ANO's

1971

HISTORIAN

RESTRICTED

ANOs 1/71-12/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21 January 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

1/71—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 of 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 A disposal instruction is included in Navy Orders each month listing the orders no longer in force which may be disposed of.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 1970 was No 638.

8. Navy Order 1/70 is hereby cancelled.

(47/8/7 CEO (GS))

(*Navy Order 1/70*)

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2/71—Ikara Security Classifications

The attached annexes give details of the agreed RAN, RN security classifications which apply to the RAN Ikara Weapon System and supersede those previously published in Confidential Navy Order 28/67.

ANNEX A

Classification of the Overall Weapon System

Notes: 1. The names Ikara, MURAWA, MATTINA are unclassified.

2. A separate document exists to define the security classification of the RN version of Ikara.

	Grading
1. a. The Staff Target, Operational Requirement, Military Characteristics (Agreed Characteristics) and/or Technical Specification for the Weapon System	S
b. The Tactical use of the Weapon:	
(1) Established Tactical Procedures	C
(2) Future Tactics/Trial Tactics	S
c. The Overall Performance of the Weapon Delivery System, as distinct from the Performance of individual Equipment and/or Assemblies	C (*Note* 6 page 5)
d. The Composition of the Weapons System (in terms of Major Equipments as listed in this document)	R (*see Note* 5 page 5)
e. The association with specific RN ships	R (but *see* 4c below)

2. The following information is classified RESTRICTED:

a. The torpedoes are being produced in the USA.

3. The following information is UNCLASSIFIED and has been released for publication. For details of when additional information may be released, reference must be made to the appropriate security authority:

a. Ikara is a long range anti-submarine weapon system being developed in Australia to a Royal Australian Navy Staff requirement.

b. The system comprises the following:

c. A guided airborne vehicle carrying a homing torpedo. (The complete assembly, vehicle and torpedo, will be referred to as the missile).

d. An underwater detection system.

e. A command guidance system.

f. Anti-submarine Warfare Officers Console and Computer for Target Prediction and Fire Control.

g. Shipborne handling and launching arrangements.

h. Names of Developers/Manufacturers.

i. The association of RN Ikara with (HMS) DLG 09.

4. a. The torpedoes are being produced in UK (RN Ikara).

b. The underwater detection systems are being produced in UK and USA.

c. The association of RN Ikara with DLG 09.

ANNEX B

Legend to be Used with Annex C

1. **Nomenclature**

a. Code name or Department of Supply reference, eg, Ikara.

b. Other name or project number.

c. Service role, function or purpose, eg, surface to air, sustainer motor proximity fuze, etc.

d. Basic principle of operation, eg, beam rider, bi-fuel motor, radio fuze, etc.

2. **Production, Procurement and Supply**

a. Formal contract (*see Note* 7).

b. Total Numbers in:

(1) R and D Programme.

(2) Production Programme.

c. Total Cost of:

(1) R and D Programme.

(2) Production Programme.

d. Unit Production Cost.

e. Names of Developers/Manufacturers.

f. Miscellaneous supply documents (*see Note* 8).

3. **Specification and Design Information**

a. Detailed main specification.

b. Subsidiary specifications referenced in the basic specification must have a security classification according to content.

c. Stress analysis data.

d. Weight and balance data.

e. Major structural details.

4. **Manufacturing Inspection**—*See Block 7*

5. **Drawings, Sketches, Photographs and Main Dimensions**

a. Complete or substantially complete set of drawings.

b. Internal, cutaway or exploded views of individual Equipment or Assemblies or of mock-ups or models of such Equipment or Assemblies.

c. Higher security grading of a unit circuit diagram within the assembly, excluding Block 8 considerations.

d. Installation wiring diagrams.

e. External views and contours of individual Equipment or Assemblies or mock-ups or models of such Equipment or Assemblies (provided no scale is deducible).

f. As for 5e but with scale shown or deducible.

g. Functional blocks schematic diagrams.

6. **Operational Information**
   a. Capabilities and Limitations.
   b. Operational performance.
   c. Reliability.
   d. Composition of Equipment. Association of Assemblies or Sub-assemblies with such equipment—To be read in conjunction with Blocks 3 to 7.
   e. Association of an Equipment with its site, aircraft, ship, etc.

7. **Technical Information**
   a. Operational frequency band by letter designation.
   b. That part of the frequency band which is revealed by waveguide details.
   c. Precise operational frequency quotations.
   d. Pulse characteristics word formats word repetition rates.
   e. Inspection, tests and trials, plans and results. Normally, the security grading of tests and trials and tests and trials reports will be the same as that assigned to the most highly graded aspect(s) of the particular Equipment or Assembly which is/are revealed. If, however, any novel application is the subject of trial, the trial and results may have a higher classification than the equipment itself.
   f. Service training and instructional equipment. According to content. Simulators and Trainers which disclose the operational performance of an Equipment and/or Assembly must be graded in accordance with Block 6b requirements.

8. **Counter-counter Measures**
   a. (1) Reasoning leading to the incorporation of any equipment design feature, device, or set of devices, to provide resistance to ECM. Reasoning behind the operational use of such devices in combating particular ECM threats.
      (2) The performance or limitations of any CCM feature of design device, or set of devices when expressed in terms of or revealing weapon system effectiveness.
   b. Procedures and equipment layouts associated with:
      (1) Monitoring and diagnosis of CM environment.
      (2) Operation of the appropriate CCM device.
   c. Specifications, manufacturing and engineering details of the particular CCM devices in the item.

9. **Test Equipment**
   a. Test equipment is to be graded on merit according to the classification of the information revealed.

10. End Item—Hardware protection required for storage handling and transport.

Notes: 1. When not associated with Ikara 'UNCLASSIFIED'.
2. Provided exhaust nozzles and/or aerials are blanked off.
3. *See* page 2.

4. Provided that higher graded information is not compromised, ie, Performance or Information on precise radio emission characteristics.
5. Without prejudice to the security of intended payloads to be carried.
6. *See* ACB 03327A or CB 03329 for full details.
7. But batch contracts may be treated at one grading lower than in 2 (b) and 2 (c).
8. The classification of individual documents must be assessed from the classifications given in Blocks 2 (a) to 2 (e); it will usually be 'RESTRICTED'.
9. The contents of some specifications cover more than one item as listed in this document. In such cases the higher security grading applies.
10. If the number of missiles carried and/or reloading cycle time is not disclosed 'RESTRICTED'.
11. If the number of missiles carried and/or reloading cycle time is not disclosed 'UNCLASSIFIED'.

ANNEX C

Column Schedule of Classifications

Block	1				2								3					4	5							6					7						8			9	10
	(a)	(b)	(c)	(d)	(a)	(b) (i)	(b) (ii)	(c) (i)	(c) (iii)	(d)	(e)	(f)	(a)	(b)	(c)	(d)	(e)		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(a)	(b)	(c)	(d)	(e)	(a)	(b)	(c)	(d)	(e)	(f)	(a)	(b)	(c)	(a)	
Complete weapon system— GWS Mk F1, Mks 2 and 3	U	U	U	U[4]	ACCORDING TO CONTENT	R	C	C	C	C	U	See Note 8 on Page 5	S	ACCORDING TO CONTENT	N/A	R	R	See Block 7	C[4]	R[4]	C[4]	R	N/A	N/A	R	C	C	C	R	U	R	R	S	S	See Legend Block 7E on Page 4	See Legend Block 7F on Page 4	S	S	S	ACCORDING TO CONTENT	C[4]
Air flight vehicle—																																									
Less SVU, SVL and wings—																																									
Action	U	N/A	U	U		R	C	C	C	C	U		C[4]		R	R	R		C	R[4]	C	N/A	U[3]	U[3]	R	C	C	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		C
Practice (NR and R)	U	N/A	U	U		R	C	C	C	C	U		C[4]		R	R	R		C	R[4]	C	N/A	U[3]	U[3]	R	C	C	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		C
Test	U	N/A	U	U		U	R	C	C	R	U		C[4]		R	R	R		C	R[4]	C	N/A	U[3]	U[3]	R	C	C	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		C
Ex Factory condition	U	N/A	U	U		R	C	C	C	C	U		C[4]		R	R	R		C	R[4]	C	N/A	U[3]	U[3]	R	C	C	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		C
Wings	N/A	N/A	U	U		R	R	R	R	R	U		R[3]		R	R	R		R	R	N/A	N/A	U	U	N/A	N/A	N/A	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
SVL	N/A	N/A	U	U		R	R	R	R	R	U		R[3]		R	R	R		R	R	N/A	N/A	U	U	N/A	N/A	N/A	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Propulsion system—																																									
Murawa	U	N/A	U	U		R	R	R	R	R	U		C		R	R	R		C	R[4]	N/A	N/A	U[3]	U[3]	N/A	C	C	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		C
Mattina	U	N/A	U	U		R	R	R	R	R	U		R[3]		R	U	U		R	R	N/A	N/A	U	U	N/A	R	R	U	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Body section—																																									
Release unit	N/A	N/A	U	U		R	R	R	R	U	U		R[3]		N/A	U	R		R	R	R	N/A	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Inertia generator	N/A	N/A	U	U		R	R	R	R	U	U		R[3]		N/A	U	R		R	R	R	N/A	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Deflector, jet	N/A	N/A	U	U		R	R	R	R	U	U		R[3]		N/A	U	R		R	R	N/A	N/A	R	R	N/A	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Transformer split	N/A	N/A	U	U		R	R	R	R	U	U		R[3]		N/A	U	U		U	U	U	N/A	U	U	N/A	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Missile control system—																																									
Complete system	N/A	N/A	N/A	R		R	R	R	R	R	U		R[4]		N/A	R	R		R[4]	R	R	N/A	U	U	R	C	C	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Auto pilot—																																									
Gyroscope displacement	N/A	N/A	N/A	R		R	R	R	R	U	U		R[4]		N/A	U	U		R	R	U	N/A	U	U	N/A	R	R	R	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Thermal battery, power supply	N/A	N/A	N/A	U		R	R	R	R	U	U		R[4]		N/A	U	U		U	U	U	N/A	U	U	N/A	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Power supply (DC/DC converter) stabilized	N/A	N/A	N/A	U		R	R	R	R	U	U		R[4]		N/A	U	U		U	U	U	N/A	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Electronic pack control	N/A	N/A	N/A	R		R	R	R	R	U	U		R[4]		N/A	U	U		R	U	R	N/A	U	U	R	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Amplifier direct current	N/A	N/A	N/A	U		R	R	R	R	U	U		R[4]		N/A	U	U		U	U	U	N/A	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Chassis electrical auto pilot system	N/A	N/A	N/A	N/A		R	R	R	R	U	U		R[4]		N/A	U	U		U	U	U	N/A	U	U	N/A	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Altitude control (Part of SVU)	N/A	N/A	N/A	U		R	R	R	R	U	U		R[4]		N/A	U	U		R	U	U	N/A	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Actuator, control surface	N/A	N/A	N/A	U		R	R	R	R	U	U		R[4]		N/A	U	U		U	U	U	N/A	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Missile borne guidance system—																																									
Stabilizer, vertical upper—																																									
Stabilizer vertical upper complete	N/A	N/A	R	R		R	R	R	R	R	U		C[4]		R	R	R		C[4]	R[4]	C[4]	N/A	U	U[3]	R	C[4]	C[4]	C	R	U	R	R	S	S			S	S	S		S
IF amplifier	N/A	N/A	N/A	R		R	R	R	R	R	U		R		N/A	U	U		R	R	R	N/A	U	U	U	R	R	R	U	U	R	R	S	S			S	S	S		R
Modulator	N/A	N/A	N/A	R		R	R	R	R	R	U		R		N/A	U	U		R	R	R	N/A	U	U	R	R	R	R	U	U	R	R	S	S			S	S	S		R
EHT converter	N/A	N/A	N/A	U		R	R	R	R	R	U		R		N/A	U	U		R	R	R	N/A	U	U	U	R	R	R	U	U	R	R	S	S			S	S	S		R
Decoder including delay line unit	N/A	N/A	N/A	R		R	R	R	R	R	U		C[4]		N/A	U	R[4]		C[4]	R[4]	C[4]	N/A	U	U	R[4]	C[4]	C[4]	R	R[4]	U	R	R	S	S			S	S	S		S
Aerial and fairing system	N/A	N/A	N/A	R		R	R	R	R	R	U		C[4]		R	U	R[4]		R[4]	R[4]	R[4]	N/A	U	U	N/A	C	R[4]	R	U	U	R	R	S	S			S	S	S		C
Receiver-L band	N/A	N/A	N/A	R		R	R	R	R	R	U		C[4]		N/A	U	R[4]		C[4]	R[4]	C[4]	N/A	U	U	R[4]	C	C[4]	R	R[4]	U	R	R	S	S			S	S	S		S
Magnetron	N/A	N/A	N/A	U		R	R	R	R	R	U		S		N/A	U	R[4]		S[3]	S[3]	N/A	N/A	U	U	N/A	C	C[4]	R	U	U	R	R	S	S			S	S	S		R
Stabilizer vertical upper empty	N/A	N/A	U	N/A		R	R	R	R	R	U		R		R	U	R		R	R	N/A	N/A	U	U	N/A	N/A	N/A	R	N/A	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Shipborne tracking and guidance system	N/A	N/A	U	R		R	C	C	C	C	U		S		N/A	R	R		C[4]	R[4]	C[4]	R	N/A	N/A	R	C	C	C	R	U	R	R	S	S			S	S	S		S

Block	1				2								3					4	5							6					7						8			9	10
	(a)	(b)	(c)	(d)	(a)	(b) (i)	(b) (ii)	(c) (i)	(c) (ii)	(d)	(e)	(f)	(a)	(b)	(c)	(d)	(e)		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(a)	(b)	(c)	(d)	(e)	(a)	(b)	(c)	(d)	(e)	(f)	(a)	(b)	(c)	(a)	
Auxiliary explosives stores	N/A	N/A	N/A	U/C	ACCORDING TO CONTENT	R	R	R	R	R	U	See Note 8 on Page 5	R	ACCORDING TO CONTENT	U	U	U	See Block 7	U	U	N/A	N/A	U	U	N/A	R	R	R	U	U	N/A	N/A	N/A	N/A	See Legend Block 7E on Page 4	See Legend Block 7F on Page 4	N/A	N/A	N/A	ACCORDING TO CONTENT	U
Conversion kits practice missile—																															Channel allocations are Restricted										
Telemetry sender	N/A	N/A	U	U		R	R	R	R	R	U		U		U	U	U		U	U	U	N/A	U	U	U	U	U	U	U	U	U	N/A	U	N/A			N/A	N/A	N/A		U
Parachute recovery	N/A	N/A	U	U		R	R	R	R	R	U		U		U	U	U		U	U	U	N/A	U	U	N/A	U	U	U	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Common code interrogation system—																																									
Command code generator	N/A	N/A	N/A	C		R	R	R	R	R	U		C[4]		U	U	U		C[4]	R	C[4]	N/A	R[1]	R[1]	C	C[4]	C[4]	R	R[4]	U	N/A	N/A	N/A	S			S	S	S		S
Command transmitter	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		U	U	U		C[4]	R[4]	C[4]	U	R[1]	R[1]	R[4]	C[4]	C[4]	R	R[4]	U	R	R	S	S			S	S	S		S
Command aerial	N/A	N/A	N/A	U		R	R	R	R	R	U		C[4]		U	U	R		C[4]	R[4]	R[4]	U	U	R	N/A	C[4]	C[4]	R	R	U	R	R	S	N/A			S	S	S		C
Fire control system—Attack console	N/A	N/A	U	R		R	R	R	R	R	U		C		U	U	U		C	R[4]	C	U	C	C	R[4]	C	C	R	R	U	N/A	N/A	N/A	S			N/A	N/A	N/A		C
Position detection system—																																									
Tracking receiver cabinet	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		U	U	U		C[4]	R[4]	C[4]	U	U[4]	U[4]	R[4]	C	C	R	R[4]	U	R	R	S	S			S	S	S		S
Tracking aerials	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		U	U	R		C[4]	R[4]	C[4]	U	U	R	R	C	C	R	R	U	R	R	S	N/A			S	S	S		C
Indexing link outfit	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		N/A	U	U		C[4]	R[4]	N/A	U	U	U	R[4]	R	R	R	R	U	R	R	S	N/A			S	S	S		R
Tracking test signal source	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		N/A	U	U		C[4]	R[4]	C[4]	U	U	U	R[4]	R	R	R	R	U	R	R	S	S			S	S	S		S
Mains stabilizer	N/A	N/A	U	U		R	R	R	R	R	U		U		N/A	U	U		U	U	U	U	U	U	U	U	U	U	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Composite switch and fuse panel	N/A	N/A	U	U		R	R	R	R	R	U		R		U	U	U		R	U	R	U	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Guidance operator cabinet	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		U	U	U		C[4]	R[4]	C[4]	U	R[4]	R[4]	R[4]	C	C	R	R[4]	U	R	R	S	S			S	S	S		S
Missile test system—																																									
Missile control system test equipment	N/A	N/A	U	R		R	R	R	R	R	U		R[4]		U	U	U		R[4]	R	R[4]	U	R[4]	R[4]	R[4]	R	R	R	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Control system comparison set	N/A	N/A	U	R		R	R	R	R	R	U		R[4]		U	U	U		R[4]	R	R[4]	N/A	R[4]	R[4]	R[4]	R	R	R	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Fin test equipment	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		U	U	U		C[4]	R[4]	C[4]	U	R[4]	R[4]	R[4]	R	R	R	R[4]	U	R	R	S	S			S	S	S		S
Fin diagnostic test equipment	N/A	N/A	U	R		R	R	R	R	R	U		C[4]		U	U	U		C[4]	R[4]	C[4]	N/A	R[4]	R[4]	R[4]	R	R	R	R[4]	U	R	R	S	S			S	S	S		S
Firing sequence equipment	N/A	N/A	U	R		R	R	R	R	R	U		R[4]		U	U	U		R[4]	R	R[4]	U	R[4]	R[4]	R[4]	R	R	R	R	U	R	R	S	S			N/A	N/A	N/A		R
Sonar (Note 6)—																																									
177M	See Note 6				See Note 6						U		See Note 6						See Note 6							See Note 6					See Note 6						See Note 6				
AN/SQS 23											U																														
Torpedo (Note 6)—																																									
Mk 44 Mod 1											U																														
Mk 46											U																														
Launcher (*see also* indexing link)	N/A	N/A	U	U		R	R	R	R	R	U		R[4]		R	R	R		R[4]	R[4]	R	U	U	U	N/A	R	R	C	R	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R
Stowage and handling gear—																																									
Handling system	N/A	N/A	U	U		R	R	R	R	R	U		C[10]		R	R	C[10]		C[10]	C[10]	C[10]	U	C[11]	C[11]	C[11]	C[10]	C[11]	C	C[10]	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		C[11]
Loading trolley	N/A	N/A	U	U		R	R	R	R	R	U		R		R	R	U		U	U	N/A	N/A	U	U	N/A	U	U	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		U
Launcher training control	N/A	N/A	U	U		R	R	R	R	R	U		R		R	R	U		R	U	R	U	U	U	U	R	R	R	U	U	N/A	N/A	N/A	N/A			N/A	N/A	N/A		R

Section 2

PERSONNEL

UNCLASSIFIED

3/71—Hearing Protection from Gunfire and Small Arms Noise

1. Navy Order 191/70 deals with the necessary procedures to be followed for the protection of hearing from high intensity noise.

2. A number of recent cases of severe permanent hearing loss from small arms firing makes it apparent that in some cases full use is still not being made of the available hearing protectors when personnel are exposed to weapon noise.

3. It cannot be stressed too strongly that hearing damage may result from exposure to short intense noise such as gunfire and thunderflash explosion, if hearing protectors are not worn.

4. Supervising officers are therefore to ensure that appropriate hearing protectors are worn by all personnel exposed to weapon noise above 0.22 calibre, including saluting guns, blank rifle ammunition and thunderflashes, as experience has shown that this cannot be left to the discretion of the individual.

5. Instructors on all fixed firing point ranges are to wear Aural Protector Sound, Muff, Mark III, Vocab 40025.

6. Commanding Officers are to ensure that the sense of this order is incorporated in ships Standing Orders, so that disciplinary action may be taken against personnel disregarding it.

(327/53/212 MDG)

(*Navy Orders 191/70 and 523/70*)

UNCLASSIFIED

4/71—Travelling Allowance—Members on Long and Intermediate Term Duty Overseas

Certain rates of Travelling Allowance have been further varied and accordingly the tables in Navy Order 231/70 are amended as follows:

Table A

Delete the rate for Malaysia and *insert* the following rate in its stead:

Country	*Currency of Payment*	*Rate of Payment per Day*		
		LEUT or Officer of Relative or Lower Rank and Sailors	*LCDR; CMDR or Relative Rank and Captains*	*CDRE and Above*
Malaysia ..	$m ..	60	68	76

Table B

Delete the rate for Japan and *insert* the following rate in its stead:

Country	*Currency of Payment*	*Rate of Payment per Day*		
		LEUT or Officer of Relative or Lower Rank and Sailors	*LCDR; CMDR or Relative Rank and Captains*	*CDRE and Above*
Japan	Yen ..	4,000	4,700	5,400

Table C

Delete the rate for South Vietnam and *insert* the following rate in its stead:

Country	*Currency of Payment*	*Rate of Payment per Day*		
		LEUT or Officer of Relative or Lower Rank and Sailors	*LCDR; CMDR or Relative Rank and Captains*	*CDRE and Above*
South Vietnam ..	Piastres ..	475	525	575

The effective date for the changes in rates in the above tables are as follows:

MALAYSIA .. .. 28 August 1970
JAPAN .. .. .. 7 September 1970
SOUTH VIETNAM .. .. 17 August 1970

(252/4/177 HPB)

(*Navy Order 231/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

5/71—Alteration and Addition Item—HMA Submarine OXLEY

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

Class List Item No 20 (Ex TDL 'NOF').

a. *Item:* '(1) To check and examine existing wiring for the conversion of TCSS7 to TCSS9 Mod O.

(2) To fit TCSS9 Mod O in the Forward Torpedo Compartment and Control Room in accordance with A/S 7651 R/1 and Amendment No 1.

(3) To remove existing TCSS equipment from the After Torpedo Compartment in accordance with instruction to be issued from Navy Office.'

b. The estimated additional weight for the conversion is 800 lb.

(1218/61/122 DFM)

UNCLASSIFIED

6/71—Ammunition—Fuze Percussion DA No 259—Withdrawal of 1944 and Earlier Filling

1. *Authorities Concerned* .. .. HMA ships, shore training establishments and RAN Armament Depots.

2. *Item* .. .. Fuze Percussion DA No 259 Mark 2 filled 1944 or earlier.

3. *Information* .. .. .. As copper azide contamination is usually related to age these fuzes No 259 are withdrawn as a potential risk.

4. *Action to be Taken* .. .. a. By HMA ships and shore training establishments—return cartridges 40/60 HE fitted with these fuzes to RAN Armament Depot, segregated from other ammunition, at first opportunity.

b. By RAN Armament Depots—to be dealt with in accordance with CL (A) 435—details to be reported to Navy Office.

5. *Where Found* .. .. .. Fuzes to be withdrawn may be found under the following Store Reference Nos:

Loose: 41426312

In Cartridges 40/60 HE: 35210312
35218111
35218112
352311
352324
35236311
35236312

In Shell 40/60 HE: 41207411
41212611

6. *Safety Category* .. .. BR 862, Article 1705, Category 'dd'—dangerous if used.

(726/70/237 DAS)

UNCLASSIFIED

7/71—Ammunition—Fuzes Tubes and Primers—Fuzes Percussion DA No 230 Mark N6—Lot 5—Maker FL 12/55—Filled CY 5/66 Withdrawn from Service

1. *Item* .. .. Fuze Percussion DA No 230 Mark N6—Lot 5—Maker FL 12/55—Filled CY 5/66.

2. *Action to be Taken* .. .. a. By HMA ships and shore training establishments—Fuzes, loose and in shell, are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.

   b. By RAN Armament Depots—Care is to be taken at all times when handling these fuzes loose or in shell. All stocks and future receipts of these fuzes in shell, are to be defuzed under precautions and the recovered fuze together with any loose fuzes held are to be reported to Navy Office for disposal. Further instructions are being issued in CL (A) 432.

3. *Where Found* .. .. .. Fuzes to be withdrawn may be found in service under any of the following Catalogue Reference Nos:

   Loose: 35809219—fuzes with gaines.
   35809222—fuzes without gaines or exploders.
   35809223—fuzes without gaines or exploders paper wrapped.

   Fuzes to be withdrawn may also be found in service fitted to:

   33737311—Shell 4.5 inch HE.
   33737312—Shell 4.5 inch HE.
   33753011—Shell 4.5 inch marker.

4. *Reason for Withdrawal* .. .. These fuzes have failed Annual Inspection due to internal corrosion. They are being withdrawn from service and disposed of.

5. *Safety Category* .. .. BR 862, Article 1705—Category 'dd', dangerous if used.

(726/70/240 DAS)

UNCLASSIFIED

8/71—Ammunition—Pyrotechnics—Cartridges Signal 1½ inch—Withdrawal of Certain Types

(*DCI (RN) 1292/70*)

1. *Items* .. 365183 Cartridge 1½ inch Double Star Yellow/Yellow
   365300 Cartridge 1½ inch GR Type 16
   365313 Cartridge 1½ inch GR Type 18
   365326 Cartridge 1½ inch GR Type 21
   365352 Cartridge 1½ inch GR Type 26
   365365 Cartridge 1½ inch GR Type 27
   365378 Cartridge 1½ inch GR Type 29.

2. *Information* .. As a result of a recent re-assessment of Fleet Air Arm requirements for 1½ inch Signal Cartridges, it has been agreed that those quoted at Paragraph 1 above are no longer needed, and they are being withdrawn from service.

3. *Action* .. HMA Ships and RAN Air Stations should return outfits and holdings of these cartridges to RAN Armament Depots as opportunity arises.

4. *RANADs* .. A Circular Letter (Air) 461 is being issued concurrently.

(727/56/181 DAS)

RESTRICTED

9/71—Helmet, Steel RAC and Helmet Soldiers, Steel M1—Allowances

1. *Introduction* .. .. Stocks of Helmet, Soldiers, Steel M1, are now held by SASO RANWED Sydney. This item, and the RAC Helmet which it is progressively replacing are the only helmets to remain in service in the RAN.

2. *Description* .. .. The Helmet, Soldiers, Steel M1, is a two-part type comprising the following:

	Stock No	*Description*	*Qty*
a.	8415-50-255-8579	Helmet, Soldiers, Steel M1, with chin strap	1-No
b.	8415-50-753-5792	Liner, helmet, complete with headband and neck-band	1-No

3. *Allowances* .. .. Allowances of Helmet, Soldiers' Steel M1/Helmet RAC, are detailed in Annex A to this order.

4. *Action required by Ships and Establishments* Ships and establishments are to demand on SASO (Garden Island) as necessary to complete to the allowance. Stocks of obsolete Helmets, Steel No 1 and Mark 3, should be returned to the nearest RAN Armament Depot. Helmets RAC and M1 held in excess of the revised allowances are also to be returned.

5. *Action by RANAWEDs* Stocks of No 1 and Mark 3 Helmets held and those returned in accordance with Paragraph 4 above, are to be declared for disposal as obsolete.

6. .. .. .. Sufficient stocks of M1 Helmets are not available to replace all RAC Helmets currently on issue, and it is emphasised that Demands should be restricted to those quantities required to replace obsolete Helmets No 1 and Mark 3 and unserviceable RAC Helmets.

7. .. .. .. Warrants of Naval Armament Stores will be amended in due course.

ANNEX A

Ship, Class or Establishment	*Combined Allowance Helmet RAC/Helmet, Soldiers, Steel M1*
HMA Ships:	
MELBOURNE	180
SYDNEY	80
Darings	65
River Class DEs	50
DDGs	50
Submarines	5
Patrol Boats	10
Minesweepers/Minehunters	17 (38 when employed on Patrol Duties)
SUPPLY	60
STALWART	66
MORESBY	40
DIAMANTINA	40
BASS	10
BANKS	10
PALUMA	10
KIMBLA	10
QUEENBOROUGH	45
ANZAC	40
Establishments:	
CERBERUS	150
ALBATROSS	120
CRESWELL	100
LEEUWIN	100
HARMAN	40
PENGUIN	40
WATSON	50
NIRIMBA	50
PLATYPUS	10
MELVILLE	30
MORETON	20
HUON	15
ENCOUNTER	15
COONAWARRA	45
LONSDALE	20
KUTTABUL	20
WATERHEN	20
TARANGAU	40

(710/51/274 DAS)

10/71—Will Not Be Issued

UNCLASSIFIED

11/71—Victualling Stores—Camp Beds and Folding Cots

1. The scale of allowances of camp beds and folding cots for HMA ships has been revised. The revised allowances are as detailed hereunder:

a. *Camp Beds, Complete (Catalogue No 40059)*

Ship	*Quantity*
CV	200 No
DDG	40 No
DD	
HMAS ANZAC	53 No
HMAS DUCHESS	80 No
HMAS VAMPIRE and VENDETTA	20 No—additional seven when operating abroad
DE	10 No
HMAS QUEENBOROUGH	104 No
AP	400 No
AO	20 No
AD	50 No
AGS	20 No
AGSC	12 No
AGOR	30 No
MSCs MHCs	6 No
PTFs	3 No

b. *Army Type Bedding Additional to above for Surveying Ships*

Catalogue No	*Item*	*AGS*	*AGSC*
40713	Cot, folding, canvas, aluminium frame, spring tensioned	30	12
40719	Cover, mattresses, cot, folding	30	12
41470	Mattresses, cot, polyurethane, 74 inches × 24 inches × 1 inch	30	12

2. ABR 93, Manual of Victualling Stores, Part II, Section 1, Scale 8, is to be noted pending amendment.

(917/52/504 D of V)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

12/71—Textbooks and Equipment On Loan to Undergraduate Officers

Navy Order 448/70 is to be *amended* as follows:

Line 1—*after* 'medical' *add* 'and dental'.

(465/258/433 HPB)

(*Navy Orders 308/70 and 448/70*)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 13/71-16/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
25 January 1971.

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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10101/71

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

13/71—Questioning of Sailors by the Civil Police

1. A person is not obliged to answer any question the answer to which may tend to incriminate him. However, anyone who is advised by the police that he is under arrest must, if directed to do so, state his name and address. Persons in such a position are entitled to request legal advice.

2. From 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 or Naval Dockyard Police, may feel obliged to answer all questions put to him and thereby incriminate himself. Sailors are advised that they are not obliged to answer any question the answer to which tends to incriminate them. Should a sailor desire to make a statement, written or otherwise, it may be used in evidence if there should be further proceedings. Furthermore, in spite of the administration of normal cautions, a court may subsequently rule any statements made to be inadmissable as not being clearly voluntary.

3. Should a civil policeman or a member of the Naval Dockyard Police visit a ship or establishment, officers and sailors should know that statements made to a Police authority, once signed, become legally binding and can readily implicate the signatory during the course of judicial proceedings.

4. A person involved in a motor vehicle accident is often required to make a statement to the civil police. In many instances persons involved in accidents suffer nervous shock of some nature and the accuracy of any statement made to the civil police at that time may be doubtful. Should a sailor feel disposed to make a statement after a motor accident he should carefully consider the information in Paragraph 1 and whether it is in his best interests to make a statement at that particular time. A sailor may decline to make a statement until he has had an opportunity to obtain advice from his officers, a member of the Reserve Legal Panel or at his own expense some other lawyer.

5. Navy Order 778/69 is hereby cancelled.

(153/1/94 DNLS)

(*Navy Order 778/69*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

14/71—Sailors Course Programme 1971

1. Sailors Course Navy Order 1971. The alterations and additions shown in Annexes A and B to this order are promulgated as Amendment No 1 to Navy Order 568/70.

2. The Amendment List shown at Paragraph 6 of the parent order should be noted with this order.

ANNEX A

Alterations

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engage-ment Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Seaman Pro-motion	911920	POCD	PENGUIN and WATSON	..	—	*Amend* 15.3.70 *To read* 15.3.71	17.9.70 17.9.71	—	—
Marine Engineering PCT	913980	Mechanician Educational	*Amend* CERBERUS *To read* NIRIMBA	TBD	—	*Amend* 10.5.71 *To read* 12.7.71	4.6.71 —	–20	Cancel Remarks
	902310	MTD	ALBATROSS ..	—	—	*Amend* 13.4.71 *To read* 5.4.71	24.5.71 14.5.71	—	—
Weapon Electrical Engineering PCT ..	914260	*Amend* YRO *to* GYRO	.. ..	—	—	—	—	—	—
	964510	Introductory Digital	CERBERUS or RANITE	—	—	—	—	—	*Delete* 'IKARA' from Title
	914380	IKARA Magazine Assembly Room Launcher	CAC	—	—	*Amend* 10.1.71 *To read* 25.1.71	19.2.71 26.2.71	—	—
Naval Airman Promotion	915940	POASE	ALBATROSS and PENGUIN	—	—	*Amend* 29.3.71 *To read* 8.3.71	28.5.71 7.5.71	—	— Commences PENGUIN
	915710	NAAH	ALBATROSS and PENGUIN	—	—	*Amend* 19.4.71 *To read* 29.3.71	28.5.71 7.5.71	—	— Commences PENGUIN
	915720	NAMET ..	ALBATROSS PENGUIN and WATSON	*Amend* 10 NAVYEO *To read* 20 NAVYEO	—	7.6.71	1.10.71	—	Commences ALBATROSS
	915730	NAPHOT ..	ALBATROSS and PENGUIN	—	—	*Amend* 1.2.71 *To read* 18.1.71	28.5.71 14.5.71	—	—
Naval Airman PCT	902310	MTD	ALBATROSS ..	—	—	*Amend* 13.4.71 *To read* 5.4.71	24.5.71 14.5.71	—	—
Air Engineering Promotion	916720	NAMAE ..	ALBATROSS and PENGUIN	—	—	*Amend* *To read*	12.2.71 19.2.71	—	—
Air Electrical Promotion	917910	POEAW ..	CERBERUS, ALBATROSS and PENGUIN	—	—	*Amend* *To read*	22.1.72 21.1.72	—	—
	917920	POEAC	CERBERUS ALBATROSS and PENGUIN	—	—	*Amend* *To read*	27.3.71 2.4.71	—	—
	917710	EMAW	ALBATROSS ..	—	—	*Amend* *To read*	28.5.71 21.5.71	—	—
	917720	EMAC	PENGUIN ..	—	—	*Amend* *To read*	10.12.71 3.12.71	—	—
Air Electrical PCT	917480 917490	SKYHAWK A4G AIR WEAPONS TRACKER S2E AIR WEAPONS	ALBATROSS	—	—	*Amend* *To read*	11.6.71 2.7.71	—	—
	917500	WESSEX 31B AIR WEAPONS	ALBATROSS	—	—	*Amend* *To read*	4.6.71 25.6.71	—	—
	917520 917540	SKYHAWK A4G AIR COMMS WESSEX 31B AIR COMMS	ALBATROSS	—	—	*Amend* *To read*	11.6.71 2.7.71	—	—
Communica-tions PCT	912222	SHORE RADIO ACQUAINT	HARMAN	—	—	*Amend* 15.5.71 *To read* 15.3.71	19.5.71 19.3.71	—	—
Weapon Electrical Engineering PCT	954050	BID610	HARMAN ..	—	—	*Amend* *To read*	8.9.71 8.10.71	—	—

ANNEX A—*continued*

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Wrans Promotion	907730	WRMTD ..	ALBATROSS ..	—	—	*Amend* 13.4.71 *To read* 5.4.71	24.5.71 14.5.71	—	—
	907720	WRRP	WATSON ..	—	—	*Amend* 3.5.71 *To read* 29.3.71	11.6.71 10.5.71	—	—

ANNEX B

Additions

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Seamen PCT	903290	ASAC	WATSON ..	—	—	3.5.71 12.7.71 30.8.71	21.5.71 30.7.71 17.9.71	—	—
Communications Promotion	912750	ROS CATEGORISATION	HARMAN ..	55	—	— 15.2.71 10.5.71 16.8.71 8.11.71	5.2.71 30.4.71 23.7.71 29.10.71 18.2.72	4–10	—
Naval Airman PCT	915420	Fireman	ALBATROSS ..	10	E	1.2.71 10.5.71 9.8.71 29.11.71	12.2.71 21.5.71 20.8.71 10.12.71	—	—
Air Engineering PCT	916220	TOW	CERBERUS and ALBATROSS	—	—	—	—	—	ABR 27 Vol II Art 0515
AIR Electrical Promotion	917710 717720	EMAW .. .. EMAC	ALBATROSS and PENGUIN	—	—	2.11.70	9.4.71	—	—
Air Electrical PCT	917580	TOWAL ..	CERBERUS .. ALBATROSS	—	—	—	—	—	ABR 27 Vol II Art 0515
Wrans Promotion	937740	WRROM ..	HARMAN ..	—	—	17.2.71 12.7.71 17.11.71	9.8.71 6.12.71 8.5.72	8–12	—

(312/21/118 D of T)

(*Navy Order 568/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

15/71—Ammunition—Fuze Percussion DA No 259 Marks 2 and N3 Withdrawal of Lots 37 and 172

DCI(RN) 1272/70

1. *Authorities Concerned:* .. HMA Ships, Shore Training Establishments and RAN Armament Depots.

2. *Items Concerned:* .. Fuze Percussion DA259 Mark 2 Lot 37 filled BR 11/44 Mark N3 Lot 172 filled CY 10/54.

3. *Information:* .. .. Copper azide contamination has been found in the above lots of fuzes which are being withdrawn from service and disposed of.

4. *Action to be Taken:* .. a. By HMA Ships, Shore Training Establishments—return cartridges fitted with these fuzes to RAN Armament Depots segregated from other ammunition at first opportunity.

   b. By RAN Armament Depots—Report details to Navy Office.

5. *Where Found:* .. .. Fuzes to be withdrawn may be found under the following Store Reference Nos:

   Loose Fuzes 41426311
   41426312

   In Cartridges 40/60 HE 35210312
   35218111
   35218112
   352311
   352324
   35236311
   35236312

   In Shell 40/60 HE 41207411
   41212611

6. *Safety Category:* .. BR 862, Article 1705, Category 'dd'—dangerous if used.

