{8}$	$1\frac{1}{2}$	5640	66–032–6734
0414	NON PATT	$6\frac{7}{8}$	3	5640	66–032–6735
0414	NON PATT	$6\frac{7}{8}$	$3\frac{1}{2}$	5640	66–032–6736
0414	NON PATT	$6\frac{7}{8}$	5	5640	66–032–6737
0414	NON PATT	$8\frac{5}{8}$	3	5640	66–032–6738
0414	NON PATT	$10\frac{3}{4}$	$1\frac{1}{2}$	5640	66–032–6739
0414	NON PATT	$12\frac{3}{4}$	$1\frac{1}{2}$	5640	66–032–6740

ANNEX C

Rope, Asbestos; to Dockyard Material Spec 102B

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Diameter (in inches)*	*Group Class*	*Catalogue Number*
0414	8600	$\frac{3}{4}$	9390	66–032–6765
0414	8601	1	9390	66–032–6766
0414	8602	$3\frac{1}{4}$	9390	66–032–6767

ANNEX D

Additional item hereunder has been codified to the Defence Cataloguing System as follows:

Rope, Asbestos; to Dockyard Material Spec 102B

Old Stock No			*New Stock No*	
Group Class	*Catalogue Number*	*Diameter (in inches)*	*Group Class*	*Catalogue Number*
0414	NON PATT	$\frac{3}{8}$	9390	66–032–6764

(DSAP 512/56/439)

Printed for the Government of the Commonwealth by W. G. MURRAY, at the Government Printing Office, Canberra

ANOs 795-814/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 December 1969.

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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26267/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

795 Warships of the Royal Navy and Other Navies—Charges for Supplies and Services.

SECTION 2—PERSONNEL

796 Fees and Allowances for Part-time Medical Services and Ancillary Medical Services.

797 Medical Documentation—Midshipmen Within the Fleet.

798 Travelling Allowance—Members Posted Oversea on Long and Intermediate Term Duty.

799 Naval Dockyard Police—Medical Fitness for Entry.

800 Oversea Outfit Allowance.

801 Temporary Accommodation and Temporary Rental Allowance.

SECTION 3—OPERATIONAL AND TRAINING

802 Training of Civilians in Naval Establishments—Policy.

SECTION 4—EQUIPMENT, STORES AND SERVICING

803 AMF Local Purchase Delegation for Non-scale Consumable Dental Stores.

804 Cartridges 4.5 inch Fitted with CC Primers RADHAZ Protection During Transfer.

805 Definition of Aero-Engine and Power Plant.

806 Fire Precautions—Mounting of Fire Extinguishers.

807 Minesweepers—Repair of Magnetic Sweeps.

808 Naval Stores (General) Group Class 8010—Interior Fire Retardant Paint—Semi-gloss, White and Black—Introduction.

809 Naval Stores (General)—Introduction—Scouring Powder.

810 Safe Custody of Small Arms and Small Arm Ammunition.

811 Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0261—Aircraft Arresting Barrier, Launching and Securing Gear.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

812 Form PM181—First Report on Syphilis Case Form PM182—First or Follow-up Report on VD Case.

813 Forms SX149 Demand for Fresh Provisions—Sheet 1 and SX149–1 Demand for Fresh Provisions—Sheet 2.

814 Form TG100—List of Authorised Movable Magnetic Material and Form TG101—List of Excess Movable Magnetic Material—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

795—Warships of the Royal Navy and Other Navies—Charges for Supplies and Services

Navy Order 289 of 1969 is to be amended by insertion of new Paragraphs 7 and 8 as follows:

'**US Coast Guard Vessels**

7. Supplies and services are to be provided to US Coast Guard Vessels which are acting in support of or under the control of the US Navy, during visits to Australia, in accordance with the principles and terms of the Reciprocal Agreement for supplies and services to USN ships set out in Annex B. These arrangements are subject to settlement of accounts prior to departure by the vessel from each port of call. In the event of any account not rendered or unpaid prior to departure, an advance of cash is to be obtained by the RAN Administrative Authority to cover the estimated total amount outstanding and to arrange payment subject to adjustment and acquittance with the vessel through the US Naval Attache, Canberra. Accounting for receipt and adjustment of the advance is to be arranged by means of credit and debit to Trust Fund Other Trust Moneys.

8. The foregoing arrangements are not to be applied in respect of US Military Transport Service Ships as such ships are normally civilian manned and have agents appointed at ports of call.'

Re-number existing Paragraphs 7 to 9 inclusive as Paragraphs 9 to 11 inclusive.

(DNA 1600/202/36)

(*Navy Order 289 of 1969*)

Section 2

PERSONNEL

UNCLASSIFIED

796—Fees and Allowances for Part-time Medical Services and Ancillary Medical Services

1. Navy Order 857 of 1968 is to be amended as follows:

ANNEX A		*Column Fee*
Item 1a.	*Delete* $7.50 and $2.50	*Insert* $9.70 and $3.90
Item 1b.	*Delete* $9.00 and $3.50	*Insert* $11.65 and $4.65
Item 1c.	*Delete* $12.00 and $5.00	*Insert* $15.55 and $6.20
Item 1d.	*Delete* $15.00 and $5.50	*Insert* $19.45 and $7.80
Item 3a.	*Delete* $14.70 and $6.30	*Insert* $19.05 and $8.15
Item 3b.	*Delete* $12.60 and $6.30	*Insert* $16.30 and $8.15
Item 4a.	*Delete* $12.00	*Insert* $15.55
Item 4b.	*Delete* $9.00 and $5.00	*Insert* $11.65 and $6.50

ANNEX A

Column Fee

Item 5a. *Delete* $9.00 *Insert* $11.65
Item 7a. *Delete* $12.00, $9.00 and $5.00 *Insert* $15.55, $11.65 and $6.50
Item 7b. *Delete* $14.70, $12.60 and $6.30 *Insert* $19.05, $16.30 and $8.15
Item 8b. *Delete* $12.60 *Insert* $16.30
Item 9c. The Fees for one, two and three members remain as shown. After 'Time' *Insert* 'or where other medical duty is involved'
Delete $7.50 and $2.50 *Insert* $9.70 and $3.90.

ANNEX B.

Column Fee

Item 1a. *Delete* $3.60 and $2.70 *Insert* $4.70 and $3.55
Delete $1.20 and $0.90 *Insert* $1.90 and $1.40
Item 2b. *Delete* $3.60 and $2.70 *Insert* $4.70 and $3.55
Delete $1.20 and $0.90 *Insert* $1.90 and $1.40
Item 3a. *Delete* $3.60 and $2.70 *Insert* $4.70 and $3.55
Delete $1.20 and $0.90 *Insert* $1.90 and $1.40
Item 3b. *Delete* $1.75 and $2.00 *Insert* $2.15 and $2.70
Item 5. *Delete* $3.60 and $1.20 *Insert* $4.70 and $1.90
Delete $2.70 and $0.90 *Insert* $3.55 and $1.40
Delete $3.15 and $1.50 *Insert* $4.40 and $2.55
Delete $3.50 and $1.50 *Insert* $5.00 and $3.40.

2. The above changes are effective as from 1 September 1969.

(MDG 327/61/43)

(*Navy Orders 857 of 1968, 193 and 301 of 1969*)

UNCLASSIFIED

797—Medical Documentation—Midshipmen Within the Fleet

1. Difficulty is being experienced in locating midshipmens medical envelopes especially when required for overseas postings, due to the frequent 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 (PM168) relative to midshipmen posted to ships within the Fleet are to complete a duplicate Form AM46Z (PM110) 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 midshipmens Forms AF Med 4 (PM168) and all requests for these forms are to include HMAS MELBOURNE as an information addressee.

4. Navy Order 657 of 1966 is hereby cancelled.

(MDG 327/58/47)

(*Navy Order 657 of 1966*)

UNCLASSIFIED

798—Travelling Allowance—Members Posted Oversea on Long and Intermediate Term Duty

Navy Order 704 of 1969 is amended by *deleting* from Column 5 of the Tables to Paragraph 2 the heading 'CDR and ABOVE' and *inserting in lieu* 'CDRE and Above' and by *inserting* in Paragraph 2 before the words 'Travelling Allowance' the words 'Long Term'.

(HPB 252/4/46)

(*Navy Order 704 of 1969*)

UNCLASSIFIED

799—Naval Dockyard Police—Medical Fitness for Entry

1. To prevent administrative delays in processing applications when sailors first indicate that they wish to enlist in the Naval Police they are to be instructed to report at the Sick Bay for medical examination in accordance with procedure laid down in ABR 1991, Article 0716. The date of dispatch of form AF Med 1 (PM149) is to be included in the letter of application.

2. Navy Order 323 of 1969 is cancelled. RI Chapter 57 will be amended in due course.

(DRNP 302/54/4)

(*Navy Order 323 of 1969*)

UNCLASSIFIED

800—Oversea Outfit Allowance

1. The provisions of NPI 177/2 have been cancelled and payment of this allowance may be made once in every two years in accordance with NPI 177/1 (3).

2. NPI should be noted pending amendment.

(HPB 908/53/90)

UNCLASSIFIED

801—Temporary Accommodation and Temporary Rental Allowance

1. The provisions governing payment of Temporary Accommodation Allowance and Temporary Rental Allowance have been varied to provide as follows:

a. that the allowances may be paid to a member in respect of a removal on marriage under NPI 231/9 (3) provided there is substantial evidence that prior to the actual date of transfer of the member to the locality of the new posting, firm arrangements for the members marriage had been made, eg, a date had been set and associated arrangements made.

b. as a general principle the allowances will not be payable to a member who owns or is purchasing premises in the locality of his posting, unless a delay in the delivery of his furniture and effects, such delay being outside the members control, precludes him from immediately occupying such premises. Individual cases will be dealt with on their merits after due consideration of all the circumstances surrounding the particular case. No allowance will be paid in respect of any period during which the premises owned or being purchased by the member are rented or leased.