(729/51/103 DAS)

UNCLASSIFIED

16/71—Radar—Aerials—Radiating and Reflecting Elements—Painting by Ships Staff

1. Reports from sea indicate that repeated painting of radiating and reflecting elements of radar aerials by ships staff can eventually cause a significant falling off in range performance and an increase in the side lobe level.

2. If the design performance is to be achieved and maintained, the preparation and repainting of such aerial surfaces should be carried out using the correct type and quantity of paint, applied in accordance with the approved technique. Such repainting can only be undertaken efficiently by dockyards.

3. When deterioration of radiating and reflecting elements of radar aerials occurs to an extent where performance of the set is likely to be impaired, an item is to be inserted in the next main defect list giving details of such deterioration. Defect list action is not to be taken on appearance grounds alone.

4. In anticipation of dockyard defect action, ships staffs should take measures to arrest serious deterioration. In this case, where the existing paint or corrosion is to be removed, great care should be taken to minimise damage to the underlying surface. Chipping is not to be attempted; paint and varnish remover to specification DNC SP 685A is to be used and the affected areas touched up by an application of 'Swift Vulc' paint. This item is dealt with under Class E, Group 7, as a non-pattern item. Such emergency treatment should be followed at the first opportunity by the correct treatment by dockyards.

5. These instructions are not intended to restrict the repainting of those parts of the radar aerials which do not affect technical performance. When such repainting is carried out either by ships staff or dockyard, it should be done in consultation with the Electrical Officer (or senior Electrical Branch sailor on board) or, in the case of dockyards, the appropriate professional officers.

6. In no circumstances are radomes to be painted or otherwise treated.

(400/1/291 ACMD)

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10101/71—2

HISTORIAN

ANOs 17/71-30/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 January 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

17/71—Accident Prevention Policy

1. The Naval Board wish to draw attention to the great importance of accident prevention and the need to take all practicable action to prevent accidents. This requires maximum effort and co-operation at all levels and constant vigilance by all. Action is to be taken throughout ships and establishments to ensure that the following policy is fully implemented.

2. In each ship and establishment there is to be a plan of continuous action for accident prevention. This plan is to be designed to care for the safety of all personnel. The general principles behind safety planning should aim to ensure that:

a. adequate competent staff is available as needed;

b. work environments are safe and maintained in a safe condition;

c. proper plant and appliances are provided and properly maintained, and safety guards provided;

d. the correct methods of working are laid down, safeguards indicated and specific precautions highlighted;

e. job methods are defined and displayed for operators to see, and the safe procedure is clearly incorporated in a way that will be understood and observed;

f. all accidents are reported (RI1625), investigated, and the appropriate remedial action promptly taken;

g. an adequate safety organisation is available to implement the plan;

h. regular reviews and discussions regarding appropriate accident prevention techniques are conducted by supervisors with their respective personnel;

i. regular checks are made that safety principles and practices are being applied;

j. personnel at all levels are aware of their accident prevention responsibilities and meet these responsibilities;

k. safety standards conform to the best current practice and in no case are below the minimum standards prescribed by the relevant state legislation (*see* Paragraphs 5 and 6).

3. An active Hazard Survey and Inspection Team (Navy Order 63/68), which periodically undertakes a planned inspection of all activities should automatically implement the general principles behind safety planning outlined in Paragraph 2.

4. It is within the power of Commanding Officers to eliminate almost all accidents. An accident should be an indication to the Commanding Officer that some element of supervision may be defective and in need of attention.

5. It is Naval Board policy to observe the relevant requirements of State legislation in regard to working environments, machinery and work methods, and to take additional action where desirable and practicable in the interests of minimising risk of injury to personnel.

6. The safety standards should in no case fall short of those prescribed in relevant State legislation and the series of 'Recommendations on Design of Machinery and Equipment for Safe Operation' issued by the Commonwealth and States' Departments of Labour, in collaboration. These set out desirable minimum requirements for the guarding of machinery

and should be referred to in specifications when new machinery, which is covered by the Recommendations, is being purchased. The Recommendations should also be used for guidance in determining whether or not existing machines are adequately safeguarded.

7. Commanding Officers are to take special steps towards meeting the following points:

a. ensure that safety standards of existing plant and machinery, and methods of work leave no room for question;

b. ensure that specifications for new equipment incorporate adequate safety provisions, making reference where appropriate to 'Recommendations on the Design of Machinery and Equipment for Safe Operation' issued jointly by the Commonwealth and State Departments of Labour.

8. Copies of the Recommendations on the Design of Machinery and Equipment for Safe Operation will be issued without demand.

(177/1/163 CONS)

(*Navy Order 63/68*)

UNCLASSIFIED

18/71—RAN Aircraft Ground Equipment Committee

1. The RAN Aircraft Ground Equipment Committee (short title RANAGEC) is a joint advisory body which considers the requirement for, evaluates and, where appropriate, recommends the introduction of aircraft ground, handling and support equipment. This task includes specialised vehicles, systems, and associated airfield equipment but excludes those items of special-to-type equipment normally introduced as Capital Equipment under project procedures.

2. **The terms of Reference of the Committee are:**

a. To ascertain types of equipment required for ground handling, servicing and support of RAN aircraft, ashore and afloat.

b. To keep under review scales of issue and to recommend the withdrawal from service of redundant or obsolete equipment.

c. To keep under review equipment performance and to initiate and follow up new developments.

d. To recommend service equipment trials where appropriate and to arrange for representation at such trials.

e. To recommend the introduction of new equipment and to compile and approve draft specifications for presentation to planning and procurement authorities.

f. To maintain liaison with other Services and Authorities in the interest of integration and standardisation of equipment.

3. Meetings of the Committee are chaired by the Director of Aircraft Engineering or his representative. DAE also provides the permanent Secretary. The members of the Committee comprise representatives from DNAP, Supply Directorates, SAMR, FOCEA, FOCAF and HMAS ALBATROSS. Other departments and authorities may be invited to attend when matters relevant to their field of responsibility are to be discussed.

4. The Committee meets twice yearly at HMAS ALBATROSS. Where possible these meetings are so arranged to permit attendance of the FOCAF representative.

5. To progress investigations and evaluations between the twice yearly meetings, two Sub-Committees meet as required to prepare reports and technical specifications for the main committee. These are an Aircraft Equipment Sub-Committee with a representative from DAE, SAMR, and NAS NOWRA, and an Airfield Equipment Sub-Committee with a representative from DNAP, DAE and NAS NOWRA.

6. Matters which come within the Terms quoted in Paragraph 2 above are to be represented by Ships and Establishments, through Administrative Authorities, under a title heading commencing 'RANAGEC Item'.

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

8. Navy Order 117/70 is hereby cancelled.

(1311/1/9 DAE)

(*Navy Order 117/70*)

UNCLASSIFIED

19/71—Wearing of Squadron Numbers by Private Ships

1. Navy Order 522/68, which promulgated RAN Squadron and Ship Nomenclature, stated that black funnel bands and squadron funnel numbers should be retained by squadron leaders. It has been decided that all destroyers of AUSDESRONS 1, 2 and 3 should wear squadron funnel numbers.

2. Funnel numbers are to be the same size and colour as the Squadron Leader.

(1211/251/116 D of C)

(*Navy Order 522/68*)

Section 2

PERSONNEL

UNCLASSIFIED

20/71—Annual Medical Examination of Officers

1. Annual medical examinations are to be made of all officers including officers of Commonwealth Navies, Emergency List, WRANS, RANNS, RANR etc, who may be serving for not less than three months. These examinations are to be made during the period January to March each year (RI 4487 (*a*) (i), with the exception of aircrew personnel who are to be examined during the last quarter of each year.

2. Officers whose postings to another ship become effective during the first three months of the year are to be medically examined before taking up their new postings.

3. Instructions for the conduct of these examinations are contained in ABR 1991, Chapter 7, Section II.

4. In April each year each ship and commissioned establishment is to forward a report to the Naval Board stating whether all officers have been examined, and the relevant forms forwarded to the Medical Director-General, or if this is not the case, the names of officers not examined and the reasons.

5. Officers of Captains rank and above are to be examined by a Medical Officer of the rank of Surgeon Captain. If this is impracticable the examination is to be carried out by the appropriate civil Consultant Physician.

6. Navy Order 83/68 is hereby cancelled.

(327/53/155 MDG)

(*Navy Order 83/68*)

UNCLASSIFIED

21/71—Dangers and Effects of Administration of Drugs and Reaction to Immunisation Procedures—Warning

1. 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.

2. The side effects vary according to the individual and the type of drug used; the most common being drowsiness, dizziness, weakness, mental incoordination and sickness which may last 48 hours after the last treatment.

3. Similarly the reactions to various immunisation procedures can have a deleterious effect on individuals. The intake of even small amounts of alcohol may potentiate any tendency to drowsiness resulting from drugs and exacerbate adverse side effects of immunisation procedures.

4. All personnel are to be warned by the medical officer of the possible dangerous effects of these drugs and procedures and the following restrictions are to be applied:

a. Aircrew who have been prescribed any of these drugs, are to be temporarily grounded, the squadron commander is to be informed and they are not to fly until passed fit by the Medical Officer (*see also* ABR 1991, Article 0467, Paragraph 6).

b. Divers prescribed the drugs are only to dive at the discretion of the Medical Officer who is to ensure that the Diving Officer is aware of the circumstances (*see also* ABR 1991, Articles 0726 and 0728 (1).

c. Submarine personnel prescribed any of these drugs, or subjected to immunisation procedures, at the discretion of the Medical Officer may be permitted to carry on their normal duties in a submarine.

d. Service motor transport drivers who have taken these drugs or are suffering from reaction to immunisation procedures are not to drive until passed fit by the Medical Officer who is to inform the Transport Officer of any such case.

5. No person under treatment with these drugs or suffering from reactions to immunisation procedures is to be allowed to work with moving machinery, climb heights or take charge of boats. The responsible Officer concerned is to be so informed by the Medical Officer.

6. Navy Order 470/68 is hereby cancelled.

(1001/59/26 MDG)

(*Navy Order 470/68*)

UNCLASSIFIED

22/71—Manning Policy for Commissioned Naval Establishments

1. As a result of a recent review, the following Naval Board Policy in respect of the manning of commissioned naval establishments has been adopted:

a. Economy in the use of uniformed manpower is to be the primary consideration;

b. Billets requiring Naval background, training and experience should normally be filled by service personnel as should billets where irregular hours are likely to be worked frequently;

c. Billets which will provide on the job training and experience for sailors which they will need in subsequent postings should normally be filled by service personnel;

d. No naval billet is to be civilianised if it will have a markedly adverse effect on the Sea/Shore Service Roster or on the career structure of officers or sailors;

e. Positions of labourers, gardening staff, cleaners, pantry hands, typists, drivers of trucks and heavy equipment and other positions not requiring skilled naval training should normally be filled by civilians;

f. Instructional billets in training establishments may be filled partly by civilian instructors on either a permanent or temporary basis provided this does not reduce the number of billets required to enable service personnel to maintain their own standards and further their own careers;

g. All new billets should firstly be examined to see whether they could not reasonably be filled by civilians; and

h. New WRAN billets should only be created when it is not possible to employ civilians more economically.

(331/1/3 DGM)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

23/71—Training of Supplementary List Direct Entry Marine Engineer Officers

1. A description of the course of initial training of Supplementary List (Direct Entry) Marine Engineer Officers is detailed in Annex A to this order. These officers will be designated ENME.

ANNEX A

Supplementary List—Direct Entry ME Officers (Course 901780) Training

Aim

To provide short service supplementary list ENME officers with sufficient background to commence sea watchkeeping training in one of HMA ships.

a. 901340 New Entry Officers Indoctrination Course.

b. 901300 Preliminary NBCD Course.

c. WE Familiarisation Section of SL Phase 1 Training.

d. ME Familiarisation Section of SL Phase 1 Training.

(311/4/204 D of T)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

24/71—Ammunition—Fuze Percussion DA No 259—Withdrawal of Lots 8 and 128

1. *Authorities Concerned* .. HMA Ships, Shore Training Establishments and RAN Armament Depots.

2. *Items Concerned* .. .. Fuze Percussion DA No 259. Lot 8 filled CY 3/55 Lot 128 filled CY 8/54.

3. *Information* .. .. Copper Azide contamination has been found in the above lots of fuzes which are being withdrawn from service and disposed of.

4. *Action to be Taken* .. a. BY HMA Ships and Shore Training Establishments—Return cartridges fitted with these fuzes to RAN Armament Depots segregated from other ammunition at first opportunity.

   b. By RAN Armament Depots—All stocks of these fuzes or in shell are to be reported to Navy Office for disposal.

5. *Where found* .. .. Fuzes to be withdrawn may be found under the following Store Reference Nos:

   Loose Fuzes: 41426311
   41426312

   In Cartridges 40/60 HE: 35210312
   35218111
   35218112
   352311
   352324
   35236311
   35236312

   In Shell 40/60 HE: 41207411
   41212611

6. *Safety Category* .. .. BR 862 Article 1705, Category 'dd' Dangerous if used.

(714/51/305 DAS)

UNCLASSIFIED

25/71—Ammunition—Fuzes Tubes and Primers—Fuzes Percussion DA No 230 Mark 5—Lot 12—Filled CY9/55 Withdrawn from Service

1. *Item* .. .. .. Fuze Percussion DA No 230 Mark 5—Lot 12—Filled CY9/55.

2. *Action to be Taken* .. a. By HMA Ships and Shore Training Establishments—Fuzes, loose and in shell, are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.

   b. By RAN Armament Depots—Care is to be taken at all times when handling these Fuzes loose or in shell. All stocks and future receipts of these fuzes in shell, are to be defuzed under precautions and the recovered fuze together with any loose fuzes held are to be reported to Navy Office for disposal.

3. *Where Found* .. .. Fuzes to be withdrawn may be found in service under any of the following Catalogue Reference Numbers:

   Loose: 35809211—fuzes with gaine and exploder.
   35809212—fuze with gaine.
   35809213—fuze without gaine or exploder.
   35809218—fuze without gaine or exploder paper wrapped.

   Fuzes to be withdrawn may also be found in service fitted to:

   33737311—Shell 4.5″ HE
   33737312—Shell 4.5″ HE
   33753011—Shell 4.5″ marker.

4. *Reason for Withdrawal* .. These fuzes have failed Annual Inspection and are being withdrawn from service and disposed of.

5. *Safety Category* .. .. BR 862 Article 1705—Category 'dd' dangerous if used.

(792/56/96 DAS)

UNCLASSIFIED

26/71—Ammunition—Pyrotechnics—Markers Smoke White Mark N3—Phasing Out of Service

DCI(RN) 1096/70

1. *Authorities Concerned* .. HMA Ships, Shore Establishments and RAN Armament Depots.

2. *Item Affected* .. .. 401015 Markers Smoke White Mark N3.

3. *Purpose of Instruction* .. To notify all concerned that 401015 Marker Smoke White Mark N3 is being phased out of service in the RAN.

4. *Action* .. .. .. a. Existing stocks will continue to be used in the RAN, subject to satisfactory annual proof, until stock is exhausted.

   b. When stocks of Markers Smoke White are exhausted, where necessary, Markers Smoke and Flame are to be used in lieu.

   c. RAN Armament Depots: A separate instruction is being issued.

(735/52/182 DAS)

UNCLASSIFIED

27/71—Return of Ikara Missile Components by HMA Ships

1. The following Ikara Missile components are to be returned to SASO, RAN Armament Depot, Kingswood, NSW.

a. Items removed before firing Missiles—
(1) WP8775 Non propulsive bursting attachment.
(2) 1/M3-90-750 Cover boost/sustainer nozzles and umbilical connector.
(3) 1/M3-83-33 Plug safety.
(4) 1/M3-30-234 Dust cover SVU static probe.
(5) 1/M3-90-607 Cover, 54 pin plug.
(6) 1/M3-81-78 Flag and Release Pin/Inertia Generator.

b. To be returned with action Missiles—
Items (2), (4), (5) and (6).
(7) 1/M3-83-32 Plug Arming.

c. To be returned with practice Missiles—
Items (2), (4), (5) and (7).
(8) 1/M3-94-58 Blade, aerial telemetry 2-No.
(9) A110.G.5 Nut, shear, slotted 5/16″.

(700/57/432 DAS)

UNCLASSIFIED

28/71—Tool Kit Documentation

1. It has been the practice for forms concerned with the history and accounting of tool kits on personal loan to tradesmen sailors to be enclosed with the Sailors Service Certificate.

2. Consequent upon the introduction of Form PH14, Sailors Service Record, in place of the Sailors Service Certificate, some doubt has arisen as to the disposition of the tool kit documentation.

3. Pending consideration of proposed changes in the issue of personal loan tool kits, all forms concerned with the history and accounting for tool kits, namely Forms SA244, SA245 and SA246 are to continue to be retained by the sailors divisional officer and transferred with the remainder of the divisional records when the sailor leaves the ship or establishment, as prescribed in ABR 4, Articles 2707, 2708 and 2709.

(464/51/72 DSUA)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

29/71—Form PA105—Will Envelope

1. A new Will envelope form PA105 (1970) has been introduced to replace the existing Will envelope, form PA105 (1967) (previously form AS545Z).

2. The new envelopes make provision for the insertion of the name of the sending authority in addition to particulars of the Testator. They are designed to fit neatly into a standard DL size envelope for mailing purposes. Covering letters with these forms should not be forwarded.

3. RI Article 1661 will be amended.

4. Forms PA105 are available from SVSO Sydney and users are to demand the new envelopes immediately. The replaced envelopes may be used until stocks of the new envelope are obtained, when the old envelopes should be destroyed.

(464/54/289 DOM)

UNCLASSIFIED

30/71—Introduction of Pocket Sized Note Book with Hard Cover

1. A pocket sized note book has been introduced for the personal use of officers and senior sailors, and may be obtained on demand from SVSO, Sydney.

2. The note books have been catalogued as follows:

Group/Class	*Catalogue No*	*Description*
7530	66–037–8797	Book, memorandum, 3½″ x 5½″ with hard cover

(464/70/527 D of V)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 31/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
2 February 1971.

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

10651/71

Section 2

PERSONNEL

UNCLASSIFIED

31/71—Eyesight and Colour Perception Standards

1. The following are the standards of eyesight and colour perception for personnel of the Permanent and Citizen Naval Forces. To avoid confusion the following abbreviations are always to be used when referring to these standards:

a. NES—Naval Eyesight Standard.

b. NCPS—Naval Colour Perception Standard.

2. The standards of both eyesight and colour perception for members of the Citizen Naval Forces are the same as those for members of the Permanent Naval Forces.

3. The eyesight requirements for officers are shown in Section IV. The cases of officers whose eyesight falls below the standard for their branch are to be brought before a Medical Board of Survey.

4. The eyesight requirements for sailors are shown in Section V. The minimum permissible standard for a serving sailor is the re-engagement standard for his particular branch. The cases of sailors whose eyesight falls below the re-engagement standard for their branch are to be brought before a Medical Board of Survey.

5. This order contains the following sections:

Section I—Procedure for Testing Eyesight.
Section II—Procedure for Testing Colour Perception.
Section III—Table of Naval Eyesight Standards.
Section IV—Eyesight Requirements for Officers.
Section V—Eyesight Requirements for Sailors.
Section VI—Special Requirements.
Section VII—Supply of Spectacles and Contact Lenses.
Section VIII—Glossary of Terms.
Section IX—Associated Orders and Instructions.

SECTION I—PROCEDURE FOR TESTING EYESIGHT

Testing of Eyesight

1. Eyesight is to be tested in the first place without glasses, and, secondly, with glasses, if possessed by the candidate. The Medical Officer is personally to apply the tests and satisfy himself that the candidate is not wearing contact lenses. The pupil is not to be smaller than 3 millimetres. Examining Medical Officers are to enter in the appropriate box of Form AF Med 1 (PM149) (medical examination record), the vision both near and distant, and colour perception standard.

Distant Vision

2. Distant Vision is to be determined either by Snellens Card Test Types or by the Illuminated Roller Model Vision Acuity Testing Charts under the following conditions:

a. Two ordinary 25-watt internally frosted (Pearl) lamps are fixed vertically, 15 inches in front of the place of the test card, one on each side, at a horizontal distance of 12 inches from the vertical plane normal to and bisecting the card. One lamp is placed higher than the other, one being opposite the junction of the upper and middle thirds of the card, the other opposite the junction of the middle and lower thirds, Opaque non-reflecting screens, preferably cylindrical, having a matt white interior, are fitted, so as to prevent direct light from the lamps reaching the candidates eyes. In the case of roller test types with a single lamp above the type, this lamp should be of 60 watts and pearl. The distance between the test types and the candidates eyes is to be 20 feet.

b. Glaring lights and other bright objects should not be allowed to interfere with the candidates field of vision, and extreme contrast between the illuminated test card and the background is to be avoided.

c. The lamp should be renewed at suitable intervals.

d. TEST CARDS SHOULD NOT BE LEFT PERMANENTLY EXPOSED AS THEY BECOME DISCOLOURED AND ALSO THE LETTERING MAY BE MEMORIZED BY PROSPECTIVE CANDIDATES.

Near Vision

3. Near vision is to be tested using Times Roman Test Type, each eye being tested separately, and should be recorded to read N5 EE or N5 one eye, N6 the other eye. The test card should be well illuminated with natural or artificial light, and held by the candidate at a distance of 14 inches from the eyes.

Manifest Hypermetropia

4. a. A candidate whose visual acuity falls within standards 1 or 2 is to have a 2.5 dioptre positive sphere placed in front of each eye in turn. If he can still read the chart to the same line as before, manifest hypermetropia of more than 2.5 dioptres is present and his eyesight standard must be downgraded to 3 or below.

b. A candidate who fails the above test, or whose visual acuity falls within standards 3–6, is to have the same test performed with a 5 dioptre positive sphere. If he can still read the chart to the same line as before, manifest hypermetropia of more than 5 dioptres is present and his eyesight standard is 7 or worse.

c. All candidates who fail the test in b. above, or whose visual acuity is in standard 7, are to be referred to a Naval Consultant Ophthalmologist for full refraction.

Alternating Concomitant Squint

5. Personnel with alternating concomitant squint may be placed in Naval Eyesight Standards 6 and 7 provided that the squint is acceptable cosmetically. The presence or absence of a small angle squint should be tested for especially as follows:

The candidate is requested to look steadily at the examiners right eye. The examiner observes the candidates left eye and passes an opaque material before the candidates right eye. The examiner notes whether any movement occurs at the moment of fixation of the candidates left eye. If no movement is noted then the patient must be binocular, but if a re-fixation movement is noted then a small angle strabismus is present.
Similarly, while testing the candidates right eye, the examiner directs his attention to the right eye of the candidate whilst covering the candidates left eye. No movement should be noticed in the right eye; if a re-fixational movement is seen then a small angle strabismus is present.

Any doubtful cases are to be referred to the Naval Eye Specialist.

SECTION II—PROCEDURE FOR TESTING COLOUR PERCEPTION

1. Colour Perception is only to be tested by an Operator who qualified under the requirements of Naval Colour Perception Standard I.

Farnsworth Lantern Test

2. The first test for colour perception shall be determined by the Farnsworth Lantern Test (FALANT). The results obtained by FALANT shall be considered final in the resolution of all cases of questionable colour perception. A pass by FALANT can be either Naval Colour Perception Standard (NCPS) 1 or 3; a fail is NCPS 4 and the candidate must be rejected.

Detailed instructions for the administration of the FALANT as well as criteria for passing the test are engraved on a metal plate permanently attached to the instrument and shall be followed without exception.

Operation of the Lantern

3. a. *Important*—The Farnsworth Lantern must be used through the stepdown transformer supplied and **NOT** plugged directly into a 240V power outlet.
   b. Give the test in a normally lighted room. Screen from glare and exclude sunlight. The examinee should not face the source of room illumination.
   c. Only one man should be tested at a time (others shall not be allowed to watch).
   d. Station examinee 8 feet from lantern.
   e. Examinee may stand or sit. If examinee ordinarily uses glasses for distance, he should wear them. The aperture of the lantern should be directed at the head of the examinee and the adjusting screw should be tightened to hold lantern in this position.
   f. Operate lantern on 110–120 volt, AC or DC if available.

Administration and Scoring

4. a. Instruct examinee: 'The lights you will see in this lantern are either red, green or white. They look like signal lights at a distance. Two lights are presented at a time in any combination. Call out the colours as soon as you see them, naming first the colour at the top and then the colour at the bottom. Remember, only three colours, red, green and white—and top first'.
   b. Turn knob at top of lantern to change lights. Depress button in centre of knob to expose lights. Maintain regular timing of about two seconds per exposure.
   c. Expose the lights in random order, starting with an RG (red, green), or GR (green, red) combination (Nos 1 or 5), continuing until each of the nine combinations has been exposed.
   d. If no errors are made on the first run of nine pair of lights, the examinee is passed.
   e. If any errors are made on the first run, discard the results of the first run and give two more complete runs.
   f. Average the errors of these last two runs. If the examinee has an average or more than one error per run he is failed. If the examinee has an average of one error, or less than one error per run, he is passed.
   g. An error is considered the miscalling of one, or both, of a pair of lights. If an examinee changes his response before the next light is presented, record his second response only.
   h. If the examinee says 'yellow', 'pink' etc, remind him, 'there are only three colours—red, green and white'.
   i. If an examinee takes a long time to respond, tell him, 'as soon as you see the lights, call them'.

Pseudoisochromatic Plate Test

5. The second test shall be determined by the Pseudoisochromatic Plate Test and shall be administered in all cases where candidates have passed FALANT, in order to differentiate between NCPS 1 and 3.

Operation of Plates

6. When the pseudoisochromatic plates are used the easel light with daylight filter shall be used for illumination.

The easel light should be placed on a table or shelf so that the candidates line of sight is at right angles to the plates and so that his eyes are at a distance of approximately 30 inches (plates just out of arms reach). The candidate should not face an open window or other strong light. Nearby incandescent lights should be shielded so that they do not illuminate the plates. Nearby window blinds should be drawn.

Administration

7. The examiner shall instruct the candidate to 'please read the numbers'. The examiner shall not give other instructions and shall not ask other questions. The candidate is not allowed to trace patterns or touch the test plates. When not in use the book of plates is to be kept in a light tight cover under lock and key. Soiled or unserviceable books are to be returned to store and a replacement drawn.

The demonstration plate must be shown first (a red '12' on a blue background). All of the remaining plates are then shown. About 2 seconds should be allowed for response to each plate. If the candidate hesitates he should be asked again to 'read the numbers': if he fails to respond the examiner turns to the next plate without comment.

With the exception of the demonstration plate which is always first, the examiner must change the order of the plates frequently. The change should be made at least weekly and oftener if there is suspicion that the numbers have been learned in serial order by the candidates.

Scoring and Recording

8. If 10 or more responses to the 14 test plates are correct, the candidate is NCPS 1 and entry shall be made in the candidates record 'PIP $\frac{\text{(number of correct responses)}}{14}$' (eg, 11/14—NCPS 1).

If 5 or more incorrect responses are given **including failure to make responses,** the candidate is NCPS 3 and entry shall be made in the candidates record 'PIP $\frac{\text{(number of correct responses)}}{14}$' (eg, 7/14—NCPS 3).

9. The demonstration plate is not considered in scoring. In plates with two digit numbers incorrect responses to either is a failure for the plate.

10. The interpretation of error score holds only when the test is administered under the standard source of illumination, standard distance and standard timing.

General

11. All candidates with diminished visual acuity, or colour perception defect, are to be informed of the limited choice of category and Form AF Med 1 (PM149) endorsed accordingly.

SECTION III—SUMMARISED TABLE OF NAVAL EYESIGHT STANDARDS

Naval Eyesight Standard	*Distant*	*Near*
1	Unaided vision to be at least 6/6–6/12. Each eye correctable to 6/6	N5 each eye
	Remarks: a. Any reduction of visual acuity must be solely due to an error of refraction and be capable of correction to 6/6 in each eye. Refractive error limits (without mydriatic) for all candidates are: Manifest hypermetropia 2.5 dioptres in one eye; 3.0 dioptres in the other Astigmatism—No more than 0.75 dioptres in one eye; 1.0 dioptres in the other Myopia: Myopia will not disqualify provided that all other requirements for unaided vision are met. b. Fields of vision must be normal to confrontation tests. c. Heterophoria (tested with Maddox Rod at 6 metres) must not exceed: ESO and EXOPHORIA—6 prism dioptre HYPERPHORIA—1 prism dioptre d. Strabismus or any chronic disease of the eyes or eyelids will disqualify.	
2	Unaided vision to be at least 6/9–6/12. Each eye correctable to 6/6.	N5 each eye.
	Remarks: As required for Naval Eyesight Standard 1.	
3	Unaided vision to be at least 6/12–6/18. Each eye correctable to 6/6	N5 each eye
	Remarks: a. Manifest hypermetropia (without mydriatic) must not exceed 5.0 dioptres in any meridian. b. Myopia: Myopia will not disqualify provided that all other requirements for unaided vision are met. c. Fields of vision must be normal to confrontation tests. d. Heterophoria (tested with Maddox Rod at 6 metres) must not exceed: ESO and EXOPHORIA—6 prism dioptre HYPERPHORIA—1 prism dioptre. e. Strabismus or any chronic disease of the eyes or eyelids will disqualify.	
4	Unaided vision to be at least 6/12 with both eyes together. Worse eye to be no more than 6/24. To correct to 6/6–6/12 at least	N5 one eye N6 the other eye
	Remarks: As required for Naval Eyesight Standard 3.	

Naval Eyesight Standard	*Distant*	*Near*
5	Unaided vision to be at least 6/18 with both eyes together. Worse eye to be no more than 6/36. To correct to 6/9–6/12 at least.	With glasses N5 one eye N6 the other eye
	Remarks: As required for Naval Eyesight Standard 3.	
6	Unaided vision to be at least 6/60 each eye. To be correctable to at least 6/12–6/12 or 6/9–6/18	With glasses N5 one eye N6 the other eye
	Remarks: Refractive error limits (without mydriasis). Manifest hypermetropia—Not to exceed 5.0 dioptre in any meridian. Myopia: 3.0 dioptres in either eye (under 17 years of age) 4.0 dioptres in either eye (over 17 years of age) a. Fields of vision must be normal to confrontation test. b. An alternating concomitant squint with small deviation will not debar from entry provided the squint is cosmetically acceptable.	
7	Unaided vision may be less than 6/60 in each/either eye. Must be correctable to at least 6/9–6/24 or 6/12–6/12.	With glasses N5 one eye N6 the other eye
	Remarks: Refractive error limits (without mydriatic). Manifest Hypermetropia—not to exceed 7 dioptres in any meridian. a. Myopia—not to exceed 7 dioptres. b. Fields of vision must be normal to confrontation tests. c. An alternating concomitant squint with small deviation will not debar from entry provided the squint is cosmetically acceptable.	

SECTION IV—EYESIGHT REQUIREMENTS FOR OFFICERS

Part 1—On Entry and Promotion

1. **General List**
   a. Seaman Branch
      Cadet Midshipman (Junior Entry) .. .. .. NES 1 NCPS 1
      Cadet Midshipman (Senior Entry) .. .. .. NES 2 NCPS 1
   b. Engineering, Supply and Secretariat, Instructor Branches and University Undergraduates.
      Cadet Midshipman (all entries) .. .. .. NES 6 NCPS 3
2. **Supplementary List and Topman**
   a. Seaman branch and ATCO .. .. NES 2 NCPS 1
   b. Engineering, Supply and Secretariat, Instructor branches and University Undergraduates .. .. .. NES 6 NCPS 3

3. **Aircrew**

—	*Distant Vision*	*Near Vision*	*Naval Colour Perception Standard*
Supplementary List— Pilot .. .. Observer .. Midshipmen ..	6/9, 6/9 The vision in each eye should be correctable to 6/6	N5 EE	1

Myopia, myopic astigmatism or squint are not acceptable.
Fundi and media must be normal.
Fields of vision must be normal to confrontation tests.

Refractive Error Limits (without Midriatic)—All Aircrew

a. In the better eye—manifest hypermetropia 1.5 dioptres of which not more than 0.75 dioptres may be astigmatism.

b. In the worse eye—manifest hypermetropia 2.5 dioptres of which not more than 1.0 dioptre may be astigmatism.

c. Ocular Muscle Balance (Pilots Only).

Maddox Rod at 6 metres—
Exophoria 0–6 prism D.
Esophoria 0–6 prism D.
Hyperphoria 0–1 prism D.

Convergence (C) 0–10 cms. Subjective convergence (SC) is used as an aid in assessing (C). The point of binocular breakdown in SC is usually higher up the scale than in C, 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.

d. Accommodation—(Pilots Only)

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

e. Cover Test—Recovery must be rapid.

4. **Direct Entry**

a. University Undergraduates .. .. NES 6 NCPS 3

b. Engineer Officer .. .. NES 7 NCPS 3
Supply and Secretariat .. .. NES 7 NCPS 3
Instructor Officer.. .. .. NES 7 NCPS 3
Medical Officer .. .. NES 7 NCPS 3
Dental Officer .. .. NES 7 NCPS 3
Chaplains .. .. NES 7 NCPS 3
WRAN Officer .. .. NES 7 NCPS 3
RANNS .. .. NES 7 NCPS 3

5. **Special Duties List**

a. Seaman Categories .. .. .. NES 2 NCPS 1
b. Airman (Av) .. .. NES 2 NCPS 1
c. All other branches .. .. .. NES 7 NCPS 3

Part 2—Serving Officers

1. **Seaman Branch**

a. Aircrew Officers .. .. Special eyesight standards apply. (*See* Section IV, Part 1 c.)
b. Surveying Officers on first posting for Hydrographic training NES 2 NCPS 1
c. Categories other than (P) (O) and (H) Officers of all ranks up to age of 35 years NES 4 NCPS 1
d. Officers of all ranks over the age of 35 years .. NES 5 NCPS 1

2. **Other Branches**

Officers of all lists and ranks .. .. .. NES 7 NCPS 3

SECTION V—EYESIGHT REQUIREMENTS FOR SAILORS

1. As all General Service and Junior Recruits, with the exception of the Trade branches, Band branch and WRANS, are allocated to their branches after entry, the minimum entry standard for male recruits is Naval Eyesight Standard 6 and Naval Colour Perception Standard 3.

2. Sailor recruits for whom Naval Eyesight Standard 6 applies may be entered subject to the following limitations:

a. Age not exceeding 16. Myopia in any meridian is not to exceed 1.5 dioptres.
b. Age 16 to 16½. Myopia in any meridian is not to exceed 2.0 dioptres.
c. Age 16½ and over. Myopia in any meridian is not to exceed 3.0 dioptres.

3. The test in Paragraph 4 is to be carried out before the sailor is allocated to his branch.

Manifest Hypermetropia

4. a. A candidate whose visual acuity falls within standards 1 or 2 is to have a 2.5 dioptre positive sphere placed in front of each eye in turn. If he can still read the chart to the same line as before, manifest hypermetropia of more than 2.5 dioptres is present and his eyesight standard must be downgraded to 3 or below.

b. A candidate who fails the above test, or whose visual acuity falls within standards 3–6, is to have the same test performed with a 5 dioptre positive sphere. If he can still read the chart to the same line as before, manifest hypermetropia of more than 5 dioptres is present and his eyesight standard is 7 or worse.

c. All candidates who fail the test in b. above, or whose visual acuity is in standard 7, are to be referred to a Naval Consultant Ophthalmologist for full refraction.

Alternating Concomitant Squint

5. Personnel with alternating concomitant squint may be placed in Naval Eyesight Standards 6 and 7 provided that the squint is acceptable cosmetically. The presence or absence of a small angle squint should be tested for especially as follows:

> The candidate is requested to look steadily at the examiner's right eye. The examiner observes the candidate's left eye and passes an opaque material before the candidate's right eye. The examiner notes whether any movement occurs at the moment of fixation of the candidate's left eye. If no movement is noted then the patient must be binocular, but if a re-fixation movement is noted then a small angle strabismus is present.
> Similarly, while testing the candidate's right eye, the examiner directs his attention to the right eye of the candidate whilst covering the candidate's left eye. No movement should be noticed in the right eye; if a re-fixation movement is seen then a small angle strabismus is present.

Any doubtful cases are to be referred to the Naval Eye Specialist.

6. The following are the minimum standards for the various branches and categories on first allocation, during service and on re-engagement or re-entry:

—	*Naval Eyesight Standard*		*Naval Colour Perception Standard*
	On Allocation to Branch	*Re-engagement or Re-entry*	
Seaman—			
QMG, SR, CD, COX, PT	2	4	1
UW, RP, UC, FC, WM	4	6	1
Communication—			
TO	2	4	1
RO, ROS, DO, LIN	6	7	3
Naval Airmen—			
AH	2	4	3
SE, Phot, Met	6	7	3
All other branches and apprentices	6	7	3
WRAN Radar Plotter	6	7	3
All other WRANS	7	7	3
MTD	7	7	3

SECTION VI—SPECIAL REQUIREMENTS

Sailor Aircrew—Aircrew and SAR Divers

1. The eyesight standard required by candidates is that for Aircrew (Observer).

Service in Submarines

2. Officers of all branches and sailors of the Seaman and Communication branches are to possess eyesight Standard 3 or better, colour perception Standard 1. All other sailors are to possess eyesight Standard 4 or better, colour perception Standard 3.

Divers

3. Compressed Air Divers should possess eyesight Standard 4, colour perception Standard 1 but are not allowed to wear glasses or contact lenses when actually engaged on diving duties. Should a diver (Compressed Air or Clearance) fall below this standard then he is to be considered permanently unfit for diving and be brought forward for interim medical survey.

Colour Perception Standard for Sailors and Apprentices who are Allocated to the Electrical Branch

4. Recruits who are allocated to this Branch and who are placed in Naval Colour Perception Standard 3 are to be given a supplementary trade colour perception test in which they are required to match with absolute accuracy the coloured bands on 15 pairs of wires of the DEF 10 series and a number of miniature colour-coded electronic components. The test should be carried out in average room lighting and a single failure is to cause rejection.

a. A recruit who fails this test but who has passed Naval Colour Perception Standard 3 on the Farnsworth Lantern may be accepted for entry to any other branch where Naval Colour Perception Standard 3 is permitted.

b. Colour Perception in these cases should be recorded in Box 58 of Form AF Med 1 (PM149) as NCPS 3 (Passed supplementary trade colour perception test) or NCPS 3 (Failed supplementary trade colour perception test).

c. These tests are to be carried out in HMAS CERBERUS, LEEUWIN and NIRIMBA in the presence of a medical officer.

5. Naval Airmen in Colour Perception Standard 3 may be accepted for initial training as Aircraft Handlers subject to the following:

a. On allocation to Branch they will be required to pass a trade test involving the reading of groups of coloured lights in a simulated Flight Deck mock up.

b. Sailors with NCPS 3 who pass this test will be recorded as NCPS 3 (PTT).

c. Those who fail the trade test will be required to train for some other category.

Retesting of Colour Perception

6. As colour perception does not alter during life except in rare cases of injury or disease, colour perception should not ordinarily be retested. If the Medical Officer has any reason to doubt the validity of a former test he is immediately to arrange a retest and in case of doubt refer the case to the Consultant Ophthalmologist. Special care is to be taken that the colour perception of Navigators, Bridge Watchkeepers, Tactical Operators and Aircrew is within the required standard.

Officers and Sailors Failing Tests

7. In the cases where a test, subsequent to original entry, shows that there is a defect in colour perception rendering an officer or sailor unfit for full duties of his branch, the following action is to be taken after review by a Consultant Ophthalmologist.

a. *Officers*—A report is to be made to the Commanding Officer of his establishment or ship. The report should then be forwarded with the Commanding Officers remarks through the usual channels to the Naval Board. No action is to be taken to hold a Board of Survey with a view to invaliding a serving officer, until Naval Board decision has been communicated.

b. *Sailors*—a Medical Survey Report is to be forwarded to the Medical Director-General and this should contain a recommendation for one of the following courses:

(1) retention in Branch and restriction of duties to those in which the defect will not be a source of danger;

(2) transfer to a Branch in which the defect will not interfere with efficiency and promotion;

(3) survey and invaliding.

It is to be noted that (1) could not be considered for a junior sailor early in his career, (2) must depend on the sailor himself being willing to transfer and (3) although the correct action, should be regarded as a last resort.

SECTION VII—SUPPLY OF CONTACT LENSES AND SPECTACLES

1. Form AF Med 1B (PM151) or Form AF Med 7 (PM169–PM170) as applicable, is to be used to record the report of an Ophthalmic Specialist for all personnel referred for ophthalmic examination.

Contact Lenses

2. Contact lenses for serving personnel will only be authorised in special cases, on the recommendation of a Senior Ophthalmic Consultant. Full details of the case and the Ophthalmic Specialists report are to be forwarded to the Medical Director-General for decision. Unless duly authorised, contact lens are **not** to be worn on duty in any circumstances.

Spectacles

3. All personnel are permitted to wear spectacles on duty except that a Diver is not permitted to wear spectacles or contact lenses during any part of a diving operation, other than that reading glasses, or tinted optically corrected glasses, may be worn when a diver is detailed to record times and events during a diving operation.

4. On the recommendation of an Ophthalmic Specialist one pair of spectacles, to the pattern allowed by the current period contract, will be supplied at public expense. Commanding Officers of ships and establishments are authorised to approve of the supply.

5. Two pairs of distant and/or reading glasses are to be issued to all Surveying and Navigating Officers. One pair of each is to be kept on the Officers person at all times and the second pair is to be kept in a convenient place on the bridge.

6. In addition two pairs of reading and/or distant glasses may be issued on the recommendation of the Ophthalmic Specialist, to those personnel who, without the aid of spectacles, cannot safely or satisfactorily perform their duties.

7. Tinted optically corrected spectacles may be authorised for issue and wear, on the recommendation of an Opthalmic Specialist.

8. When special type frames, or lenses, not covered in the current period contract, are ordered by an Ophthalmic Specialist, the report on Form AF Med 7 (PM169–PM170) is to be referred to the Medical Director-General, for approval of supply.

9. The supply of spectacles at public expense is to be arranged through the qualified opticians under contract with the Department and in accordance with the terms of the contract, unless unnecessary delay would occur in adopting this procedure. In such instances the Commanding Officer is to make satisfactory local arrangements for supply by a qualified optician and is to satisfy himself that the price is reasonable having due regard to the prices obtaining in the district where the purchase is made.

10. When spectacles are required by monocular personnel (or those who possess but one useful eye) to enable them to carry out their duties, arrangements should be made for a lens of unsplinterable glass to be supplied at public expense in metal frames. A similar issue is to be made to all Sick Berth Staff, who need to wear spectacles constantly when engaged in nursing mentally ill patients, and to Coxswain Branch sailors employed on Regulating duties. When spectacles are prescribed for apprentices, artificers and artisans, arrangements are to be made for lenses of hardened glass to be supplied at public expense.

SECTION VIII—GLOSSARY OF TERMS

1. *Myopia* .. .. Poor distance vision and good near vision without glasses.

Hypermetropia .. Long Sight. Good distance and near vision in the young and good distance and near vision above the age of 40.

Astigmatism .. Difference in vertical and horizontal curvature of the cornea.

Strabismus .. Squint.

Heterophoria .. Difference in resting pointing position of each eye. The presence of heterophoria infers the presence of full binocular vision (includes esophoria, exophoria, hyperphoria according to direction of pointing).

Dioptre .. .. A measure of the refracting power of a lens $= \frac{100}{\text{focal}}$ length in centimetres.

Fundia and Media .. Internal structures of the eye.

Visual Acuity Symbols

2. The visual acuity standard is expressed as a fraction, of which the numerator (top figure) is the distance at which the subject is tested, and the denominator (bottom figure) is the distance at which a normal person would see as well as the subject.

3. The numerator is standardised at 6 (metres) in RN and RAN practice and 20 (feet) in the RCN and USN. The denominator is similarly expressed in metres or feet according to the practice of the country concerned.

Examples follow (expressed in metres, with equivalent feet in parenthesis):

$\frac{6}{6}$ $\frac{(20)}{(20)}$ = subject at 6 metres (20 feet) sees as well as a normal person would at 6 metres (20 feet)

$\frac{6}{9}$ $\frac{(20)}{(30)}$ = subject at 6 metres (20 feet) sees as well as a normal person would at 9 metres (30 feet)

$\frac{6}{12}$ $\frac{(20)}{(40)}$ = subject at 6 metres (20 feet) sees as well as a normal person would at 12 metres (40 feet)

$\frac{6}{24}$ $\frac{(20)}{(80)}$ = subject at 6 metres (20 feet) sees as well as a normal person would at 24 metres (80 feet)

$\frac{6}{36}$ $\frac{(20)}{(120)}$ = subject at 6 metres (20 feet) sees as well as a normal person would at 36 metres (120 feet)

$\frac{6}{60}$ $\frac{(20)}{(200)}$ = subject at 6 metres (20 feet) sees as well as a normal person would at 60 metres (200 feet)

Below $\frac{6}{60}$ $\frac{(20)}{(200)}$ = this notation is not used, as such a person (if without glasses) to all intents and purposes has no useful distant vision.

4. Near vision is expressed on various scales, all based on the size of printed type which the subject can read at the normal reading distance (14 inches). The scale used in the RAN is that approved by the Ophthalmological Society of the United Kingdom, based on ability to read the type face known as 'New Times Roman' and expressed as the thickness in millimetres of the major feature of the type. Normal on this scale is N5 (without glasses) and the minimum acceptable for most purposes is N6 with glasses.

SECTION IX—ASSOCIATED ORDERS AND INSTRUCTIONS

1. Navy Order 419/69 is relevant.

2. ABR 1991 Naval Medical and Hospital Instructions will be amended in due course.

3. ABR 5038 Recruiting Instructions for the RAN is to be amended in manuscript as follows:

Article 0813 *Delete* '6/24' *insert* '6/18' *Delete* 'D–0.6EE' and *insert* 'N5 one eye N6 the other eye'.

Article 0814 *Delete* (*b*) and *insert*:

Vision

As for general service recruits. Limitations as for apprentices. Candidates are to be informed of the limited choice of category if their vision is below standard 2 and form AF Med 1 (PM149) endorsed accordingly.

(327/53/143 MDG)

(*Navy Order 419/69*)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 32/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
10 February 1971.

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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11030/71

Section 2

PERSONNEL

UNCLASSIFIED

32/71—Selection of Sailors for Commissioned Rank

Introduction

1. In July 1969, the Naval Board approved the formation of a Navy Office Working Party to examine all aspects pertaining to the selection of sailors and WRANS for Commissioned Rank.

2. Although the Working Party has not completed its study, notably in relation to promotion to the Special Duties List, certain areas have been examined in detail and various recommendations have been approved by the Naval Board.

3. The information promulgated in this Navy Order is now in force. (Where practicable reference is made to existing regulations at the end of each paragraph.)

Terminology

4. The one generic term OFFICER CANDIDATE (OC) has been approved for use with all avenues of promotion to Commissioned Rank. The terms CW CANDIDATE, UPPERYARDMAN and TOPMAN are henceforth redundant and their use is to be discontinued.

5. Candidates for various lists are to be identified by an appropriate suffix, namely:

OCGL—candidate for General List
OCSL—candidate for Supplementary List
OCSD—candidate for Special Duties List
OCWR—candidate for WRANS officer.

Note: Branches and catgories within a particular list will be identified by the addition of further suffixes, eg:

OCSDSU—Officer Candidate—Special Duties List—Supply and Secretariat
OCSLAIR—Officer Candidate—Supplementary List—Aircrew.

Educational Qualifications for Promotion to Commissioned Rank

General List

6. Entry to the General List is restricted in regard to educational qualifications, to candidates who have completed the requirements for matriculation to an Australian University. The subjects passed and the quality of passes achieved will influence the ultimate selection and the branches for which candidates are eligible.

7. Successful candidates will join the normal RANC Senior Entry and be allocated branches shortly after entry to the RAN College.

Supplementary List

8. Avenues exist for promotion to the Supplementary List in the Seaman, Aircrew, Air Traffic Control, Supply and Secretariat and Engineering Branches. The educational requirements for promotion in all but the Engineering Branch are four SGCE subject passes including English and a Mathematics subject. A pass in Physics is highly desirable for Aircrew candidates. The educational pre-requisite for entry to the Engineering Branch is normally matriculation with passes in prescribed subjects. Subject requirements and details of acceptable alternatives are given in Annex A: Royal Melbourne Institute of Technology—Engineering Diploma Courses.

Special Duties List

9. The educational pre-requisite for promotion to the SD List is four SGCE subject passes. The compulsory subjects for individual branches/categories are as follows:

English
- Supply and Secretariat (S, W, CK, CA)
- Wardmaster (WM, WD)
- Bandmaster
- Naval Dockyard Police

English and either Maths I or Maths II
- Seaman Branch, all categories

English and two subjects from Maths I, Maths II and Physics
- Engineering Branch, all categories
- Shipwrights.

WRANS Officer

10. The educational pre-requisites for promotion to WRANS Officer is SGCE subject passes in English and one other subject or their equivalents.

SGCE Equivalents

HET Alternatives

11. All HET subject passes or exemptions may be compounded with SGCE subjects for purposes of promotion qualifications (but not for the award of an SGCE Certificate). However, passes in two similar SGCE and HET subjects will count only as one subject for purposes of promotion. HET subjects in this category are English Expression, Geography, Navigation, History (SGCE Modern History), Practical Mathematics (SGCE Mathematics I), Mechanics (SGCE Mathematics II).

Civilian Education Qualifications

12. Sailors in possession of civilian education 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 commissioned rank.

13. In general, the approved civilian equivalent to SGCE will be passes in the pre-matriculation year of the various State educational systems; approval will normally be awarded on a subject basis.

14. Recognition of civilian qualifications will take one of the following forms:

Exemption (EX) .. .. Subject exemptions will be awarded for subjects which are similar in syllabus content to SGCE subjects. Passes in certain complex subjects if obtained at Matriculation or higher level will warrant the award of exemption in two SGCE subjects, eg, NSW HSC Science

Exemption (EX)—continued

(full course, 2nd level) will allow exemption from SGCE Physics and Chemistry.

Approved Civil Qualification (ACQ)

Passes in a civil subject which has no SGCE equivalent but which is considered to merit recognition, will be classified as an Approved Civil Qualification (ACQ). Due to the wide variety of subjects in this category and to simplify EDP programming, such subjects will be identified by collective titles as follows:

ACQ LANG—foreign or classical languages, etc.

ACQ HIST —Australian, American, Ancient, Economic, etc.

ACQ SCI —Biology, Zoology, Astronomy, Geology, etc.

ACQ CULT —Art, Music, etc.

ACQ MISC —Logic, Commerce, Accountancy, etc.

Note: Qualifications in English, Mathematics and Physics will be eligible only for purposes of exemption, and will not be considered for recognition as ACQ subjects.

15. Any request for recognition of civilian educational qualifications is to be made to the Commanding Officer 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 or performance, 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.

16. Re-application may be made, supported by documentary evidence, on behalf of sailors, whose educational qualifications previously entitled them to only limited recognition under the more stringent regulations applicable to HET exemptions. Details should be included of exemptions previously awarded.

17. Civilian qualifications which are recognised by the Naval Board for purposes of promotion will not count towards the award of an SGCE Certificate.

Leeuwin Education Test (LET)

18. Subject passes in the LEEUWIN Educational Test are acceptable alternatives to the equivalent SGCE subjects for purposes of promotion but do not count for the award of an SGCE Certificate or for the award of time gained.

Award of SGCE Certificate

19. An SGCE Certificate will be awarded by the Naval Board to every candidate who obtains pass marks in four SGCE subjects. Candidates who achieve less than four subject passes or who improve the grade of passes after a certificate has been issued, will receive a certificate on discharge.

EDP Recording

20. Annex B details the EDP recording procedure on Form PH14 (Sailors Service Record) applicable to officer candidates.

SD, SL and WRANS Officer Candidates—Nomination Criteria

Special Duties List

21. The minimum rank of an SD candidate at the time of nomination is to be confirmed Leading Rank. However, in exceptional cases and subject to favourable recommendation by the Administrative Authority, an Able Rank of not less than 12 months seniority may be nominated to the Naval Board.

Supplementary List

22. The age limits for acceptance on Supplementary List Officer training courses (other than SLEN) are as follows:

Minimum: over 17 years of age } On 1st of each month of commencement
Maximum: under 24 years of age } of SL Officer training courses.

WRANS Officer

23. The minimum rank for WRANS Officer candidates at the date of nomination is Able Rank.

SD, SL and WRANS Officer Candidates—Nomination Procedure

24. Nomination or re-nomination of a candidate other than a Junior Recruit is to be by letter and is to include the following details. (In the case of Junior Recruits *see* Paragraph 37):

a. Name, rank, date of birth.

b. List, branch (and category where applicable) for which the candidate is recommended.

c. Civilian educational qualifications. Documentary evidence of qualifications which merit the award of SGCE exemptions should be included if not previously submitted.

d. Service educational qualifications including exemptions awarded as a result of an earlier submission.

e. Confirmation that application for security clearance has been forwarded to Navy Office.

f. Confirmation that the candidate is medically fit for the promotion avenue recommended in b.

g. Any other relevant information.

25. A reply will be forwarded from Navy Office acknowledging receipt of nomination and confirming the candidates eligibility for the proposed avenue. Nominated candidates will be scheduled to appear before an INITIAL SELECTION BOARD at the first opportunity to assess suitability for the proposed avenue.

SD, SL and WRANS Officer Candidates—Initial Selection Boards

26. Initial Selection Boards (ISB) will be convened semi-annually normally in March and September, to interview sailors and WRANS. The ISB will be convened by FOCEA to ensure that uniform selection standards are maintained. Candidates

who, due to their location, cannot conveniently be presented, will have their interview deferred for six months. (*Note:* It is intended that all officer candidates listed at Navy Office and not processed by the date of this order, will be nominated to appear at an ISB at the first available opportunity in order that their suitability to remain as officer candidates may be assessed.)

27. These ISBs will comprise a Captain GL as Board President, an Instructor Commander and a Commander, or, for WRANS candidates, a First Officer WRANS. The Board will be assisted by a naval psychologist. FOCAF is to provide either the President or one Board Member.

28. A list of candidates nominated to appear before each ISB will be advised by Navy Office. Commanding Officers are to forward Officer Candidate Papers (Form CW1A or its replacement) completed in all sections and a recent photograph for each candidate to FOCEA prior to the Board. Navy Office will provide FOCEA with an EDP Sailors Service Record for each candidate prior to the date of convening of the Board.

29. The functions of the Initial Selection Board are:

a. Ensure that every candidate is aware of the conditions of service applicable to the officer avenue for which he or she is recommended.

b. Assess each candidate as pass or fail for the recommended branch/category, such assessment being based on his or her service record, academic qualifications, intellectual and academic potential, aptitude and personal qualities.

c. Determine if each candidate who fails the nominated avenue is suitable and eligible for an alternative avenue and is willing to accept the alternative avenue.

d. Determine if failed candidates should reappear at a later date and, if so, when.

e. Forward by signal to Navy Office a list of candidates who have passed the ISB in each branch/category; candidates who have agreed to and are suitable for a branch/category different from that of their original nomination to be included, with appropriate notation.

f. Forward to Navy Office on the OC Papers (Form CW1A or its replacement) a written report including a numerical assessment on every candidate; reports on failed candidates should indicate areas in which they are deficient, if the Board consider that the deficiency is within the candidates capacity to rectify and if and when reappearance before another ISB is recommended.

30. On receipt of the ISBs signalled report in accordance with Paragraph 29 e. above, Navy Office will advise by signal the final list of successful candidates. Ships and establishments are then to raise OC Papers (Form CW1 or its replacement) and report to EDP in accordance with ABR 5063, Vol II, Article 3048.

31. On receipt of the ISBs written report in accordance with Paragraph 26 f. above, Navy Office will advise Commanding Officers by letter (with a personal copy for the candidate) of failures giving reasons should remedial action be considered feasible, and advising if the recommendation for re-appearance before another ISB has been approved. The nomination of a failed candidate for re-appearance before another ISB will be initiated in Navy Office.

General List Officer Candidates—Nomination Criteria

Age, Potential, Fitness

32. The criteria for nomination of GL candidates is as follows:

a. Maximum age limit for acceptance on Matriculation Preparatory Course. (*See* Paragraph 33):

18 years of age on 1 January of year of commencement of Matriculation Preparatory Course, ie, a candidate whose 18th birthday fell on 1 January would be eligible.

b. Maximum age limit for acceptance into RANC:

20 years of age on 1 January of year of commencement of training at RANC, ie, a candidate whose 20th birthday fell on 1 January would be eligible.

c. To be considered potential officers in respect of personal qualities, physical fitness and motivation.

d. To have demonstrated by results in service and/or civil educational examinations and in psychology tests that the sailor possesses the required ability to achieve matriculation after an appropriate course of study.

e. To be medically fit for one or more of the branches/categories of the General List.

Matriculation Preparatory Course

33. Selected GL Officer Candidates will undertake the Matriculation Preparatory Course in HMAS LEEUWIN. This course is 18 months duration and commences in July each year. (*Note:* The Matriculation Preparatory Course is referred to as the 'Upperyardman Training Course' and 'Topmans Course' in RI Appendix 4B, Parts I and II.)

Authority

34. The authority to nominate candidates for the GL is limited in general to the training establishments, LEEUWIN, NIRIMBA and CERBERUS. (In special cases candidates may be nominated to the Naval Board by ships and other establishments subject to favourable recommendation by the Administrative Authority.)

General List Officer Candidates—Nomination Procedure

Nirimba

35. The following is the nomination procedure in respect of NAA candidates:

a. NIRIMBA is to convene an Initial Selection Board in May each year to interview potential GL candidates from Terms 1 and 3 of the January intake and Term 2 of the July intake.

b. A list of recommended candidates in order of preference is to be signalled to the Naval Board on completion of the ISB.

c. OC Papers (Form CW1 or its replacement) are to be raised by NIRIMBA: Forms CW1A (or its replacement) are to be forwarded to reach Navy Office by 31 May.

Cerberus

36. The following its the nomination procedure in respect of GL candidates from Adult Entry Recruits:

a. CERBERUS is to convene an Initial Selection Board early in the 10th week of each intake to interview potential GL candidates from that intake.

b. A list of recommended candidates in order of preference is to be signalled to the Naval Board on completion of the ISB.

c. OC Papers (Form CW1 or its replacement) are to be raised by CERBERUS; Forms CW1A (or its replacement) are to be forwarded to reach Navy Office by the end of the 11th week of the intake.

Leeuwin

37. The following is the nomination procedure in respect of GL candidates from Junior Recruits:

a. *On completion of May Term Academic Examinations*

(1) LEEUWIN is to convene an Initial Selection Board to interview potential GL and SL candidates.

(2) A separate order of merit of recommended volunteers for both the General and Supplementary Lists is to be signalled to Navy Office on completion of the ISB. Where a candidate appears on both lists his first preference is to be indicated by placing the word 'FIRST' after his name on the appropriate list. Names should also be followed by an indication (in the Boards order of preference) of the branches for which he is considered suitable and is medically fit. (*Note: See* Annex A regarding RMIT courses.)

(3) OC Papers (Forms CW1 or its replacement) are to be raised for recommended candidates; Forms CW1A (or its replacement) are to be forwarded to reach Navy Office by 15 June.

b. *On completion of September Term Academic Examination*

(1) An ISB is to be convened to interview potential GL candidates.

(2) A list of recommended candidates in order of preference is to be signalled to Navy Office on completion of the ISB. The list should include earlier nominees who have failed to gain selection for the current GL course and who are still recommended for selection.

(3) OC Papers (Forms CW1 or its replacement) are to be raised for recommended candidates; Forms CW1A (or its replacement) are to be forwarded to reach Navy Office by 15 October.

(*Note:* Recommended GL candidates from this ISB will be considered for the current Matriculation Preparatory Course if vacancies permit.)

c. *On completion of November Term Academic Examination*

(1) An ISB is to be convened to interview potential SL candidates.

(2) A list of recommended candidates in order of preference is to be signalled to Navy Office on completion of the ISB.

(3) OC Papers (Forms CW1 or its replacement) are to be raised for recommended candidates; Forms CW1A (or its replacement) are to be forwarded to reach Navy Office by 15 December.

Cancellation of Officer Candidature

Leeuwin

38. Junior Recruits who are nominated as GL officer candidates by HMAS LEEUWIN but who fail to gain selection during JR training, shall have their candidature cancelled or altered to another avenue by LEEUWIN not later than the completion of their JR training course.

Nirimba

39. Naval Artificer Apprentices who are nominated as GL officer candidates by HMAS NIRIMBA but who fail to gain selection during the first three terms of NIRIMBA training, shall have their candidature cancelled or altered to another avenue by NIRIMBA not later than the completion date of their Third Term of NAA training.

Cerberus

40. Adult-entry sailors who are nominated as GL officer candidates by HMAS CERBERUS but who fail to gain selection by the second occasion they are considered for the Matriculation Preparatory Course shall have their candidature cancelled by Navy Office.

Officer Candidature Papers

Cancellation

41. Cancellation of OC Papers is to be reported on Form PP11 in accordance with ABR 5063, Article 3049, and the cancelled papers are to be forwarded to the Director of Manpower Planning, Navy Office, Canberra. OC Papers may be cancelled:

a. *By the Naval Board:*

(1) after being assessed as Unsuitable by final selection boards (such as the RANC Selection Board);

(2) at any time it is considered that the candidate is not maintaining a satisfactory level of report;

(3) at any time that the candidate falls below the required medical standard for his selected branch/category.

b. *By the Candidates Commanding Officer:*

(1) at any time that the candidate is no longer recommended;

(2) at any time that the candidate is not a volunteer.

Renewal

42. If the Commanding Officer of a sailor whose OC Papers have been cancelled wishes to re-nominate him as an officer candidate, application is to be made in accordance with Paragraph 24 of this order.

Selection of Officer Candidates for Academic Courses

SGCE Preparatory Course

43. A preparatory course to assist selected SD, SL and WRANS officer candidates to qualify educationally for commissioned rank will be conducted bi-annually at HMAS LEEUWIN.

44. The courses, which are of approximately 19 weeks duration, will normally commence on the second Monday in January and July. The course will cater primarily for the SGCE subjects of English, Mathematics, Geography, Physics and Navigation but alternative subjects will be available where appropriate.

45. 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 for the SGCE examinations in April or October if they have achieved a suitable standard at this stage of the course.

46. 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 pass either by examination or by the award of an exemption as a result of civilian educational qualifications.

47. Selection for SL candidates will be based primarily on the recommendations of the Initial Selection Boards.

48. Provision will be made for WRANS officer candidates to attend the course subject to the availability of suitable accommodation in the area.

49. The SGCE course will comprise 25 candidates and the ratio of SD, SL (Fleet/LEEUWIN) and WRANS officer candidates will be determined by Navy Office (Director of Manpower Planning) prior to each course.

50. A committee comprising the Director of Naval Education Service (DNES), the Director of Manpower Planning (DMP) and the Director of Sailors Postings (DSP), assisted by the Director of Psychological Services (D/PSYCH), has been formed at Navy Office. This committee is known as the Preparatory Courses Selection Committee.

51. The Preparatory Courses Selection Committee will consider all eligible candidates from a detailed list provided by the Director of Manpower Planning (DMP). This committee will then submit its recommendations to the Director-General of Manpower (DGM) who will approve final selection for each SGCE Preparatory Course.

52. The SGCE Course Selections for candidates other than Junior Recruits will be promulgated by 30 April and 30 September respectively, and appropriate postings will be issued as soon as possible after these dates.

53. On receipt of signalled nominations from HMAS LEEUWIN of Junior Recruits who have passed the Initial Selection Board (*see* Paragraph 37 of this order), selections will be made to fill course billets reserved for Junior Recruits and for any vacancies due to shortfall in numbers selected from other avenues. The names of Junior Recruits selected for the SGCE Preparatory Course will be signalled to HMAS LEEUWIN during the first week in June and December respectively to permit parents to be notified.

Matriculation Preparatory Course

54. The Director of Manpower Planning (DMP) will compile a list of all GL officer candidates as at 31 May each year, and will determine the composition of the forthcoming July Matriculation Course in terms of the various sources, ie, NIRIMBA, CERBERUS and LEEUWIN nominations.

55. The selections for the Matriculation Preparatory Course from all sources will be limited to 23 candidates, but *see* Paragraph 58 below

56. The Preparatory Courses Selection Committee (*see* Paragraph 50 of this order) will recommend candidates from sources other than HMAS LEEUWIN as soon as possible after 31 May. The names of selected candidates will be promulgated by signal to ships and establishments concerned.

57. On receipt of HMAS LEEUWINs signal nominating GL and SL candidates (*see* Paragraph 37 a of this order) selections will be made for the remaining Matriculation Preparatory Courses vacancies prior to selections for the SGCE Preparatory Course. Selections for the Matriculation Preparatory Course will be promulgated not later than mid-June. (*Note:* Earlier promulgation will be made in the case of Junior Recruits selected from the previous July entry.)

58. On receipt of HMAS LEEUWINs nominations of GL officer candidates after the September term academic examinations (*see Paragraph* 37 b of this order), selections will be made to bring the current Matriculation Preparatory Course to a total of 25 candidates.

59. Relevant amendments to RI, ABR 27 and ABR 5063 will be promulgated in due course.

60. Navy Orders 535/67, 374/69 and 819/69 are hereby cancelled.

ANNEX A

Royal Melbourne Institute of Technology—Engineering Diploma Courses

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.

Courses

2. Selected personnel will be given full time training at the Royal Melbourne Institute of Technology (RMIT) to Associateship Diploma level in one of the following coursse:

Aeronautical Engineering
Electrical Engineering
Electronic Engineering
Communication Engineering
Mechanical Engineering.

3. Other Diplomas may be studied subject to the requirements of the Service.

4. Associateship Diploma courses at RMIT are of three years duration for matriculants, or four years for applicants with Victorian Leaving Certificate. The four year courses will not be undertaken by RAN Diploma students.

ANNEX A—*continued*

Academic Prerequisites

5. RAN personnel selected for Diploma training will normally meet the prescribed academic prerequisites which permit exemption from the first year of the four year Diploma course. Therefore as a general rule, RAN Diploma candidates are to be qualified at Matriculation level. Applicants who have successfully completed the first year of a four year Diploma course would also be eligible.

Sources of Entry

6. 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. Officer candidates 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.

Note 3: Another avenue to the Diploma courses is through the RAN Undergraduate Scheme as applicable to Technical College students.

Conditions of Service

7. *List.* On selection, trainees from sources 4a, 4b and 4c will remain as General List Officers. Trainees selected from sources 4d and 4e will be granted seven year short service commissions on the Supplementary List (or in exceptional cases transfer to the General List) to commence on 1 March following successful completion of Diploma training. (*See also* Paragraph 8 below.)

Officer Candidates with Technical Potential

8. Details of the sailor avenue for promotion to the Engineering Branch of the Supplementary List are as follows:

a. Terminology for candidates: OCSLEN.

b. *Criteria for RMIT Diploma Courses:*

(1) *Age limits.* To be over 20 years of age and under 24 years of age on 1 January of the year of commencement of post matriculation Diploma course training, ie, the candidate must have attained his 20th birthday and not attained his 24th birthday on the preceding 31 December.

c. *Criteria for Selection to the Matriculation Preparatory Course:*

(1) *Age limits.* To be over 18 years of age and under 22 years of age on 1 January of the year of commencement of Matriculation Preparatory Course, ie, to have attained 18th birthday and not attained 22nd birthday on the preceding 31 December.

ANNEX A—*continued*

(2) *Minimum education pre-requisites.* Academic level 7 (4 SGCE/HET passes or exemptions including English and either Maths I or Maths II).

(3) *OC Papers.* To be raised by the appropriate authority subject to the recommendation of the Initial Selection Board.

(4) *Selection.* To be selected by the Navy Office Committee as for OCGL candidates.

(5) *Re-engagement provisions.* As detailed in RI Article 0824.

d. *Selection for Diploma Course.* SLEN candidates attending Matriculation Course will be provisionally selected by RANC Selection Board, subject to achieving suitable Matriculation results. SLEN candidates already qualified academically for Diploma Course to appear before RANC Selection Board.

e. *Cancellation of candidature.* Candidature of SLEN candidates will be cancelled on attaining the age of 24 or on the recommendation of the final Selection Board, whichever is the earlier. (*Note:* Unsuccessful candidates could be transferred to another avenue, eg, SD List.)

f. *Conditions of Service:*

(1) Be appointed as a Midshipman on the Supplementary List on commencement of post matriculation officer training.

(2) Be promoted to Acting Sub-Lieutenant on attaining two years seniority as a Midshipman.

(3) Be promoted to Sub-Lieutenant one year from date of promotion to Acting Sub-Lieutenant subject to satisfactory academic progress.

(4) Be granted a seven year short service commission on the Supplementary List or in exceptional cases transfer to the GL to commence on 1 March following completion of Diploma training.

(5) Be promoted to Lieutenant three years ten months from date of promotion to Acting Sub-Lieutenant, adjusted by time gained or lost, and the attainment of requisite service technical qualifications.

(6) Be promoted to Lieutenant-Commander on attaining eight years seniority as a Lieutenant.

Indoctrination Course

9. The period between confirmation of Matriculation results and the commencement of Diploma training (four to five weeks) will be utilised to conduct an Indoctrination Course at an Officers Training School for candidates selected to commence Diploma training. This period will also be utilised for kitting up and, if time permits, in conducting a mathematical bridging course along the lines developed by the RAAF.

Vacation Training

10. RMIT Diploma students will undergo the following vacation training:

a. *First year:*

(1) Second Vacation—sea training cruise (three weeks).

(2) Third Vacation—ship familiarisation (five weeks).

ANNEX A—*continued*

b. *Second year:*

(1) Second Vacation—ship familiarisation (three weeks).

(2) Third Vacation—dockyard familiarisation (five weeks).

c. *Third year:*

(1) Second Vacation—dockyard familiarisation (three weeks).

The syllabus to be followed will be similar to Degree Stream training.

Post Graduate Divisional Training

11. On successful completion of Diploma training, all graduates will undertake a RAN Divisional Course at HMAS CERBERUS. Details of this course have not yet been finalised, but it will be of two to three weeks duration and will include some aspects of course No 901430—New Entry Officers Indoctrination Course.

Post Diploma Professional Training—General List

12. After successful completion of Associateship Diploma training the GL RMIT graduate will be brought to the equivalent professional naval standard of his Degree contemporary. Under the currently approved pattern this will involve the following training time:

a. Marine Engineers—about 22 weeks.

b. Electrical Engineers—about 19 weeks.

Post Diploma Professional Training—Supplementary List

13. After successful completion of Associateship Diploma training and Divisional Course, SL RMIT graduates will under the current rules proceed to:

a. *Marine Engineers:*

(1) a Fleet Unit for certificates and charge training.

b. *Electrical Engineers:*

(1) PCT for appropriate billet.

Time Gained on Course

14. The conditions regarding time gained for Diploma candidates under training have not yet been finalised, and will be promulgated separately.

Administration

15. RMIT students 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. Text books and instruments will be provided on loan (NPI Article 148) and course fees paid by HMAS LONSDALE as directed by the Naval Board.

RMIT Study Board

16. An RMIT Study Board has been established comprising the following:

Director-General of Training
Director of Naval Education Service
Area Psychologist (Melbourne)
RMIT Course Officer
Appropriate RMIT Representation.

ANNEX A—*continued*

17. The terms of reference for the RMIT Study Board are defined by Navy Office Directive and include the following:

a. Not more than one repeat year is allowed.

b. Officers transferred to RMIT after Degree or Manadon failure are not allowed a repeat year.

c. Officers who fail and are not awarded a repeat year will be employed at the discretion of the Naval Board for up to seven years depending upon time spent under training, and not necessarily on duties associated with Engineering.

ANNEX B

EDP Recording on Form PH14 Sailors Service Record

Recording of Education Qualifications

1. The box headed Higher Education is used to record subject passes, their source (SGCE/HET/LET/ACQ) and standard of pass.

2. Typical entries in this box are:

Higher Education

Subject	*Per cent*	*Subject*	*Per cent*	*Subject*	*Per cent*
GEOGHET	73	MTH1GCE	P5	PHYSGCE	EX
		NAVLET	C7	LANGACQ	EX

Academic Levels

3. The box titled 'Academic Quals' is used for recording the academic level attained by sailors in accordance with the AL code as defined hereunder. The academic levels are based on SGCE subject passes and are such that each level can be related to the minimum academic pre-requisites for particular avenues of promotion. Code figures are in ascending order of merit such that the attainment of a particular level qualifies the sailor academically for any avenue which is related to a lower level.

Academic Levels (AL Code)

AL5 *WRANS Only*	*Two subject passes (see Notes 1 and 2) including a pass in English.* Minimum academic level for WRANS officer.
AL6	*Four subject passes including English.* Minimum academic level for: SD Supply and Secretariat Branch (S, W, CK, CA) SD Wardmaster Branch (WM, WD) SD Bandmaster Branch (BD) SD Naval Dockyard Police Branch (NDP).
AL7	*Four subject passes including English and either Maths I or Maths II.* Minimum academic level for: SD Seaman Branch (GLG, TAS, B, PR, C, PT, AV, CD, H) Supplementary List (SEA, AIR, SU, ATC).

ANNEX B—*continued*

AL8 *Four subject passes including English, Maths I and Maths II.* Minimum academic level for:

SD Engineering Branch (ME, AE, MEC, L, R, AL, AR)
SD Shipwright Branch (SH).

AL9 *Four subject passes including English, Physics, and either Maths I or Maths II.* Desirable academic level for:

Supplementary List (Air)
SD Engineering Branch
SD Shipwright Branch.

Suffix M Qualified for Matriculation to an Australian University:

(*See Note 3.*) Minimum academic level for General List. There are subject prerequisites for selection for Degree and Diploma Courses.

Note 1: Subject passes are defined for this purpose as passes in SGCE/LET/HET subjects or the award of exemptions or ACQs on the basis of equivalent civilian educational qualifications.

Note 2: Where specific subjects are prescribed above, the following subject passes will be accepted alternatives:

Subject	*Alternatives*
English	HET English Expression
Maths I	Modern Maths I HET Practical Maths
Maths II	Modern Maths II HET Mechanics
Physics	HET Mag and Elec

Note 3: The suffix M will be added to the appropriate AL code number to which the sailors particular SGCE subject passes or exemptions are relevant, eg, AL 7M.

Note 4: Academic Levels are arranged in ascending order of merit. Each is applicable, in terms of qualifications for promotion, to avenues related to lower levels.

Note 5: The reporting authority to EDP in regard to Educational Qualifications and Academic Levels is the Director of Naval Education Service.

CW Papers Raised

4. The box headed 'CW Papers Raised' will record the list, branch and category for each officer candidate.

QSD/QSL

5. The box headed 'QSD/QSL' formerly used to record whether a sailor was educationally qualified for promotion to the Special Duties or Supplementary Lists, will now record the date on which an officer candidate becomes qualified in all respects for the avenue of promotion for which he is recommended. The reporting authority is the Director of Manpower Planning (DMP).

(303/21/171 DGT)

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HISTORIAN.

RESTRICTED

ANOs 33/71-49/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
12 February 1971.

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

11009/71

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

33/71—Fire Precautions—Fat Fires

1. When using cooking fats the risk of fat fires can be reduced by a better understanding of the causes of fat fires.

2. Fat fires are normally caused by inattentiveness and lack of user knowledge of the cook staff.

3. When using large or small quantities of fat the following **DOs** and **DONTs** should be remembered.

4. **DO NOT:**

a. leave a pan or fryer unattended whilst it is being brought to the required cooking temperature;

b. heat oil or fat beyond 400° F, or beyond the point at which it gives off a faint blue smoke haze;

c. fill the pan or fryer more than one-third full or above the makers fat level line. This will reduce the risk of splash over when adding food;

d. mix old and new cooking oils of different types together, but discard old oil as it becomes dark and replace with fresh clean oil;

e. leave the lid on the pan or fryer when heating oil or fat to the required cooking temperature;

f. try to move a pan or pot containing cooking oil or fat when it is hot; allow it to cool.

DO:

a. always ensure that the pan or fryer is clean before use;

b. drain or dry foods to be fried as much as possible before adding to the cooking oil;

c. keep foods to be cooked uniform in size.