2. These variations may be applied with effect from 10 October 1969.

3. NPI 231/42 (1) (*d*), NPI 231/43 (*b*) and 231/45 (4) should be noted pending amendment.

(HPB 252/1/39)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

802—Training of Civilians in Naval Establishments—Policy

1. From time to time, requests are received for the training of civilians other than members of the Defence Group of Departments. Providing the necessary professional advice is available within the Command, Administrative Authorities are authorised to deal with these requests, being guided by the policy set out below. Where the necessary professional advice is not available within the Command, requests for the training of civilians are to be referred to the Naval Board for decision. 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 UNCLASSIFIED aspects of the Diver syllabus.

2. As a general rule training charges shall be levied for courses of training civilians to recoup departmental costs. No charges are to be made however, for victualling and accommodation or tuition fees of Commonwealth officers or employees, except where they are employed by Statutory Authorities or Business undertakings, including the Commonwealth Railways and the Postmaster-Generals Department. These charges should be determined before the training is undertaken and should comprise elements of cost to cover the following items:

a. Pay and allowances and salaries of Naval and Civilian instructional staff—charge to be levied on pro-rata basis according to relative numbers of Naval and Civilian Students undertaking the particular course of instruction.

b. Additional charge of 30 per cent applied to a. to cover non-effective benefits, eg, sick and recreation leave, furlough, compensation premiums, Commonwealth liability for DFRB and superannuation, medical and dental treatment, etc.

c. Any other 'out of pocket' expenses directly resulting from participation of civilian students in the course.

d. Administrative on cost of 2 per cent on total cost of a., b. and c. above.

Rate of charges should be assessed in conjunction with local Chief Accounting Officer (ABR 5018—Navy Accounts Manual Article 2 refers) who is to arrange for rendition of claim and recovery action.

3. Indemnities are to be obtained in all cases involving the training of other than Commonwealth Employees and may be achieved by an exchange of letters between the Administrative Authority and Organisation concerned. The following is to be included by Administrative Authorities in their initial letter to the Organisation:

'It is considered that the attendance of your officer at this course should be on the following conditions, namely, that your Organisation agrees to indemnify the Commonwealth, its officers, servicemen, employees and agents against any liability, including liability for negligence, in respect of any injury or damage suffered by, or caused by an act or omission of, your officer during or in connection with his attendance at the course and that your Organisation will not itself, have or make a claim against the Commonwealth, its officers, servicemen, employees or agents, in respect of any such injury or damage.

It is not proposed to prepare a formal document. A letter containing the acceptance of your Organisation to the foregoing conditions and signed in a manner to bind your Organisation contractually would be sufficient.'

4. Navy Orders 682 of 1966 and 325 of 1968 are hereby cancelled.

(D of T 186/201/17)

(*Navy Orders 682 of 1966 and 325 of 1968*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

803—AMF Local Purchase Delegation for Non-scale Consumable Dental Stores

1. Navy Order 153 of 1968 is to be amended as follows:

Paragraph 1:

Add under heading RAN:

Senior Dental Officer—HMAS LEEUWIN $20.00

Paragraph 9:

Add:

Command Paymaster—HMAS LEEUWIN
Western Command
Swan Barracks
PERTH WA 6000

Paragraph 11—Last line:

Delete: 'Eastern or Southern'

Substitute: 'relevant'

2. ABR 4, Naval Storekeeping Manual, Article 3412 will be amended.

(MDG 2/51/73)

(*Navy Order 153 of 1968*)

RESTRICTED

804—Cartridges 4.5 inch Fitted with CC Primers RADHAZ Protection During Transfer

1. Investigation has shown that 4.5 inch cartridges fitted with conducting Composition Primers are RADHAZ SAFE when transferred at sea in boxes N29 and C155, and no additional precautions need be taken.

2. Cartridges fitted with CC Primers which are not transferred in the above boxes, represent a hazard, and must be fitted with polythene base covers whilst the cartridges are in the open. This condition is most likely to arise during transfer between fleet units where boxes N29 and C155 are not available.

3. Polythene base covers are not required when transferring ammunition to or from a lighter, however, lighter crews should be made aware of the danger from Electrostatic charges as detailed in BR 862 article 0323.

4. Armament Supply depots are to supply without demand 200 Polythene Base covers to all 4.5 inch fitted ships to comply with this order.

5. Warrants of Naval Armament Stores will be amended.

(DWE 726/59/76)

UNCLASSIFIED

805—Definition of Aero-engine and Power Plant

1. Because of the discrepancies in the interpretations of Quick Change Unit (QCU), Engine Change Unit (ECU), Quick Engine Change (QEC) and Power Plant (P/P) it has been found necessary to rationalise the terms to the following:

a. *Power Plant* .. (1) An aero-engine including accessories and cowling and which is designed as a single unit for quick installation or removal.

(2) Power Plants will vary dependent on the type of aircraft; for this reason power plant checking lists for aircraft type are contained in Chapter 13 of AP (RAN) 102.

b. *Engine* .. (1) An engine consists of the basic engine fitted with the minimum of accessories and fittings.

(2) Engines will vary dependent on the type of aircraft; for this reason engine checking lists for aircraft type are contained in Chapter 13 of AP (RAN) 102.

2. AP (RAN) 102 will be amended in due course.

(ACAE 465/1/1415)

UNCLASSIFIED

806—Fire Precautions—Mounting of Fire Extinguishers

1. On 15 September 1969 a RAAF Airman brushed against a 2 gallon size fire extinguisher hanging from a bracket fixed to the wall. The fire extinguisher fell, striking the man on the left foot resulting in serious injury (one toe was amputated and another was fractured).

2. Investigations have shown that the extinguisher (fitted with a Hand Wheel type cap) was mounted on a bracket intended to carry an extinguisher with a riveted handle. Tests proved that the extinguisher could easily be dislodged from the unsuitable bracket.

3. In consequence of this incident action as follows should be taken:

a. Inspect all fire extinguishers to discover those mounted incorrectly.

b. Arrange for unsatisfactory brackets to be replaced.

c. Ensure that when an extinguisher is replaced, or moved, the bracket is suitable or otherwise replaced.

(DNW 1446/1/39)

UNCLASSIFIED

807—Minesweepers—Repair of Magnetic Sweeps

(DCI (RN) 1159/69)

1. Recent instances have occurred in the RN where minesweepers have recovered broken magnetic sweeps without securing the broken ends together. This practice results in Base Staff having to flake out the sweep on land to effect a repair, with the strong probability of considerable damage to the rubber sheathing from the flaking out, as well as considerable unproductive man hours on the part of the Base Staff.

2. It must be emphasized that minesweepers, on recovering a damaged sweep, must secure the outboard broken end as soon as it appears on the sweepdeck and restream the recovered part until the broken ends can be secured together before final recovery and return to Base for repair.

3. BR 2215 and TP 625 will be amended.

(DUW 1227/51/512)

UNCLASSIFIED

808—Naval Stores (General) Group Class 8010—Interior Fire Retardant Paint—Semi-gloss, White and Black—Introduction

1. It has been decided to introduce Interior Fire Retardant Paint, semi-gloss to specification ASK 179–1967. CPC approval No 179–1968 for use in RAN in lieu of Interior Fire Retardant Paint, Gloss and Flat.

2. The new paints have been allocated manual and stock numbers as follows:

Group Class	*Stock No Catalogue Number*	*Item Name*	*DQ*	*Acctg Class*	*Manual No*
8010	66–034–0932	Enamel, heat resisting; 1 gal can, white, semi-gloss	GL	C	FR63
8010	66–034–0933	Enamel, heat resisting; 5 gal can, white, semi-gloss	GL	C	FR63
8010	66–034–0934	Enamel, heat resisting; 1 gal can, black, semi-gloss	GL	C	FR64

3. These paints are to be used in interior painting systems on all surfaces previously painted with gloss or flat fire-retardant paint as specified in ABR 19. The limitations regarding fire-retardancy as set out in ABR 19 ART 1006 (4) are to be considered as relevant to the new paints.

4. ABR 19 is being amended to include these paints.

5. Interior Fire-Retardant Paint, semi-gloss may be tinted with approved exterior enamels to produce light or pastel shades as required for decorative purposes.

26267/69—2

6. The following paints are superseded and stocks are to be used to exhaustion, before issue of the semi-gloss paints:

Stock Number *Group Class*	*Catalogue Number*	*Item Name*	*Manual No*
8010 (formerly 0442–L59414)	66–010–0051	Paint, Oil: Full Gloss 1 gal can, white, fire retardant ..	FR60
8010 (formerly 0442–L59417)	66–023–3005	Paint, Oil: Full Gloss 5 gal can, white, fire retardant ..	FR60
8010 (formerly 0442–L59432)	66–023–3006	Paint, Oil: Lustreless 1 gal can, white, fire retardant ..	FR61
8010 (formerly 0442–L59435)	66–023–3007	Paint, Oil: Lustreless 5 gal can, white, fire retardant ..	FR61
8010 (formerly 0442–L59425)	66–023–3008	Paint, Oil: Lustreless 1 gal can, black, fire retardant ..	FR62

(ACDC 400/1/693)

UNCLASSIFIED

809—Naval Stores (General)—Introduction—Scouring Powder

1. The following item is added to the authorised list of Consumable Naval Stores:

Group/ Class	*Catalogue No*	*Description*	*Acctg Class*	*Dq*
7930	66–030–6340	Scouring Powder	C	CN

2. Demands to complete to the initial outfit quantities shown hereunder should be lodged on the Superintending Naval Store Officer, Sydney.

CVS, AP	20 cans each
DDG, DD, DE, AO, AD	12 cans each
AGS, AGSC, AGOR	4 cans each
MHC, MSC, AG	2 cans each

3. It is important that the scouring powder is not used in machinery spaces, as abrasive particles may enter bearings of machinery and other working surfaces and cause permanent damage.

(DSAP 512/80/346)

RESTRICTED

810—Safe Custody of Small Arms and Small Arm Ammunition

Navy Order 759 of 1968 is to be amended as follows:

Paragraph 13

Delete 'and not glaze'

Insert 'and glazed with clear glass'.

(DWE 700/255/13)

(*Navy Order 759 of 1968*)

UNCLASSIFIED

811—Stores (General)—ABR 5074, RAN Catalogue of Stores—Group Class 0261—Aircraft Arresting Barrier, Launching and Securing Gear

Navy Order 529 of 1969 is to be amended as follows:

Paragraph 1

Delete 'all items held on charge under Group Class 0261 are to be transferred to Group Class 0481.'

Insert 'all bindings and pins for blocks held on charge under Group Class 0261 are to be transferred to Group Class 0481.'

(DSAP 506/61/698)

(*Navy Order 529 of 1969*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

812—Form PM181—First Report on Syphilis Case Form PM182—First or Follow-up Report on VD Case

1. Forms PM181 and PM182 have been introduced, and will be issued without demand by the SVSO Sydney.

2. These forms are to be used in accordance with the instructions contained in ABR 1991 Articles 0230 and 0231. They are not to be allocated an enclosure number on AF Med 4 (PM168), but are to be forwarded direct to the Medical Director-General.

(MDG 464/76/120)

UNCLASSIFIED

813—Forms SX149—Demand for Fresh Provisions—Sheet 1 and SX149-1 Demand for Fresh Provisions—Sheet 2

1. The abovementioned forms have been re-introduced and are to be used in connection with the demanding of fresh provisions from SVSO, Sydney.

2. The forms, in pads of 100 sheets, are available on demand from the Stationery Section, REVY, Source Code 5819.

3. ABR 93, Chapter 4, will be amended.

(DSAP 464/77/108)

UNCLASSIFIED

814—Form TG100—List of Authorised Movable Magnetic Material and Form TG101—List of Excess Movable Magnetic Material—Introduction

1. Forms TG100/TG101 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.

Allowed Movable Magnetic Material

3. Movable magnetic items allowed for in the design and calibration of the degaussing coil system will be entered on Form TG100, 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 ships 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 Ships Book. The second copy is a working copy and is issued enclosed within a hard covered folder. It is to be held by a ships 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.

Excess Movable Magnetic Materials

5. 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 TG101, List of Excess Movable Magnetic Material. The list is to be prepared and maintained by a ships officer delegated by the Captain.

7. Additions to and deletions from the list shall only be made by the responsible ships 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 initialled 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 TG101.

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 TG101. Movable magnetic items not on either list shall be removed from the ship.

Caution and Warning Labels

11. 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, ie, affixed to cardboard to form a tag, etc.

14. Forms TG100 and TG101 are available from SVSO Sydney.

15. 'Caution' and 'Warning' labels are also available from SVSO Sydney. They are identified by the numbers LB101 and LB102 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.

17. Navy Order 638 of 1969 is hereby cancelled.

(ACDC 1227/51/195)

(*Navy Order 638 of 1969*)

Navy Orders 505-605 of 1966 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. Murray, at the Government Printing Office, Canberra

26267/69—3

HISTORIAN

RESTRICTED

ANOs 815-826/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30 December 1969.

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

By direction of the Naval Board,

P. Mandau.

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

26897/69

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

815 Flags—Distinguishing 6 Breadth and Signalling Flags Size 3—Discontinuance of Issue.

SECTION 2—PERSONNEL

816 Accidents—Minesweeping—CTA Strain Cable—Precautions Against Accident.

817 Prizes—Entry 1/1969—Supplementary List Seaman Midshipmen.

818 SD List Officers—Promotion.

SECTION 3—OPERATIONAL AND TRAINING

819 Royal Melbourne Institute of Technology—Engineering Diplomas for Naval Personnel.

SECTION 4—EQUIPMENT, STORES AND SERVICING

820 Fires and Firefighting—Policy for Firefighting Equipment in Switchboard Room.

821 Stores (General)—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers and Item Names—Amendment.

822 Stores (General)—Group Class 4920—Aircraft Maintenance and Repair Shop Specialised Equipment—Change of Stock Numbers.

823 Stores (General)—Group Class 5120—Hand Tools, Nonedged, Nonpowered—Change of Stock Numbers.

824 Stores (General)—Group Class 5305—Screws—Change of Stock Numbers.

825 Stores (General)—Group Class 5310—Nuts and Washers—Change of Stock Numbers.

826 Stores (General)—Group Class 5905—Resistors—Change of Stock Number.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

815—Flags—Distinguishing 6 Breadth and Signalling Flags Size 3—Discontinuance of Issue

1. The use of 6 breadth distinguishing flags and size 3 signal flags is to be discontinued and ships at present authorised to use these sizes are to re-equip with 4 breadth distinguishing flags and size 4 signal flags by 1 January 1970.

2. Demands for 4 breadth distinguishing flags and size 4 signal flags are to be raised and forwarded to the Superintending Victualling Store Officer. On advice of availability of stocks, the 6 breadth distinguishing flags and size 3 signal flags held are to be returned to Royal Edward Victualling Yard, Sydney.

(D of V 37/2/89)

Section 2

PERSONNEL

RESTRICTED

816—Accidents—Minesweeping—CTA Strain Cable—Precautions Against Accident

(*DCI (RN) 1288/69*)

1. An accident has occurred recently in the Royal Navy involving the loss of a thumb by a sailor manning the hand-reel used for stowing the AP30032 cable in the CTAS Mk 1 rig.

2. Post Design action is in hand to provide a guard to prevent any further accident of this nature. However, it will always be essential to ensure that no part of the hand necessarily used to assist the reeling and unreeling of the cable projects over the fixed part of the reel in such a way that it can be trapped between the fixed and moving parts. This is particularly important during streaming when there is a changing load in the AP30032 cable which will tend to cause the reel to turn suddenly.

(DUW 177/1/140)

UNCLASSIFIED

817—Prizes—Entry 1/1969—Supplementary List Seaman Midshipmen

The Naval Board are pleased to announce that the 'United Service Institution of Victoria Prize' has been awarded to:

Officer Cadet KWEK SIEW JIN,

Singapore Armed Forces (Maritime Command).

(D of T 38/6/31)

26897/69—2

UNCLASSIFIED

818—SD List Officers—Promotion

1. To facilitate the planning of Commanders postings, the Naval Board have decided to adopt the provisional selection procedure for promotions to Commander on the Special Duties List and to announce future half-yearly promotions on 30 June and 31 December in conjunction with promotions on the General List.

2. The names of any officers selected for promotion to Commander SD List on 1 April 1970 will be promulgated as provisionally selected for promotion to date 30 June 1970.

3. Thereafter Half-Yearly Reports on Forms AS206 (PP101) for all Lieutenant-Commanders SD List in the promotion zone will be required to reach Navy Office by 15 May and 15 November, commencing 15 November 1970.

4. Promotions to Lieutenant (for Sub-Lieutenants not promoted on attaining two years seniority) and to Lieutenant-Commander on the Special Duties List will continue to be announced and become effective on 1 April and 1 October each year.

5. RI Articles 0553, 1051 (8) and 1052 (Table) are being amended accordingly.

(DAPO 316/1/8)

Section 3
OPERATIONAL AND TRAINING

UNCLASSIFIED

819—Royal Melbourne Institute of Technology—Engineering Diplomas for Naval Personnel

1. A course of Engineering training to Diploma level has been introduced to supplement the Engineering Degree scheme now undertaken from the Royal Australian Naval College and the University of New South Wales.

Prerequisites and Courses

2. Selected personnel will be given full-time training at the Royal Melbourne Institute of Technology (RMIT) to Diploma level in one of Mechanical, Electronic, Electrical, Communications or Aeronautical Engineering. Other Diplomas may be studied if the need arises.

3. Though Diploma Courses through RMIT are of three years (for matriculants) or four years (for applicants with Victorian Leaving Certificate) it has been decided that the four-year courses will not be used, and matriculation will be the academic prerequisite for selection for naval Engineering Diploma students.

Sources of Entry

4. Students will be selected from:

a. Officers who fail Engineering Degree courses, and are considered to have Diploma potential.

b. Seaman officers who are studying for a degree and whose eyesight deteriorates below Seaman standards.

c. Officers from the RAN College 'CRESWELL' course whose interests are technical, and/or whose eyesight is below Seaman standards (*Note* 1).

d. Topmen or Upperyardmen who have technical potential (*Note* 2).

e. A Direct Entry Scheme at matriculation level. However, this will be in abeyance until the average numbers available each year from the above sources are known.

Note 1. Officers selected from groups b. and c. will complete the current year of their previous course before being transferred to a Diploma course.

Note 2. Students in group d. will proceed to Diploma studies immediately after matriculating.

Conditions of Service

5. a. *List.* On selection, trainees from sources 4a., 4b., 4c. will remain as General List officers. Trainees selected from sources 4d., 4e. will be offered either permanent commissions on the General List or five-year short service commissions on the Supplementary List, on successful completion of Diploma course. The five-year short service commission will commence on 1 March following completion of the course.

b. *Professional Training and Time Gained on Course.* The conditions regarding time gained for General List officers under training have almost been finalised, and the conditions relating to the three-year Science Degree course for Seaman officers will be applied to the three-year Diploma course. Professional courses subsequent to academic training and in vacations are being finalised for Degree students, and will apply to Diploma students.

Administration

6. Officers posted to course will be administered by the Commanding Officer, HMAS LONSDALE. An officer will be posted to HMAS LONSDALE as full-time course officer for Diploma students in due course. Textbooks and instruments will be provided on loan (NPI Art 148) and course fees paid by LONSDALE as directed by the Naval Board.

Accommodation

7. Officer students will be billeted in Melbourne and the course officer will be accommodated with them.

Selection

8. Selection will be made yearly thus:

a. The RANC Study Board is to consider officers under Paragraph 4a., 4b., 4c. each year, and forward nominations.

b. NOICWA, in consultation with the RANC Selection Board, is to consider Topmen and Upperyardmen under Paragraph 4d., and forward nominations by the beginning of December each year.

c. Officers who fail degree courses at RNEC Manadon will be considered each year by the Naval Board.

9. Recommendations made to the Naval Board should be accompanied by documentary evidence of academic qualifications. Where nominations are made in advance of matriculation results, the latter are to be signalled as soon as available (information LONSDALE).

Enrolment

10. On receipt of recommendations final selections will be made by the Naval Board, and the Commanding Officer, HMAS LONSDALE directed to effect enrolments accordingly.