5. If a fire occurs in the pan or fryer, turn off the source of heat and cover the pan or fryer completely with a dry lid. Place over the lid a damp cloth. **DO NOT** try to remove the pan or fryer.

6. Shut down all ventilation and fans and close all doors and openings. Inform the COW (or Local Fire Brigade if appropriate) if the fire continues.

7. When the fire has been extinguished, ensure that the hands are adequately protected by heat resisting gloves when removing the pan or fryer.

8. Surveys of 100 cases of this type of fire by the Fire Authority has shown that smothering is by far the most effective means of fire extinction. It resulted in the smallest loss and caused no injuries. Injuries mostly occurred when attempts were made to remove the pan or fryer of burning fat to outside the premises.

9. Commanding Officers are requested to bring to the attention of tenants of Naval housing the sense of this Navy Order by appropriate local memoranda.

(1446/1/96 DNW)

UNCLASSIFIED

34/71—Fire Precautions—Spontaneous Heating of Organic Matter

1. A fire occurred in a shore establishment recently which is believed to have started through the spontaneous ignition of soiled cleaning rags, some of which were wet or impregnated with floor polish, being carelessly stowed in a wooden crate together with other unused cleaning materials.

2. Spontaneous combustion, caused through the generation of heat which is unable to dissipate, following an absorption of oxygen in certain carbonaceous materials, is one of the most dangerous causes of fire. It will generally occur through thoughtlessness, in circumstances where all other fire precautions are taken.

3. A particular hazard in the above regard, in ships and establishments, is the improper stowage of used cleaning gear, oily rags, damp floor cloths, etc. Cool air should circulate around stowages for such material, and damp materials should be dried thoroughly prior to stowing.

4. Commanding Officers are to ensure that all personnel are aware of the likely causes of spontaneous combustion, and take every precaution to prevent its outbreak.

(1446/1/95 DNW)

UNCLASSIFIED

35/71—The Royal Australian Naval Emergency Reserve—Conditions of Service

1. Former Naval Dockyard Policemen meeting the requirements of Paragraph 15 of Navy Order 188/70 may now be enlisted in the Royal Australian Naval Emergency Reserve under conditions applicable to that force.

2. The authorised kit of members of the NDP is listed in Annex A to this order. Paragraphs 75 to 86 of Navy Order 188/70 relating to initial issue and replacement of uniform kit apply.

3. Additional items required for continuous full time service in excess of three months will be supplied as necessary to complete a members kit to scale 7 ABR 93, Part II.

ANNEX A

Scale of Uniform Kit—RANER (NDP)

a. *Basic Kit on Enlistment*

Item	*Scale*
(1) *Constable*	
Badge, cap, police, constable	No 1
Badge, Dockyard Police, metal	No 5
Baton, policeman's	No 1
Belt, trousers, nylon, khaki	No 1
Boot, mans, black (heavy or lightweight)	Pr 1
Cap, service, police	No 1
Chain, whistle, ball	No 1
Coat, mans, cloth, wool, serge No 2, police	No 2

Item	*Scale*
Collar, shirt, semi-stiff, fused	No 2*
Cover, service cap, police	No 1
Coverall, safety, industrial, blue	No 1
Necktie, black, polyester/rayon, daywear	No 1
Raincoat, mans, sailor	No 1
Shirt, mans, cotton/polyester, khaki	No 2
Shirt, mans, poplin, white, double cuff	No 2*
Shoulder flashes 'AUSTRALIA'	as approp
Socks mens, woollen, lightweight, black	Pr 2
Sweater, mans, blue, sleeveless, V-neck	No 1
Trousers, mens, cloth, wool, serge No 2, police	Pr 2
Trousers, mens, wool/polyester, khaki	Pr 2
Whistle, ball	No 1
(2) *Sergeant 2nd Class*	
All items in (1) (with the exception of cap badge) plus:	
Chevrons, khaki on khaki, police, 3 bar	Set 4
Chevrons, silver on blue, police, 3 bar	Set 4
Badge, cap, police, sergeant	No 1
(3) *Sergeant 1st Class*	
All items in (1) and (2) plus:	
Crown, metal, police	No 8

* 2 No shirts, white, collar attached, may be maintained in lieu.

(302/51/57 DRNP)

(*Navy Order 188/70*)

Section 2

PERSONNEL

UNCLASSIFIED

36/71—Annual Medical Examination of Submarine Personnel

1. Annual medical examinations of submarine trained personnel are to be carried out during the period April to June each year. The results are to be recorded on Forms AF Med 1 (PM149) and PM103.

2. In July each year each ship and commissioned establishment in which submarine trained personnel are borne is to forward a report to the Naval Board stating whether all such personnel have been examined and the relevant Forms AF Med 1 (PM149) and PM103 forwarded to the Medical Director-General; or if this is not the case, the names of such personnel not examined and the reasons are to be reported.

3. If for some other purpose an examination has been made and recorded on Forms AF Med 1 (PM149) and PM103 during the first quarter of the year, a further medical examination is not necessary, although details are to be reported as required in Paragraph 2 above.

4. This instruction will be included in Article 0730 of ABR 1991.

(327/54/121 MDG)

UNCLASSIFIED

37/71—Education Allowance—Members Serving in Australia

1. The maximum rates of Category 'A' and Category 'B' rates of Education Allowance payable per school year in accordance with NPI Article 122 have been increased to the amounts shown hereunder with effect from 1 January 1970:

a. Category 'A'
from $1,205 to $1,300.

b. Category 'B'
from $625 to $680.

2. Statutory Authority for payment of the increased rates of Education Allowance has been obtained and the increased rates may be paid with effect from the date indicated. Eligible members should claim adjustments from Navy Office.

(252/10/2 HPB)

UNCLASSIFIED

38/71—Inter-service Sports—Reimbursement of Costs from RAN Central Canteens Fund

1. The RAN Central Canteens Board will reimburse Ships Funds and other non-public funds which incur costs 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 when Navy is host service.
(3) Reasonable entertainment expenses to provide light refreshments for hosts and visiting teams and/or competitors after the sports meeting. These expenses are usually restricted to those occasions when Navy is host service and limited to $1 per head.

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. For the purpose of this order equipment and uniforms does not extend to items of a personal nature which a sportsman of Inter-service calibre should possess. In cases of doubt, the approval of the RAN Central Canteens Board should be sought before costs are incurred.

3. Claims for reimbursement are to be itemised in sufficient detail to enable the RAN Central Canteens Board to decide the amount for payment and forwarded to:

The Secretary,
RAN Central Canteens Board,
Victoria Barracks,
MELBOURNE VIC 3004.

4. Navy Order 63/69 is hereby cancelled.

(201/54/23 DFSD)

(*Navy Order 63/69*)

UNCLASSIFIED

39/71—New Zealand Customs Privileges

The Australian Defence Representatives, New Zealand, and RAN members on Exchange or Attached Duties to the Royal New Zealand Armed Forces are eligible for the following New Zealand Customs privileges:

a. *Personal, Household and Other Effects*
These items may be imported at any time without restriction subject to the provisions that electrical goods and other high value items of furniture are not sold or disposed of within New Zealand within two years of date of importation.

b. *Liquor, Cigarettes and Tobacco*
These items may be imported or purchased from licensed wholesalers, free of duty and sales tax provided they are for personal use only. There is no limit placed on the quantity.

c. *Motor Vehicles (Officers)*
Two vehicles may be imported or purchased in New Zealand free of duty and sales tax during a three-year tour and must be retained for two years.

d. *Motor Vehicles (Sailors)*
One vehicle may be imported or purchased in New Zealand free of duty and sales tax, provided it is imported within one year of the sailors arrival.

(184/1/16 HPB)

UNCLASSIFIED

40/71—Prizes—Supplementary List (Seamen) Midshipmen—Entry 1/1970

The Naval Board are pleased to announce that the United Service Institution of Victoria Prize has been awarded to:

Midshipman SLEX D. C. HOLLIDAY, RAN.

(38/6/31 D of T)

Section 4
EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

41/71—Citric Acid—For Treatment of Evaporator Plants

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 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. Hydrous citric acid of a commercial quality will have the following identification:

Stock No Group Class	*Catalogue No*	*Item Name*	*Manufacturers Detail*	
			Code	*Reference No*
6810	66–033–7262	Citric Acid Monohydrate Technical, 3 Kg	Z0873	Citricacid Hydrous Granular Fine

5. It is essential that existing supplies of ferric chloride on board should be used up first before changing to CITRIC ACID, 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.

9. Navy Order 740/69 is hereby cancelled.

(1211/51/584 DFM)

(*Navy Order 740/69*)

UNCLASSIFIED

42/71—Commonwealth and Foreign Ensigns and Flags—Allowances

1. The allowances of Commonwealth and Foreign Flags and Ensigns to HMA ships and establishments are as detailed in Annex A to this order.

2. Annex B contains a revised list of Foreign and National Flags and Ensigns which may be demanded on Temporary loan for Ceremonial and Instructional purposes.

3. Demands to complete to allowances should be forwarded to the appropriate Superintending Store Officer, Sydney, who will arrange supply as stock become available.

4. Ships and establishments holding Ensigns or Flags in excess of this order should return them to their nearest Naval Stores Depot.

5. This order does not apply to HMA submarines.

6. LE 39 is being updated and will be re-issued as RANAL Cat 39 in due course.

ANNEX A

Group Class 0330 — **Commonwealth/Foreign National Flags Naval Ensigns**

Catalogue Number (1)	*Description* (2)	*National Flag or Naval Ensign* (3)	*Breadth* (4)	*Class CV, AP, AD DDG's DD's DE* (5)	*Class AGS, AGOR* (6)	*Class AO* (7)	*HMAS Cerberus* (8)	*HMAS Creswell* (9)	*HMAS Leeuwin* (10)	*NOC New Guinea* (11)	*NOC NA* (12)	*Other* (13)
571–5116	United Nations	Flag	4	–	–	–	–	–	–	–	–	1 (1)
836608	United Nations	Flag	8									1 (2)
L74296	South East Asia/Treaty Organisation	Flag	4	–	–	–	–	–	–	–	–	–
L74298	South East Asia/Treaty Organisation	Flag	8									–
823704	Britain	Union Flag	4	–	–	–	–	–	–	–	–	–
823703	Britain	Union Flag	8									–
824604	Britain	White Ensign	4	–	–	–	–	–	–	–	–	–
824904	Britain	Blue Ensign	4	–	–	–	–	–	–	–	–	–
824608	Britain	White Ensign	8									–
824908	Britain	Blue Ensign	8									–
825204	Britain	Red Ensign	4	–	–	–	–	–	–	–	–	–
839104	Canada	Flag	4	–	–	–	–	–	–	–	–	–
839108	Canada	Flag	8									–
838008	Canada	Ensign	8	–	–	–	–	–	–	–	–	–
838004	Canada	Ensign	4									–
839504	Ceylon	Flag	4	–	–	–	–	–	–	–	–	–
839508	Ceylon	Flag	8									–
821408	Ceylon	Ensign	8	–	–	–	–	–	–	–	–	–
821708	Ghana	Flag	8	–	–	–	–	–	–	–	–	–
839204	Republic of India	Flag	4	–	–	–	–	–	–	–	–	–
839208	Republic of India	Flag	8									–
838108	Republic of India	Ensign	8	–	–	–	–	–	–	–	–	–

ANNEX A—*continued*

Catalogue Number (1)	*Description* (2)	*National Flag or Naval Ensign* (3)	*Breadth* (4)	*Class CV, AP, AD DDG's DD's DE* (5)	*Class AGS, AGOR* (6)	*Class AO* (7)	*HMAS Cerberus* (8)	*HMAS Creswell* (9)	*HMAS Leeuwin* (10)	*NOC New Guinea* (11)	*NOC NA* (12)	*Other* (13)
571–4835	Malaysia	Flag	4	1	1	1	—	—	—	—	—	—
L74272	Malaysia	Flag	8	—	—	—	1	1	1	—	—	—
838204	New Zealand	Flag	4	1	1	1	—	—	—	—	—	—
838208	New Zealand	Flag	8	—	—	—	1	1	1	1	1	—
8345–66–037–5296	New Zealand	White Ensign	4	1	—	1	—	—	—	—	—	—
8345–66–037–5298	New Zealand	Red Ensign	4	1	—	1	—	—	—	—	—	—
8345–66–037–5297	New Zealand	White Ensign	8	—	—	—	1	1	1	—	—	—
L74276	New Zealand	Red Ensign	8	—	—	—	1	1	1	—	—	—
839404	Pakistan	Flag	4	1	—	1	—	—	—	—	—	—
839408	Pakistan	Flag	8	—	—	—	1	1	1	—	—	—
571–4970	Republic of Singapore	Flag	4	1	1	1	—	—	—	—	—	—
L74302	Republic of Singapore	Flag	8	—	—	—	1	1	1	—	—	—
833038	Burma	Flag	8	—	—	—	1	1	1	—	—	—
828504	Burma	Ensign	4	1	—	1	—	—	—	—	—	—
828508	Burma	Ensign	8	—	—	—	1	1	—	—	—	—
571–4599	Cambodia	Flag	4	1	—	1	—	—	—	—	—	—
L74218	Cambodia	Flag	8	—	—	—	1	1	—	—	—	—
827508	China (Nationalist)	Flag	8	—	—	—	1	1	—	—	—	—
827504	China (Nationalist)	Flag	4	1	—	—	—	—	—	—	—	—
829904	China (Peoples Republic)	Flag	4	1	—	1	—	—	—	—	—	—
829908	China (Peoples Republic)	Flag	8	—	—	—	1	1	1	—	—	—
833708	Denmark	Flag	8	—	—	—	1	1	1	—	—	—
828108	Denmark	Ensign	8	—	—	—	1	1	—	—	—	—
828704	France	Ensign	4	1	1	1	—	—	—	—	—	—
828708	France	Ensign	8	—	—	—	1	1	1	1	1	—
828808	Federal Republic Germany	Flag	8	—	—	—	1	1	1	—	—	—
834308	Greece	Flag	8	—	—	—	1	1	—	—	—	—
822604	Indonesia	Ensign	4	1	—	1	—	—	—	—	—	—
L74250	Indonesia	Ensign	8	—	—	—	1	1	1	—	—	—
834708	Italy	Flag	8	—	—	—	1	1	—	—	—	—
829608	Italy	Ensign	8	—	—	—	1	1	—	—	—	—
834808	Japan	Flag	8	—	—	—	1	1	1	—	—	—
829704	Japan	Ensign	4	1	—	1	—	—	1	—	—	1 (3)
829708	Japan	Ensign	8	—	—	—	1	1	1	—	—	—
835904	Korea	Flag	4	1	—	1	—	—	—	—	—	—
835908	Korea	Flag	8	—	—	—	1	1	—	—	—	—
L74264	Democratic Korean Peoples Republic	Flag	8	—	—	—	1	1	—	—	—	—
L74266	LAOS	Flag	8	—	—	—	1	1	—	—	—	—
830008	Liberia	Ensign	8	—	—	—	1	1	—	—	—	—
830504	Netherlands	Ensign	4	1	1	1	—	—	—	—	—	1 (3)
830508	Netherlands	Ensign	8	—	—	—	1	1	—	1	1	—
835408	Norway	Flag	8	—	—	—	1	1	—	—	—	—
830708	Norway	Ensign	8	—	—	—	1	1	—	—	—	—
830908	Panama	Flag	8	—	—	—	1	1	—	—	—	—
832904	Republic of the Philippines	Flag	4	1	—	1	—	—	—	—	—	—
832908	Republic of the Philippines	Flag	8	—	—	—	1	1	—	—	—	—
831404	Portugal	Flag	4	1	1	1	—	—	—	—	—	—
831408	Portugal	Flag	8	—	—	—	1	1	—	1	1	—
836108	Sweden	Flag	8	—	—	—	1	1	—	—	—	—
832208	Sweden	Ensign	8	—	—	—	1	1	—	—	—	—
836208	Thailand	Flag	8	—	—	—	1	1	—	—	—	—
836204	Thailand	Flag	4	1	—	1	—	—	—	—	—	—

ANNEX A—*continued*

Catalogue Number (1)	*Description* (2)	*National Flag or Naval Ensign* (3)	*Breadth* (4)	*Class CV, AP, AD DDG's DD's DE* (5)	*Class AGS, AGOR* (6)	*Class AO* (7)	*HMAS Cerberus* (8)	*HMAS Creswell* (9)	*HMAS Leeuwin* (10)	*NOC New Guinea* (11)	*NOC NA* (12)	*Other* (13)
831904	Thailand	Ensign	4	1	—	1	—	—	—	—	—	—
831908	Thailand	Ensign	8	—	—	—	1	1	—	—	—	—
836004	Union of Soviet Socialist Republics	Flag	4	1	—	1	—	—	—	—	—	—
836008	Union of Soviet Socialist Republics	Flag	8	—	—	—	1	1	1	—	—	—
832004	Union of Soviet Socialist Republics	Ensign	4	1	—	1	—	—	—	—	—	—
832008	Union of Soviet Socialist Republics	Ensign	8	—	—	—	1	1	1	—	—	—
832504	United States of America	Flag	4	1	1	1	—	—	—	—	—	—
832508	United States of America	Flag	8	—	—	—	1	1	1	1	1	—
571-5054	South Vietnam	Flag	4	1	—	1	—	—	—	—	—	—
L74311	South Vietnam	Flag	8	—	—	—	1	1	—	—	—	—
L74309	Democratic Republic of Vietnam	Flag	8	—	—	—	1	1	—	—	—	—
8345-66-038-4202	Fiji	Flag	4	1	1	1	—	—	—	—	—	—
8345-66-038-4203	Fiji	Flag	8	—	—	—	1	1	1	—	—	—

QUALIFICATIONS:—(1) HMAS LONSDALE. (2) HMAS ENCOUNTER. (3) HMAS HUON.

ANNEX B

Foreign and National Flags and Naval Ensigns Which May be Demanded on Temporary Loan for Ceremonial or Instructional Purposes Group/Class 0330

Catalogue Number	*Country*	*Flag/Ensign*	*Size*
826604	Albania	Flag	4
826608	Albania	Flag	8
826704	Argentina	Flag	4
826708	Argentina	Flag	8
827004	Belgium	Ensign	4
827008	Belgium	Ensign	8
827204	Brazil	Flag	4
827208	Brazil	Flag	8
827304	Bulgaria	Flag	4
827308	Bulgaria	Flag	8
827404	Chile	Flag	4
827408	Chile	Flag	8
827604	Colombia	Ensign	4
827608	Colombia	Ensign	8
827704	Costa Rica	Ensign	4
827708	Costa Rica	Ensign	8
827804	Cuba	Flag	4
827808	Cuba	Flag	8
833604	Czechoslovakia	Flag	4
833608	Czechoslovakia	Flag	8
828204	Dominican Republic	Ensign	4
828208	Dominican Republic	Ensign	8
828304	Ecuador	Flag	4
828308	Ecuador	Flag	8
828604	Finland	Ensign	4
828608	Finland	Ensign	8
829004	Guatemala	Flag	4
829008	Guatemala	Flag	8
821904	Honduras	Ensign	4
821908	Honduras	Ensign	8

ANNEX B—*continued*

Catalogue Number	*Country*	*Flag/Ensign*	*Size*
829304	Hungary	Flag	4
829308	Hungary	Flag	8
329404	Iceland	Ensign	4
329408	Iceland	Ensign	8
831104	Iran	Ensign	4
831108	Iran	Ensign	8
829504	Iraq	Flag	4
829508	Iraq	Flag	8
830104	Irish Republic	Ensign	4
830108	Irish Republic	Ensign	8
832004	Israel	Ensign	4
832008	Israel	Ensign	8
835004	Lebanon	Flag	4
835008	Lebanon	Flag	8
L74267	Luxembourg	Flag	8
830204	Mexico	Flag	4
830208	Mexico	Flag	8
830604	Nicaragua	Flag	4
830608	Nicaragua	Flag	8
L74283	Peru	Ensign	8
835704	Poland	Flag	4
835708	Poland	Flag	8
L74284	Puerto Rico	Ensign	8
839304	Republic of South Africa	Flag	4
839308	Republic of South Africa	Flag	8
831604	Roumania	Ensign	4
831608	Roumania	Ensign	8
831704	Salvador	Flag	4
831708	Salvador	Flag	8
832104	Spain	Ensign	4
832108	Spain	Ensign	8

ANNEX B—*continued*

Catalogue Number	*Country*	*Flag/Ensign*	*Size*
L74307	Switzerland	Ensign	8
834904	The Nashemite Kingdom of Jordan	Flag	4
834908	The Nashemite Kingdom of Jordan	Flag	8
832404	Turkey	Flag	4
832408	Turkey	Flag	8
821604	United Arab Republic	Flag	8
821608	United Arab Republic	Flag	4
832604	Uruguay	Flag	4
832608	Uruguay	Flag	8
832704	Venezuela	Flag	4
832708	Venezuela	Flag	8
831804	Yugoslavia	Ensign	4
831808	Yugoslavia	Ensign	8

(510/54/96 DSUS)

RESTRICTED

43/71—General Fleet Fitting—Alteration and Addition Item

Navy Order 159/70 is to be amended as follows:

Include against 'River Class Destroyers CLI No 395 (Ex TDL "YAC")': 'including HMA Ships SWAN and TORRENS'.

(1224/67/488 CNTS)

(*Navy Order 159/70*)

RESTRICTED

44/71—Introduction and Scale of New Small Arms Weapons for RAN Ships and Establishments

Navy Order 263/70 is to be amended as follows:

Annex A—Table 5

Delete the existing quantity of 4-No Shot Guns allocated to HMAS MELBOURNE and *insert* 2-No in lieu.

(710/251/53 DAS)

(*Navy Order 263/70*)

UNCLASSIFIED

45/71—Lists of Equipment, Etc—Forms SA208-7-1—Naval Store Supply Items

1. Previously Forms SA208-7-1 have been included in Lists of Equipment, etc, to indicate to the Technical Officer that the items listed in the body of the Form were to be replenished through the Supply Officer. In HMA ships and establishments where the responsibility for the custody of and accounting for spare gear has been transferred from Technical Officers to Supply Officers, Forms SA208-7-1 will be phased out of use.

2. Forms SA208-7-1 are to be retained in existing Lists of Equipment, etc, until such time as the List is renewed. However, when new equipment is fitted and Forms SA208-6 are raised, items previously recorded on Forms SA208-7-1 are to be shown on Forms SA208-6 for the new equipment.

3. In future, when Lists of Equipment, etc, are raised for ships under construction conversion or on recommissioning, information previously recorded on Forms SA208-7-1 will be shown on Forms SA208-6, Itemised List of Spare Gear and Special Tools.

4. ABR 4 will be amended.

(400/1/1468 DSAP)

UNCLASSIFIED

46/71—Naval Stores (General)—Introduction—Group/Class 0246 Blocks, Single and Snatch

1. The following blocks are being introduced progressively as a replacement for those items indicated which are, however, to continue in service whilst stocks permit:

Group/Class	*Catalogue* No	*Description*	*DQ*	*CL*
0246	521-0660	BLOCK TACKLE Single SWL 1 Ton (Supersedes 0246/5161, 0246/5199, 0246/6903)	No	P
0246	521-0661	BLOCK TACKLE Single SWL 2 Ton (Supersedes 0246/5162, 0246/6898)	No	P
0246	521-0662	BLOCK TACKLE Single SWL 3 Ton (Supersedes 0246/5280, 0246/5282, 0246/6897)	No	P
0246	521-0663	BLOCK TACKLE Snatch SWL 1 Ton (Supersedes 0246/5219, 0246/5220)	No	P
0246	521-0664	BLOCK TACKLE Snatch SWL 2 Ton (Supersedes 0246/5221)	No	P
0246	521-0665	BLOCK TACKLE Snatch SWL 3 Ton (Supersedes 0246/5222, 0246/5223)	No	P

2. Relevant Allowance Lists will be amended.

(505/87/890 DSAP)

UNCLASSIFIED

47/71—Uniform—Naval Officers—Introduction of No 12 Shirt Sleeve Undress

1. The Naval Board have approved the introduction of Dress No 12—Shirt Sleeve Undress—for optional wear by officers of the RAN, RANER and CNF on informal occasions.

2. Details of the dress are annexed:

No and Title ..	No 12 Shirt Sleeve Undress.
Description	White, collar-attached shirt with long sleeves. Collar badges (except Midshipmen and Cadet Midshipmen). Black, daywear necktie. Plain blue trousers. Cap. Black shoes or boots.
Occasions for wear ..	On non-ceremonial occasions, in lieu of No 5 Dress, at the discretion of the Senior Officer.

Notes:

a. The trousers which may be either barathea, serge or wool/polyester are to have belt loops and be worn with a 1¼-inch wide blue nylon belt.

b. A thin, plain, gilt or gold chain necktie retainer may be worn optionally.

3. The metal collar badges for officers, including Chaplains, up to and including the rank of Captain reproduce in miniature the distinction marks of rank as worn on shoulder straps; badges for Commodores and above comprise silver stars as follows:

Commodore	1 Star
Rear-Admiral	2 Stars
Vice-Admiral	3 Stars
Admiral	4 Stars

4. Collar badges of Captains and below are to be worn centred on a point 1 inch vertically below the top edge of the collar and 1 inch horizontally from the front edge, with the curl of the 'lace' uppermost, and aligned at right angles to the top edge. The badges of Commodores and Flag Officers are to be positioned on the same horizontal line with the first or only star centred 1 inch from the front edge of the collar, with the vertical axis of the insignia at right angles to the top edge, one ray of each star pointing upward.

5. Stocks of the following components of the new dress are being procured but are not yet available from Service stocks:

Shirts, white, cotton/polyester, collar-attached.

Belts, nylon.

Cloth, wool/polyester, navy blue.

Badge, collar, Chaplains.

Further details of these items will be promulgated when stocks are available for repayment issue.

6. Meanwhile, the following interim measures are approved:

a. Commercial pattern collar-attached shirts may be worn, provided that the collar shapes are not extreme.

b. Self-supporting trousers may be worn.

7. Tie retainers of the type specified are readily available commercially and should be purchased privately if required.

8. Collar badges of rank, as detailed in Annex A to this order, are available on demand from Royal Edward Victualling Yard. The issuing price is 70 cents per pair.

9. The lightweight, blue, wool/polyester material will be made available in due course for repayment issue to officers and made-to-measure contractors. Officers may, in future, maintain No 5 Dress, blue uniform (undress coat and trousers) made from wool/polyester material as an optional alternative to barathea or serge materials. Contracts for officers made-to-measure uniforms will be amended to include the supply of uniforms made from this material.

ANNEX A

Collar Badges of Rank

Catalogue No	*Description*
67006	Badge, collar, Admiral: Sterling silver, four star, with pins and clutch fastener attachment.
67002	Badge, collar, Vice-Admiral: Sterling silver, three star, with pins and clutch fastener attachment.
67017	Badge, collar, Rear-Admiral: Sterling silver, two star, with pins and clutch fastener attachment.
67018	Badge, collar, Commodore: Sterling silver, one star, with pins and clutch fastener attachment.
67010	Badge, collar, Captain: Gilt metal, four bar with curl and pins and clutch fastener attachment.
67011	Badge, collar, Commander: Gilt metal, three bar with curl and pins and clutch fastener attachment.
67012	Badge, collar, Lieutenant-Commander: Gilt metal, two and a half bar with pins and clutch fastener attachment.
67013	Badge, collar, Lieutenant: Gilt metal, two bar with curl and pins and clutch fastener attachment.
67014	Badge, collar, Sub-Lieutenant: Gilt metal, one bar with curl pins and clutch fastener attachment.
67027	Badge, collar, Chaplain: Gilt foul anchor superimposed on a silver cross and pins and clutch fastener attachment. (*See* Paragraph 5.)

(930/51/188 D of V)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

RESTRICTED

48/71—BR 2509—Drill and Operating Procedures for Sonar Sets—RAN Supplement—Amendment

Chapter 5, page 0501, ASWO/SONAR CONTROLLER column:

Amend: a. 'Carry out Standard Search Sweep Axis . . .' *to read:*

a. 'HUNTER—Standard Sweep . . . (Degrees)'.

(400/1/1429 DUR)

UNCLASSIFIED

49/71—Introduction of Drawer Tidies

1. A plastic receptacle formed into eight different size compartments and known as a 'drawer tidy' has been introduced for general use within the department. It fits into the desk drawer and will house various stationery items such as pencils, pens, scissors, pins, erasers, elastic bands, staples, etc, in a particular place so that they are readily accessible.

2. The Drawer Tidies are available for issue from SVSO, Sydney, and have been catalogued as follows:

Group/Class	*Catalogue No*	*Description*
7520	66-036-1684	Drawer Tidy—plastic, eight compartments, 13 inches × 9 inches × 1½ inches.

(462/60/179 D of V)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 50/71-61/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 February 1971

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

11025/71

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

50/71—Fire Fighting in Shore Establishments

1. Traditionally, fire fighting in Commonwealth establishments has been undertaken by the local fire brigade without any question of rights and/or responsibilities. The Commonwealth Fire Board consider that this service and tradition, which has operated successfully through the years, should not be disturbed. Fire prevention, however, and the provision of adequate 'first aid' fire fighting cover is unequivocally a management responsibility at all levels in establishments.

2. 'First aid' fire fighting is defined as the immediate action to be taken within the personnel and equipment capabilities of the establishment to detect, bring under control, contain and attempt to extinguish outbreaks of fire until the arrival of a civil fire brigade, when responsibility for fighting the fire is assumed by that body. In establishments remote from a permanent full-time brigade or where no such brigade exists (ALBATROSS, CERBERUS, CRESWELL and TARANGAU) first aid fire fighting must continue until such time as the fire is finally extinguished or burns itself out.

3. The provision of portable and fixed fire protection equipment and the provision of mobile fire fighting appliances is the responsibility of Navy Office (in collaboration with the Department of Works and the Commonwealth Fire Board as appropriate). Such equipment will include, as appropriate, the following:

a. Portable extinguishers (as to type, capacity and extinguishant).

b. Hydrants, hose reels, fixed water-usage systems, gas flooding systems, thermal and early warning installations.

c. Mobile fire appliances (and their equipments), pumps, etc.

4. The Naval Dockyard Police already have a responsibility to maintain and operate fire fighting equipment in non-commissioned establishments and to train civil personnel employed in those establishments in the use of fire fighting appliances. In order to assist Commanding Officers of commissioned establishments to meet their responsibilities, the Naval Board have now approved Naval Police being given general responsibility for advising Commanding Officers of commissioned establishments on fire prevention and for providing assistance in the training of fire parties.

5. Naval Police have been added to the complements of LONSDALE, CERBERUS, NIRIMBA and KUTTABUL II for full time duties in connection with fire prevention and training. In other commissioned establishments where Naval Police are borne, a Sergeant is to be nominated by the Captain to advise on fire prevention and assist in training members of the ships company employed with fire parties.

6. In commissioned establishments where no Dockyard Police are borne, except in the case of MELVILLE, COONAWARRA, TARANGAU, HUON and ENCOUNTER, the establishment will be visited periodically by an officer or Sergeant from HMAS KUTTABUL II in order to advise and assist the Commanding Officer in these matters.

7. Naval Police who have been selected for fire duties will be given an appropriate course of training prior to taking up their duties.

(1446/1/71 DGM)

Section 2

PERSONNEL

UNCLASSIFIED

51/71—Charges for Victualling and Accommodation in HMA Ships and Establishments

The following amendments, operative from 1 January 1971 are to be made in manuscript in Annex A to Navy Order 207/70 as amended by Navy Order 514/70:

a. Under General Mess—Victualling and against Personnel Categories A (i), A (ii), B (i)(c), B (ii)(b) and B (ii)(c):

Delete $0.98, *insert* $1.00.

(201/58/98) DNA)

(*Navy Orders 207/70 and 514/70*)

UNCLASSIFIED

52/71—Compensation for Loss of or Damage to Watches

1. The amount of compensation payable in accordance with ABR 5020, Naval Pay Instructions 181/6, for the loss of a watch as a result of a casualty of the Service is assessed having regard to original cost and age. The maximum amount payable is $60.00.

2. Compensation for damage is normally restricted to the cost of repairs.

3. Commanding Officers are to ensure that ships companies are informed of the need to remove watches when they are employed on tasks (eg, handling lines, carrying stores) where there is a danger of the watchband being broken, and the watch being lost overboard.

4. ABR 5020, Naval Pay Instructions, 181/6, will be amended accordingly.

(908/80/167 D of V)

UNCLASSIFIED

53/71—Uniform—Badges—Academic Instructor Category

1. The Naval Board have approved the issue of a branch badge for the recently introduced category of Academic Instructor.

2. The basic device of the badge is a symbolic representation of a lamp.

3. Sailors who have transferred from other categories to the Academic Instructor Category and who transfer in the future are to be issued gratuitously with 1 No gold, 1 No red embroidered, 2 No blue embroidered, 2 No blue woven and 1 No red woven badges.

4. The badges should be demanded from the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, and supply will be effected as soon as the badges, now on order, become available. Catalogue numbers and descriptions are as follows:

Catalogue No	*Description*
62592	Badge, Academic Instructor, CPO, gold embroidered.
62593	Badge, Academic Instructor, PO, gold embroidered.
62594	Badge, Academic Instructor, Leading Sailor, gold embroidered.
63592	Badge, Academic Instructor, CPO, red on blue, embroidered.
63593	Badge, Academic Instructor, PO, red on blue, embroidered.
63594	Badge, Academic Instructor, Leading Sailor, red on blue, embroidered.
64593	Badge, Academic Instructor, PO, blue on white, embroidered.
64594	Badge, Academic Instructor, Leading Sailor, blue on white, embroidered.
65592	Badge, Academic Instructor, CPO, blue on white, woven.
65593	Badge, Academic Instructor, PO, blue on white, woven.
65594	Badge, Academic Instructor, Leading Sailor, blue on white, woven.
69592	Badge, Academic Instructor, CPO, red on blue, woven.
69593	Badge, Academic Instructor, PO, red on blue, woven.
69594	Badge, Academic Instructor, Leading Sailor, red on blue, woven.

(917/54/205 D of V)

(*Navy Order 608/69*)

UNCLASSIFIED

54/71—Uniform—Introduction of 'Drip Dry' Collar-attached Shirts

1. The Naval Board have approved the introduction of new pattern white collar-attached shirts to replace the following items:

22501-510 Shirt, mans, poplin, white, double cuff.
22445-454 Shirt, mans, poplin, white, double cuff, with fused collar.
61473-478 Shirt, womans, poplin, white, double cuff.

2. These shirts are manufactured from a lightweight cotton/polyester material with good 'drip dry' properties. They have single 'two-way' cuffs, to fasten with buttons or links, and no pockets. The collars are semi-stiff. Only one shape of collar will be available initially but an alternative shape will be made available as soon as practicable to afford a choice.

3. Stocks of the new shirts will be available early in 1971. Initially they are to be reserved for repayment issues, and kitting-up establishments are to continue to demand the obsolescent patterns for gratuitous issues to new entries until stocks are exhausted.

4. The collar-attached shirts may be worn on all occasions for which soft white shirts with separate stiff collars have hitherto been prescribed. The wearing of stiff collars will be permitted during a transitional period of two years from the date the collar-attached shirt becomes available, and thereafter only the collar-attached shirt will be authorised for wear. Serving members affected will be required to provide themselves with the new shirts in the course of normal kit replacement.

5. The Service issuing prices of the new shirts are as follows:

Catalogue No	*Description*	*Price*
		$
22515-525	Shirt, mans, white, collar-attached	ea 3.80
61494-501	Shirt, womans, white, collar attached	ea 3.75

6. Details of sizes and Catalogue numbers are contained in Annex A. ABR 93, Part II, Section 2, will be amended as shown in Annex B.

ANNEX A

Catalogue No	*Description*
22515	Shirt, mans, white, CA, size 13
22516	Shirt, mans, white, CA, size 13½
22517	Shirt, mans, white, CA, size 14
22518	Shirt, mans, white, CA, size 14½
22519	Shirt, mans, white, CA, size 15
22520	Shirt, mans, white, CA, size 15½
22521	Shirt, mans, white, CA, size 16
22522	Shirt, mans, white, CA, size 16½
22523	Shirt, mans, white, CA, size 17
22524	Shirt, mans, white, CA, size 17½
22525	Shirt, mans, white, CA, size 18
61494	Shirt, womans, white, CA, size 12
61495	Shirt, womans, white, CA, size 12½
61496	Shirt, womans, white, CA, size 13
61497	Shirt, womans, white, CA, size 13½
61498	Shirt, womans, white, CA, size 14
61499	Shirt, womans, white, CA, size 14½
61500	Shirt, womans, white, CA, size 15
61501	Shirt, womans, white, CA, size 15½

ANNEX B

Amendments to Clothing Scales—ABR 93, Part II—Section 2

Scale 1—Royal Australian Navy Officers

Insert 'Note 4' against '20666-98 collar, shirt, semi-stiff, fused or 20714-66 collar, shirt, stiff' and against '22501-510 shirt, mans, poplin, white, double cuff' and *insert* on page 24 under existing *note*—'4. 4 No shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu'.

Scale 1 (A)—Royal Australian Naval Nursing Service

Insert 'Note 2' against '20666-79 collar, shirt, semi-stiff, fused, style II' and against '61473-78 shirt, womans, poplin, white, double cuff' and *insert* on page 24b under existing *note*—'2. 2 No shirts womans, white, CA, Catalogue No 61494-501 may be maintained in lieu'.

Scale 2 (A)—Cadet Midshipmen

Insert 'Note 1' against '20714-66 collar, shirt, stiff' and against '22501-10 shirt, mans, poplin, white, double cuff' and *insert* on page 28a *'Note: 1.* Shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu, ie, 3 No for Cadet Midshipmen and 4 No for Midshipmen'.

ANNEX B—*continued*

Scale 2 (B)—Midshipmen (Supplementary List)

Insert 'Note 3' against 'collar, shirt, stiff or semi-stiff, fused' and against '22501-10 shirt, mans, poplin, white, double cuff' and *insert* on page 31 under existing *notes*—'3. 4 No shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu'.

Scale 3 (A)—Chief Petty Officers

Insert 'Note 2' against 'collar, shirt, stiff, or semi-stiff, fused' and against '22501-10 shirt, mans, poplin, white, double cuff' and *insert* on page 34 under existing *note*—'2. 4 No shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu'.