(DNES 325/1/137)

Section 4

EQUIPMENT STORES AND SERVICING

RESTRICTED

820—Fires and Firefighting—Policy for Firefighting Equipment in Switchboard Rooms

The following amendments are to be made to Navy Order 201 of 1969:

a. Underneath Title: *delete* '*(DCI (RN) 29/1968)*'

b. *Delete* present Paragraph 4 and *substitute*:

'4. The use of water extinguishers on live electrical equipment in establishments is prohibited.'

(DNSD 1446/1/64)

(*Navy Order 201 of 1969*)

UNCLASSIFIED

821—Stores (General)—Group Class 0413—Rubber Goods, Ebonite Quills—Change of Stock Numbers and Item Names—Amendment

Navy Order 225 of 1969 is to be amended as follows:

Paragraph 1

	Old Stock No		*New Stock No*	
	Group Class	*Catalogue Number*	*Group Class*	*Catalogue Number*
shown as	0413	10415	0413	923–7748
should read	0413	10415	0413	923–9348
shown as	0413	8658	0413	924–3503
should read	0413	8568	0413	924–3503

(DSAP 512/56/438)

(*Navy Order 225 of 1969*)

UNCLASSIFIED

822—Stores (General)—Group Class 4920—Aircraft Maintenance and Repair Shop Specialised Equipment—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

		New Stock Number	
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
00–497–7683	5120	00–566–2857	Guide
00–497–7684	5120	00–566–2858	Guide
00–497–7685	5120	00–566–2859	Guide
66–027–4222	5180	00–704–3164	Lock
66–027–4190	5130	00–025–2749	Jack and gauge

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 20 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 603/54/335)

UNCLASSIFIED

823—Stores (General)—Group Class 5120—Hand Tools, Nonedged, Nonpowered—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

		New Stock Number	
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
66–027–4221	5120	00–628–2555	Tool
66–027–4210	5120	00–650–2566	Wrench

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 20 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 506/71/558)

UNCLASSIFIED

824—Stores (General)—Group Class 5305—Screws—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

		New Stock Number	
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
L64039	5305	66–032–6389	Screw machine
L64040	5305	66–032–6388	Screw machine
L59524	5305	66–031–3368	Screw machine
L59525	5305	66–031–3369	Screw machine
L59526	5305	66–031–3370	Screw machine

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 20 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 506/61/526)

UNCLASSIFIED

825—Stores (General)—Group Class 5310—Nuts and Washers—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
66–L63931	5310	00–596–7308	Nut, self-locking
66–L63932	5310	00–514–6687	Nut, self-locking
66–L63933	5310	00–616–2333	Nut, self-locking
66–L63934	5310	00–061–1524	Nut, self-locking
66–L63935	5310	00–514–7597	Nut, self-locking
66–L63936	5310	00–527–3977	Nut, self-locking

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 20 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 506/51/314)

UNCLASSIFIED

826—Stores (General)—Group Class 5905—Resistors—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
L59235	5905	00–846–2284	Resistor, variable
00–L63200	5905	00–727–9776	Resistor, fixed, film
00–L63201	5905	00–775–0776	Resistor, fixed, film
00–L63146	5905	00–880–2350	Resistor, fixed, film
00–L63147	5905	00–776–5982	Resistor, fixed, film
00–L63148	5905	00–959–9262	Resistor, fixed, film
00–L63149	5905	00–904–4336	Resistor, fixed, film
00–L63150	5905	00–774–8321	Resistor, fixed, film
00–L63151	5905	00–774–3808	Resistor, fixed, film
00–L63152	5905	00–682–6982	Resistor, fixed, film
00–L63153	5905	00–903–9037	Resistor, fixed, film
00–L63154	5905	00–900–9781	Resistor, fixed, film
00–L63155	5905	00–774–8300	Resistor, fixed, film
00–L63156	5905	00–781–9699	Resistor, fixed, film
00–L63157	5905	00–051–2096	Resistor, fixed, film
00–L63158	5905	00–775–0640	Resistor, fixed, film
00–L63159	5905	00–774–8330	Resistor, fixed, film

Catalogue Number	*Group Class*	*New Stock Number Catalogue Number*	*Description*
00–L63160	5905	00–959–9550	Resistor, fixed, film
00–L63161	5905	00–903–9087	Resistor, fixed, film
00–L63162	5905	00–051–0747	Resistor, fixed, film
00–L63163	5905	00–781–8735	Resistor, fixed, film
00–L63164	5905	00–774–8323	Resistor, fixed, film
00–L63165	5905	00–727–9761	Resistor, fixed, film
00–L63166	5905	00–771–2285	Resistor, fixed, film
00–L63167	5905	00–727–9750	Resistor, fixed, film
00–L63168	5905	00–900–2051	Resistor, fixed, film
00–L63169	5905	00–727–9750	Resistor, fixed, film
00–L63170	5905	00–771–2282	Resistor, fixed, film
00–L63171	5905	00–727–9777	Resistor, fixed, film
00–L63172	5905	00–727–9748	Resistor, fixed, film
00–L63173	5905	00–726–1886	Resistor, fixed, film
00–L63174	5905	00–727–9765	Resistor, fixed, film
00–L63175	5905	00–727–9773	Resistor, fixed, film
00–L63176	5905	00–768–5613	Resistor, fixed, film
00–L63177	5905	00–727–9774	Resistor, fixed, film
00–L63178	5905	00–727–9776	Resistor, fixed, film
00–L63179	5905	00–985–6006	Resistor, fixed, film
00–L63180	5905	00–924–6836	Reisstor, fixed, film
00–L63181	5905	00–767–3164	Resistor, fixed, film
00–L63182	5905	00–776–5991	Resistor, fixed, film
L59249	5905	00–081–2730	Resistor, variable
00–L63192	5905	00–070–5853	Resistor, variable
L59221	5905	66–031–3351	Resistor, fixed, wire wound
L59222	5905	66–031–3352	Resistor, fixed, wire wound
L58114	5905	66–031–3359	Resistor, fixed, wire wound
L58115	5905	66–031–3360	Resistor, fixed, wire wound
L58116	5905	66–031–3358	Resistor, fixed, wire wound
L58117	5905	66–031–3356	Resistor, fixed, wire wound
L58118	5905	66–031–3357	Resistor, fixed, wire wound
L58119	5905	66–031–3362	Resistor, fixed, wire wound
L58120	5905	66–031–3353	Resistor, fixed, wire wound
L58121	5905	66–031–3361	Resistor, fixed, wire wound
L58122	5905	66–031–3355	Resistor
L58123	5905	66–031–3354	Resistor, fixed, wire wound
L59226	5905	66–031–3365	Resistor, variable
L59227	5905	66–031–3366	Resistor, variable
L59228	5905	66–031–3367	Resistor, variable
L58124	5905	00–912–7455	Resistor
L58126	5905	00–755–8907	Resistor, variable
L58127	5905	00–914–0878	Resistor, variable
L58128	5905	00–688–3365	Resistor, variable
L58130	5905	00–984–3109	Resistor, variable
L58131	5905	00–820–4357	Resistor, variable
L58132	5905	00–763–6517	Resistor, variable
L58133	5905	00–994–7157	Resistor, variable
L58134	5905	00–782–0238	Resistor, variable
L58135	5905	00–823–3378	Resistor, variable
66–L63269	5905	66–032–6390	Resistor, variable

Catalogue Number	Group Class	New Stock Number Catalogue Number	Description
L63019	5905	00–805–3430	Resistor, variable
L63020	5905	00–754–9142	Resistor, variable
L63021	5905	00–837–9911	Resistor, variable
L63022	5905	00–819–1342	Resistor, variable
L63023	5905	00–060–9544	Resistor, variable
L63024	5905	00–087–4510	Resistor, variable
66–L63052	5905	00–836–0478	Resistor, variable
66–L63053	5905	00–839–4333	Resistor, variable
66–L63055	5905	00–985–4611	Resistor, variable
00–L58124	5905	00–912–7455	Resistor, variable
00–L58126	5905	00–755–8907	Resistor, variable
00–L58127	5905	00–914–0878	Resistor, variable
00–L58128	5905	00–688–3365	Resistor, variable
00–L58130	5905	00–984–3109	Resistor, variable
00–L58131	5905	00–820–4357	Resistor, variable
00–L58133	5905	00–782–0238	Resistor, variable
00–L63019	5905	00–805–3430	Resistor, variable
00–L63020	5905	00–754–9142	Resistor, variable
00–L63021	5905	00–837–9911	Resistor, variable
00–L63022	5905	00–819–1342	Resistor, variable
00–L63023	5905	00–060–9544	Resistor, variable
00–L63024	5905	00–087–4510	Resistor, variable
00–L63056	5905	00–740–7197	Resistor, variable
00–L63057	5905	00–801–5430	Resistor, variable
00–L63058	5905	00–682–1247	Resistor, variable
00–L63059	5905	00–726–3381	Resistor, variable
00–L63230	5905	00–682–1379	Resistor, variable
00–L63231	5905	00–688–3366	Resistor, variable
00–L63232	5905	00–837–4325	Resistor, variable
00–L63233	5905	00–088–0648	Resistor, variable
00–L63234	5905	00–879–0018	Resistor, variable
00–L63235	5905	00–889–0401	Resistor, variable
66–L58137	5905	66–021–9843	Resistor, fixed, film
66–L58138	5905	66–022–2880	Resistor, fixed, film
66–L58139	5905	66–021–9860	Resistor, fixed, film
66–L58140	5905	66–022–2897	Resistor, fixed, film
66–L58141	5905	66–031–3426	Resistor, fixed, film
66–L58142	5905	66–031–3436	Resistor, fixed, film
66–L58143	5905	66–031–3428	Resistor, fixed, film
66–L58145	5905	66–021–9872	Resistor, fixed, film
66–L58146	5905	66–031–3452	Resistor, fixed, film
66–L58147	5905	66–031–3438	Resistor, fixed, film
66–L58148	5905	66–031–3431	Resistor, fixed, film
66–L63001	5905	66–031–3432	Resistor, fixed, film
66–L63003	5905	66–031–3439	Resistor, fixed, film
66–L63004	5905	66–022–5987	Resistor, fixed, film
66–L63005	5905	66–031–3433	Resistor, fixed, film
66–L63006	5905	66–022–5999	Resistor, fixed, film
66–L63013	5905	66–031–3447	Resistor, fixed, film
66–L63014	5905	66–021–9831	Resistor, fixed, film
66–L63018	5905	66–031–3463	Resistor, fixed, wire wound

Catalogue Number	Group Class	New Stock Number Catalogue Number	Description
66–L63236	5905	66–021–9847	Resistor, fixed, film
66–L63237	5905	66–021–9854	Resistor, fixed, film
66–L63238	5905	66–031–3427	Resistor, fixed, film
66–L63239	5905	66–031–3451	Resistor, fixed, film
66–L63240	5905	66–031–3450	Resistor, fixed, film
66–L63241	5905	66–031–3440	Resistor, fixed, film
66–L63242	5905	66–031–3441	Resistor, fixed, film
66–L63243	5905	66–031–3434	Resistor, fixed, film
66–L63244	5905	66–031–3442	Resistor, fixed, film
66–L63245	5905	66–031–3435	Resistor, fixed, film
66–L63268	5905	66–031–3437	Resistor, fixed, film
00–L63278	5905	00–071–4772	Resistor, variable

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 20 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 519/66/296)

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Historian

RESTRICTED

ANOs 827-848/69

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 January 1970.

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

27307/69

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

828 Guest Cruises in HMA Ships.

829 Reserve Legal Panel.

SECTION 2—PERSONNEL

830 Issue of Passports to Non-Australian Members of the RAN.

831 Uniform—Kits of Personnel Posted to the New Guinea Area and Darwin.

SECTION 3—OPERATIONAL AND TRAINING

832 Joint Services Staff Course—Establishment in the Australian Capital Territory.

SECTION 4—EQUIPMENT, STORES AND SERVICING

833 Alteration and Addition Item—HMAS DIAMANTINA.

834 Alteration and Addition Item—HMAS STALWART.

835 Ammunition—Cartridges Power—USA Cartridges Used in Skyhawk Aircraft Cartridges Impulse Mark 8 Mod 0.

836 Ammunition Pyrotechnics—Life Saving Stores—Manoverboard Marker.

837 Diving—Specification for Dry Breathing Air for Diving Purposes.

838 Guns—Damage to 40/60 Guns.

839 Lists of Equipment—Change of Title.

840 Maintenance of Specialised Hydrographic/Oceanographic Equipments.

841 Naval Stores (Electrical)—Teletype Equipment—Initial Outfit of Minor Spares.

842 Periodical Air Testing of Compartments in HMA Ships—Equipment for Air Pressure and Vacuum Methods.

843 Stores (General) Group Class 5930—Switches—Change of Stock Numbers.

844 Stores (General) Group Class 5935—Connectors, Electrical—Change of Stock Numbers.

845 Stores (General) Group Class 5940—Lugs, Terminals and Terminal Strips—Change of Stock Number.

846 Stores (General) Group Class 6210—Indoor and Outdoor Electric Lighting Fixtures—Change of Stock Numbers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

847 ABR 4, RAN Storekeeping Manual, Article 0106—Amendment.

848 New Type Wafer Seals.

NAVY ORDER 827 OF 1969 WILL NOT BE ISSUED

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

828—Guest Cruises in HMA Ships

1. It has been decided that special guests, or groups of guests, may be taken in HMA Ships in addition to those provided for in RI 1705A.

The object is to create good public relations among various persons in the community for whom there has been no opportunity to visit HMA Ships and see them under normal working conditions.

2. Normally, these cruises should be of short duration, and should not involve a night at sea. However, guests may be accommodated on board for interstate trips, or in other circumstances involving a night or nights at sea. These cruises are not to interfere with ships approved programmes.

3. Approval has been given for the priorities for such guests to be as follows: scientists doing work of interest to the RAN; MPs (including Shop Window); senior Defence Department civilian officers and Service officers and other Commonwealth Officials; foreign service attaches/representatives; important community persons; the Navy League, the Naval Associations and other associations of ex-Navalmen; university faculty staffs; headmasters and career advisers; RSL officials; Legacy officials and wards; Rotary and other similar service club officials; professions; trades; others.

4. Navy Office will issue invitiations.

5. Navy Office will keep a list of suitable guests and visits will be arranged as opportunity occurs after consultation with the administrative authority and the ship command.

6. Operational authorities, administrative authorities and commanding officers who might wish to entertain a guest who has been of value to the RAN, or for good public relations reasons, should submit names and proposals to ACNB.

7. Navy Office is to provide the guest or guests with advance information about the ship to be visited, the object of the trip and photographs of the ship.

8. Special guests are not required to sign indemnity forms but full precautions are to be taken against possible accidents to such guests.

9. It is intended guests should see a sufficient amount of Ships compartments and equipment to make the visit good public relations value. The protection of classified informations is to be preserved and the following security requirements are to apply:

a. Civilians other than Commonwealth public servants:

(1) Guests may be shown round the ship in a similar manner to 'family day' visits. RESTRICTED information may be shown in passing but attention is not to be drawn to classified aspects.

(2) Sonar and Communications compartments are not to be included in areas to be visited unless the 'need to know' has been established and the appropriate clearance obtained.

b. Service and Commonwealth Government personnel:

(1) visits may include classified compartments and information provided:

A. clearance to the appropriate level has first been ascertained.

B. they are advised of the classification of the information.

C. Classified information normally should be limited to those areas of interest relevant to their position and employment.

c. Security clearances in excess of that required for 9 a. (1) above are to be obtained from DNI or local BIO for Service personnel, and Navy Office, SEO (S) or local security offices for all civilian guests.

d. Communication centres. Access to these areas require a higher level of clearance and unless it can be established that Service personnel and Commonwealth Government employees are cleared for crypto access they should not be invited into these areas.

10. Special guests will provide their own transportation to and from the ports of embarkation and disembarkation.

11. Wardroom messes may claim reimbursement for meals and beverages provided to special guests under NPI 22 and 22/1. NPI 22 (3) states that where only one guest is entertained in a wardroom the mess can claim reimbursement only with the approval of the Naval Board. In the case where one guest only is taken on a special cruise NPI 22 (1), (1A) and (1B) will apply.

12. RI 1705A will be amended to meet the provisions of this Navy Order.

(DPR 138/1/114)

UNCLASSIFIED

829—Reserve Regal Panels

1. In order that advocacy and procedure at courts martial be of the highest order, practising barristers and solicitors have been appointed to the Reserve and Citizen Naval Forces. These officers should, in conjunction with Permanent Service Legal Officers, be used as judge advocate and as prosecuting and defending officers at courts martial. In addition Administrative Authorities and Commanding Officers are encouraged to seek advice from panel members whenever in doubt about any legal question, eg, the legal aspect of welfare cases or the framing of charges of a complicated or serious nature. The names of these officers and their residential areas are shown in the Navy List.

2. The Naval Board have decided to increase the size of the Reserve Legal Panel and the following rules have been established to govern appointment and service of these officers:

a. All medically fit barristers and solicitors are eligible to join the panels.

b. Selection of those most suitable to fill vacancies will be made by the Judge Advocate General and DNLS, preference being given to applicants with previous Naval experience.

c. During their first year in the CNF, successful applicants without previous naval experience will be required to carry out the Reserve Officers Indoctrination Course in HMAS CERBERUS (Course No 901341 of 13 days duration).

d. All successful applicants will be required, during their first year, to spend three days with DNLS being briefed on the Naval Discipline Act and on court-martial procedure.

e. Only after c., if applicable, and d. will members of the Panels be eligible to undertake legal work for the RAN.

f. All members of the Panels will be encouraged to volunteer (through DNLS) for short periods of continuous training either at sea or in commissioned establishments.

g. Successful applicants will be appointed Lieutenants (Special Branch) RANVR—List 10 under the unified RANR (Navy Order 41 of 1969 refers), unless they already hold or have held higher rank in the Naval Forces of the Commonwealth.

h. Lieutenants will be eligible for selection for promotion to Lieutenant-Commander on gaining six years seniority. The views of the JAG and DNLS will be taken into account when selecting officers for promotion.

i. Promotion to Commander RANVR will be by selection from Lieutenant-Commanders who become Queens Counsellors.

j. During continuous training officers will be paid the normal 'on promotion' rates of pay appropriate to their rank. Remuneration for legal work done for the Navy will be in accordance with the scales laid down by the Crown Solicitor.

k. Members will normally be transferred to a non-active list at 40 if still Lieutenants and at 50 if Lieutenant-Commanders. All officers will be transferred to the Retired List at age 60.

3. All applications for appointment are to be forwarded to the Secretary, Department of the Navy, Canberra, ACT. DNLS will decide whether further appointing action is to be taken by Recruiting Staff Officers.

(DRNP 321/6/41)

(*Navy Order 41 of 1969*)

Section 2

PERSONNEL

UNCLASSIFIED

830—Issue of Passports to Non-Australian Members of the RAN

1. The Department of Immigration has advised that any non-Australian member of the armed services who is recognised as a British subject as a result of possession of the citizenship of another country of the British Commonwealth may be provided with an Australian passport describing him as a British subject. No charge is made for such a passport.

2. This concession applies irrespective of the country of destination but the members Commanding Officer must certify in writing that the holding of a passport is essential for the travel being undertaken. This should be included in the statement referred to in RI Article 1734 which is required to accompany the application made to the Department of Immigration.

3. Where the member desires to renew or obtain a British passport he may do so but this will be at his own expense.

4. The majority of members of the RAN who would be eligible for British passports would be United Kingdom nationals. Should they elect to renew or obtain a British passport, application should be made direct to the Passport Officer, British High Commission, Canberra ACT 2600 accompanied by the appropriate fee.

Charges are—Renewal $2.60.

New Passport $4.90.