Scale 3 (E)—Petty Officers and Men not Dressed as Seamen

Insert 'Note 3' against 'collar, shirt, semi-stiff, fused or stiff' and against '22501-10 shirt, mans, poplin, white, double cuff' and *insert* on page 44 under existing *notes*—'3. 4 No shirts, mans, white, CA, Catalogue No 22515-25, may be maintained in lieu'.

Scale 3 (G)—Class I and III Sailors

Insert 'Note 2' against '20666-98 collar, shirt, semi-stiff, fused or 20714-66 collar, shirt, stiff' and against '22501 shirt, mans, poplin, white, double cuff' and *insert* on page 49 under existing *note*—'2. 3 No Shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu'.

Scale 4 (A)—Naval Artificer Apprentices

Insert 'Note 2' against '20666-98 collar, shirt, semi-stiff, fused' and against '22501-10 shirt, mans, poplin, white' and *insert* on page 53 under existing *note*—'2. 2 No shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu'.

Scale 4 (B)—Naval Artificer Apprentices—additional items on completion of training at HMAS NIRIMBA

Insert 'Note 1' against '20666-98 collar, shirt, semi-stiff, fused' and against '22501-10 shirt, mans, poplin, white, double cuff' and *insert* on page 54 *'Note:* 1. 2 No shirts, mans, white, CA, Catalogue No 22515-525 may be issued in lieu'.

Scale 6 (A)—Womens Royal Australian Naval Service

Insert 'Note 2' against '20666-98 collar, shirt, semi-stiff, fused or 20714-66 collar, shirt, stiff' and against '61473-8 shirt, womans, poplin, white, double cuff' and *insert* on page 58 under existing *note*—'2. Shirts, womans, white, CA, Catalogue No 61494-501, 4 No officers and 2 No CPOs, POs and Other WRANS, may be maintained in lieu'.

Scale 6 (D)—Compulsory Kits of WRANS posted to Darwin

Insert 'Note 1' against '20666-98 collar, shirt, semi-stiff, fused or 20714-66 collar, shirt, stiff' and against '61473-8 shirt, womans, poplin, white, double cuff' and *insert* on page 61 *'Note:* 1. 1 No shirt, womans, white, CA, Catalogue No 61494-501 may be maintained in lieu'.

Scale 7 (A) and (B)—Naval Dockyard Police

Insert 'Note 2' against 'collar, shirt, stiff or semi-stiff, fused' and against '22501-10 shirt, mans, poplin, white, double cuff' and *insert* on page 64 under existing *note*—'2. 3 No shirts, mans, white, CA, Catalogue No 22515-525 may be maintained in lieu'.

(917/97/162 D of V)

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

55/71—Ammunition—Pyrotechnics—Smoke Stores (Excluding Submarine Signalling Stores) Details of Types in Current Use in Naval Service

DCIs (RN) 77/70 and 1214/70

1. *Authorities Concerned* .. All HMA ships and shore establishments.

2. *Items Concerned* .. Smoke Stores.

3. *Purpose of Instruction* .. To promulgate for the information of all concerned, the present position and future trends of Smoke Stores (excluding Submarine Signalling Stores) in the Naval Service.

4. *Information* .. a. The present wide range of Smoke Stores in Naval Service is causing confusion in some instances as to the correct store to be used for a particular purpose.

   b. Annex A to this instruction gives details of stores currently in use, and under development, and the purpose for which they should be used.

   c. Details of packaging, stowage groups, etc, have been included for ready reference.

   d. The range of stores is kept under constant review at Headquarters with a view to keeping it to the minimum possible consistent with Service requirements.

5. *Allowances* .. The allowances of Smoke Stores are laid down in Warrants of Naval Armament Stores. This instruction is not an authority to demand any of the items detailed in Annex A.

ANNEX A

Nomenclature	*Packed*	*Stowage on Board HMA Ships*	*Details and Use*	*Further Remarks*
Generator Smoke Y4	8 Generators per box H60	Group 11 Weather Deck	Used for training of fire and repair parties between decks	NEDG for storage ashore. Must be used strictly in accordance with the precautions and conditions specified in Navy Order 203/69 and BR 2170 Vol 1 Chap 31. Will be superseded by a new store to be introduced at a later date.
Marker Man-overboard Smoke and Light	2 Markers per box (modified)	Group 9 Pyrotechnic Magazine	Used for manover-board emergency	Group 11. Cat X for storage ashore. Eliminates the defect of igniting oil floating on sea. Supersedes Lights Indicating Lifebuoys as the operational (manover-board emergency) store. To be embarked as soon as the necessary brackets/ mountings have been fitted.
Markers Smoke and Flame	4 Markers per box H50	Group 9 Pyrotechnic Magazine	Used in manover-board exercises (cheap 'exercise' version of Marker Manoverboard Smoke and Light)	Group 12. Cat X for storage ashore. Does not ignite oil floating on sea. Supersedes Lights Indicating Lifebuoy as 'manover-board' exercise store. *Note:* This store must not be used in normal circumstances for manover-board emergency.
Signals Distress Day and Night No 1 Mk 1	24 per box A278/H60	Group 9 Pyrotechnic Store	An emergency store used on sea and land in personal survival packs. The store is a hand held dual	Group 9. Cat X for storage ashore.

Nomenclature	*Packed*	*Stowage on Board HMA Ships*	*Details and Use*	*Further Remarks*
Signals Distress Day and Night No. 1 Mk 1—*continued*			purpose item which can emit orange coloured smoke from one end (daytime) and a reddish flare from the other end (night)	
Marker Marine A/C No 4 Mk N3 (without parasheet) Marker Marine A/C No 4 Mk 1 (without parasheet) Marker Marine A/C No 4 Mk 2 (without parasheet)	2 per Box A231	Group 11 Weather Deck	Used for general sea marking purposes. White Smoke and Yellow flame are emitted. Released from helicopters by hand. Burning time is 50–60 minutes. The difference in Marks refers to the design of the sea-cell. All Marks are fully interchangeable in RAN service.	Group 11. Cat X for storage ashore.
Float Smoke and Flame 3½ lb N2 Mk 2	6 per box C190	Group 11 Weather Deck	Released by helicopters to indicate a position in the sea. Smoke and flammable vapour are emitted. Burning time is approximately 6 minutes. To be released by hand only at present, but from carriers when necessary arrangements have been approved.	Group 11. Cat X for storage ashore.
Marker Smoke White Mk N3	2 Markers per box N18	Group 11 Weather Deck (Not to be stowed between decks)	Used for datum marking in A/S exercises and general sea marking. Emits white smoke for 12 to 15 minutes.	Group 11. Cat X for storage ashore. To be withdrawn from service when stocks are exhausted. Will be superseded by a new store to be introduced at a later date.

(728/61/111 DAS)

UNCLASSIFIED

56/71—Gasoline Tanks and Tank Compartments—Issue of Gas Free Certificate

1. The procedures for issuing Gas Free Certificates before work may be carried out in Gasoline tanks, tank compartments and contaminated areas in HMA ships have been reviewed.

2. The following instructions are to apply to HMA ships refitting outside HM Naval Dockyards if a Dockyard Laboratory Representative cannot be made available for daily tests and issue of certificates iaw BR 1754 Articles 0830 and 0833.

3. Before work of any nature is to be undertaken in Gasoline tanks, tank compartments or contaminated areas the ship must be in receipt of a Gas Free Certificate.

4. The initial certificate is to be issued by a qualified representative of HM Naval Dockyard Laboratories. In the event of a representative being unavailable a qualified Industrial Chemist or Public Analyst is to carry out the test and issue a Gas Free Certificate to enable work to be commenced.

5. Gas checks are to be carried out with the use of an approved, properly calibrated Combustible Gas Indicator (Explosimeter) and tests are required prior to each days work. If any reading above 0 is registered no work is to be undertaken in the compartment.

6. On occasions it may be impracticable for a Dockyard Laboratory Representative to attend prior to the commencement of each days work to test the compartment and issue the Gas Free Certificate. In this event the Marine Engineer Officer of the ship is to delegate an officer from his department to carry out all the necessary tests and issue daily certificates in accordance with BR 1754 Article 0828-0833.

7. BR 1754 will be amended in due course.

(177/1/164 DGDM)

UNCLASSIFIED

57/71—Gunnery—Ballistics—Revised Instructions for Ballistic Calculations Based on NATO Standard Ballistic Message

1. The procedures in this order enable ships officers to calculate the change in Ballistic Coefficient for Tenuity and the Ballistic Wind when using the revised Standard Ballistic Message effective from 1 January 1967. They have been incorporated in the new edition of BR 1898 (10). The change in the new Standard Ballistic Message is that PPP now represents the percentage pressure at Meteorological Datum Plane (MDP) level. The height of the MDP is given by hhh in the message—the explanation of Group 4 in Paragraph 3 of this order refers. Details of the Ballistic Request Message are also given in this order.

2. The revised Standard Ballistic Message, which is a NATO agreed standard (STANAG 4061) may be represented symbolically as follows:

METBKQ	XXXXXX	$YYG_0G_0G_0G$	hhhPPP
	ZZddFF	TTT	
	ZZddFF	TTT	
	etc	etc	

3. The first four groups of the message form an introduction and have the following meanings:

Group 1—METB is the indicator for a Ballistic Meteorological Message:

K indicates the type of firing:

K = 2 for anti-aircraft fire;
K = 3 for surface fire;

Q indicates the octant of the globe (*see* Table 1) to which the following group refers:

Table 1

Octant of the Globe

Q	*Meaning*
0	North latitude, 0°–90° West
1	North latitude, 90° West–180°
2	North latitude, 180°–90° East
3	North latitude, 90° East–0°
4	Not used
5	South latitude, 0°–90° West
6	South latitude, 90° West–180°
7	South latitude, 180°–90° East
8	South latitude, 90° East–0°
9	Used if the following group of the message does not refer to latitude and longitude

Group 2—XXXXXX This is the centre of the area of applicability expressed in six figures, of which the first three figures given latitude in degrees and tenths of a degree and the second three figures give longitude in degrees and tenths of a degree. For longitude of 100° or greater the 'hundred' figure is omitted. Alternatively, letters or figures may be used to designate the position in plain language or code. In this case 'Q' in group 1 is given as 9.

Group 3—YY is the date of the month (GMT) to which $G_0G_0G_0$ refers.

$G_0G_0G_0$ is the beginning of the period of validity in hours and tenths of an hour (GMT).

G indicates the duration of the period of validity in hours from 1 to 8. Code figure 9 indicates 12 hours validity.

Group 4—hhh is the height of the Meteorological Datum Plan (MDP) above Mean Sea Level (MSL) in units of tens of metres.

PPP is the MDP pressure expressed as a percentage (in units of 0.1 per cent) of the standard pressure of 1,013.25 millibars, omitting the initial 1 if the percentage is 100 or greater.

Note: For Naval purposes the MDP is usually at Mean Sea Level, so hhh is 000 and no adjustment to PPP is necessary in order to obtain per cent MSL pressure. If the MDP is above Mean Sea Level (ie, hhh is not zero) then to obtain per cent MSL pressure the following adjustment should be made:

Per cent MSL pressure (in units of 0.1 per cent = PPP + (hhh × 1.2).

For example, if Group 4 is 005985, then:

PPP = 985 (ie, 98.5 per cent)

$$hhh \times 1.2 = \frac{6}{991} \text{ (ie, } 5 \times 1.2\text{)}.$$

Therefore, MSL pressure = 99.1 per cent. This adjustment is equivalent to 1 per cent for every 83 metres.

4. The groups which follow the first four are in pairs, each pair of groups constituting a 'Line' of the message:

ZZ — indicates the 'Line Number' of the pair of groups, and so defines the target height in anti-aircraft fire, or the vertex height in surface fire to which the ballistic information in the 'Line' refers (*see* Table 2).

dd — is the direction from which the Ballistic Wind is blowing, in units of hundreds of mils (6,400 mils = 360°).

FF — is the speed of the Ballistic Wind in knots.

TTT — is the Ballistic Temperature expressed as a percentage (in units of 0.1 per cent) of the Ballistic Temperature of the standard atmosphere, omitting the initial 1 if the percentage is 100 or greater.

is the Ballistic Density expressed as a percentage (in units of 0.1 per cent) of standard conditions.

Note: Ballistic Density is not required for use with RN Range Tables and is to be disregarded.

The message may omit the 'Lines' which are not applicable to the firing taking place.

Table 2

List Number (ZZ)	*Target or Vertex Height*	*Approximate Equivalent Time of Flight (Surface Fire only)*
	Feet	Seconds
00	0	5
01	700	10
02	1,600	20
03	3,300	30
04	4,900	35
05	6,600	40
06	9,800	50
07	13,100	60
08	16,400	65
09	19,700	70
10	26,200	80

5. The following specimen message is given as an example:

METB27 315515 290206 000031 020811
012/// 030912 006/// 041114 997///

This means:

Group 1 Ballistic Meteorological message for anti-aircraft fire (in southern hemisphere between 180° E and 90° E).

Group 2 Applicable to 31° 30′ S 151° 30′ E.

Group 3 Valid from 0200Z on 29th for six hours.

Group 4 The MDP is at Mean Sea Level. MDP pressure is 103.1 per cent of standard.

Line 02
(ie, Target height 1,600 feet)
Ballistic Wind direction .. .. 800 mils
Ballistic Wind speed .. .. .. 11 knots
Ballistic Temperature .. .. .. 101.2 per cent
(Ballistic Density not specified)

Line 03
(ie, Target height 3,300 feet)
Ballistic Wind direction .. .. 900 mils
Ballistic Wind speed .. .. .. 12 knots
Ballistic Temperature .. .. .. 100.6 per cent
(Ballistic Density not specified)

Line 04
(ie, Target height 4,900 feet)
Ballistic Wind direction .. .. 1,100 mils
Ballistic Wind speed .. .. .. 14 knots
Ballistic Temperature .. .. .. 99.7 per cent
(Ballistic Density not specified)

Surface Fire

6. Having checked the introductory groups of the message to ensure that it is applicable, the Gunnery Officer must select the appropriate 'Line' from the message according to the Time of Flight (*see* Table 2).

Calculations of Ballistic Wind to Set

7. Wind direction in mils and wind speed in knots are converted to degrees and feet per second, respectively, using the scales in RANTAU pamphlets 852.2 UK 4.5 inch and 852.2 Aust 5 inch. The figures thus obtained should be entered in Form OS114.

Calculation of Change in BC for Tenuity

8. Using the Ballistic Temperature from the appropriate 'Line' of the message and the Mean Sea Level Pressure derived from the fourth group of the message (by adjusting PPP if the MDP is not a sea level) enter the new Section B, Part 3, of the Range Table and obtain the 'Percentage change in BC for MSL Pressure and Ballistic Temperature'. Then, for surface fire only, obtain the 'Supplementary Change' from Section B, Part 3A, of the Range Table.

Anti-aircraft Fire

9. Check the introductory groups of the message and select the appropriate 'Line' according to Target Height (*see* Table 2). Convert Ballistic Wind to degrees and feet per second and enter it in Form OS114 as described in Paragraph 7 above.

Calculation of Change in BC for Tenuity

10. a. Using the Ballistic Temperature from the appropriate 'Line' of the message and the Mean Sea Level Pressure derived from the fourth group of the message, enter Section B, Part 3, of the Range Tables and obtain the 'Percentage Change in BC for MSL Pressure and Ballistic Temperature'.

b. There is no supplementary table for use in AA fire.

General

11. If a Standard Ballistic Message is not available, Ballistic Temperatures and Ballistic Winds may be estimated using the methods given in BR 1898 (10) (Chapter 5 of the 1967 Edition).

Requests for a Standard Ballistic Message

12. Ballistic Messages may be requested from any nearby ship with a qualified Meteorological Officer, namely aircraft carriers, commando ships, cruisers, LPDs and DLGs. Alternatively, requests may be made to shore authorities in accordance with local or operational orders. The message is requested by means of a standard Ballistic Request Message.

13. The form of the Standard Ballistic Request Message may be represented symbolically as follows:

METRKQ XXXXXX $Y_0Y_0G_0G_0G_1G_1$ $Z_0Z_0Z_1Z_1J_0J_1$

Its particular advantage is that it can be used to request either a Single Standard Ballistic Message, as might be required for a practice firing, or a sequence of Standard Ballistic Messages at regular intervals of time, as might be required in operational conditions.

14. The meaning of the groups is as follows:

Group 1—METR	indicates a request for Standard Ballistic Messages.
K	indicates the type of firing: K = 2 for AA fire; K = 3 for Surface fire;
Q	indicates the octant of the globe (*see* Table 1).
Group 2—XXXXXX	this is the centre of the area of applicability expressed in six figures, of which the first figures give latitude in degrees and tenths of a degree and the second three figures give longitude in degrees and tenths of a degree. For longitudes of 100° or greater the 'hundred' figure is omitted. Alternatively, letters or figures may be used to designate the position in plain language or code. In this case Q in Group 1 is given as 9.
Group 3—Y_0Y_0	indicates the day of the month (GMT) to which G_0G_0 refers.
G_0G_0	indicates the beginning of the period of validity of the first message to the nearest hour (GMT).

G_1G_1	indicates the beginning of the period of validity of the last message to the nearest hour (GMT): the day of the last message is indicated by J_0 in Group 4.
Group 4—Z_0Z_0	indicates the lowest 'Line' required.
Z_1Z_1	indicates the highest 'Line' required.
J_0	indicates the number of days, from 0 to 9, to be added to Y_0Y_0 to give the day of the month (GMT) to which G_1G_1 refers.
J_1	is a number from 1 to 8 to indicate the time interval in hours at which successive messages are required. Alternatively, the number 9 indicates an interval of 12 hours.

Example A

A ship requires Standard Ballistic Messages every six hours from 2100Z on 12 May until a last message at 0900Z on 14 May for an area centred on 31° 30′ S, 151° 30′ E. Surface fire, Lines 03, 04, 05 and 06. The Ballistic Request would be

METR37 315515 122109 030626

Example B

A ship requires the same type of messages for firing area November Victor South. The Ballistic Request would be:

METR39 NOVEMBER VICTOR SOUTH 122109 030626

15. If only a single Standard Ballistic Message is required, then $G_1G_1 = G_0G_0$, J_0 is 0, and J_1 indicates the period of validity of the single message requested (9 indicates 12 hours). This is equivalent to making the time of the 'first' message and the time of 'last' message the same.

Example

A ship requires a single Standard Ballistic Message valid for three hours from 2100Z on 12 May for an area centred on 31° 30′ S, 151° 30′ E, for Surface fire, Lines 03, 04, 05 and 06. The Ballistic Request Message would be:

METR37 315515 122121 030603

16. Navy Order 411/70 is hereby cancelled.

(400/201/58 DUR)

(*Navy Order 411/70*)

UNCLASSIFIED

58/71—Medical and Dental Stores—Supply to HMA Ships at Singapore

(*DCI (RN) 1390/70*)

1. The Royal Medical Depot at Singapore will be closed in mid-1971 and the final acceptance of demands for medical and dental stores by ships on the Far East Station will be March 1971.

2. HMA ships proceeding to the Far East Station must ensure that adequate stocks are carried.

(1001/51/20 MDG)

UNCLASSIFIED

59/71—Naval Stores (General)—Curtains and Overcases in HMA Ships—Conditions of Selection

1. A review of the current cost of glass leno cloth for manufacture of curtains and the improved quality of vinyl upholstery has resulted in variations to price restrictions imposed by Navy Order 41/70.

2. The cost price of double width material used for manufacture of curtains and overcases is currently limited to $2.30 and $4.50 per yard respectively. Any variation to the cost will be notified by Navy Order as and when necessary.

(524/51/4 DSUS)

(*Navy Order 41/70*)

UNCLASSIFIED

60/71—Stores General—Consignments Dispatched to Operational Areas in South East Asia—Use of Kangaroo Symbol

1. In order to facilitate the recognition of stores ex Australia by indigenous labourers when offloading consignments for Australian Forces in South East Asia, packages (ie, cases, parcels or other containers) of all such stores are to be marked before dispatch with a bright orange coloured symbol in the form of a kangaroo.

2. Each package consigned to South East Asia for RAN use is to be marked before dispatch on one end and one side with the kangaroo symbol immediately over the letters RAN. The actual position of the symbol and lettering is to be governed by any markings, etc, already on the package.

3. Colour bandings in accordance with RI Article 4943 (10) are to continue to be used in conjunction with the kangaroo symbol.

4. The undermentioned stencils are to be used in applying the symbols and requirements of these, together with the appropriate shade of orange coloured paint, are to be demanded as necessary:

Group Class	*Catalogue Number*	*Description*	*Denom*	*Acctg Classi-fication*
7520	66–027–6681	STENCIL, MARKING; with 2 inch high lettering RAN and 5 inch high kangaroo symbol	No	C
7520	66–027–6684	STENCIL, MARKING; with 1 inch high lettering RAN and 2 inch high kangaroo symbol	No	C

(400/61/70 DSUA)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

61/71—Form PM168-1—Plastic Protective Envelope for AF Med 4 (PM168)—Introduction

1. Form PM168-1 has been introduced. This plastic envelope is to be used for the protection of Form AF Med 4 (PM168) which is to be inserted in the envelope.

2. Initially Form PM168-1 is to be demanded from the SVSO, Sydney, in quantities equal to the number of Forms AF Med 4 currently held.

3. These forms are not required to be used at Recruiting Centres.

(464/76/171 MDG)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 62/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
18 February 1971.

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

11024/71

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

62/71—Womens Royal Australian Naval Service Reserve

Introduction

1. The Womens Royal Australian Naval Service Reserve (Short title WRANSR) has been established to provide a Reserve of trained women who may be called out by the Governor-General for continuous full time naval service in time of war or in time of defence emergency to assist in manning essential base and support facilities, and who may be voluntarily employed at other times to fill vacancies in the establishmen of the WRANS or for short periods for special tasks during exercises.

2. This Force consists mainly of former WRANS Officers and Wrans and is a component of the Citizen Naval Forces. Enlistment, in the case of Wrans and appointment or transfer in the case of officers, is restricted to volunteers who, because of previous training or qualifications, are able to fulfil these tasks at short notice.

3. This order covers the following:

a. Conditions of Transfer or Enlistment.
b. Eligibility.
c. Obligations.
d. Protection of Civil Employment.
e. Naval Service.
f. Medical.
g. Financial.
h. Discharge.
i. Administrative Aspects.
j. Uniform—Scales and Conditions of Issue.

Transfer or Enlistment

General

4. No former member of the PNF is compelled to serve in the Reserve. However, under the provisions of the Defence Forces Retirement Benefits Act, the pension or gratuity of a former member of the PNF may be reduced if, on discharge, he or she is eligible to serve in the Reserve, is requested by the Naval Board to do so, but declines.

5. WRANS officers on resignation (eg, on marriage) who so elect, may be transferred to the WRANSR. Wrans eligible to enlist in the WRANSR may volunteer to join when completing their discharge routine. In either case the member must not have attained the age of 45 years. Section 'F' of the discharge signal (ABR 18, Article 0213) is to indicate the members willingness to transfer or enlist. In all cases appointment, transfer or enlistment will be subject to vacancies existing in the various ranks and categories.

6. All applications for appointment in, transfer to, or enlistment in the WRANSR are to be forwarded to the Director of Naval Reserves, Navy Office, Canberra, ACT 2600.

Period of Enlistment

7. The period of enlistment will be for five years with the option of re-enlistment for further periods of two years.

Rank on Transfer or Enlistment

8. The rank of an officer on transfer will be the substantive rank held in the WRANS and with such seniority as the Naval Board may decide. This will normally be the same as that previously held.

9. Wrans will be enlisted in the rank last held in the WRANS that was not held temporarily.

Good Conduct Badges

10. Members are entitled to wear those good conduct badges awarded to them for previous WRANS service which had been completed within five years of enlistment in the WRANSR. Service in the WRANSR does not count towards the award of good conduct badges except continuous full time service rendered in a time of war or in a time of defence emergency.

Long Service and Good Conduct Medal

11. Members are entitled to wear long service and good conduct medals which have been awarded to them for previous service in the WRANS. Service in the WRANSR counts towards the award of the Reserve Long Service and Good Conduct Medal (Wrans) or the Reserve Decoration (Officers).

Eligibility

12. Applicants who satisfy the following conditions may be transferred to or enlisted in the WRANSR:

a. *Previous Naval Service*
Must have had at least 12 months satisfactory service in the WRANS and must have reached a standard of training and efficiency that would enable her to fill a vacancy in the WRANS. Officers must have completed 12 months service as an officer.

b. *Age*
Must not have attained the age of 45 years.

c. *Rank*
Held, immediately before discharge, a rank not lower than Wran.

d. *Medical*
Applicants are to be medically examined in accordance with the medical standards and examination practice laid down for members of the WRANS. This may be completed by a Commonwealth Medical Officer where a Naval Medical Officer is not available. Applicants who have been discharged from the PNF on non-medical grounds during the preceding six months may be exempted the medical examination.

Obligations

13. Members of the WRANSR have the following general obligations:

a. *Call Out for Continuous Full Time Naval Service*
The Governor-General may, by proclamation, in a time of war or time of defence emergency, call out all or part of the WRANSR for continuous full time naval service.

b. *Notification of Change of Address or Employment*

A member not employed on continuous full time service who changes her place of residence or place of employment is to notify the Director of Naval Reserves in writing of her new address or employment within seven days of such change.

c. *Travel Abroad*

Any member who intends to travel outside the Commonwealth of Australia is to apply to the Director of Naval Reserves for leave of absence.

Members are not obliged to render annual naval service.

Protection of Civil Employment

14. Provision is made in the Defence (Re-establishment) Act to protect a member from adverse treatment by her employer because of her service obligation. The employer is required:

a. not to hinder or prevent a member joining or serving with the WRANSR;

b. not to penalise or prejudice her in her employment, whether by reducing her salary or wages, or dismissing her;

c. not to terminate the employment contracts of a member by reason of her absence on obligatory naval service; and

d. to permit the member to resume her former employment should she so desire.

15. The Defence (Re-establishment) Act also provides that periods of service while called out do not break the continuity of civilian employment for the purposes of calculating annual leave, sick leave, long service leave, superannuation or pension. The employer is not liable to pay the member during her absence on naval service.

16. These provisions do not apply in respect of a period of naval service for which a member has volunteered to serve.

Naval Service

Voluntary Naval Service

17. Members may, in response to a call for volunteers, volunteer to carry out short periods of naval service. Payment for this service will be at the 'On Promotion' rate, Group I, for Leading and Able ranks, and the 'On Promotion' rate, Group III, for Chief Petty Officer and Petty Officer ranks. Such payments are not taxable.

Voluntary Continuous Full Time Naval Service

18. A member may, in response to a call for volunteers, voluntarily undertake to render continuous full time naval service. Arrangements for members to undergo naval service will be made by the Director of Naval Reserves. The initial period of continuous full time service will be for a period of not less than 30 days. Extensions may be approved depending on service requirements.

19. If an undertaking to serve full time is accepted by a member she is bound, under Section 32A of the Naval Defence Act to render that form of service for that specified period, during which time she will be subject to the same conditions of service as a member of the WRANS except as otherwise set out in this Navy Order. Single WRANSR members carrying out continuous full time service will normally be required to 'live in'.

20. Pay and allowances in this case will be at the prescribed rates for group and rank and are subject to taxation.

Promotion During Continuous Full Time Service

21. 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.

22. Acting higher ranks carrying out continuous full time service are, subject to recommendation, eligible for confirmation in rank after serving the required period of acting time, including previous service. VG conduct for promotion purposes includes all service in the WRANS unless VG conduct was broken during that service.

Seniority in Rank

23. The seniority of a member of the WRANSR is her original seniority for rank date post-dated by any period the member has spent out of the service (ie, WRANS or WRANSR).

Call Out for Continuous Full Time Naval Service

24. All or any specified part of the WRANSR may be called out for continuous full time service with the PNF by proclamation when the Governor-General has proclaimed a time of war or time of defence emergency. A member called out for continuous service under these conditions is liable for service until released.

Method of Call Out

25. Every effort will be made to give members as much notice of call out as possible; however, short notice may have to be accepted. General notification may be made by press, radio and television. Personal notification in writing will also be made.

26. The notice of call out will be deemed to have been served on a member if it is given to her personally, or is sent to her by registered or certified mail addressed to the last known address of the member. Under the Defence Act a member who fails to report within seven days of the date ordered is deemed to be a deserter and is liable to be tried and punished accordingly.

27. Members called out for continuous service are to report:

a. in uniform, if sufficient items are held;

b. ready for duty; and

c. on the date and at the time and place designated in the notification of call out.

Medical

28. Members reporting for naval service are to be medically examined to ensure fitness for such service; the result is to be recorded on Form PM127. Should a Medical Officer not be borne, however, a notation should be made on Form PP101 (Officers Report Form) or PP103 (Report on Reserve and CNF Sailors borne for continuous training or service). 'Not medically examined—no Medical Officer borne'.

29. If a members medical fitness is in doubt she is to be medically surveyed immediately if this is possible, and the finding forwarded to Navy Office by signal. A member found medically unfit for immediate service is to be discharged to shore forthwith and Navy Office informed by signal.

30. A member requiring treatment to restore her to the required standard of fitness is to undergo remedial treatment at her own expense. She is responsible for providing, within one month, doctors or dentists certificates to the effect that the necessary treatment has been satisfactorily completed. If this is not done the member will be discharged from the WRANSR.

31. Medical treatment and urgent dental treatment may be provided for members during periods of naval service.

Compensation for Injury or Illness

32. Injury or illness occurring during, or as a result of, naval service may entitle the member to claim compensation under the Commonwealth Employees Compensation Act or such other comparable Act which may be applicable (eg, Repatriation Act). This matter is being reviewed. Further details will be published when known.

Financial

Voluntary Continuous Full Time Service—DFRB

33. A member who is accepted for full time continuous service of 12 months or more is required under the DFRB Act to contribute to the DFRB fund according to age, rank and category. Gratuity is only payable in respect of completed years of service for pension.

Pay and Allowances

34. The following will apply in respect of pay and allowances:

a. *Pay*

A member is to be paid in accordance with Paragraph 17 during periods of naval service other than continuous full time service, and as if she were a member of the WRANS in accordance with Paragraph 20 during continuous full time service.

b. *Other Allowances*

(1) Good conduct increments are not payable during naval service other than continuous full time naval service.

(2) During periods of continuous full time naval service, all allowances, except uniform allowance, are payable in accordance with NPI 259.

c. *Taxation*

No charges are to be made for taxation purposes during short periods of voluntary naval service in accordance with Paragraph 17. During periods of continuous full time service, taxation is to be charged under normal rules applicable to members of the WRANS.

35. During periods of naval service of 28 days or less the weekly posting list is to be quoted as authority for payment.

Discharge

36. An officer may tender her resignation at any time, but unless and until it is accepted by the Governor-General, it is not effective. The provisions of RI Article 0347 (1) to (8) apply. The Naval Board will not, as a rule, recommend acceptance of the resignation of an officer who is rendering continuous full time service.

37. The appointment of an officer may be terminated by reason of:

a. medical unfitness;

b. a change in domestic circumstances, employment, etc, which prevents her from rendering continuous full time naval service when required;

c. unemployability (no longer fully trained owing to lapse of time since she last rendered naval service).

38. A Wran may claim her discharge prior to the completion of an engagement by giving three months notice in writing to the Director of Naval Reserves, except when:

a. called out for, or during continuous full time naval service when a time of war, a time of defence emergency has been proclaimed; or

b. rendering full time naval service in the PNF for an agreed period in accordance with Paragraphs 18 to 20.

39. Discharge may be effected for the following reasons:

a. Retrenchment.

b. Service No Longer Required.

c. Absence without leave exceeding three months.

d. False or misleading statement on enlistment.

e. On appointment as an officer.

40. The retiring age for officers and Wrans is 50 years.

Administrative Aspects

Certificate of Service

41. A Wrans certificate of service is retained by the member and when reporting for naval service she is to bring it with her. Pages 2 and 4 are to be completed and the certificate returned to the Wran on her last day of naval service. Next-of-kin details should be checked and updated.

Medical History Documents

42. Medical history documents are held by the Medical Director-General. On each occasion of being posted for a period of naval service MDG will forward the members MHDs to the establishment concerned on request. On completion of the naval service these documents are to be returned to MDG.

Travel and Discharge

43. Travel warrants and joining instructions will normally be issued to members by the Director of Naval Reserves. In cases where approval is given to a member to use private transport, no risk will be accepted by the Commonwealth in respect of any damage to the vehicle being used for such purpose.

44. It is important to ensure that members borne for naval service are not discharged before the last day of naval service. Those required to travel long distances may be discharged on the last day as necessary to meet travel arrangements; other members should not be discharged before noon on that day.

Reports

45. The following forms are to be forwarded to the Director of Naval Reserves as early as practicable on completion of naval service:

a. Form PP103 (Report of training performed) or PP101 as appropriate.

b. PH104 (next-of-kin details).

c. FA119 (certified copy).

Pay and Personal Numbers

46. Pay and personal numbers will be issued by the Director of Naval Reserves. Members will retain these numbers during their service in the WRANSR. Numbers for WRANSR officers and Wrans will be prefixed by the letter 'K'.

Identity Cards

47. A member is to be given a Naval Identity Card on the first occasion of reporting for naval service. This card is to be defaced with the letters 'WRANSR' written in red ink or by red ball point pen diagonally across the card.

Leave

48. During periods of continuous full time service in excess of one month members may be granted seasonal leave on the same scales as apply to the WRANS. Leave must be taken within the approved period of naval service.

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 2b 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 1 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.

55. Navy Orders 705/68 and 349/69 are hereby cancelled.

ANNEX A

Uniform Kits

Catalogue Number	Item	Den	Officers Quantity	CPOs and POs Quantity	Other Wrans Quantity
	Scale 1—Kit of Members for Service of Less Than Three Months				
61086–8 ..	ANKLETS, WOMENs, stretch blue	Pr	1	1	1
61097–9 ..	ANKLETS, WOMENs, stretch white	Pr	1	1	1
*	BADGE, HAT	No	1	1	—
*	BADGES (except BADGE, HAT)	No	—	As necessary	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 2 (M to M)	No	2	—	—
61187–206 ..	COAT, WOMANs, cloth, wool, twill No 1 ..	No	—	2	2
20666–98 ..	COLLAR, SHIRT, semi-stiff, fused .. .. or	No	4†	4†	4†
20714–66 ..	COLLAR, SHIRT, stiff				
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, womens	Pr	1	1	1
—	GREATCOAT, WOMANs, with shoulder straps (M to M)	No	1	—	—
61374 ..	HANDBAG, WOMANs	No	1	1	1
61391–7 ..	HAT, SERVICE, womans, tricorne, plastic topped	No	1	1	—
21748 ..	NECKTIE, black, polyester/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
61626–725 ..	SHOE, DRESS, leather sole, white, womans ..	Pr	1	1	1
*	SHOULDER STRAPS	Pr	1	—	—
—	SHOULDER FLASHES	Pr	As appropriate	As appropriate	As appropriate
—	SKIRT, WOMANs, cloth, wool, barathea, No 2 (M to M)	No	2	—	—
61828–41 ..	SKIRT, WOMANs, cloth, wool, twill, No 1 ..	No	—	2	2
61930–32 ..	STOCKINGS, WOMENs, nylon, beige, stretch, 15 denier or	Pr	2	4	4
61936–8 ..	STOCKINGS, WOMENs, nylon, black, stretch, 20 denier				
23335 ..	SUITCASE, FIBRE-BOARD, 26 inch	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
61113 ..	CAP, NURSES AID	No	—	—	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				
61086–8 ..	ANKLETS, WOMENs, stretch, white	Pr	2	2	2
61226–32 ..	COVER, SERVICE HAT, womans, plastic ..	No	1	1	—
61291–6 ..	DRESS, WOMANs, white	No	1	—	—

Uniform Kits

Catalogue Number	Item	Den	Officers Quantity	CPOs and POs Quantity	Other Wrans Quantity
	Scale 2—Additional Items Required for Service in Tropical Areas or when Summer Dress is Ordered— *continued*				
61309–15 ..	FLANNEL, COTTON, womens	No	—	3	3
61391–7 ..	HAT, SERVICE, womans, tricorne, plastic topped	No	1	1	—
61851–64 ..	SKIRT, WOMANs, drill, Navy Blue	No	—	3	3
	Scale 3—Additional Items Re.uired for Continuous Service in Excess of Three Months Duration				
*	BADGE, HAT	No	1	1	—
*	BADGES (except BADGE, HAT)	No	—	As necessary	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				
	or	No	2†	2†	2†
20714–66 ..	COLLAR, SHIRT, stiff				
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	—
21748 ..	NECKTIE, black, polyester/rayon, daywear ..	No	1	1	1
34901 ..	RIBBON, SERVICE CAP, metal thread ..	No	—	—	1
35313 ..					
61451–7 ..	SHIRT, WOMENs, blue	No	—	1	1
61473–8 ..	SHIRT, WOMENs, 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	As appropriate	As appropriate
61871–84 ..	SLACKS, WOMENs, cloth, wool, serge No 1 ..	No	—	—	2‡
61930–32 ..	STOCKINGS, WOMENs, nylon, beige, stretch, 15 denier				
	or	Pr	3	1	1
61936–8 ..	STOCKINGS, WOMENs, nylon, black, stretch, 20 denier				
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, WOMENs, SBA, blue	No	—	—	2
61113 ..	CAP, NURSES AID	No	—	—	2

* Catalogue Number as appropriate.
† SHIRTS, WOMANs, white, CA, Catal 61494–501, 2 No Officers and 1 No WRANS, may be maintained in lieu.
‡ Motor Transport Drivers only.

(465/8/86 DRNP)

(*Navy Orders 705/68 and 349/69*)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 63/71-71/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 February 1971.

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

11323/71

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

63/71—Naval Agent—Gladstone

1. Mr L. J. Bates has been appointed Naval Agent, Gladstone, to replace the Sub-Collector of Customs. The following particulars are relevant:

a. Business Address	c/o James Patrick and Co Pty Ltd, No 47 Gondoon Street, PO Box 374, Gladstone, Qld 4680.
b. Private Address	No 1 Rosella Street, Gladstone, Qld 4680.
c. Business Telephone ..	722511 or 722203.
d. Private Telephone ..	721989.
e. Address to which telegrams should be sent	'RIKPAT' Gladstone.