5. The foregoing may also apply to the dependants of naval personnel in this category.

6. RI Article 1734 will be amended.

(HPB 63/3/98)

UNCLASSIFIED

831—Uniform—Kits of Personnel Posted to The New Guinea Area and Darwin

1. Navy Order 7 of 1969 is amended as follows:

a. Paragraph 3—*delete* and *substitute:*

3. Sailors proceeding through Sydney on posting are to deposit excess articles of kit in the Kit Repository, HMAS KUTTABUL. If necessary, an additional kit bag will be issued on loan to each sailor for temporary stowage of excess articles.

b. Annex A—Class II Sailors, *delete:*

20900–12 Coverall, safety, industrial, blue*

and *substitute* the following:

20900–12 Coverall, safety, industrial, blue No 2*

c. Annex B—Classes I and III Sailors, *delete:*

20194–222 Boot, mans, black, heavy, Pr 1

and *substitute* the following:

20194–222 Boot, mans, black, heavy .. .. .. }
or
20239–70 Boot, mans, black, light .. .. } Pr 1
or
22856–909 Shoe, dress, leather, black .. .. .. }

d. Annex B—Class II Sailors, *add* the following:

20194–222 Boot, mans, black, heavy .. .. .. }
or
20239–70 Boot, mans, black, light .. .. } Pr 1
or
22856–909 Shoe, dress, leather, black .. .. .. }

2. ABR 93, Manual of Victualling Stores, Part II, Section 2, Scale 3 (*g*) (ii) and ABR 5016, Regulations and Instructions for the RAN, will be amended.

(D of V 930/53/17)

(*Navy Order 7 of 1969*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

832—Joint Services Staff Course—Establishment in the Australian Capital Territory

1. It is planned to build in the Australian Capital Territory an Australian Services Staff College which will cater for both single service and joint service Staff Courses. Planning makes provision for a Joint Service Wing and separate Navy, Army and Air Force wings.

2. As a first stage a Joint Services Wing of the future Australian Services Staff College has been established at a temporary site on the Cotter Road, ACT. The date of commencement of building permanent quarters including the Naval wing has not yet been finalised. When the Naval wing is completed Naval Staff courses will be undertaken in Australia.

3. The Charter of the JSW is attached at Annex A. There will be two courses per year, each of 22 weeks duration, for officers of Commanders rank. During this course officers will study Politico, Military, Economic and Defence subjects as they affect Joint Service planning. The course will include a visit of three days to Industry and an overseas (SE Asia) tour. The first course is scheduled to begin on 27 January 1970.

4. Officers selected for the course will normally be either just leaving, or about to begin, a tour of duty in Canberra.

5. The Directing Staff consists of a Brigadier (Director), two Commanders, two Lt-Colonels (one NZ) and two Wing Commanders (Directing Staff) with Associate Directing Staff (civilian) from Defence and External Affairs as necessary. The Army is the Sponsor Service, and as such provides the staff and administrative support to enable the Wing to function efficiently.

6. The student representation is expected to consist of:

Navy	4 (one NZ)
Army	9 (one NZ)
Air Force	5 (one NZ)
Civilian	6
Total	24

7. The address of the Establishment is:

a. Mail:

Joint Services Wing,
Australian Services Staff College,
PO Box 129,
CURTIN ACT 2605
(Telephone Canberra 811466).

b. Classified material may be sent through the Department of Defence (Registry).

c. Telegraphic and signal address: JOINTSERWING, CANBERRA.

8. Officers will be posted HMAS HARMAN, for course number 901207. HMAS HARMAN will be responsible for the personal administration of these officers.

9. Unaccompanied officers will be accommodated in a Government Hostel as arranged by the Director, JSW.

ANNEX A

Australian Services Staff College Joint Service Wing Charter

1. The aim of the Joint Services Staff Course is to train selected Service officers for Joint Service Staff and Command appointments. Selected senior civilian officers will also attend.

2. The course is to be conducted by the Joint Service Wing of the Australian Services Staff College. Officers attending will normally be of the rank of Commander or equivalent and have qualified at a single service staff course.

3. The course is designed to:

a. further their knowledge of the roles, organisation and capabilities of the Defence Forces;

b. study the organisation, command, control, logistic support, and administration of joint operations of Australian forces in the various types of warfare in which they may be involved—the studies are to be at Joint Force and Defence Department levels, and are to cover situations where Australian forces are acting alone or in conjunction with Allied forces;

c. study the environment in which Australian forces might be engaged in operations and to consider the effect it will have on the composition and equipment of the Forces;

d. study the problems of the defence of Australia and her territories;

e. further their knowledge of the potential of Australia to support her forces in war;

f. further their knowledge of the relationship of Defence planning to overall Government planning;

g. Broaden their knowledge of Australian foreign policy and to consider how this policy affects defence relationships between Australia and other countries; and

h. consider the military implications for Australia of regional Defence Treaties and Australian–New Zealand Defence co-operation.

(D of O 1600/211/86)

Section 4

EQUIPMENT STORES AND SERVICING

UNCLASSIFIED

833—Alteration and Addition Item—HMAS Diamantina

The following Item has been approved as an Alteration and Addition for HMAS DIAMANTINA:

Class List Item 655 (Ex TDL 'RCC').

a. *Item:* 'To remove the Carbonator from the Canteen Annexe'.

b. Weight landed is to be reported to Navy Office.

c. *Reference:* HMAS DIAMANTINAs Form AS1182 (TG103) TDL 'RCC' dated 13 August 1968, forwarded under cover of NOIC WA memorandum dated 29 August 1968.

(CNTS 1224/56/206)

UNCLASSIFIED

834—Alteration and Addition Item—HMAS Stalwart

The following Item has been approved as an Alteration and Addition for HMAS STALWART to be carried out by Ships Staff.

Class List Item No 15 (Ex TDL 'P').

a. *Item:* 'To provide stabilised 115 volt 60 Hz power supplies to 18 number switch sockets in the Test Equipment Laboratory and 9 number switch sockets in the Gyro Repair Room, fed from 3 number stabilising units supplied by a 10 KVA 440/115 volt open working transformer, in accordance with Navy Office Drawing 673/11/29.'

b. No weight compensation is required for the additional 1,200 lb weight, however, details of weights added are to be reported to Navy Office.

c. *Reference:* HMAS STALWARTs Form AS1182 (TM168) TDL 'P' dated 4 January 1969 forwarded under cover of FOCAF memorandum dated 29 January 1969.

(CNTS 1228/53/70)

UNCLASSIFIED

835—Ammunition—Cartridges Power—USA Cartridges Used in Skyhawk Aircraft

Cartridges Impulse Mark 8 Mod 0

The undermentioned Cartridge of USA manufacture has been introduced into Naval Service for use in Skyhawk Aircraft.

1.	*Item:*	Cartridge Impulse Mk 8 Mod 0 FSN 2T–1375–075–5846–M185.
2.	*Description*	The Cartridge is electrically initiated and has an aluminium alloy case. The cartridge consists of an electric ignition element, booster, main charge, and an acrylic perchlorate consumable closure disc. The cartridge is 1.080 inches in diameter tapered to 1.053 inches in diameter and has a length of 2.882 inches.
3.	*Use:*	This cartridge is used in the Aero 1A, Aero 3A, Aero 7A and MAU 9/A ejector racks for release and ejection of stores from an aircraft in flight.
4.	*Operation:*	When the cartridge is fired, the resulting gas pressure operates the release ejector mechanism to free or eject a store. The operating temperature range of the cartridge is from −65° F to +160° F. Recommended firing current is 10 amperes.
5.	*Aircraft Applicability:*	Skyhawk: One cartridge for releasing payloads of 125 lb or more.

6. *Service Life:* Service Life of the cartridge is established at five years, beginning from the date of manufacture stamped on the cartridge and on the hermetically sealed metal container, of which not more than one year shall have elapsed after opening of the hermetically sealed container. Cartridges are overage if either of these time limits is exceeded.

When the hermetically sealed metal container is opened the service life expiration date (month and year) shall be marked with indelible ink on the side of each cartridge.

Note: If packed in other than a hermetically sealed metal container the total service life shall be two years from date of manufacture, of which not more than one year shall have elapsed after installation in the device of intended application.

7. *Warning:* Before installing the cartridge in the breech of the firing mechanism, be sure that all circuits of the actuating system are open.
This cartridge shall not be resistance-checked either prior to or after installation in the device of intended application.

8. *Classification* Group 6—Category X.

(DAS 465/7/14)

UNCLASSIFIED

836—Ammunition Pyrotechnics—Life Saving Stores—Manoverboard Marker

(*DCI (RN) 1232/69*)

Pyrotechnics which may be retained on Board in a Naval Dockyard.

1. The following Pyrotechnics:

Signals Distress Day and Night packed in GRP Containers in liferafts.

Markers Manoverboard Smoke and Light fitted in Lifebuoy Racks may be retained on board when alongside, during refit, docking or repairs, subject to the following conditions:

a. The Ship will not remain in dockyard hands for more than 35 days.

b. No work is carried out on liferafts or Marker Stowages.

c. No welding or burning takes place within 20 ft radius.

2. For periods over 35 days and when b. and c. above cannot be complied with, liferafts containers are to be returned to (S) NSO, unless prior approval has been obtained from the Naval Officer in Charge of the area.

3. Markers Manoverboard are not to be retained on board when the outfit of ammunition has been landed. When a ship taken in hand for a short period is allowed to retain her outfit on board, Markers are to be removed from the Lifebuoy Rack stowage, and stowed in the Pyrotechnics Magazine/Locker before entering Dry Dock.

4. Markers are to be inspected periodically when 'in situ' to ensure that they are in serviceable condition.

5. The relaxations apply to all operational ships and those commissioned for sea trials.

6. BR 862 (NMER) Article 0614 will be amended.

(DAS 700/55/76)

UNCLASSIFIED

837—Diving—Specification for Dry Breathing Air for Diving Purposes

1. Specification DW7897A which lays down the air purity requirements for Diving purposes was originally based on an Air Force Specification for oxygen used in aircraft breathing equipment.

2. Because of difficulties experienced in achieving the moisture content of 0.02 gm/cu metre at STP, specified in DW7897A with the existing design of HP Air Filtration and Charging panel it has been approved to relax the moisture content to not more than 0.10 gm/cu metre (0.10 mg/litre) at STP for diving purposes subject to the following limitation:

SSBA is not to be used when ambient surface temperature is 32° F or less as below this temperature there is a possibility that moisture in the compressed air may freeze and cause a malfunction of the equipment.

3. ABR 155 and Specification DW7897A are being amended accordingly and these amendments will be issued in due course.

4. Pending issue of the above amendments, the provisions of this Navy Order are to be implemented forthwith.

(DWE 400/1/744)

RESTRICTED

838—Guns—Damage to 40/60 Guns

1. Instances have occurred in the Fleet whereby serious damage has been caused to the mechanism of 40/60 Guns because of improper closing of the operating cover of the gun.

2. Care is therefore to be taken to ensure that the operating cover is properly closed before the gun is fired and attention is drawn to BR 1057, Chapter 8, Paragraphs 15 and 16.

(DWE 1215/56/469)

UNCLASSIFIED

839—Lists of Equipment—Change of Title

1. It has been decided that titles of Lists of Equipment should refer more specifically to what the lists contain rather than the identity of the officers responsible. The existing titles have therefore been amended as detailed hereunder, and these titles are to be used in future.

Existing Title as per ABR 4 Article 3505	*New Title*	*Content*
a. Engineer Officers List	Mechanical and Marine Engineering List	Mechanical equipment other than that associated with weapons material.
b. Electrical Officers List (Part I)	Electrical List	Electrical equipment other than that associated with weapons material.

Existing Title as per ABR 4 Article 3505	*New Title*	*Content*
c. Electrical Officers List (Part III)	Radio, Radar, etc Fitted Equipment List	Radio, radar, etc equipment. (Applicable only to fitted sets and outfits. The authorised allowances of spares, accessories and test equipment are accounted for and maintaned by the Supply Officer).
d. Commander (Airs) List ..	Airfield or Flight Deck Equipment List	Airfield or Flight Deck equipment required for flying operations of aircraft except: (1) Naval and Air Stores which are accounted for by the Supply Officer. (2) Fixed equipment accounted for in other appropriate Lists of Equipment, etc, and/or 'As Fitted' drawings.
e. Shipwrights Officers List..	Hull Equipment List ..	Hull equipment.
f. Boatswains List ..	Rigging List	Rigging, etc
g. Barrackmasters List. (In establishments only where separate Shipwrights and Boatswains Lists are not warranted)	Barracks Equipment List	Hull equipment, rigging, etc, as appropriate.
h. Weapons and Radio Engineer Officers List (In older ships, this list is divided into the Ordnance Engineers List and the Electrical Officers (Part II) List)	Weapons List.. ..	Weapon Equipment.

2. The amendments to the title on the cover of the respective lists and the enclosed certificates thereto are to be made on promulgation of this order, but, if so desired, the amendment of the respective 'H' and 'J' pages may be left until new pages are raised by AS197 action, or when the list is renewed.

3. ABR 4 will be amended.

(DSAP 400/62/1852)

UNCLASSIFIED

840—Maintainance of Specialised Hydrographic/Oceanographic Equipments

Responsibility for the maintenance of specialised Hydrographic/Oceanographic equipment is vested in Garden Island Dockyard. Uniformed personnel in Oceanographic/Hydrographic ships will remain responsible for the maintenance of general fitted equipments within their capacity.

(D of T 311/4/267)

UNCLASSIFIED

841—Naval Stores (Electrical)—Teletype Equipment—Initial Outfit of Minor Spares

1. At present HMA Ships carry a limited number of major units of Teletype equipment to enable repair by replacement, to be carried out. Minor components are not provided, as Dockyard Radio Centre, Leichhardt, is currently responsible for general repair work.

2. Because of the increased number of personnel qualified in the maintenance of Teletype equipment now borne in HMA Ships, it is considered that more extensive maintenance and defect repair work can be carried out by ships staff. Accordingly it has been decided to provide an initial outfit of spares to all Teletype fitted ships and to HMA Establishments, TARANGAU, MELVILLE, CERBERUS, LEEUWIN, ALBATROSS, KUTTABUL and HARMAN.

3. Details of the range of spares, together with first outfit quantities of each, are shown in Annex A.

4. HMA Ships fitted with Teletype equipment and the HMA Establishments nominated above, should lodge demands for the items required to complete the initial outfit quantities. Demands should not be hastened, because it is anticipated that existing stocks of these items will be inadequate to meet the estimated requirements of the HMA Ships and Establishments concerned.

5. An Establishment List will be promulgated.

ANNEX A

Stock Number	*Description*	*TT Part No*	*Quantity*
5815–00–526–3835	Spring	31636	2
5340–00–448–1433	Spring Helical Extension	42661	2
5340–00–370–2009	Spring, Tension	152129	2
5815–00–318–5059	Spring Helical Extension	152891	2
5815–00–370–0430	Spring	NK	3
5815–00–370–0464	Gear Helical	150091	1
5815–00–370–0550	Spring	NK	3
5815–00–370–0764	Spring	NK	2
5815–00–370–0827	Spring Helical Extension	150048	2
5815–00–664–2139	Spring	150241	2
5815–00–370–1014	Gear, Spur	150439	1

Stock Number	*Description*	*TT Part No*	*Quantity*
5815–00–370–1016	Gear Spur	150441	1
5815–00–370–1059	Shoe Clutch	150043	1
5815–00–370–1060	Shoe Clutch	150044	1
5815–00–370–1165	Spring	NK	2
5815–00–370–1177	Spring	151715	2
5815–00–370–1566	Spring	NK	4
5815–00–412–5080	Drum, Clutch	150000	1
5815–00–412–5841	Spring	NK	2
5815–00–448–1406	Spring Helical Extension	7655	2
5815–00–448–1653	Spring Helical Extension	78533	2
5815–00–448–2191	Spring Helical Extension	111342	2
5815–00–448–4129	Spring Helical Extension	90517	6
5815–00–524–0230	Spring Helical Extension	49420	4
5815–00–524–3420	Spring	154638	2
5815–00–448–4122	Spring Tension	90260	2
5815–00–526–1650	Spring Helical Extension	7603	6
5815–00–526–3865	Spring Helical Extension	7618	2
5340–00–567–7759	Spring Helical Extension	157200	6
5815–00–567–2213	Spring	157240	6
5910–00–570–7349	Capacitor	150979	1
5930–00–258–5287	Switch Sensitive	151414	1
5815–00–759–5685	Pinion (20T)	145365	3
5815–00–759–5686	Gear (56T)	145366	3
5815–00–370–0714	Spring Governor	150869	1
5815–00–370–0710	Bracket Contact	150858	1
5915–00–503–2134	Filter Radio	152055	1
5910–00–570–7354	Capacitor	151914	1
6130–00–525–1236	Rectifier	120195	1
5815–00–767–3321	Capacitor	NK	1
5815–00–371–8159	Armature Motor, Series 1/20 HP 115V 60 cycle 3,600 RPM	122210	1
6110–00–224–5837	Screw Contact	6320	4
5815–00–518–9721	Arm Contact	150856	6
5815–00–682–6299	Suppressor Electrical Noise	161578	1
5910–00–874–9518	Capacitor	161579	4
5977–00–296–5445	Brush Electric	122205	6
5815–00–370–0698	Fan Governor	150997	2
5977–00–636–0088	Brush	150882	2
5815–00–370–0818	Toggle	151171	12
5815–00–652–1605	Screw Contact	154045	12
5815–00–639–3447	Screw Machine	151173	6
5815–00–768–3983	Filter, RF	154190	4
5815–00–370–0397	Platen Teletype	150718	2
5815–00–370–0689	Cup, Dashpot	150975	4
5815–00–370–0859	Bail	150059	3
5815–00–370–1145	Head Print Hammer	150061	6
5815–00–351–7787	Spring Helical	112633	6
1610–00–787–1926	Type Box	164586	1
6240–00–300–9755	Lamp Incandescent 60V	153400	12
6240–00–797–4370	Lamp Incandescent 6V	151982	12
6240–00–155–8014	Lamp Incandescent 110V	151562	6
5815–00–370–1126	Window Plastic K/B	151353	4
5815–00–091–9583	Window Plastic	153042	2

Stock Number	*Description*	*TT Part No*	*Quantity*
5815–00–705–3963	Hood Keyboard	154110	1
5815–00–370–0748	Bar Space	151045	2
5815–00–370–0161	Stud	151135	1
5815–00–705–5001	Gear Helical	159284	1
5815–00–705–5004	Isolator	159287	1
5305–00–705–5007	Screw Machine	161301	1
5970–00–370–0810	Insulator Bush	151183	1
5330–00–599–8282	Washer insulating	151182	1
5930–00–525–1806	Switch sensitive	151329	1
5310–00–286–8873	Washer Flat	42823	4
5310–00–209–3861	Washer Lock	110743	4
5305–00–208–6405	Screw Machine	151737	4
5340–00–448–1691	Spring	80581	2
5815–00–066–9339	Spring Carriage Return	154310	1
5815–00–664–2210	Spring Helical	45027	1

(DSAP 519/57/224)

UNCLASSIFIED

842—Periodical Air Testing of Compartments in HMA Ships—Equipment for Air Pressure and Vacuum Methods

1. 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 of 1966. 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 of 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 measured 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.