2. Requests for services should continue to be addressed to the Naval Officer-in-Charge, Queensland.

(2/4/269 AS (NS))

Section 2

PERSONNEL

UNCLASSIFIED

64/71—Baggage Allowance—Service Aircraft

1. The Allowances for accompanied baggage for Service personnel transported in RAAF transport aircraft and in aircraft chartered to the RAAF are as follows:

a. *Normal Baggage Allowance*

The normal baggage allowance permitted to be carried or accompanying all passengers is 66 lb (30 Kilos).

b. *Excess Baggage Allowance*

(1) Members travelling to and from overseas are authorised 34 lb (15 Kilos) excess baggage for a total baggage allowance not to exceed 100 lb (45 Kilos); and

(2) under no circumstances will indulgence passengers be authorised baggage in excess of 66 lb (30 Kilos).

2. Under Australian Aid Programmes, members of the defence forces of Malaysia, Singapore and Indonesia attend training courses in Australia and are transported to and from Australia in RAAF transport aircraft. These personnel are authorised 34 lb excess baggage for a total allowance not to exceed 100 lb (45 Kilos). This baggage will accompany the trainees. Navy Orders 390/68, 455/69 and 615/70 also refer.

3. The following passengers travelling together to a common destination on the same flight and presenting themselves and their baggage at the same time and place, are permitted a total baggage allowance equal to the combination of their individual baggage allowance:

a. Personnel travelling as a family group.

b. Passengers travelling on temporary duty on common travel orders.

c. Unaccompanied passengers travelling on posting or permanent change of unit as a group, on common travel orders.

d. Unit type movement, eg, Bands.

(187/1/158 HPB)

(*Navy Orders 390/68, 455/69 and 615/70*)

UNCLASSIFIED

65/71—HMAS NIRIMBA—End of Term Prizes

1. The allocation for the award of prizes to apprentices at HMAS NIRIMBA is increased to $331.00 per pass out.

2. Article 0114 Paragraph 4 or ABR 91/1967 is to be amended accordingly.

(38/6/12 HPB)

UNCLASSIFIED

66/71—HMAS NIRIMBA—Review of Training

1. The stated primary function of the RAN Apprentice Training Establishment is the training of Naval Artificer Apprentices. The secondary function is the training of other such sailors as the Naval Board may from time to time direct.

2. Apprentices are entered, between 15½-17½ years of age in January and July each year. The current training scheme is based on a two term year where syllabuses, approved by ACNB and the New South Wales Apprenticeship Commissioner (for recognition of trade training) are covered in 3½ years—ie, seven terms.

3. On completion of this formal training, Apprentices are posted to further courses; formal application training ashore or formal application training at sea.

4. After a period of 18 months, the Apprentices now Artificers Third Class are deemed to have completed their apprenticeships. On promotion to the Acting Second Class rank, signifying completion of apprenticeship, apprenticeship completion certificates, countersigned by the Apprenticeship Commissioner, New South Wales, and the Secretary, Department of the Navy, are awarded to each Acting Second Class Artificer.

5. In 1965 the Naval Board directed that in fulfilling the functions, training was to be directed towards:

a. The development of skilled craftsmen who, with subsequent pre-commissioning training or training on the job, or both, will be capable of operating and maintaining equipment, machinery or systems installed, or likely to be installed in the RAN.

b. The creation of men of resource capable of fulfilling their function, under the stress of enemy action, self-reliant and disciplined with the ability to inspire confidence in their subordinates.

c. Inducing in the Apprentices a sense of responsibility, loyalty and devotion, which by their own example and good influence, will fit them for the rank of Petty Officer.

The first HMAS NIRIMBA trained Apprentices joined Fleet Units in June 1960, and now form the bulk of Artificers in the Fleet.

6. In January 1969, the training system employed in training Naval Artificer Apprentices was challenged on the following factors which were considered to be affecting the training task:

a. The introduction of new generations of equipment into service.

b. The complexity of these new equipments.

c. The development of the PCT system of training.

d. Modern training methods, techniques, trends and developments.

e. The need for motivation in individuals during training.

f. Developments of other services and outside industry.

g. Consideration of the Report of the Industrial Commission on the inquiry regarding the functioning of the Apprenticeship System in New South Wales.

h. The increasing demand for a technician with the diagnostic skill and the decreasing demand for skilled tradesmen at sea in some categories.

i. The apparent duplication of training in some categories.

j. The probable gradual evolution from steam to gas turbine propulsion in ships.

7. Subsequently a Working Party was formed on 11 August 1969, with the following terms of reference:

'Accepting the existing approved rating structure (RATSTRUC as amended) and having regard to the present and future requirements of the RAN, the current training system and facilities at RANATE, the system in use in the RN, RCN and USN, the system in use at RAAF and AMF Apprentice Training Establishments, those in other comparable government or civil apprentice training schools, and the Report of the Inquiry regarding the functioning of the Apprenticeship Commission in NSW, to review the system and scope of training at RANATE and make recommendations regarding the training objectives, entry, initial and continuation training methods, trade recognition, training facilities required for RAN Apprentices and Mechanicians, and such other matters as may be considered relevant to the review.'

8. The Report of the Working Party was presented to the Naval Board 10 April 1970.

9. The Naval Board decided among other things:

a. That the Report was a valid statement of the most suitable means of meeting the current and future technical needs of the Fleet; however, it was recognised that subsequent examination may reveal other alternatives in certain aspects.

b. To approve in principle the reduction of the term of apprentice training to four years subject to satisfactory arrangement being made with State Committees.

c. That SGCE training be restricted to those students at HMAS NIRIMBA who demonstrate that they are capable of passing the SGCE subjects, the balance to complete courses in Trade Mathematics and Science only.

d. To recognise generally the requirement to sub-specialise within the following nine categories:

Air Engineering
Air Weapons
Air Communication
Weapons
Weapon Control System
Communications
Propulsion
Hull
Power Electrics

but to approve these categories so far as HMAS NIRIMBA is concerned as soon as the necessary administrative action has been taken.

The implications of the Naval Boards decisions may be described in the following paragraphs.

10. The term of apprenticeship will reduce to four years. Apprentices will undertake two years of formal trade, technical and academic instruction at HMAS NIRIMBA. They will then proceed to billets where the skills and knowledges acquired at HMAS NIRIMBA will be developed by practical experience in operation and maintenance of equipment and systems. After two years of post HMAS NIRIMBA trade experience, trade apprenticeships, recognised by the New South Wales Apprenticeship Commissioner will be considered to have been completed.

11. Within the two year period of training at HMAS NIRIMBA the trade and technical training imparted will be developed from scientific methods of job analysis. This analysis will lead to skills and knowledges more closely reflecting the requirements of immediate post HMAS NIRIMBA employment, and will on completion of apprenticeship lead to civil recognition.

12. It is not intended that all of the skills and knowledges currently imparted to Apprentices whilst at HMAS NIRIMBA will continue to be taught in the two year period. Ex Apprentices will have opportunity to proceed to more advanced instruction in machinery, equipments and systems, and trade practices later in their service careers when the requirement for these advanced knowledges and skills is most pronounced.

13. The introduction of the nine Artificer categories will require a re-arrangement of a number of existing responsibilities and duties. The exact transfer of responsibility between old categories and new categories is being investigated.

14. The endorsement of the HMAS NIRIMBA Review has also caused a review of the present Sailor Structure to take place under the following Terms of Reference to the Committee on Sailor Structure:

'You are directed by the Naval Board to carry out a comprehensive review of the sailor structure of the Royal Australian Navy, including the Fleet Air Arm and Submarine Structure with the aim of redesigning the structure to meet the needs of the Navy within the foreseeable future. You should use the working party report on Apprentice Training as a basis for your deliberations. You may, however, recommend changes to that report should you see fit.

You should make specific recommendations in respect of the number of branches and categories required, rank structure including the need for a Warrant Officer rank, training, promotion, sea/shore rosters and initial engagement and re-engagemnet periods.

In your deliberations you should take cognisance of:

a. The RAN Rating Structure and Advancement Committee Report dated June 1962.

b. Any reports on rating structure as a result of recent investigations in other Navies.

c. The desirability of introducing a structure which will give trade recognition to the majority of sailors.

d. The effect any changes will have in relation to Group Pay and DFRB Act.

e. The stipulation that the sailor structure training system and promotion system must remain such that avenues of promotion to officer rank are available.

f. The desirability of reducing complements and the number of categories by the wider use of the maintainer/user and maintainer/operator concept.

g. The effects which your proposal will have on the complements of ships and shore establishments.

h. The desirability of recruiting by category in selected or all categories.

i. The need to recruit for certain categories (eg, COXN) from within the service and whether this should be amended in respect of categories involved and rank at transfer.

j. The current procedures for recruiting direct entry tradesmen (eg, ERA) and whether these should be continued and/or amended to include other categories (eg, DM, NAPHOT).

k. Current regulations for transfer of branch and any requirement to amend these.

Your report which should include a proposed time scale for the various stages of its implementation is to be submitted to the Second Naval Member within six months of commencement of the task.'

15. The Committee investigating the Sailor Structure known as 'Sailstruc 70' has now completed its investigations.

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

(1426/202/138 D of T)

UNCLASSIFIED

67/71—Naval Dockyard Police—Superintendent

1. With effect from 1 March 1971, Navy Order 292/69 is amended as follows:

Paragraph 3

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

'3. *Superintendent NDP*

The Superintendent, Naval Dockyard Police, is situated in Navy Office, Canberra, and 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 all aspects of Naval Police practice and procedures;
c. advice on prevention and detection of offences associated with the protection of establishments guarded by Naval Police; (1) and (2);
d. advice on the control of entry and exit into naval establishments; (2);
e. liaison with other Defence Forces, State and Commonwealth Police Forces on police matters; (1);
f. the technical efficiency of the Naval Police; (1);
g. advising on recruiting and training of Naval Police; (4) (5);
h. co-ordinating Naval Police activities; (1);
i. advising and interstate postings of Naval Police; (3);
j. advising and selection and promotion of Naval Policemen; (3);
k. visiting NDP establishments as directed;
l. maintaining records necessary to standardise and co-ordinate Naval Police activities in all commands.

Note: 1. In conjunction with DNLS.
2. In conjunction with DNI.
3. In conjunction with DSP.
4. In conjunction with D of T.
5. In conjunction with DNR.

The Superintendent is authorised to correspond direct with the Senior Naval Police Officers in all areas on routine Naval Police matters. RI Appendix 52A is relevant.'

2. RI, Chapter 57, will be amended.

(302/54/29 DRNP)

(*Navy Order 292/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

68/71—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 January 1971

1. The price list for dry provisions, fresh meats and smallgoods and supplementary price list for fresh fruit and vegetables which have operated from 1 January and 1 October 1970, respectively, have been amended from 1 January 1971.

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 1971:

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley ..	0.83	0.85
All other messes of 300 or less	0.81	0.83
Messes of more than 300	0.79	0.81

	Ashore $	*Afloat* $
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 allowances for HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	—	0.01
HMAS COONAWARRA	0.85	—
HMAS TARANGAU and small craft (messes of 50 or less) under the operational control of NOIC PNG	0.87	—
Cadet Midshipmen at RANC	0.90	*
Junior Recruits at training establishments		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses ..		

* The allowance of 90 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 92 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 550/70 is hereby cancelled.

(903/51/175 D of V)

(*Navy Order 550/70*)

UNCLASSIFIED

69/71—Machinery Spares—Form TF105 (Revised 1970)—History Sheet for Internal Combustion Engines (Removable Type)

1. In order that a permanent and durable record of engine condition may be maintained on transfer from one authority to another Form TF105 (Revised 1970) is, to be completed and attached to the engine at a convenient point in a plastic envelope prior to the transfer.

2. While an engine is held in one of HMA ships the Engine Officer is responsible for the custody of the form.

3. Forms TF105 for Patrol Boat Ton Class and Diving Vessel engines on transfer are to be forwarded to HMAS WATERHEN for compilation of engine histories, and onward dispatch as necessary.

(464/55/120 DFM)

UNCLASSIFIED

70/71—RAN Stores and Ammunition held at Singapore Naval Base and RANAD for RAN Ships Serving in The Strategic Reserve

1. It has recently become apparent that some ships are unaware of the range and quantity of RAN stores maintained at the Singapore Naval Base specifically for use by HMA ships serving in the Strategic Reserve. In consequence, excessive stocks of some items have been demanded by ships prior to departure from Australia.

2. The following list of stores normally maintained at Singapore is therefore promulgated for the information and guidance of all concerned with the storing of ships to be deployed to the Strategic Reserve:

Naval Stores Catalogue No	*Description*	*Quantity*
0441/L58859	Composition for Ships Bottoms, Underwater Undercoat, Brown UW90	50 Gallons
0441/L58862	Composition of Ships Bottoms, Anti-fouling Paint, Oleo-resinous, Red, UW93	32 Gallons
0441/L58865	Composition for Ships Bottoms, Anti-corrosive Paint, Aluminium Bituminous, Silver, UW94	64 Gallons
0441/L58868	Composition for Ships Bottoms, Boot Topping Paint, Oleo-resinous, Black, UW95	36 Gallons
8010-66-023-3004	Paint, Primer, Yellow, Zinc Chromate PR5, in 5-gallon drums	80 Gallons
8010-66-023-3002	Paint, Undercoat, for Exterior Enamel, French Grey, UC71	50 Gallons
8010-66-023-2998	Paint, Enamel, Marine Exterior Finishing, Light Grey, EN36	400 Gallons
0216/273-L174	Boiler Tubes 2-inch OD, .144 inch thick, 14 feet 6 inches long, for Daring Class Destroyers	50 No
0216/273-L198	Boiler Tubes 2-inch OD, .144 inch thick, 16 feet 6 inches long, for Daring Class Destroyers	39 No

2. In addition, RAN stocks of 4.5-inch, 40/60, 2-inch Rocket ammunition, Anti-submarine Mortar Ammunition, and some practice SEACAT missiles are held at RNAD Singapore. Details of these stocks will be communicated periodically to the Flag Officer Commanding, Her Majestys Australian Fleet. HMA ships proceeding to the Strategic Reserve should, however, embark a full outfit of armament stores before departing from Australia.

3. No RAN stocks of Victualling Stores, Machinery and Spares or Air Stores are held at the Singapore Naval Base.

(501/252/40 DSUP)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

71/71—Introduction of Plastic Document Protectors

1. A plastic document protector for A4 sized paper has been introduced for general use within the RAN for protecting frequently used, single sheet documents, such as Tables of Data, Maintenance Procedures, Operating Procedures and Circuit Diagrams.

2. The document protectors are available for issue on demand from SVSO, Sydney, and have been catalogued as follows:

Group/Class	*Catalogue No*	*Description*
7530	66-035-0273	Protector, Document; Transparent 11.7 inches × 8.4 inches

(400/1/678 D of V)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 72/71-84/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 March 1971.

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

11663/71

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

72/71—ACNB General Messages

1. In accordance with Navy Order 593/68 the state of ACNB General Messages as at 1 January 1971 is as shown in Annex A to this order.

2. Navy Order 529/70 is hereby cancelled.

ANNEX A

1. The following F messages may now be withdrawn:

1970

054 *see* Navy Order 497/70.
135 *see* NPI Article 231/40 (7) Change 16.

2. As at 0001Z January the following F messages were in force:

1970

002, 003, 004, 006, 007, 009, 010, 011, 012, 013, 015, 016, 017, 018, 019, 020, 021, 022, 023, 026, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 048, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 062, 063, 064, 065, 066, 068, 071, 072, 073, 074, 075, 076, 078, 079, 080, 081, 082, 083, 084, 085, 086, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 109, 110, 111, 112, 113, 114, 115, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 133, 134, 137, 139, 140, 141, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 171, 172, 173, 174, 175, 176.

(77/1/14 AS (NS))

(*Navy Orders 497/70 and 529/70*)

RESTRICTED

73/71—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 Foreign Affairs diplomatic bag. Classified mail addressed to the Services representative is forwarded by the Department of Foreign 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 1017.

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 117/69, 473/69, 686/69, 129/70 and 219/70 are hereby cancelled.

ANNEX A

Australian Services Attaches and Advisers Overseas—January 1971

Burma	Colonel C E M Newton, OBE, Services Attache, Australian Embassy, 88 Strand Road, RANGOON, BURMA.
Cambodia	Colonel W J S Gordon, Services Attache, Australian Embassy, 94 Moha Vithei Preah Norodom, PHNOM PENH, CAMBODIA.
India	Colonel J G Ochiltree, OBE, Services Adviser, Australian High Commission, 1/50-G Shantipath, Chanakyapuri, NEW DELHI, INDIA.
Indonesia	Captain G Kable, RAN, Naval Attache, DJAKARTA, c/o Department of Foreign Affairs, CANBERRA, ACT 2600.
Japan	Captain F E Irvine, RAN, Naval Attache, Australian Embassy, 1-14 Mita 2-Chome, Minato-Ku, TOKYO, JAPAN.
Korea	Commander J Hume, RAN, 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.

ANNEX A—*continued*

Malaysia	Group Captain J C Thorp, Services Adviser, Australian High Commission, 44 Jalan Ampang, KUALA LUMPUR, MALAYSIA.
New Zealand	Captain J A Gledhill, DSC, RAN, Australian Defence Representative, Australian High Commission, ICI House, 4th Floor, Molesworth Street, WELLINGTON, NZ. Postal address: PO Box 12145, WELLINGTON, NEW ZEALAND.
Pakistan	Captain W H Money, RAN, Services Adviser, Australian High Commission, National Bank Building, ISLAMABAD, WEST PAKISTAN.
Philippines	Lieutenant-Colonel R J Moyle, Services Attache, Australian Embassy, L and 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.
Thailand	Colonel D S Baldwin, Services Attache, Australian Embassy, Anglo-Thai Building, 64 Silom Road, BANGKOK, THAILAND.
Vietnam	Colonel A W F Rofe, Military and Naval Attache, Australian Embassy, Caravelle Building (7th Floor), Place Lam Son, SAIGON, VIETNAM.
United Kingdom	Commodore K D Gray, DFC, RAN, Australian Naval Representative, United Kingdom, Australia House, The Strand, LONDON, WC 2.

ANNEX A—*continued*

United States of America .. .. Commodore B H Loxton, RAN,
Naval Attache,
9th Floor, Paramount Building,
1735 Eye Street, NW,
WASHINGTON, DC 20006.

ANNEX B

Australian Military Advisers Representative (ASMAR)

Group Captain D F Gilson, OBE, DFC,
Australian Military Advisers Representative (ASMAR),
SEATO Headquarters,
BANGKOK, THAILAND.

(22/201/67 DNI)

(*Navy Orders 177/69, 473/69, 686/69, 129/70 and 219/70*)

UNCLASSIFIED

74/71—Commissioning

The following decommissioning has been effected:

HMAS IBIS .. .. 18 December 1970

(1211/251/200 AS (NS))

Section 2

PERSONNEL

UNCLASSIFIED

75/71—Participation of RAN Members in US Rest and Recreation Programme in Australia

1. Members who are posted for service in Vietnam not being service of a diplomatic nature, may elect to spend their rest and recreation leave in Australia under the conditions set out in the following paragraphs:

a. **Transport**

(1) Members shall be provided with transport to their home towns at public expense to enable them, as far as possible, to arrive at their home town on the same day as they arrive in Australia. Where travel interstate or lengthy journeys intra-state are involved civil airline transport is to be used. Other intra-state travel is to be by rail or bus, whichever is more convenient, to the home town of the member.

(2) Local travel including all metropolitan travel for personnel living in cities, or the journey between the rail head or air terminal and a members home in country areas, will be the responsibility of the member.

b. **Travelling Time**

(1) Where, because of the distance of his home from the eastern seaboard of Australia, a member would otherwise be unable to spend at least four nights of his rest and recreation leave at home, he shall have added to that leave sufficient time to allow him to spend a minimum of four nights at his home.

(2) Members who are granted travelling time under (1) and who, as a result are unable to be found a seat in a returning rest and recreation aircraft or an RAAF courier or charter aircraft within a reasonable time after the return to the rest and recreation centre at Sydney or Brisbane may be returned to Vietnam by civil airline. Normally return by civil airline could only be justified in the case of a Lieutenant-Commander, or officer of higher rank, or a sailor whose unit is seriously below strength.

c. **Allowances**

Members on rest and recreation leave in Australia will continue to receive their Vietnam allowance which includes an element for rest and recreation expenditure. No aditional allowances are payable.

2. Navy Order 106/68 is hereby cancelled.

(1381/1/105 HPB)

(*Navy Order 106/68*)

UNCLASSIFIED

76/71—The Peter Mitchell Trust

1. In 1921 a wealthy Victorian grazier, Peter Mitchell, died. His will, after making provision for his wife and other persons, left income from his estate to the Navy and Army of the British Commonwealth of Nations and of the Commonwealth of Australia. The annual income available is now some $5,000 for the British Commonwealth Navies and $3,000 for the Royal Australian Navy.

2. The Naval Board and the Trustees of the Peter Mitchell Trust have agreed that the income available to the Navy shall be used for the prizes described in the Annexes to this order.

3. It is hoped that the first awards under the Peter Mitchell Trust will be made during 1971.

4. Detailed instructions will be issued separately.

ANNEX A

British Commonwealth Navies Competition

1. There will be an annual essay competition open to all members of British Commonwealth Navies of the rank of Commander and below.

2. The subject of each years essay will be selected by the Australian Commonwealth Naval Board and will be related to the Naval defence of Australia; from time to time the subject will involve the importance of 'leadership, physical fitness and qualities mentioned in the will'.

ANNEX A—*continued*

3. The essays will be judged by one or more officers selected by the Australian Commonwealth Naval Board and will when possible include officers of British Commonwealth Navies other than the RAN.

4. Seven prizes will be awarded annually in the following three groups:

Group 1. Open competition (for officers and sailors)—$1,250 and books or instruments to the value of $250.

Group 2. Prizes of $1,000, $500 and $250 for the three best essays submitted by officer (*see* notes).

Group 3. Prizes of $1,000, $500 and $250 for the three best essays submitted by sailors (*see* notes).

Note 1: Prizes in Groups 2 and 3 will be considered after the prize for the open competition has been awarded, and the winner of that prize will not be eligible for a further prize.

Note 2: In the event of enough essays of sufficient merit not being received for either Group 2 or Group 3 prizes, the Australian Commonwealth Naval Board have a discretion to transfer prizes from Group 2 to 3 or vice versa.

5. *Special Conditions:*

a. The authorship of the entries, including country of origin, will be unknown to the judges until the time comes to allocate prizes to the three groups of prize-winners. 'Noms de plumes' or numbers will be used.

b. The essays are to be written in English.

6. The Trustees, in consulation with the Australian Commonwealth Naval Board will have power to alter or terminate the competition.

ANNEX B

Australian Naval Competitions

1. a. There will be two major prizes of $1,000 each to be awarded annually, one for officers and one for sailors.

b. These major prize-winners, to be known as 'The Peter Mitchell Prizemen', will be selected by a committee representative of the Australian Commonwealth Naval Board and the Trustees, from members of the Naval Forces of the Commonwealth on full time duty. The basis of selection will be pre-eminence in:

(1) Academic ability;

(2) Professional attainment;

(3) Sporting proclivities;

(4) Character; and

(5) Leadership.

2. There will be a number of lesser prizes awarded annually:

a. Prize valued at $200 for the most outstanding General List Midshipman on completion of sea training service in each year.

b. Prize valued at $100 for the most outstanding RAN apprentice in each half yearly intake to the RAN Apprentice Training Establishment.

c. Prize valued at $100 for the most outstanding Junior Recruit in each graduating class at the Junior Recruit Training Establishment.

ANNEX B—*continued*

d. Prize valued at $100 for the most outstanding Recruit each half year at Flinders Naval Depot Recruit School as at the end of the Recruit Disciplinary Course.

e. Eight trophies (to the value of $25 each) for the most outstanding WRANS Recruit of each intake at Flinders Naval Depot Recruit School as at the end of Part 1 Training.

f. Prizes valued at $50 for the most outstanding Petty Officer in each Petty Officers Leadership Course (or equivalent).

Note: 'Prizes' in a-d and f above means 'money and/or a trophy'.

3. The Trustees, in consultation with the Australian Commonwealth Naval Board, have power to alter or terminate any of the Australian Naval Competitions.

(38/6/25 DNLS)

UNCLASSIFIED

77/71—Travelling Allowance—Members on Long and Intermediate Term Duty Overseas

Navy Order 582/70 is to be amended as follows:

Table B

Amend Rate of Payment per Day for 'CDRE and above' for Taiwan *to read* '$NT290'.

(252/4/177 HPB)

(*Navy Order 582/70*)

UNCLASSIFIED

78/71—Uniform—Badges—Seacat Aimers

1. A badge has been introduced for wear by sailors qualified as Seacat Aimers and is to be awarded on satisfactory completion of the qualifying course. The badge represents a Seacat missile with the nose pointed upwards to 'ten o'clock'. It is to be worn on the right cuff as for other skill badges.

2. Once awarded the badge will be retained whilst the Aimer retains his Seacat qualification. Such qualification will be subject to review as follows:

a. if an Aimer fails to carry out at least two successful firings within two years of completing initial training;

b. if an Aimer carries out two consecutive unsuccessful firings which are attributed to Aimer error.

3. Captain Trials will be responsible for initiating recommendations concerning the review of an individual Aimers qualifications. The submission should be processed from RANTAU to the Aimers Commanding Officer, then to CST HMAS CERBERUS and finally to the Naval Board for decision. A copy of the RANTAU submission should be forwarded to FOCAF for information and comment or recommendation if required.

4. Qualified Seacat Aimers presently serving and those who qualify in the future are to be given an initial gratuitous issue of 1 No gold, 1 No red and 2 No blue badges.

5. The badges should be demanded from the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney, and supply will be effected as soon as the badges, now on order, become available. Catalogue numbers and descriptions are as follows:

Catalogue No	*Description*
62404	Badge, Seacat Aimer, gold embroidered
63404	Badge, Seacat Aimer, red on blue, embroidered
64404	Badge, Seacat Aimer, blue on white, embroidered

6. ABR 93 Manual of Victualling Stores, Part II, Section 2, Scale 9 (B), will be amended.

(917/54/189 D of V)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

79/71—Ammunition—Fuzes, Tubes and Primers—Fuze Percussion DA No 230—Withdrawal of Lot 5 Filled CY 3/55

1. *Item* .. .. Fuze Percussion DA No 230 Mark 5—Lot 5 Filled CY 3/55.

2. *Action to be Taken* .. a. *By HMA Ships and Shore Training Establishments*
Fuzes, loose and in shell are to be returned to RAN Armament Depot at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.

b. *By RAN Armament Depots*
Care is to be taken at all times when handling these fuzes loose or in shell. All stocks and future receipts of these fuzes in shell are to be defuzed under precautions and the recovered fuze together with any loose fuzes held are to be reported to Navy Office for disposal.

3. *Where Found* .. Fuzes to be withdrawn may be found under the following Store Reference Nos:
Loose Fuzes: 35809211—fuzes with gaine and exploder
35809212—fuze with gaine
35809213—fuze without gaine or exploder
35809218—fuze without gaine or exploder paper wrapped
Fuzes to be withdrawn may also be found in service fitted to:
33753011—Shell 4.5 inch Marker.

4. *Reason for Withdrawal* These fuzes have failed Annual Inspection and are being withdrawn from service and disposed of.

5. *Safety Category* .. BR 862 Article 1705—Category 'dd' dangerous if used.

(729/56/98 DAS)

UNCLASSIFIED

80/71—Chairs, Polypropylene, Nesting/Stacking—Introduction for Use in the RAN

1. The introduction of tubular steel framed nesting/stacking chairs with a one piece polypropylene seat and back has been approved.

2. Chairs will be available in five types for use in the following positions:

Type	*Where Fitted*
Type I—Plain Polypropylene ..	Sailors Dining Areas where individual seating is specified.
Type II—Polypropylene with Armrests (Padded Seat and Padded Armrests)	Cabins (Officers and Senior Sailors). Officers positions in Offices.
Type III—Polypropylene (Padded Seat only)	Senior Sailors Dining Areas. Senior Sailors and Sailors Recreation Areas. Offices other than positions for which Type II is specified.
Type IV—Polypropylene (Upholstered Overall)	Wardroom. Commanding Officers Cabin.
Type V—Polypropylene with Armrests (Upholstered Overall with Padded Armrests)	Wardroom Carvers Position. Class I Cabin Suites. Flag Officers Day Cabin. Class II Cabins.

3. The existing chairs at present in use in the foregoing positions are to be replaced only when unserviceable.

4. Polypropylene chairs for issue to HMA ships, Types I, II and III will be held in stock at Royal Edward Victualling Yard. Chairs of Types IV and V will be ordered from the contractor by the Superintending Victualling Store Officer, on receipt of a demand specifying the colour of the upholstery required. Establishments should arrange supply of polypropylene chairs of appropriate design through the Department of Works.

5. Details of the Defence Stock Numbers allocated and colour range of polypropylene chairs to be supplied are as follows:

Catalogue No	*Nomenclature*
7110-66-038-4404	Chair, Polypropylene, Type I, Red
7110-66-038-4405	Chair, Polypropylene, Type I, Orange
7110-66-038-4406	Chair, Polypropylene, Type I, Olive
7110-66-038-4407	Chair, Polypropylene, Type I, Peacock Blue
7110-66-038-4408	Chair, Polypropylene, Type II, Red
7110-66-038-4409	Chair, Polypropylene, Type II, Orange
7110-66-038-4410	Chair, Polypropylene, Type II, Olive
7110-66-038-4411	Chair, Polypropylene, Type II, Peacock Blue
7110-66-038-4412	Chair, Polypropylene, Type III, Red
7110-66-038-4413	Chair, Polypropylene, Type III, Orange
7110-66-038-4414	Chair, Polypropylene, Type III, Olive
7110-66-038-4415	Chair, Polypropylene, Type III, Peacock Blue
7110-66-038-4416	Chair, Polypropylene, Type IV, colour as required
7110-66-038-4417	Chair, Polypropylene, Type V, colour as required

(512/69/836 D of V)

UNCLASSIFIED

81/71—Firefighting Clothing

1. Attention is drawn to Navy Order 141/68 regarding the burn hazard associated with the wearing of nylon clothing next to the skin.

2. To afford added protection of ships fire parties, stockings, mens, seaboot, short, Catalogue Nos 41950-3, are to be provided. They are to be stowed with other items of firefighting clothing in fire party lockers. The allowances are as detailed in ABR 93, Part I, Appendix 35, for other items provided, ie, five pairs per large and three pairs per small fire party locker.

3. ABR 93, Manual of Victualling Stores, Part I, Appendix 35, and Part II, Section 5, Scales 1 (d) and 3 (c), will be amended.

(177/1/53 D of V)

(*Navy Order 141/68*)

RESTRICTED

82/71—Main Boiler Economisers Uptakes Rain Gutters and Drains—Precautions

1. Investigations into recent economiser failures and wasting of uptakes in the RAN indicates that these are largely attributable to the corrosive action of acidic solutions overflowing periodically from blocked rain catchment gutters in funnel uptakes. In one particular instance a failed economiser tube was subsequently gauged; the upper wall thickness in way of overflow from rain gutters was only 0.036 inch while the lower wall thickness was 0.117 inch. Original thickness of this particular tube was 0.128 inch and the life was reported as six years from the last wear and waste test 18 months prior to failure.

2. More frequent cleaning of rain gutters and drains and use of ultra sonic thickness testing of economiser tubes during wear and waste tests will both reduce the incidence of these costly defects and improve ship availability. Accordingly arrangements are being made for Planned Maintenance Schedules to include an item covering cleaning of rain gutters and drains at least once a month. Alteration and Addition action to improve rain gutters and drains is also being investigated and ships are to report known defects and deficiencies by TM179 at the first available opportunity.

3. The Fleet Boiler Maker is requested to arrange for ultra sonic thickness testing of selected top row economiser tubes to be undertaken at all future Wear and Waste tests. The results of these tests are to be recorded in Wear and Waste Test Reports and the economiser life assessed accordingly.

4. The co-operation of Marine Engineer Officers and all authorities concerned is necessary to achieve a worthwhile improvement in the upkeeping of economisers and funnel uptakes.

(1224/51/455 DFM)

UNCLASSIFIED

83/71—Naval Stores—Introduction of Cloths Wiping in Lieu of Rags Old—Class/Group 0461

1. The following item has been introduced in lieu of Rags Old which are now obsolescent:

Catalogue No	*Description*	*D of Q*	*CL*
0461/461032	Cloth, wiping non-woven ..	SH	C

2. The undermentioned items, currently held by the Superintending Victualling Stores Officer, Pyrmont, NSW, are to become obsolete, but existing stocks should be issued until exhausted:

Catalogue No	*Description*
0330/1450	Rag, cotton, white, no 1 special in 56 lb bags.
0330/808	Rag, cotton, coloured, no 2 special.
0330/808L1	Rag, cotton and linen, in bales of approximately 400 lb.
0330/808L2	Rag, cotton and linen, in bags of approximately 56 lb.

3. Stocks of the non-woven wiping cloth are now available on demand from the Superintending Naval Stores Officer, Garden Island, NSW.

(514/62/250 DNS)

UNCLASSIFIED

84/71—Nomenclature—Standard Terms in the Material Usage, Upkeep and Related Fields For All Ships and Ship Equipment

1. To avoid ambiguity in communication between Naval Authorities and the various Departments concerned with the availability, usage and upkeep of ships, and ship equipment, definitions of the terms most commonly used in these and related fields have been agreed. General adoption of these common definitions will simplify reporting procedures, facilitate contractual negotiations and ensure compatibility between the systems now being introduced to evaluate material availability data.

2. The definitions listed in Groups A and B of Annex A to this order cover the basic terminology. These basic definitions can be:

a. applied with the same meaning to all naval activities or material performance;

b. adapted, when required, to give a narrower specialised meaning to a particular activity by qualification to the basic definition, generally by addition of a prefix, eg, **OPERATIONAL** failure submarine defect, etc.

3. Agreed definitions, qualified as described in Paragraph 2b above, are listed in Groups C to G of Annex A to this order. Proposals for the addition of other definitions, which may need to be promulgated for general use, should be forwarded to:

The Secretary
Department of the Navy
Navy Office
ACT 2600.

for consideration and, where necessary, for incorporation in later issues of this order.

4. Pending their ratification for Joint Service use by the 'Standing Committee on Service Writing' definitions of terms listed in Annex A to this order are to be used by all Naval Authorities when communicating with other Naval Authorities or Departments. Where different definitions are already commonly used by particular authorities, such definitions may continue to be applied within their own activities, but should be qualified as detailed in Paragraph 2b above when used for inter-Departmental communications or when required for common reporting procedures involving other authorities. The meaning attributed to the qualified definition must be made clear and the qualified definition subsequently authenticated by action as described in Paragraph 3 above.

5. Definitions specifically appropriate to aircraft and aircraft maintenance are included in the Annex.

6. Confidential Navy Order 17/68 is hereby cancelled.

7. ACB 0332 (66) will be amended as appropriate in due course.

ANNEX A

Standard Terms in the Usage, Upkeep and Related Fields

Group A—General

Standard Term	*Definition*
Available	An item is available when it is performing a specified function at a specified level of performance or could do so within a specified period of notice.
Availability	The fraction of a specified period or sum of a set of periods of time for which the item is available.
Defect	Any deviation from any relevant specification.
Downtime	Time during which an item is not available.
Failure	The termination of the ability of an item to perform its specified function with a specified level of performance under specified conditions.
In use	An item is 'in use' when it is BOTH available and running.
Maintenance	All work done to ensure or restore a specified material condition or level of performance.
Overhaul	Maintenance directed towards restoring an item to a specified material condition before wear-out occurs.
Recondition	Overhaul with the aim of achieving a specified life expectancy.
Refit	A programmed period during which specified material is maintained or improved.
Reliability	The extent to which an item performs its specified function with a specified level of performance during a specified period of time or number of cycles under specified conditions.
Repair	Maintenance directed towards restoring an item to a specified condition or level of performance after a defect has occurred.

ANNEX A—*continued*

Standard Term	*Definition*
Running	An item is running when it is exceeding a minimum specified level of performance.
System	A set of resources organised to perform a specified function.
Upkeep	All resources required to ensure or restore a specified material condition or level of performance.

Group B—Miscellaneous Qualified Definitions

Confidence Level	The probability that a given statement is true or that the confidence interval contains the true value.
Confidence Limits	The extremes of a confidence interval.
Confidence Interval	A range of values which is calculated from the data to have a given probability (confidence level) of containing the true value.
Corrective Maintenance	Repair.
Fleet Maintenance	Maintenance for which Naval personnel are responsible, ie, Ships Staff, Fleet Maintenance Parties, Maintenance Units, etc.
Maintainability	The ease with which an item can be maintained within a specified period of time using specified procedures. In terms of corrective maintenance this may be expressed as a probability.
Material Condition	Fitness to perform a specified function or to meet a material specification.
Mean Time between Failure (MTBF)	The cumulative times or numbers of cycles for which items of a population of similar items are available or running under specified common conditions and for a specified period in the life of the items, divided by the total number of failures within the population in that period.
Mean Time to Repair (MTTR)	A specified mean of the individual times taken to repair similar items of a population under specified common conditions.
Predicted Reliability	The probability that an item will perform its specified function with a specified level of performance during a specified period of time or number of cycles under specified conditions.
Preventive Maintenance	Maintenance directed towards restricting the incidence of defects, eg, RAN system of Planned Maintenance.
Ship Defect	A material shortcoming which, in the opinion of the appropriate technical authority, requires repair, whether or not an official specification exists.
Dockyard Defect	Any defect beyond the capacity and/or capability of a ships staff, base staff, FMP or FMU.