ANNEX A

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	

11. Navy Order 667 of 1966 is hereby cancelled.

(ACDC 1211/51/426)

(*Navy Order 667 of 1966*)

UNCLASSIFIED

843—Stores (General) Group Class 5930—Switches—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

	New Stock Number		
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
00–L58305	5930	00–445–9274	Switch, toggle
L58306	5930	00–044–3514	Switch, toggle
L58336	5930	00–851–5477	Switch
L58245	5930	00–823–0874	Switch
L58320	5930	00–990–7568	Switch, toggle
L58321	5930	00–900–2627	Switch, toggle
L58245	5930	00–823–0874	Switch, sensitive
L59279	5930	66–031–3789	Switch
L58313	5930	66–018–3135	Switch, rotary
L58314	5930	66–018–3167	Switch, rotary
L58315	5930	66–017–3475	Switch, rotary
00–L58235	5930	00–785–8546	Switch
00–L58240	5930	00–854–7864	Switch
00–L58281	5930	00–882–3568	Switch
66–L58235	5930	00–785–8546	Switch
L58223	5930	00–828–1079	Switch
00–L58223	5930	00–828–1079	Switch
00–L58231	5930	00–924–4774	Switch
00–L58232	5930	00–831–0355	Switch
L–58233	5930	00–820–9542	Switch
00–L58234	5930	00–791–6090	Switch
00–L58238	5930	00–846–7717	Switch
L58239	5930	00–441–0618	Switch
00–L58240	5930	00–854–7864	Switch
00–L58241	6210	00–068–8024	Switch
00–L58242	6210	00–807–9805	Switch
00–L58265	5930	00–615–6785	Switch
00–L58271	6210	00–888–7324	Switch

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 20 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 519/80/179)

UNCLASSIFIED

844—Stores (General) Group Class 5935—Connectors, Electrical—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

	New Stock Number		
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
00–L62302	5935	66–032–6380	Connector, receptacle, electrical
00–L64411	5935	66–032–6400	Connector, receptacle, electrical
00–L64412	5935	66–032–6401	Connector, receptacle, electrical
00–L64413	5935	66–032–6403	Connector, receptacle, electrical
L58444	5935	66–032–6406	Connector, plug, electrical
L62341	5935	66–032–6394	Connector, receptacle, electrical
L62342	5935	66–032–6395	Connector, receptacle, electrical
L62343	5935	66–032–6396	Connector, receptacle, electrical
L62344	5935	66–032–6397	Connector, plug, electrical
L62345	5935	66–032–6398	Connector, plug, electrical
L62346	5935	66–032–6399	Connector, plug, electrical
L59954	5935	66–032–6381	Connector
00–L62303	5935	66–032–6379	Connector
L58431	5935	00–866–3010	Connector
L58432	5935	00–865–9237	Connector
00–L62291	5935	00–833–6318	Contact
00–L62297	5935	00–257–9663	Connector
00–L62298	5935	00–504–3896	Handle, connector
L59933	5935	00–983–7040	Connector
L59934	5935	00–552–7660	Connector
L50228	5935	00–259–9823	Connector
L44983	5935	00–204–6608	Connector
L44973	5935	00–539–0848	Connector
L58495	5935	00–501–5086	Connector
L59931	5935	66–014–5255	Socket, electron tube
L62283	5935	66–032–6377	Connector
L62286	5935	66–032–6407	Connector
00–L62239	5935	00–577–0008	Connector
00–L62340	5935	00–577–0009	Connector
00–L58431	5935	00–866–3010	Connector
00–L58432	5935	00–865–9237	Connector
00–L58371	5935	66–031–3404	Connector, receptacle, electrical
00–L58370	5935	66–031–3403	Connector, receptacle, electrical
00–L58374	5935	66–031–3405	Connector, receptacle, electrical
00–L59955	5935	66–032–6393	Connector, receptacle, electrical
00–L62347	5935	66–032–6391	Connector, receptacle, electrical
00–L62349	5935	66–032–6392	Connector, receptacle, electrical
66–L58434	5935	66–031–3376	Connector
66–L58438	5935	66–031–3377	Connector
66–L62233	5935	66–031–3375	Connector
66–L62234	5935	66–031–3399	Connector

	New Stock Number		
Catalogue Number	*Group Class*	*Catalogue Number*	*Description*
66–L58460	5935	66–032–6409	Connector
66–L62235	5935	66–031–3378	Connector
66–L62236	5935	66–031–3380	Connector
66–L62237	5935	66–031–3381	Connector
66–L62238	5935	66–031–3382	Connector
66–L62239	5935	66–031–3383	Connector
66–L62240	5935	66–031–3384	Connector
66–L62241	5935	66–031–3385	Connector
66–L62243	5935	66–031–3398	Connector
66–L62244	5935	66–031–3386	Connector
66–L62245	5935	66–031–3387	Connector
66–L62246	5935	66–031–3388	Connector
66–L62247	5935	66–032–6411	Connector
66–L62248	5935	66–031–3389	Connector
66–L62249	5935	66–031–3390	Connector
66–L62250	5935	66–031–3391	Connector
66–L58443	5935	66–031–3392	Connector
66–L58445	5935	66–031–3393	Connector
66–L58451	5935	66–032–6413	Connector
66–L58450	5935	66–032–6414	Connector
66–L58448	5935	66–031–3394	Connector
66–L58449	5935	66–032–6415	Connector
66–L58452	5935	66–031–3395	Connector
66–L58447	5935	66–031–3396	Connector
00–943–3875	5935	66–032–6411	Connector
00–943–3877	5935	66–032–6414	Connector
00–912–6386	5935	66–032–6406	Connector
00–921–4726	5935	66–032–6415	Connector
66–L62251	5935	66–031–3397	Connector
66–L62254	5935	00–539–0848	Connector
66–L62255	5935	00–849–8278	Connector
66–L62257	5935	00–201–7256	Connector
66–L62258	5935	00–201–2725	Connector
66–L62259	5935	00–832–4344	Connector
00–L58355	5935	66–031–3409	Connector
00–L58356	5935	66–031–3410	Connector
00–L58357	5935	66–031–3411	Connector
00–L58359	5935	66–031–3412	Connector
00–L58360	5035	66–031–3413	Connector
00–L58370	5935	66–031–3403	Connector
00–L58371	5935	66–031–3404	Connector
00–L58374	5935	66–031–3405	Connector
00–L58375	5935	66–031–3406	Connector
00–L58378	5935	00–051–1605	Plug insert
00–L59945	5935	66–031–3414	Connector
00–L59948	5935	66–031–3415	Connector
00–L31082	5935	66–031–3416	Connector
00–L62226	5935	00–054–8556	Connector
00–L62217	5935	00–905–4736	Connector
00–L62227	5935	00–902–4393	Connector

Catalogue Number	New Stock Number: Group Class	New Stock Number: Catalogue Number	Description
00–630–1645	5935	66–032–6407	Connector, receptacle, electrical
L62287	5935	66–031–3469	Connector
L62288	5935	66–032–6383	Connector
L62289	5935	66–031–3471	Connector
L62290	5935	66–032–6382	Connector
00–957–2331	5935	66–032–6409	Connector, plug, electrical
00–L62216	5935	00–907–5282	Key, polarizing
00–L62221	5935	66–031–3407	Connector
00–L62223	5935	66–031–3408	Connector
00–L63315	5935	66–031–3417	Connector
00–L62212	5935	66–031–3418	Connector
00–L62213	5935	66–031–3419	Connector
00–L62214	5935	66–031–3420	Connector
00–L62215	5935	66–031–3421	Connector
00–L62209	5935	66–031–3422	Connector
00–L62204	5935	66–031–3423	Connector
00–L62208	5935	66–031–3424	Connector
00–L62316	5935	66–031–3425	Connector
00–L62201	5935	66–032–6417	Connector, receptacle, electrical
00–L62202	5935	66–032–6420	Connector, receptacle, electrical
00–L62203	5935	66–032–6418	Connector, receptacle, electrical
00–L62205	5935	66–032–6419	Connector, receptacle, electrical
66–L62314	5935	00–854–7092	Connector
00–915–8666	5935	66–032–6417	Connector, receptacle, electrical
00–914–8485	5935	66–032–6418	Connector, receptacle, electrical
00–914–8487	5935	66–032–6419	Connector, receptacle, electrical
00–L62372	5935	66–032–6427	Connector, receptacle, electrical
00–L62371	5935	66–032–6426	Connector, receptacle, electrical
66–L62219	5940	00–032–5209	Splice, conductor
00–L62389	5935	66–032–6425	Connector, receptacle, electrical
00–L62393	5935	66–032–6424	Cover, electrical connector
00–L62394	5935	66–032–6423	Cover, electrical connector

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 27 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 519/81/113)

UNCLASSIFIED

845—Stores (General) Group Class 5940—Lugs, Terminals, and Terminal Strips—Change of Stock Number

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

Catalogue Number	New Stock Number: Group Class	New Stock Number: Catalogue Number	Description
00–L62110	5940	00–331–2892	Terminal, lug
00–L62132	5940	00–644–9295	Terminal, lug
00–L62133	5940	00–681–8150	Terminal, lug

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 27 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 519/71/146)

UNCLASSIFIED

846—Stores (General) Group Class 6210—Indoor and Outdoor Electric Lighting Fixtures—Change of Stock Numbers

1. As a result of changes to item identification data advised by the codification authority of the country of origin of items concerned, the following stock number changes have been made:

Catalogue Number	New Stock Number: Group Class	New Stock Number: Catalogue Number	Description
00–L59863	6210	00–888–2520	Lens, indicator light
00–L59860	6210	00–888–2521	Lens, indicator light
00–L58621	6210	00–786–8419	Light, indicator
00–L58575	6210	66–032–6387	Light, indicator
00–L58576	6210	66–032–6386	Light, indicator
L59857	6210	00–525–4677	Screen
00–L59859	5850	00–952–6793	Filter, yellow
00–L59864	5840	00–015–0422	Filter, amber
00–L58235	5930	00–785–8546	Switch unit
00–L58281	5930	00–882–3568	Switch unit
00–L58240	5930	00–854–7864	Switch unit
00–L58615	5930	00–446–5056	Indicator
00–L58622	6210	00–801–8802	Indicator
00–L58328	5930	00–441–0615	Switch
00–L59861	6210	00–920–3744	Filter, yellow

2. Action is to be taken to adjust accounts in accordance with ABR 4 (RAN Storekeeping Manual) Article 1815 with effect from 27 January 1970.

3. ABR 5074 (RAN Catalogue of Stores) will be amended in due course.

(DSAP 519/75/164)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

847—ABR4 RAN Storekeeping Manual, Article 0106—Amendment

Lines 3 to 12 inclusive of the abovementioned article, as inserted by Change No. 1, are be deleted.

(DSAP 465/52/1646)

27307/69—3

848—New Type Wafer Seals

Navy Order 597 of 1969 is to be amended as follows:

Paragraph 3 line 2 *delete* Articles 0840–0844 and *insert* Articles 0841–0844.

(SEO (S) 1617/206/71)

(*Navy Order 597 of 1969*)

Navy Orders 606 to 703 are now over three years old and may be disposed of accordingly.

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