ANNEX A—*continued*

Standard Term	*Definition*
Uptime	Time during which an item is available.
Usage	The fraction of a specified period or sum of a set of periods of time for which the item is in use.
Group C—Period Definitions	
Cycle	The recurrent period, between the start of one main refit preparation and the start of the next.
Self-maintenance Period (SMP)	A programmed period of maintenance to a ships machinery and equipment by the ships staff. *Note:* Generally, ships are at 24 hours notice for sea during self-maintenance periods. If the ship is at a dockyard, the dockyard may progress approved defects provided such work does not affect the ships notice for sea.
Assisted Maintenance Period (AMP)	As for self-maintenance periods, except that the ships staff will receive assistance. *Note:* Generally ships are at 48 hours notice for sea during assisted maintenance periods.
Intermediate Docking (ID) ..	A docking of a ship between main refits when scheduled dockyard planned maintenance is undertaken.
Mid Cycle Survey	An Intermediate Docking where major surveys of structure and equipment are undertaken.
Leave Period	A programmed period when a ship gives leave. May be combined with a maintenance period.
Maintenance Interval ..	The longest period a ship should be operated without a maintenance period.
Dockyard Refit	A programmed period in Dockyard hands, during which a ship is maintained or improved, ie, Modernisation, Conversion, Extended Refit, Main Refit, Mid-cycle Survey, Intermediate Docking.
Pre-refit Preparation ..	The programmed period allowed for a ships machinery and equipment to be prepared for maintenance, repair or replacement during the forthcoming refit.
Post-refit Trials	The programmed periods allowed for the testing and tuning of a ships machinery and equipment to approved specification subsequent to a refit. These trials include Harbour Acceptance Trials (HATS) and Sea Acceptance Trials (SATS).
Pre-refit Trials	A period prior to the compilation of a refit defect list when ships machinery and equipment is tested to approved specifications.
Ships Qualification Trials (SQT)	Special trials used to prove the material readiness of a ships systems and to provide adequate training for ships staff including vetting of documentation and stores support. Does not apply to submarines.

ANNEX A—*continued*

Standard Term	*Definition*
Long Refit	Dockyard refits referred to as Conversions Extended Refits or Modernisations.
Conversion	Dockyard or Contract work required to prepare a ships to meet a new or modified role. (It may include an element of modernisation.)
Extended Refit	Dockyard or Contract work, subject to Project Directive, which is in excess of the work that could be carried out at a normal refit. It may include an element of modernisation or conversion.
Modernisation	Dockyard or Contract work undertaken to modernise a ship without altering the ships role.
Group D—Dates	
Acceptance Date	The date of initial and formal acceptance of a ship into the RAN.
Completion Date of Dockyard Refit	The yard completion date. The date by which work in a ship is complete, all yard trials including basin and specified harbour trials are complete; all painting, etc, is complete. The ship is ready for sea trials. For submarines *see* ABR 1313.
Date Accepted into Reserve ..	The date on which Commanding Officer Reserve Ships accepts a ship into reserve.
Date Brought Forward from Reserve	The date on which Commanding Officer Reserve Ships transfers administrative control of a ship.
Non-operational Date ..	The date of beginning of preparation for either dockyard refit (ie, de-ammunitioning, tank cleaning, etc) commencing Reserve Preparation or being placed on the disposal list.
Operational Date	The date on which a ship is accepted as ready to start working up (ie, after ammunitioning, storing, and Post-refit Trials).
Start Date of Dockyard Refit	The date on which a ship is taken in hand by the yard.
Terminal Date	The date during a dockyard refit by which refitting and installation work is completed with the exception of certain trials, cleaning and painting work. May be applied to a particular system or equipment.
Group E—Period Limits	
Fleet Time	All days from and including either operational date or date work-up reported completed whichever is the latter through day preceding non-operational date.
Operational Time	All days from and including operational date through day preceding non-operational date.

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ANNEX A—*continued*

Standard Term	*Definition*
Post-refit Trials Time ..	All days from and including completion date through day preceding the subsequent operational date.
Post-commissioning Trials ..	All days from and including acceptance date through day preceding the subsequent operational date.
Pre-refit/Reserve Preparation	All days from and including non-operational date through day preceding start date of subsequent refit or date accepted into reserve.
Refit Time	All days from and including start date through day preceding completion date.
Ship Life	Whole ship life less time in reserve and long refit time (in this context, long refit includes Conversions, Modernisations and Extended Refits).
Whole Ship Life	All days from acceptance date to date placed on the disposal list inclusive. *Note:* For planning purposes this period is normally considered to be 20 years.
Half Life	The stage of a ships life when fighting equipment is updated and major dockyard work is carried out. *Note:* For planning purposes this is taken to be 10 years after acceptance date.
Overall Work-up Time ..	The sum of the periods of all days from and including operational date through day preceding work-up reported completed.
Overall Refit Time ..	The sum of the periods of all days from and including non-operational date through day preceding operational date, ie, this includes Pre-refit Preparation, Dockyard Refit (which includes STW Period) Time and Post-refit Trials.
Net Work-up Time ..	The periods during overall work-up time when a ship is engaged in work-up activities, ie, excluding time spent in long leave, emergency repairs, SMP, AMP or operational duties.

Group F—Ship Times and States

Operationally Available ..	A ship is operationally available when during operational time she has the full use of all her characteristics and can meet her specified capabilities.
Available for Sea	A ship is available for sea when, during operational time, either she is at sea or she can proceed to sea within eight hours, with all essential ship characteristics operable. Her fighting capability may be restricted.
Fleet Down-time	Fleet Down-time is all those days during fleet time when the ship is down, ie, SMP, AMP and unprogrammed ship down-time.

ANNEX A—*continued*

Standard Term	*Definition*
Fleet Up-time	Fleet time minus Fleet Down-time.
In Use at Sea	A ship is in use at sea when she spends a day or part(s) of a day at sea during operational time.
Ship Down-time	Days ship not available for sea during operational time, ie, SMP, AMP unprogrammed ship down-time.
Ship Up-time	Days ship available for sea during operational time.
Unprogrammed Ship Down-time	Days in operational time when the ship is down other than those during AMP or SMP.

Group G—Ship Availabilities

(Normally expressed as a percentage.)

Notes: 1. The term 'specified' as applied to those definitions refers to the ships usage/upkeep plan.

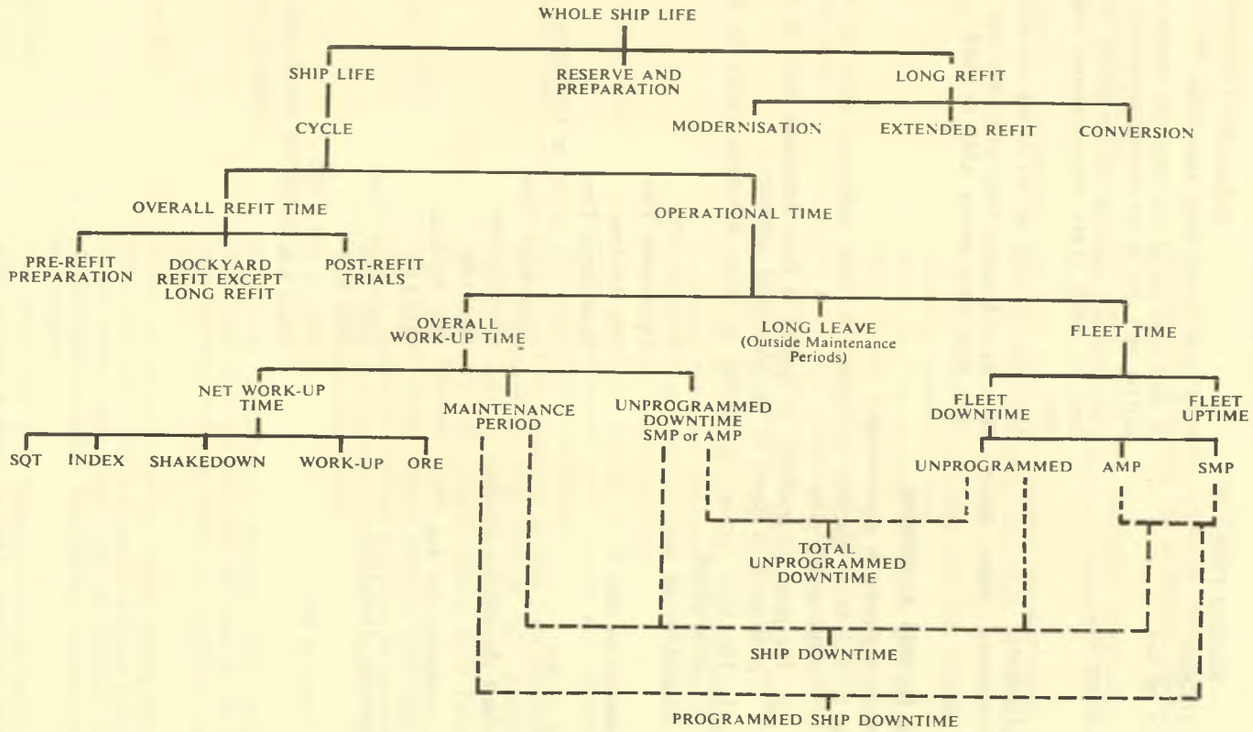
2. The term 'programmed' as applied to these definitions refers to the ships programme as issued by the operational authority.

3. The term 'actual' as applied to these definitions refers to the ships achievement.

Fleet Availability for Sea	$\frac{\text{Fleet Up-time}}{\text{Operational Time}}$
Availability for Sea	$\frac{\text{Ship Up-time}}{\text{Operational Time}}$
Usage at Sea	$\frac{\text{Time ship in use in Operational Time}}{\text{Operational Time}}$
Life Fleet Availability for Sea ..	$\frac{\text{Fleet Up-time}}{\text{Ship Life}}$
Life Availability for Sea	$\frac{\text{Ship Up-time}}{\text{Ship Life}}$
Deployment Availability	$\frac{\text{Operational Time}}{\text{Ship Life}}$
Life Usage at Sea	$\frac{\text{Days in use at Sea}}{\text{Ships Life}}$

ANNEX B

Life, Usages and Upkeep Terms for Ships



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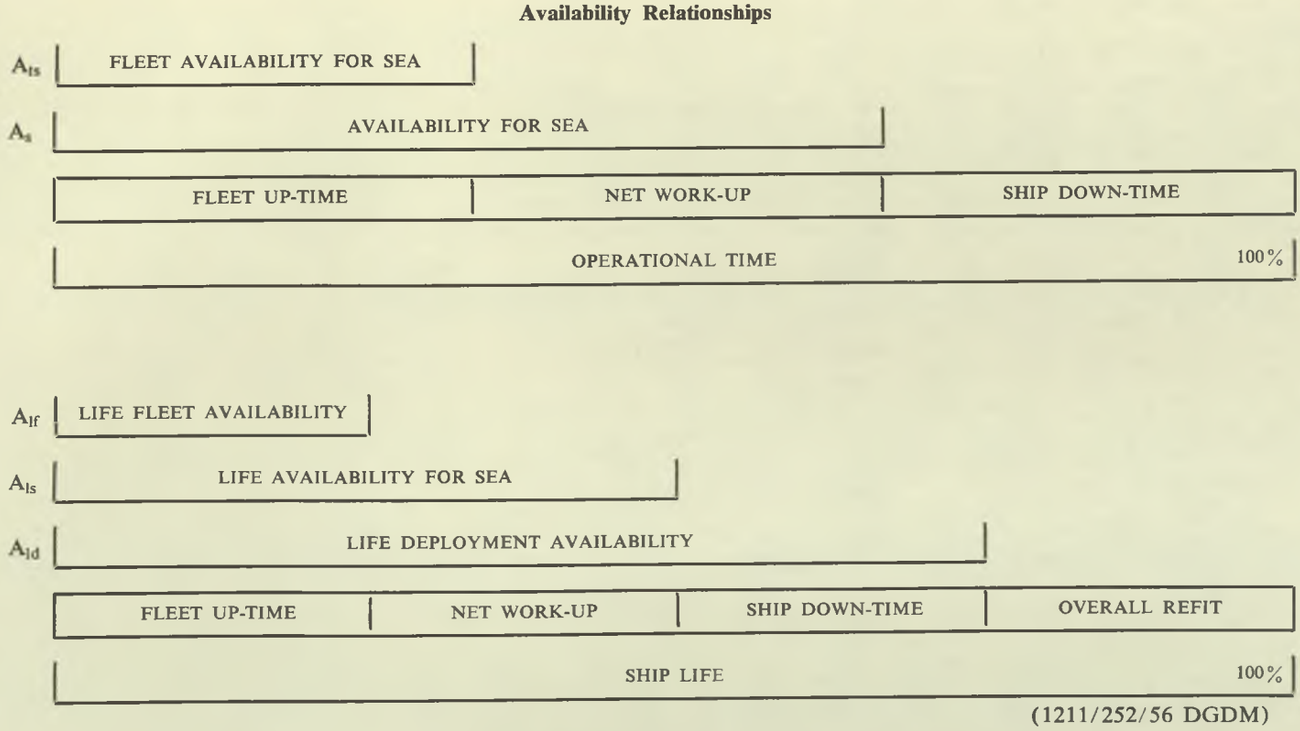
ANNEX C

Availability Relationships



(1211/252/56 DGDM)

(Confidential Navy Order 17/68)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 85/71-90/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 March 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

85/71—Delegations of Authority to Arrange Purchases without Prior Reference to Contract or District Contract Boards (Supply and Development Regulation 35 (1))

1. Current local purchase delegations granted by the Contract Board with the approval of the Minister for Supply are as follows:

Navy Office

Designation	*Delegation* $
Secretary, Department of the Navy (Repair and Refit of HMA Ships)	Unspecified*
Director-General of Dockyard and Maintenance (Repair and Refit of HMA Ships)	20,000*
Directors in Supply Division	1,000
Director Naval Education Services	50
Navy Store Officer, Victualling Branch Position No 14	400
Assistant Navy Store Officer, Victualling Branch Position No 22 ..	200

* Exercisable only in an emergency where repair and refit work is urgently required and the time factor and/or location of the ship in Australia or New Guinea makes it impracticable to use Contract Board facilities.

East Australia Area

Designation	*Delegation* $
a. *Supply Division, Sydney*	
Chief Superintendent of Supply	1,000
Superintending Store Officers	400
Senior Navy Store Officer	400
Navy Store Officers	400
Deputy Navy Store Officers*	300
Assistant Navy Store Officers*	150
Section Leaders*	50

* Actual positions as notified in NOLs 2/4/162 of 1 December 1966, 11 December 1970 and 22 January 1971 to FOCEA.

Designation	*Delegation* $
b. *Other Authorities, East Australia Area*	
Superintendent, Aircraft Maintenance and Repair	400
General Manager HMA Naval Dockyard, Garden Island ..	400
Superintendent, RAN Torpedo Establishment	100
Commanding Officer, HMAS ALBATROSS	50
Commanding Officer, HMAS CRESWELL	50
Commanding Officer, HMAS HARMAN	50

Victoria Area

Designation	*Delegation*
	$
General Manager, HMA Naval Dockyard, Williamstown ..	400
Naval Store Officer, Naval Store Depot, Williamstown	400
Assistant Naval Store Officer, Naval Store Depot, Williamstown (two positions—GS and Supply)	150
Stock Controller (Section Leader) Naval Store Depot, Williamstown	50
Commodore Superintendent of Training, HMAS CERBERUS ..	200
Naval Officer-in-Charge, Victoria	200
Victualling Store Officer, Port Melbourne	50
Officer-in-Charge, RAN Armament and Weapon Equipment Depot, Maribyrnong	50

West Australia Area

Designation	*Delegation*
	$
Naval Officer Commanding, West Australia Area	200
Victualling Liaison Officer, Fremantle	100
Officer-in-Charge, Naval Store Section, Fremantle	100
Officer-in-Charge, RAN Armament and Weapon Equipment Depot, Byford	50

Other Areas

Designation	*Delegation*
	$
Naval Officer-in-Charge, New Guinea	200
Naval Officer Commanding, North Australia Area	200
Naval Officer-in-Charge, Queensland	200
Naval Officer-in-Charge, South Australia	200
Naval Officer-in-Charge, Tasmania	200

2. Instructions to delegates of the Contract Board with respect to arrangements for purchases of supplies and the performance of services are contained in the Department of Supply Local Purchase Handbook. Unless otherwise approved, these instructions are to be strictly observed.

3. The attention of delegates is also drawn to the provisions of Treasury Regulation 51 as amplified by Treasury Directions Sections 31, regarding quotations to be obtained, and other conditions to be observed.

4. Treasury Regulation 53 (Treasury Direction 31/33) requires a summary of the provisions of a contract for supplies, the cost of which exceeds $400, to be published in the Gazette as soon as practicable after the contract is made. Arrangements made with the Department of Supply provide for that Department to undertake gazettal of local purchase order details on behalf of the Navy delegates who held authorities of $1,000 provided:

a. that monthly returns submitted by delegates concerned are lodged by the Fifteenth of the following month; and

b. that orders over $400 in value are included on a separate sheet or sheets and are shown in triplicate.

For this purpose details of orders approved by delegates concerned in Melbourne and Sydney are to be included in monthly returns forwarded to the District Contract Board, Melbourne, and Sydney, respectively.

5. Navy Order 239/68 is hereby cancelled.

(2/4/48 DNA)

(*Navy Order 239/68*)

Section 2

PERSONNEL

UNCLASSIFIED

86/71—Child Allowance—Members Serving Oversea

1. The conditions governing payment of Child Allowance have been amended to provide that the allowance is payable in respect of any dependent child of the member at the post who is an invalid, irrespective of age.

2. The effective date of this variation is 30 December 1970.

3. NPI 105/302 (1)(e) should be noted pending amendment.

(253/40/155 HPB)

UNCLASSIFIED

87/71—Dissemination of Recruiting Information when HMA Ships and Establishments are Open for Inspection

1. When ships or establishments are open for public inspection, one of the chief benefits to the Service is the attraction of recruits. Experience during the past has proved the value of providing a 'Naval Careers Information Office' in a conspicuous position.

2. Provided personnel support and space are available when establishments hold open days or ships are open for inspection in Australian ports, a suitable office or space in a conspicuous position should be designated as 'Naval Careers Information Office'. It should be manned by a well-indoctrinated officer and senior sailors whose functions will be:

a. to answer questions;

b. to hand out pamphlets and application forms to those interested;

c. to forward any completed forms to the nearest Naval Recruiting Officer;

d. to forward any queries they are unable to answer to the nearest Naval Recruiting Officer for direct reply to the inquirer.

3. Packs containing the latest recruiting brochures and information have been forwarded to all ships and establishments and the Director of Naval Recruiting is responsible for keeping these packs up-to-date.

4. Demands for supplies of recruiting literature should be made direct to the nearest Naval Recruiting Officer (Brisbane, Townsville, Sydney, Melbourne, Adelaide or Perth) giving as much notice as possible.

5. Depending on the commitments of the Naval Display Team it may be possible to supply a supporting static display and requests should be forwarded direct to the Director of Naval Recruiting.

6. Navy Order 17/68 is hereby cancelled.

(307/3/51 DNR)

(*Navy Order 17/68*)

UNCLASSIFIED

88/71—Private Debts

1. Should it be brought to the attention of the Naval Board that a member is irresponsible or dishonest in his attitude towards the settlement of his private debts, or is not meeting a Court Order for settlement of a private debt, thus bringing discredit on the Service, the member will be formally warned that, unless he takes positive steps to clear the debt, the Naval Board will consider whether the service of the member should be terminated.

2. RI Article 1933 (2) will be amended.

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

(271/201/2 HPB)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

89/71—Ammunition—DA Heads N1—Lot 6—Filled SWN 3/55; Lot 23—Filled CY 5-54 and Lot 29—Filled CY 7-54—Withdrawn from Service

(*DCI (RN) 131/71*)

1. *Item* .. .. DA Heads N1—Lot 6—Filled SWN 3/55—Maker BSA; Lot 23—Filled CY 5-54—Maker RML; and Lot 29—Filled CY 7-54—Maker RML.

2. *Action to be Taken* .. a. *By HMA Ships and Shore Training Establishments.* Fuzes, loose and in shell, fitted with DA Heads N1 of the above lot numbers are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.

2. *Action to be Taken*—continued

b. *By RAN Armament Depots.* Care is to be taken at all times when handling the fuzes loose or in shell. All stocks and future receipts of the fuzes in shell fitted with DA Heads N1 of the above lot numbers are to be defuzed under precautions and the recovered fuze together with any loose fuzes held fitted with these heads are to be reported to Navy Office for disposal.

3. *Where Found* .. Heads to be withdrawn are known to be fitted to Fuzes Time and DAN3 Mark 1 Star and 2 of Lot 82A—Filled CY 12/56; Lot 181A—Filled 10/56; and Lot 184A—Filled 11/56. They may be found in service under the following Store Reference Nos:

Loose Fuzes:

35808315 fuze with exploders in cyls.
35808316 fuze without exploders in cyls.
35808317 fuze without exploders in cyls paper wrapped.

Fuzes in Shell HE

33739911.
33739912.

4. *Reason for Withdrawal* These heads have failed Annual Inspection and are being withdrawn from service and disposed of.

5. *Safety Category* .. BR 862 Article 1705, Category 'dd' Dangerous if used.

(729/56/99 DAS)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

90/71—Stores—ABR 5074 RAN Catalogue of Stores—Introduction of Change Bulletins and Cumulative Supplements

Navy Order 176/70 is to be amended as follows:

Paragraph 3:

lines 1 and 2:

delete 'within each calendar year',

(465/52/1292 DSUS)

(*Navy Order 176/70*)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 91/71-95-/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
9 March 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

91/71—Hire or Loan of Stores from External Authorities

1. A recent examination at a number of locations revealed that correct recording procedures for stores on hire or loan from external authorities were not being followed.

2. Normally the hiring or loan of stores is arranged as an alternative to purchase and the decision to hire or borrow rather than buy is to be taken having regard to the period the stores are required and the savings to the Commonwealth which would accrue.

3. The following procedure (Treasury Direction 32/23 refers) is to be followed for the hiring or borrowing of stores, by the Commonwealth, other than from another Commonwealth department:

a. approval of competent authority is to be obtained for the transaction;

b. a clear statement is to be obtained in writing of the conditions attaching to the hire or loan including whether or not the Commonwealth accepts the insurance risk;

c. an agreed valuation to be placed on the stores;

d. acknowledgment to be made of receipt and return of the stores;

e. a register of the transactions maintained which shows:

(1) date hired or borrowed;

(2) name of owner;

(3) full description of the stores;

(4) hiring charges;

(5) due date of termination of hire or return of the stores;

(6) date returned.

4. The hiring or borrowing of stores, as for other proposals involving expenditure of public money, is subject to the provisions of Treasury Regulations and Directions covering availability of funds, approval of the Minister or his delegate to incur the expenditure and the placing of orders. The competent authority to approve transactions involving hire or loan is determined by the total amount of the hiring charge for the known or estimated period of hire or loan plus any associated additional expenses, eg, transportation costs.

5. In arranging contracts for hire or loan a requirement is that the Commonwealth should, to the greatest extent possible, act as its own insurer and avoid the expense of insurance premiums in the loan or hire charges. In accepting insurable risks on behalf of the Commonwealth, it is necessary (Treasury Direction 7/2 refers) to ensure that:

a. there is a saving to the Commonwealth by accepting the risks and avoiding the cost of premiums which would otherwise be payable directly or indirectly from Commonwealth funds;

b. the property is under effective Commonwealth control and all safeguards are exercised against occurrences of risks for which the Commonwealth is acting as insurer;

c. there is a clear line of demarcation between property for which the Commonwealth accepts the risks and property for which it does not, ie, should a loss occur, there would be no doubt about the identification of the property after the loss as having been property on which the Commonwealth had specifically accepted insurable risks;

d. the Commonwealth is not placed in the position of relieving the contractors insurers of claims through destroyed property owned by the contractor being represented as Commonwealth property.

6. Registers are to be maintained as follows:

a. Stores on hire or loan direct to ships and commissioned establishments are to be recorded in the Store Ledger of the ship or establishment concerned, suitably annotated to show the information required at 3 e above which is not included in the existing heading data in the ledgers. Follow-up procedures are to be observed to ensure return of items on the due date.

b. For stores on hire or loan direct to establishments (including Supply Depots) other than commissioned establishments the register is to be maintained at the depot or establishment concerned and follow-up procedures observed.

c. When an item on hire or loan is received initially at a Supply Depot for subsequent dispatch to a ship or establishment, the transaction is to be recorded in the Supply Depot register, the depot being responsible for follow-up to ensure that the items are returned on the due date.

7. The foregoing will be incorporated in ABR 5018.

(206/1/103 DSUA)

Section 2

PERSONNEL

UNCLASSIFIED

92/71—Commonwealth Government Clothing Factory—Change of Address

The new address of the Commonwealth Government Clothing Factory is 14 Gaffney Street, Coburg, Victoria. The postal address is PO Box 175, Coburg, telephone number 350-1211 and telegraphic address 'DECLOFA'.

(930/52/42 D of V)

UNCLASSIFIED

93/71—Gratuities Payable Under The Provisions of The DFRB Act to Officers, other than Medical and Dental Officers, Serving Under Short Service Commissions

1. Despite the recent personal issue of the DFRB Booklet concerning benefits payable under the provisions of the DFRB Act, it is quite apparent that some officers serving under Short Service Commissions are still not aware of their entitlement to benefits on completion of their service.

2. The following information is promulgated for the information of those officers concerned. The DFRB Act provides that a Short Service Commission officer, other than a medical or dental officer, who is not entitled to an invalidity benefit or retirement pension, is entitled to a gratuity in addition to a refund of all contributions made to the Fund when he:

a. retires on or after attaining retiring age for rank; or

b. retires on completion of the Short Service Commission or an extension of that commission; or

c. is retired with the approval of the Service Board; or

d. is retrenched; or

e. is retired for other than disciplinary reasons,

provided the officer has completed at least one years service for gratuity.

3. The amount of gratuity payable is calculated at the rate of $100 if the officer is a male, or $50 if the officer is a female, for each completed year of service for pension.

(263/1/232 HPB)

UNCLASSIFIED

94/71—The Royal Australian Fleet Reserve (Short Title—RAFR)

1. It is the policy of the Naval Board to maintain adequate Citizen Naval Forces so that trained personnel are available in a time of war or time of defence emergency to man additional ships and other naval activities which would be required. This order contains a summary of the conditions of service and instructions for enlistment in the RAFR insofar as they apply to RAN sailors. Inquiries for further particulars should be addressed to the Director of Naval Reserves and Cadets, Navy Office, Canberra, ACT 2600.

Constitution and Composition

2. The RAFR is a component of the CMF. In a time of war or time of defence emergency, the Governor-General may, by proclamation, call out the Citizen Forces, or any part of those Forces, for continuous full-time service. Members are not liable for service at other times unless they volunteer. (*See* Paragraph 10).

3. A person is not eligible to enlist in the RAFR unless:

a. he has served in the PNF of a Commonwealth country for not less than three years;

b. immediately before discharge, he held a rank not lower than Able Seaman;

c. he is medically fit; and

d. he has a satisfactory service record.

4. Sailors who do not re-engage on completion of their PNF engagement are encouraged to enlist in the RAFR. Sailors whose qualifications are out of date are not normally enlisted or re-enlisted in this Force. The DFRB Act provides that if a sailor entitled to a pension on retirement or a gratuity on discharge, is requested to join the RAFR and does not agree to do so, he is entitled to so much only of the pension or gratuity as exceeds $400.

5. The conditions of service in the RAFR are to be explained to all eligible sailors and Form PR102 (Form of enlistment in the RAFR) completed in all sections as part of the normal discharge routine.

6. The completed form is to be forwarded to the Director of Naval Reserves and Cadets who will inform members of their enlistment, which will normally be effected to date the day following a members discharge from the PNF.

Period of Enlistment

7. The period of enlistment in the RAFR will be:

a. in the case of a person who has not reached the retiring age for the part of the Naval Forces to which he belongs—five years; and

b. in the case of a person who has reached the retiring age for the part of the Naval Forces to which he belongs—the period necessary for him to reach retiring age in the RAFR.

RAFR Retiring Ages

8. The age for compulsory retirement of a member of the RAFR is:

a. in the case of a member serving in the Naval Dockyard Police Branch—Sixty years; or

b. in any other case—Fifty-five years.

Re-enlistment

9. Selected members may be re-engaged for successive periods of five years up to retiring age. ABR 10 provides that ex-members of the Naval Forces applying for re-entry to the PNF will normally be entered in the Ordinary rank if they have been absent from continuous full-time service in excess of five years. However, members of the RAFR, in the event of being required for continuous full-time service, are called up and will initially serve in their RAFR rank. Subsequent promotion will be subject to the rules existing at the time. Until further notice, only Leading rank sailors and above will be re-enlisted in the RAFR.

Voluntary Training and Service

10. The Naval Defence Act provides that a member of the CNF may, at any time, voluntarily undertake to carry out continuous full-time service for a period specified by him and if the application is accepted he is bound to serve for the agreed period.

11. Sailors completing their time in the PNF who wish to continue to render full-time service but who do not wish to re-engage in the PNF, may volunteer to enlist in the RAFR and to render full-time service in a PNF vacancy. Application should be made to the Captain in the normal Service manner and forwarded to Navy Office for decision. Applications from members already discharged are to be made to the Director of Naval Reserves and Cadets. The conditions of service during voluntary continuous service are set out in current Navy Orders.

12. This order will be reprinted for posting on Notice Boards.

(465/1/1170 DNRC)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

95/71—Ammunition—Fuzes Percussion No 230 Mark 5—Lots 181, 182, 174 and 176 Withdrawn from Service

1. *Authorities Concerned* HMA Ships, Shore Training Establishments and RAN Armament Depots.

2. *Items Concerned* .. Fuze Percussion DA No 230 Mark 5.
Lot 181 Filled CY 4/55
Lot 182 Filled CY 4/55
Lot 174 Filled CY 5/55
Lot 176 Filled CY 4/55.

3. *Information* .. These fuzes have failed Annual Inspection. They are being withdrawn from service and disposed of.

4. *Action to be Taken* ..

a. BY HMA Ships and Shore Training Establishments—Fuzes, loose and in shell, are to be returned, to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.

b. By RAN Armament Depots—Care is to be taken at all times when handling these fuzes loose or in shell. All stocks and future receipts of these fuzes in shell, are to be defuzed under precautions and the recovered fuze together with any loose fuzes held are to be reported to Navy Office for disposal.

5. *Where Found* .. Fuzes to be withdrawn may be found in service under any of the following Catalogue Reference Numbers:

Loose:

35809211—fuzes with gaine and exploder
35809212—fuze with gaine
35809213—fuze without gaine or exploder
35809218—fuze without gaine or exploder paper wrapped.

Fuzes to be withdrawn may also be found in service fitted to:

33737311—Shell 4.5-inch HE
33737312—Shell 4.5-inch HE
33753011—Shell 4.5-inch Marker.

6. *Safety Category* .. BR 862 Article 1705, Category 'dd'. Dangerous if used.

(729/56/100 DAS)

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 96/71-100/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 March 1971.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

96/71—Organisation of the Office of the Second Naval Member and Chief of Naval Personnel

1. With effect from 1 March 1971, Navy Order 418/70 is amended as follows:

Paragraph 13 a. (1)

a. *Delete* Director of Naval Reserves and Naval Dockyard Police,
Insert Director of Naval Reserves and Cadets;

b. *Insert* new Sub-paragraph (7),
Superintendent, Naval Dockyard Police;

c. *Delete* existing Paragraph 14 (DRNP),
Insert following new Paragraph 14:

Director of Naval Reserves and Cadets (Short Title: DNRC).

The Director of Naval Reserves and Cadets is the central administrative authority for all Reserve and Cadet matters and, in conjunction with HPB, exercises budgetary control of expenditure on pay, allowances, travel and training of Naval Emergency Reserve, Citizen and Cadet Forces. He is responsible to the Director-General of Manpower for:

(1) the administration of all Naval Emergency Reserve and Citizen Forces and the training and administration of ASCC and Naval Reserve Cadets Forces in consultation with other Directors who have Reserve responsibilities;

(2) the annual inspection of all Naval Reserve training establishments and selected ASCC and Naval Reserve Cadet Units;

(3) preparation for the mobilisation of the Reserve and Citizen Naval Forces;

(4) approvals for the Award of Reserve and CNF Long Service Medals and Decorations;

(5) approvals for routine promotions of CNF Officers;

(6) approvals for transfers of CNF Officers between Reserve Lists;

(7) approvals for resignations and retirements of CNF Officers;

(8) DNRC is Project Director for HMAS LONSDALE, HMAS HUON and HMAS ENCOUNTER;

(9) Committee Representation:

(a) Mobilisation Committee (Member);

(b) Interview Boards (Alternate Chairman).

Paragraph 15 d.

d. *Delete* DRNP,
Insert DNRC;

Paragraph 25 a.

e. *Delete* DRNP,
Insert DNRC.

Annex B, Organisation Chart

f. *Delete* DRNP,
Insert DNRC.

(2/4/238 DRNP)

(*Navy Order 418/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

97/71—Communications and Radio—Use of High Tension Isolating and Earthing Switches when Carrying out Adjustments to High Power Transmitters

1. The Naval Board are concerned that personnel engaged upon the adjustment and maintenance of high powered shore station transmitters are not always making full use of the safety precautions provided. A fatal accident in the RN was attributable to failure to make use of such facilities.

2. Although personnel concerned should take all normal precautions to avoid shock from the primary supply voltage and the various derived voltages available from the transmitter circuits, it should be clearly realized that the greatest danger to life is from the Main HT Supply and RF voltages derived therefrom. All large shore station transmitters are fitted with manually operated HT isolating and/or earthing switches intended to render the transmitter safe should the automatic interlock safety circuits become defective.

3. Commanding Officers and Officers in Charge of shore wireless stations are to issue the necessary orders to ensure that HT isolating switches, safety switches and earthing switches have operated to the 'safe' position before removal of protection panels, opening of cage doors, etc. Where this procedure is not practicable, eg, retuning of CX2 transmitters, orders are to be issued which clearly describe the routines necessary to ensure that accessible components have been rendered safe.

4. Before carrying out work or adjustment inside the transmitter the main HT line is to be shorted to earth and is to remain shorted whilst such work is being carried out; this may be accomplished by hanging the Earthing Set 0559-199139 on a convenient point on the HT line. The earthing sets, which are to be provided at each transmitter, are to be inspected frequently, to ensure that the metal hook is provided with an efficient path to earth.

5. The allowance of earthing sets is shown in Annex A. Station staffs are to connect the requisite length of flexible cable 0561-180645 to each rod, the cable should be of sufficient length to ensure that all transmitter components can be conveniently reached. The remote cable end should be permanently and securely fastened to an efficient earth point on or adjacent to the transmitter framework, it is essential that this point is at earth potential and that the connection is secure and electrically efficient.

6. Rubber gloves are to be supplied and are to be kept in the transmitter room. They must always be worn by personnel when handling aerials or feeder lines in the transmitter room or elsewhere in the vicinity of other transmitter aerials or feeders which are energised. Although a transmitter may be switched off, or an aerial feeder disconnected, transmissions from other sets may induce large radio frequency currents in the disconnected feeder wires.

7. Routine precautions and safety drill applicable to each set are laid down in the appropriate handbooks, but the attention of all personnel working on high-powered transmitters and their associated feeders and aerials, is drawn to this order.

8. Navy Order 737/68 is hereby cancelled.

ANNEX A

Station or Establishment	*Allowance*
Naval Communications Stations, Canberra	45
Naval Communication Station, Darwin	20
HMAS ALBATROSS	7
HMAS TARANGAU	5
HMAS CERBERUS	1

(400/2/532 DFM)

(*Navy Order 737/68*)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

98/71—Fire Prevention and Control—Establishments

1. Attention is drawn to the instructions regarding fire prevention and control in establishments contained in RI (ABR 5016), Article 5605, and other publications referred to therein; in particular it is desired to stress the importance of reviewing regularly the organisation and equipment, including water supply, means of escape, etc, necessary to deal adequately with fire and explosions should they occur, and the steps required to prevent their occurrence.

2. Fire drills are to be conducted at frequent intervals and instruction given in the use of all fire-fighting appliances. These activities when practicable should be carried out in liaison with the local civil fire authority.

3. Fire drills and instruction should emphasise, among other things, the conditions necessary for the effective use of fire-hose when connected to internal hydrants. In this regard it is essential that the hose should be laid out and handled in such a way as to provide for the unimpeded flow of water through its length, otherwise the hose may kink and this could cause it to burst. The opening of the hydrant-valve should also be carried out with due caution, and the hose adequately manned, to prevent the 'threshing' that can occur, with consequent damage to persons and property, when a hose is suddenly charged with high-pressure water.

4. Every effort should be made to inculcate in all personnel a 'fire-consciousness' and an awareness of the need to take all possible precautions at all times to prevent outbreaks of fire.

5. Navy Order 30/68 is hereby cancelled.

(1446/1/27 DNW)

(*Navy Order 30/68*)

UNCLASSIFIED

99/71—Fire Precautions—Fixed Infra-red Heaters

1. It has been noted that during the warmer weather when wall mounted infra-red heaters are not in use, there is a tendency for filing cabinets and other pieces of furniture to be placed directly beneath these heaters.

2. Furthermore the top surfaces of such filing cabinets, etc, are utilised to accommodate stationery materials, drawings and other combustible materials.

3. Should such heaters be switched on, accidentally or otherwise, the presence of the combustibles would present a serious fire hazard. Accordingly, no furniture or similar objects are to be so placed as to present a surface area that would be within 3 feet of any direction of the immediate front of the element of an infra-red heater.

4. Attention is also drawn to the close proximity of some curtain drapes to installed infra-red heaters, and account should be taken of the pivotal movement possible with some heaters, and also the movement of curtain drapes by the breeze when windows are open, since either of these circumstances can create a serious hazard.

5. Navy Order 155/68 is hereby cancelled.

(1446/1/27 DNW)

UNCLASSIFIED

100/71—Fire Precautions—Establishments

1. An outbreak of fire at a Naval establishment involved the pillow and mattress in a sleeping cabin. The cause of the fire can be safely attributed to a lighted cigarette igniting the bedding when the occupant fell asleep. The occupant was awakened by a person returning to quarters who discovered the room to be filled with smoke. There have been two other similar incidents during recent months.

2. This order is repromulgated to emphasise the risks of persons being asphyxiated, without sustaining any injury by burns due to smoking in bed.

3. Although thermal alarms are installed in many accommodation areas, the irrespirable atmosphere created by smouldering bedding will not necessarily operate the alarm system before a fatality has occurred.

4. Navy Order 75/68 is hereby cancelled.

(1446/1/27 DNW)

(*Navy Order 75/68*)

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HISTORIAN

ANOs 101/71-113/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30 March 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

101/71—Commissioning

The following commissioning has been effected:

HMAS SNIPE—8 February 1971.

(1211/251/200 AS (NS))

RESTRICTED

102/71—Ikara Security Classifications

The following additional Annex to Navy Order 2/71 gives the details of the security classifications for Ikara calibration equipment.

ANNEX D

Ikara Calibration Equipment

a. Instrumented Fin Guidance Unit (modified M3 SVU)	SECRET
b. Supply and Monitor Unit (SM 4) ..	.. CONFIDENTIAL
c. Meter Unit	.. CONFIDENTIAL
d. ANAX Pen Recorder (Model BR2-55)	.. UNCLASSIFIED
e. Ground Support Equipment (GSE)	.. CONFIDENTIAL

(1617/1/120 DNI)

(*Navy Order 2/71*)

Section 2

PERSONNEL

UNCLASSIFIED

103/71—Detention—Naval Review Board

1. The Naval Board have approved the establishment of a Naval Review Board which is to interview and report upon all Naval offenders at 1 MCE Holsworthy during the final 10 days of an offender's sentence.

2. These reports are to be forwarded through FOCEA to the Naval Board and be aimed at ensuring that the sailor's future disposal and employment is in the best interests of both himself and the Service.

3. It is expected that the recommendations of the Review Board will fall into five main categories namely:

a. discharge Services No Longer Required due to high probability of recidivism;
b. transfer of branch;
c. special posting;
d. special report on conduct required at a specified period after release; or
e. considered full rehabilitated.

4. All offenders on release from detention are to be dispatched to HMAS PENGUIN to await Naval Boards decision on their future disposal consequent upon receipt of the Review Boards report.

5. The constitution of the Naval Review Board is:

Chairman—a Commander from FOCEAs staff.

Members —the Commandant 1 MCE Holsworthy
a Naval Psychologist
a Naval Social Worker.

(321/1/50 DNLS)

UNCLASSIFIED

104/71—Drunkenness—Danger of Death Following Drunkenness—Precautions to be taken

1. A tragedy recently occurred in another Navy in which a sailor known to be suffering from the effects of drunkenness, collapsed and died from a head injury of unsuspected severity.

2. The danger of a state of drunkenness masking the effect of a head injury is very real and must be constantly borne in mind by all those dealing with such cases, whether or not they happen to be medically trained.

See ANO 214/71

3. All cases of suspected drunkenness must be seen by the Senior Medical Branch sailor on duty who is to inquire into the circumstances and examine the man, looking particularly for any evidence of head injury. Every case complicated either by unconsciousness, or by a history or evidence of a head injury, must be kept under close observation and seen as soon as possible by a Medical Officer.

4. All Medical Officers of ships and establishments are to ensure that their staffs are fully aware of the dangers of this condition and the need for vigilance in its treatment. Inspecting Officers should satisfy themselves that adequate instructions exist on this point.

(327/53/217 MDG)

UNCLASSIFIED

105/71—Engineer Officers—Membership of Professional Institutions

1. The following order discusses the desirability of the affiliation of officers of the Engineering Branch with professional institutions of accepted standard.

2. It is appreciated that for many reasons Engineer Officers are unable to participate in the activities of such institutions to the same extent as their civilian counterparts. Security aspects alone preclude discussion of much of the day-to-day work

of engineers to the extent and detail usually required for professional paper and discussion group presentations.

3. Most professional institutions recognise and accept that officers of the Armed Forces are placed at a disadvantage by comparison with other members and allowances are made for this, when in due course service members become eligible for high office and greater responsibility in institution affairs.

4. Engineer Officers holding higher appointments in their specialist fields can obtain value to themselves, and to the Service, by even limited participation in professional discussions outside the Service and by the personal contacts which these bring.

5. There are a number of accepted professional engineering institutions active in Australia of which the Institution of Engineers, Australia, is probably the best known and most representative of the various branches of engineering with which the Service is concerned. The various institutions have similar grades of membership catering for students, graduates and experienced engineers and similar methods of qualifying. The Institution of Engineers, Australia, may be used as an example.

6. The Institute of Engineers, Australia, admits to corporate membership from among those qualified by suitable periods of training. The Institution no longer uses its own examination as a means of qualifying for membership and it is anticipated that from 1971, Institution examinations will only be used for testing applicants for membership who possess a substantial degree from an overseas university or other teaching establishment about which the Institution has inadequate knowledge. Certain academic qualifications are accepted by the Institution as 'Qualifications Satisfying the Examination Requirements of the Institution', and these are listed in Annex A to this order. The standing of Diplomas and CNAA Degrees gained by Engineer Officers at Royal Naval Engineering College, Manadon, is being pursued.

7. All applications for exemption must be made by the officers concerned direct to the Institution with which they propose to affiliate. A comprehensive statement of their training may be obtained by application through the usual service channels.

8. Candidates who wish to undertake courses of study leading to 'Qualifications Satisfying the Examination Requirements of the Institution' are reminded that the Services Vocational and Education Training Scheme (SVETS) exists to provide facilities whereby officers and men of the Services undertake study in their own time, and that provision is made for a refund of between 75 per cent and 100 per cent of fees paid subject to satisfactory progress. Navy Order 309/70 is relevant.

9. The Naval Board wishes to emphasise the desirability of Engineer Officers taking steps to join the Institution of Engineers, Australia, before retirement from the Service so as to enjoy full professional status in the civil field. The 'Qualifications for Membership' in the various grades within the Institution of Engineers, Australia, are shown in Annex B to this order.

10. It is also desirable that officers who obtain corporate membership in the various professional institutions report their grades to Navy Office in the normal manner, for ultimate inclusion in the Navy List. This will assist officers who are seeking sponsorship for election to membership or transfer in grade, and need the support of Engineer Officers to whom they are personally known.

ANNEX A

AUSTRALIAN CAPITAL TERRITORY

ROYAL MILITARY COLLEGE, DUNTROON

Lower Level Courses in:
(to be reviewed in 1973)

Civil Engineering
Electrical Engineering
Mechanical Engineering

NEW SOUTH WALES

THE UNIVERSITY OF SYDNEY

B.E. in:

Aeronautical Engineering
Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering
Mining Engineering

Courses no longer current:

B.E. in:

Mechanical and Electrical Engineering (superseded 1956 by separate courses)
Mining and Metallurgy (last awarded 1950)
Engineering Technology (last awarded 1949)

B.Sc. in:

Chemical Engineering

THE UNIVERSITY OF NEWCASTLE

(Prior to 1965 this was a University College of the University of New South Wales)

B.E. in:

Chemical Engineering
Civil Engineering
Electrical Engineering (to be reviewed in 1971)
Mechanical Engineering

B.Sc. Eng. in:
(name of qualification changed 1967 from B.Sc.(Tech.))

Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering

ANNEX A—*continued*

NEW SOUTH WALES—*continued*

Courses no longer current:

B.Sc. (Tech.) in:

Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering

THE UNIVERSITY OF NEW SOUTH WALES

(Name changed 1958 from the New South Wales University of Technology)

B.E. in:

Chemical Engineering
Civil Enginering
Electrical Engineering
Fuel Engineering
Industrial Engineering
Mechanical Engineering
Mining Engineering

B.Sc. (Tech.) in:
(part-time courses introduced 1961, superseding Associateship courses of the Sydney Technical College)

Chemical Engineering
Fuel Engineering
Mining Engineering (course at Broken Hill Division only)

B.Sc. (Eng.) in:
(name of qualification changed 1970 from B.Sc.(Tech.))

Aeronautical Engineering
Civil Engineering
Electrical Engineering
Industrial Engineering
Mechanical Engineering
Naval Architecture

Courses no longer current:

B.Sc. in:

Chemical Engineering

B.Sc. (Tech.) in:

Aeronautical Engineering
Civil Engineering
Electrical Engineering
Industrial Engineering
Mechanical Engineering
Naval Architecture

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ANNEX A—*continued*

NEW SOUTH WALES—*continued*

THE NEW SOUTH WALES INSTITUTE OF TECHNOLOGY

Diploma in:
(to be reviewed in 1972)

Civil Engineering
Electrical Engineering
Electronic Engineering
Mechanical Engineering
Production Engineering
Structural Engineering

SYDNEY TECHNICAL COLLEGE

Associateship in:
(last awarded 1966)

Aeronautical Engineering
Chemical Engineering
Civil Engineering
Electrical Engineering
Local Government Engineering (discontinued 1947)
Mechanical Engineering
Metalliferous Mining Engineering
Naval Architecture
Radio Engineering

(Courses conducted prior to 1952 by Sydney Technical College and its branches. From 1952 to 1960 these courses were conducted by NSW University of Technology, but with Associateships awarded by Sydney Technical College. Associateship courses superseded in 1961 by B.Sc.(Tech.) courses of the University of NSW.)

QUEENSLAND

JAMES COOK UNIVERSITY OF NORTH QUEENSLAND

(Prior to 1970 this was a University College of the University of Queensland)

B.E. in:
(to be reviewed in 1972)

Civil Engineering

THE UNIVERSITY OF QUEENSLAND

B.E. in:

Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering
Metallurgical Engineering
Mining Engineering

Courses no longer current:

B.E. in:

Mechanical and Electrical Engineering (superseded 1948 by separate courses)

ANNEX A—*continued*

QUEENSLAND—*continued*

B.Sc (Applied Science) in:

Industrial Chemistry

B.Sc. in:

Engineering (War-time course)

CENTRAL TECHNICAL COLLEGE, BRISBANE

Associate Diploma in:
(1960 or 1965 syllabus)

Civil Engineering
Electrical Engineering
Mechanical Engineering

(Seven year courses with award of Associate Diploma supersede the 1954 syllabuses for Diploma in Civil Engineering (six years) and Mechanical and Electrical Engineering (five years). Diplomas issued following the 1954 and earlier syllabuses do not satisfy. Associate Diploma, if awarded following a correspondence course does not satisfy.)

QUEENSLAND INSTITUTE OF TECHNOLOGY, BRISBANE

(Established 1965 to take over professional level diploma courses from Central Technical College)

Fellowship in:
1965 syllabus (full-time course)
(to be reviewed in 1971)

Civil Engineering
Electrical Engineering
Mechanical Engineering

Associateship in:
1965 syllabus (part-time course)
(to be reviewed in 1971)

Civil Engineering
Electrical Engineering
Mechanical Engineering

QUEENSLAND INSTITUTE OF TECHNOLOGY, CAPRICORNIA

Fellowship in:
(to be reviewed in 1972)

Electrical Engineering
Mechanical Engineering

Associateship in:
(to be reviewed in 1972)

Electrical Engineering
Mechanical Engineering

ANNEX A—*continued*

QUEENSLAND—*continued*

QUEENSLAND INSTITUTE OF TECHNOLOGY, DARLING DOWNS

Fellowship in:
(to be reviewed in 1972)

Agricultural Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering

Associateship in:
(to be reviewed in 1972)

Civil Engineering
Electrical Engineering
Mechanical Engineering

SOUTH AUSTRALIA

THE UNIVERSITY OF ADELAIDE

B.E. in:

Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering

B.Tech. in:

Civil Engineering
Electrical Engineering
Electronic Engineering
Mechanical Engineering
Mechanical Engineering (Refrigeration option)

(Degree awarded by the University after course at South Australian Institute of Technology replacing Fellowship and Associate Diploma courses of The Institute under its former title, The South Australian School of Mines and Industries, in 1957.)

B.App.Sc. in:

Mineral Engineering (to be reviewed 1971)

(Degree awarded by the University after course at South Australian Institute of Technology.)

Courses no longer current:

B.E. in:

Metallurgical and Chemical Engineering
Metallurgy (last awarded 1951)
Mining (last awarded 1950)
Mining Engineering

B.Sc. in:

Engineering (War-time course)

ANNEX A—*continued*

SOUTH AUSTRALIA—*continued*

SOUTH AUSTRALIAN INSTITUTE OF TECHNOLOGY, ADELAIDE

(Name changed 1960 from South Australian School of Mines and Industries)

Diploma in Technology in:
(1966 syllabus)
(to be reviewed in 1971)

Civil Engineering
Electrical Engineering
Electronic Engineering
Mechanical Engineering

Courses no longer current:

Fellowship in:

Civil Engineering
Electrical Engineering
Mechanical Engineering
Mining (discontinued 1949. Last awarded 1956)
Metallurgy

(This qualification superseded 1957 by similar courses at the Institute leading to award of B.Tech. by the University of Adelaide.)

Associate Diploma in:

Civil Engineering
Communication Engineering (discontinued 1957)
Electrical Engineering
Electronic Engineering
Mechanical Engineering
Mechanical Engineering (Refrigeration option)
Mechanical and Electrical Engineering (discontinued 1947)
Mining and Metallurgy (discontinued 1947)
Radio Engineering (discontinued 1951)

(This qualification superseded 1957 by similar courses at the Institute leading to award of the B.Tech. by the University of Adelaide.)

SOUTH AUSTRALIAN INSTITUTE OF TECHNOLOGY, WHYALLA

Diploma in Technology in:
(1966 syllabus)
(to be reviewed in 1972)

Electrical Engineering
Mechanical Engineering

Courses no longer current:

Associateship in:
(pre 1966 syllabus)

Electrical Engineering
Mechanical Engineering

ANNEX A—*continued*

TASMANIA

THE UNIVERSITY OF TASMANIA

B.E. in:

Civil Engineering
Electrical Engineering
Mechanical Engineering

Courses no longer current:

B.Eng.Sc.:

(War-time course)

B.E. in:

Chemical Engineering

TECHNICAL BRANCH, EDUCATION DEPARTMENT OF TASMANIA

Burnie Technical College
Hobart Technical College
Launceston Technical College

Diploma in:
(pre 1965 syllabus)

Civil Engineering
Electrical Engineering
Mechanical Engineering

Diploma in:
(1965 syllabus)
(to be reviewed in 1972)

Civil Engineering
Electrical Engineering
Mechanical Engineering

(These courses are now the responsibility of the Council of Advanced Education.)

VICTORIA

THE UNIVERSITY OF MELBOURNE

(Prior to 1960, a Degree was awarded in each of the Branches of Engineering. From 1960 the Degree of Bachelor of Engineering has been awarded for all branches.)

B.E. in:

Agricultural Engineering (formerly B.Agr.E.)
Chemical Engineering (formerly B.Chem.E.)
Civil Engineering (formerly B.C.E.)
Electrical Engineering (formerly B.E.E.)
Industrial Engineering
Mechanical Engineering (formerly B.Mech.E.)
Metallurgical Engineering (formerly B.Met.E.)
Mining Engineering (formerly B.M.E.)
Mineral Engineering (to be reviewed in 1971)

ANNEX A—*continued*

VICTORIA—*continued*

Courses no longer current:

B.Eng.Sc.:

(War-time course)

MONASH UNIVERSITY

B.E. in:

Chemical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering

ROYAL MELBOURNE INSTITUTE OF TECHNOLOGY

(Name changed 1934 from Working Mens College to Melbourne Technical College; 1954 to Royal Melbourne Technical College; 1960 to Royal Melbourne Institute of Technology)

Fellowship in:
(pre 1965 syllabus)

Aeronautical Engineering
Automotive Engineering
Chemical Engineering
Civil Engineering
Communication Engineering
Electrical Engineering
Mechanical Engineering
Mining Engineering

Associateship in:
(pre 1965 syllabus)

Aeronautical Engineering
Civil Engineering
Communication Engineering
Electrical Engineering
Mechanical Engineering
Mining Engineering
Radio Engineering

(An Associateship does not satisfy if awarded following a correspondence course.)

A Diploma of the Victorian Education Department may be awarded if desired, in lieu of Associateship of the Royal Melbourne Institute of Technology (full-time course only).

Associateship (Night Course) in:
(pre 1965 syllabus)

Aeronautical Engineering
Civil Engineering
Electrical Engineering
Mechanical Engineering
Radio Engineering

(An Associateship does not satisfy if awarded following a correspondence course.)

ANNEX A—*continued*

VICTORIA—*continued*

Associateship in:
(1965 syllabus)

Aeronautical Engineering (to be reviewed in 1971)
Chemical Engineering (to be reviewed in 1971)
Civil Engineering (to be reviewed in 1971)
Communication Engineering
Electrical Engineering
Electronic Engineering
Mechanical Engineering (to be reviewed in 1971)
Mining Engineering (to be reviewed in 1971)
Production Engineering (to be reviewed in 1971)

(An Associateship does not satisfy if awarded following a correspondence course.)

VICTORIAN EDUCATION DEPARTMENT

The School of Mines and Industries, Ballarat*
Bendigo Institute of Technology*
(name changed 1959 from Bendigo School of Mines and Industries to Bendigo Technical College; 1968 to Bendigo Institute of Technology)
Castlemaine Technical College
Caulfield Institute of Technology
(name changed 1968 from Caulfield Technical College)
Footscray Institute of Technology
(name changed 1969 from Footscray Technical College)
Gordon Institute of Technology*
Maryborough Technical College
Preston Institute of Technology
(name changed 1969 from Preston Technical College)
Swinburne College of Technology*
(name changed 1968 from Swinburne Technical College)
Warrnambool Technical College
Yallourn Technical College

* These Schools may award their own Diplomas in lieu of Education Department Diplomas.

Diploma in:
(pre 1965 syllabus)

Civil Engineering
Electrical Engineering
Mechanical Engineering
Mining Engineering (Ballarat only)

Diploma in:
(1965 syllabus)
(subject to review in 1971)

Electrical Engineering (Castlemaine only)
Mechanical Engineering (Castlemaine only)

ANNEX A—*continued*

VICTORIA—*continued*

VICTORIA INSTITUTE OF COLLEGES

(Each of the affiliated Colleges listed below issues its own Diploma)

Royal Melbourne Institute of Technology (*see* separate item)
The School of Mines and Industries, Ballarat
Bendigo Institute of Technology
Caulfield Institute of Technology
(name changed 1968 from Caulfield Technical College)
Footscray Institute of Technology
(name changed 1969 from Footscray Technical College)
Gordon Institute of Technology
Preston Institute of Technology
(name changed 1969 from Preston Technical College)
Swinburne College of Technology
Yallourn Technical College
Warrnambool Technical College

Diploma in:
(1965 syllabus)

Chemical Engineering (Swinburne only)
Civil Engineering
Electrical Engineering
Electronic Engineering (Ballarat, Bendigo, Caulfield, Footscray, Preston, Swinburne only)
Mechanical Engineering
Mining Engineering (Ballarat only)
Production Engineering (Swinburne only)

(The courses at Yallourn and Warrnambool and Electronic and Mechanical at Footscray to be reviewed in 1971.)

WESTERN AUSTRALIA

THE UNIVERSITY OF WESTERN AUSTRALIA

B.E. in:

Civil Engineering
Electrical Engineering
Electronic Engineering (to be reviewed in 1972)
Mechanical Engineering

Courses no longer current:

B.E. in:

Mining Engineering (discontinued 1965)

B.Sc. in:

Engineering (War-time course)

ANNEX A—*continued*

WESTERN AUSTRALIA—*continued*

PERTH TECHNICAL COLLEGE

(Name changed 1967 to Western Australian Institute of Technology)

Associateship in:
(full-time day course)
(pre 1966 syllabus)

Civil Engineering
Civil Engineering (Highway Engineering option)
Communication Engineering
Electrical Engineering
Electronic Engineering
Mechanical Engineering

(Full-time courses were established in 1909, discontinued in 1925 and reintroduced in 1945. In 1925 part-time courses were introduced and now lead to a Diploma, but for some years Associateships were awarded on completion of these courses. The latter Associateships do not satisfy.)

WESTERN AUSTRALIAN INSTITUTE OF TECHNOLOGY, PERTH

Associateship in:
(1966 syllabus)
(to be reviewed in 1972)

Civil Engineering
Mechanical Engineering
Production Engineering
Communications Engineering
Electrical Engineering
Electronic Engineering

WESTERN AUSTRALIAN SCHOOL OF MINES

A Branch of Western Australian Institute of Technology

(Name changed 1969 from School of Mines of Western Australia)

Associateship in:
(pre 1967 syllabus)

Engineering
Mining

Courses no longer current:

Associateship in:

Mechanical and Electrical Engineering (discontinued 1947. Last awarded 1954)

ANNEX A—*continued*

DEPARTMENTAL EXAMINATIONS

COMMONWEALTH

Commonwealth Public Service Examination to enable Cadet Engineers, Postmaster-General's Department, to qualify for advancement as Engineer, Third Division. (Examination no longer current.)

STATES

For certificates issued before 1 January 1975.

NEW SOUTH WALES ..	Certificates of Qualification as Local Government Engineer, Civil, by examination. Certificate of Qualification as Local Government Engineer, Electrical, by examination (syllabus effective from 1 June 1961 only).
QUEENSLAND ..	The Local Government Engineers Certificate, by examination.
SOUTH AUSTRALIA ..	The Local Government Engineers and Surveyors Certificate, by examination.
VICTORIA	Certificate of Qualification as Municipal Engineer, by examination. Certificate of Qualification as Municipal Electrical Engineer, by examination (syllabus effective from 1 March 1964 only). Certificate of Qualification as Engineer of Water Supply, by examination.

OVERSEAS UNIVERSITY DEGREES

Degrees in Engineering of Universities in Great Britain, Canada, New Zealand and South Africa. For Universities in Great Britain where an honours degree or special condition is required for exemption by The Institution of Civil Engineers, The Institution of Mechanical Engineers, The Institution of Electrical Engineers, or The Institution of Chemical Engineers, this will also be required by The Institution of Engineers, Australia.

UNITED KINGDOM DIPLOMAS AND CERTIFICATES

Diplomas and Certificates, obtained in the United Kingdom, recognised by The Institution of Civil Engineers, The Institution of Mechanical Engineers, The Institution of Electrical Engineers, or The Institution of Chemical Engineers, as giving exemption from the full examination requirements for Corporate Membership of these Institutions, may satisfy.

ANNEX A—*continued*

EXAMINATIONS OF ENGINEERING INSTITUTIONS

The following examinations may be considered as satisfying the examination requirements of The Institution:

The Institution of Civil Engineers ..	Parts I and II of The Institution Examination.
The Institution of Mechanical Engineers	Parts I, II and III of The Institution Examination.
The Institution of Electrical Engineers ..	Parts I, II and III of The Institution Examination.
The Institution of Chemical Engineers ..	Parts I, II and Part III or IV of The Institution Examination.
The Institution of Municipal Engineers ..	The Testamur Examination (1957 syllabus) or Parts I and II of The Institution Examination (1965 syllabus).

In each case acceptance will depend upon the subjects passed, and evidence of formal attendance in a preparatory course of study.

ANNEX B

Qualifications for Membership

Qualifications of Honorary Fellows

1. a. Honorary Fellows shall comprise all those persons who have been elected into the grade of Honorary Fellow so long as their names are on the Register as such.

   b. An Honorary Fellow shall have rendered conspicuous service to the profession of engineering or shall be eminent in engineering or an allied science.

   c. The number of Honorary Fellows shall not at any time exceed 20; and not more than three Honorary Fellows shall be elected in any one year.

Qualifications of Fellows

2. a. Fellows shall comprise all those persons who have been elected or transferred into the grade of Fellows so long as their names are on the Register as such.

   b. A candidate for election or transfer into this grade shall produce evidence to the satisfaction of the Council:

   (1) A. That he is at the time of his application for election or transfer following the profession of engineering, or

   B. That he has followed the profession of engineering, and that although at the time of his application for election or transfer he is not following the profession of engineering, it is in the interests of the profession that he should be elected or transferred, and

ANNEX B—*continued*

   (2) A. That he is a Member of The Institution or has fulfilled the conditions necessary for Membership, and has had five years employment in positions of major responsibility in the design or execution of important engineering work and is not less than 33 years of age, or

   B. That he has high educational qualifications, has occupied a prominent position in the profession of engineering, has either made some noteworthy contribution to the science of engineering or materially advanced the practice of engineering from the technical point of view and is not less than 33 years of age, or

   C. That he has had suitable education and training as an engineer, has had at least 15 years employment in positions of full responsibility in the design and/or execution of important engineering work, has acquired an exceptional degree of eminence in his profession of engineering and is not less than 50 years of age.

Qualifications of Members

3. a. Members shall comprise all those persons who have been elected or transferred into the grade of Member so long as their names are on the Register as such.

   b. A candidate for election or transfer into this grade shall produce evidence to the satisfaction of the Council:

   (1) A. That he is at the time of application for election or transfer following the profession of engineering, or

   B. That he has followed the profession of engineering, and that although at the time of his application for election or transfer he is not following the profession of engineering, it is in the interests of the profession that he should be elected or transferred, and

   (2) That he is at least 25 years of age, and

   (3) That he has an examination qualification approved by the Council as satisfying its requirements, and

   (4) That having been engaged for at least four years in the practice of the profession of engineering, he shall have gained thereby experience deemed satisfactory by the Council. In the case of a candidate who is a graduate in engineering of a University recognised by the Council for this purpose the term of four years may be reduced to three years.

Qualifications of Graduates

4. a. Graduates shall comprise all those persons who have been elected or transferred into the grade of Graduate so long as their names are on the Register as such.

   b. A candidate for election or transfer into this grade shall produce evidence to the satisfaction of the Council that he has an examination qualification approved by the Council as satisfying its requirements.

ANNEX B—*continued*

Qualifications of Students

5. a. Students shall comprise all those persons who have been elected into the grade of Student so long as their names are on the Register as such.

b. A candidate for election into this grade shall produce evidence to the satisfaction of the Council:

(1) That he is at the time of his application for election a bona fide student in a course for an examination qualification approved by the Council as satisfying its requirements, and

(2) That he is not less than 17 years of age.

c. No person shall remain in the grade of Student for more than 10 years from the time of his election into this grade nor shall a person remain in the grade if, in the opinion of the Council, he ceases to be a bona fide student in training for the profession of engineering.

Qualifications for Associates

6. a. Associates shall comprise all those persons who have been elected into the grade of Associate so long as their names are on the Register as such.

b. A candidate for election into this grade shall produce evidence to the satisfaction of the Council:

(1) That he is not eligible for election as a Corporate Member, and

(2) That he has by his attainments in science or in an art or arts allied to or having interests in common with engineering reached such a standard in those sciences or arts as can be deemed equivalent to those which a person must have in engineering to permit of his being elected to the grade of Fellow.

(108/2/127 D of T)

UNCLASSIFIED

106/71—Outfit Allowance—Members on Long or Intermediate Term Duty Oversea. Short Term Duty Visits Outside Country of Posting

1. An Outfit Allowance is now payable to members on long or intermediate term duty, who are required to take short term duty visits to other countries where climatic conditions differ from those in the country of posting, with effect from 8 January 1971.

2. Payment of the allowance will depend upon the climatic conditions in the country to be visited at the time the short term duty visit takes place. For this purpose, countries will fall into one of the following three categories:

a. where climatic conditions are broadly similar to those in the country of posting;

b. where tropical climatic conditions are to be met (eg, as in Singapore); and

c. where cold winter climatic conditions are to be met (eg, as in Northern Europe).

3. In normal circumstances members visiting countries in category 2 a. will not be eligible for an allowance.

4. Where the countries visited fall within categories 2 b. and 2 c. an allowance of up to $A40 may be paid. This allowance is a grant towards the cost of tropical or heavy clothing as the case may be and meeting any extra wear and tear which may arise. In each case the amount will be determined by the Naval Board.

5. The allowance is payable prior to a members departure from his post, but only when the formalities associated with the members movement have been substantially completed.

6. Unless otherwise determined by Navy Office, when an allowance is paid to a member in anticipation of movement from his post which does not eventuate, it will be necessary for the member to refund the amount paid.

7. Claims for this allowance are to be forwarded to Navy Office for consideration.

8. NPI 105/315C should be noted pending amendment. Change 19 will refer.

(252/4/62 HPB)

UNCLASSIFIED

107/71—Television Receivers of Australian Manufacture Reimportation into Australia

The Department of Customs and Excise, Canberra, has advised that Australian made television sets are not eligible for free admission into Australia under Item 29 of the Second Schedule to the Customs Tariff except in the case of returns by the person who exported them where prior approval for such reimportation has been obtained from the Department of Customs and Excise.

(187/1/240 HPB)

RESTRICTED

108/71—Wessex HAS 31B Pilot Qualification for Night A/S Sorties

1. To maintain operational efficiency and a high degree of safety for Wessex HAS Mark 31B night anti-submarine sorties the following pilot training requirements are laid down.

General

2. No pilot is to fly a night anti-submarine sortie unless he has:

a. Completed the Flight Control System Course in an A/S OFS.

b. A current instrument rating (Wessex).

3. No pilot is to fly a night anti-submarine sortie as first pilot unless he has:

a. Flown at least one simulated night FCS3 training sortie.

b. Flown at least one night FCS3 training sortie as co-pilot.

Note: The sorties in 3 a. and b. are to have been flown with an experienced night anti-submarine pilot.

Continuation Training

4. All night anti-submarine qualified pilots are to be periodically checked for standardisation of techniques, procedures and flying accuracy. These check flights are to be carried out by a night anti-submarine qualified QHI at intervals not exceeding

six months. If a QHI is not available, a suitably experienced night anti-submarine pilot is to be selected by the Squadron Commander to undertake these check flights.

5. All night anti-submarine qualified pilots are to review the following aspects of the FCS3 every three months. These revisions should be achieved during crewroom lecture/supervised discussion periods:

a. Procedures, drills and techniques.

b. Trouble shooting techniques and system.

c. Malfunctions and corrective actions.

Monthly Flying Requirements

6. The following monthly minimum flying is to be achieved by all night anti-submarine pilots to maintain operational efficiency:

a. Instrument flight, actual or simulated—four hours. (These hours may be achieved by using approved IF simulation during routine anti-submarine sorties.)

b. Automatic transitions:
Day—12 transitions.
Night—six transitions or two night A/S sorties.

c. Night flying—two hours in addition to a.

Note: In the event of a pilot not maintaining these monthly minima, Paragraph 3 above will apply.

Refamiliarisation of Pilots

7. Prior to flying a night anti-submarine sortie, the following minimum training sorties are to be flown by all pilots who have not flown FCS Mark 3 procedure for a period in excess of three months:

a. Day—1 hour (6 transitions).

b. Day simulated IF—1 hour (6 transitions).

c. Night—2 hours (10 transitions).

Note: All sorties are to be flown with an experienced night anti-submarine qualified pilot. Mutual refamiliarisation is permitted.

Log Book Notations

8. a. Pilots will log 'actual' instrument flying for all night FCS3 flying.

b. The first pilot will log the total 'actual' instrument flying carried out during a sortie. The co-pilot will log only the time that he was physically controlling the aircraft.

c. All pilots will log the total number of transitions carried out during a sortie, categorising them as 'actual' or 'simulated'.

d. Flight time is to be logged in accordance with Form OA141, Pilots Flying Log Book, Paragraph 10.

9. Navy Order 20/68 is hereby cancelled.

(311/201/98 DNAP)

(*Navy Order 20/68*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

109/71—Exercise Analysis Policy

1. In Defence circles considerable emphasis is being placed on Operational Research. An Operational Research Study can only be as good as the input data; much of the required data can only be obtained from exercise analysis. Fleet exercises are extremely expensive undertakings and it is important that maximum benefit is obtained from analysis opportunities.

2. To ensure that the available exercise analysis effort is employed to the best effect it has been decided that in future exercise analysis requirements for the succeeding calendar year will be included as an agenda item for the annual Fleet Programme meeting (RANOP 0165). At the meeting analysis requirements will be revised against analysis capability.

3. Authorities with exercise analysis requirements are to submit their requirements to COMAUSFLT in accordance with existing procedures for the submission of other Fleet Programme requirements.

(1624/1/57 DGFE)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

110/71—Ammunition—Aircraft—Power Cartridges Shelf and Installed Lives

Information .. .. .. 1. a. In order to clarify the service life of Aircraft Power Cartridges, it has been decided that Navy Orders will be the primary authority for reference to this information, although it may be also promulgated in Aircraft Publications, DCIs (RN) and USN Publications.

b. The shelf and installed lives of all cartridges (both British and US origin) at present in service are detailed in the annexes to this instruction.

Information—continued .. .. c. Navy Orders promulgating information regarding new power cartridges being introduced into service will give details of lives allocated. The consolidated list in the above-quoted annexes should be amended as necessary to include these new stores, pending promulgation of a revised Navy Order.

Marking of Cartridges .. .. 2. The date (Day, Month, Year) is to be marked on each cartridge, etc (with the exception shown in Paragraph 4 below) when the sealed cylinder is opened as the installation period is calculated from that date. These markings are to be applied to the cartridge by the use of INK LIQUID MARKING.

The 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 at least 24 hours from the time of mixing. These two constituents are obtainable in pint quantities from RAN Armament Depot.

Marking of Lot Nos on Cartridges .. 3. Before being installed, cartridges, etc, are to be examined to confirm they are marked with lot No and date of filling.

If these details are not shown, they are to be ascertained from the relevant cylinder or package label and where possible marked on the cartridge, etc, by the method described in Paragraph 2.

Marking of 369003 Fuzes N4 Mark 1 4. These fuzes are packed 10 to a cylinder N1 and to take the date of opening the cylinder as date of installation will involve a considerable loss of installed life of the fuzes not immediately installed.

Pending the introduction of a new package which will contain a smaller quantity of fuzes, the actual date of installation and not the date of opening the cylinder is to be marked on the Fuze N4. It is important that FUZES not immediately installed be kept in their relevant cylinders with the press cap lid closed.

Helicopter Flotation Equipment Cartridges 5. A replacement store, 369122 Igniter, Helicopter Flotation Equipment, No 1 Mark 2 which is also of USA origin will be introduced when existing stocks of this item, store ref 369018 are exhausted.

A Navy Order will be promulgated introducing this store into service at the appropriate time.

Macchi Trainer A/C Ejection Seat and Cockpit Canopy Jettison Cartridges 6. The shelf and installed life of Ejection Seat and Cockpit Canopy Jettison Cartridges fitted in this aircraft, will be as detailed in AAP 7212-001-7-1, Technical Maintenance Plan, Macchi A/C.

Lives—Shelf and Installed .. .. 7. The shelf life detailed in this Navy Order is not to be exceeded. In certain circumstances Navy Office permission may be sought, requesting an extension of life.

The installed life of cartridges does not permit the shelf or total life to be exceeded. When calculating the installed life expiry date of cartridges, the two governing factors are the date of manufacture of the store and the date the hermetically sealed container was opened.

ANNEX A

Cartridges of British Origin

Item No	*Store Reference*	*Description*	*Life*	
			Shelf	*Installed*
		Cartridges Operating Fire Extinguisher:		
1	369833	Cartridge OFE No 1 Mk 3 (2 pin)	7 years	56 weeks *See Note*
2	369846	Cartridge OFE No 1 Mk 3 (3 pin)	7 years	56 weeks *See Note*
		Cartridges Cable Cutter:		
3	369021	Cartridge cable cutter No 2 Mk 1	5 years	56 weeks
4	369003	Fuze N4	7 years	60 weeks

Note: These cartridges have two installed periods of 52 weeks (plus 4 weeks for flexible servicing) subject to satisfactory testing after first installation period (Navy Order 70/69 refers.).

ANNEX B

Cartridges of US Origin

Item No	Store Reference	Description	Life	
			Shelf	Installed
		Aircrew Escape System Cartridges:		
1	FSN 1377–088–5634	Catapult, rocket, A/C ejection seat Mk 13 Mod 2	Total life is 36 months from date of Propellant manufacture, noted on identification plate affixed to the catapult	
2	FSN 1377–754–4784	Impulse cartridge Mk 73 Mod 0	5 years	30 months
3	FSN 1377–066–1561	Delay cartridge Mk 5 Mod 1 ..	5 years	18 months
4	FSN 1377–962–8626	Delay cartridge Mk 86 Mod 0..	5 years	18 months
5	FSN 1377–885–3989	Delay initiator Mk 11 Mod 0 ..	5 years	18 months
6	FSN 1377–756–3501	Thruster, cartridge actuated M13	5 years	30 months
7	FSN 1377–731–9272	Initiator, cartridge actuated M53	5 years	30 months
8	FSN 1377–731–9271	Initiator, cartridge actuated M99	5 years	30 months
9	FSN 1377–984–1604	Cartridge gas generator ..	5 years	30 months
10	FSN 1377–038–4954	Cartridge, vial life raft ..	5 years	30 months
		Cartridges, Bomb and Ejector Rack:		
11	FSN 1377–293–8183	Cartridge, impulse Mk 1 Mod 3	5 years	12 months
12	FSN 1377–293–8184	Cartridge, impulse Mk 2 Mod 1	5 years	12 months
13	FSN 1377–075–5846	Cartridge, impulse Mk 8 Mod 0	5 years	12 months
14	FSN 1377–756–3501	Cartridge, impulse Mk 13 Mod 0	5 years	12 months
		Helicopter Flotation Equipment:		
15	369005	Cartridge, emergency helicopter flotation equipment	5 years	30 months
16	369018	Igniter, helicopter flotation equipment	5 years	30 months
17	369122	Igniter, helicopter flotation equipment No 1 Mk 2 (*See* paragraph 5 of instructions)	5 years	30 months
		Cartridges Miscellaneous:		
18	FSN 1377–509–9427	Cartridge, impulse Mk 105 Mod 0 for AQS13 sonar reeling machine guillotine	5 years	30 months
19	369–MISC–15 ..	Guillotine cable cutter for hoist inst Iroquois helicopter (Primer Pt No BW10057)	5 years	12 months

ANNEX B—*continued*

Item No	Store Reference	Description	Life	
			Shelf	Installed
		Cartridges Miscellaneous—*continued*		
20	369–MISC–13 ..	Squib electric cable cutting, S–68–3, for A/C Delmar target	Total life is 2 years from date of manufacture stamped on shell of the Squib	

Note: The 5 year Shelf Life of Items 2 through to 19 inclusive, is dependent upon these stores being packed and supplied in hermetically sealed containers. If they are packaged in any other type containers, the total service life shall be two years from date of manufacture.

(727/58/205 DNOI)

(*Navy Order 70/69*)

UNCLASSIFIED

111/71—Electrical and Electronic Test Equipment

1. When any change to holding of Electrical and Electronic Test Equipment is effected, a manuscript report in the following format is to be forwarded to:

The Director of Fleet Maintenance
Navy Office
CANBERRA, ACT 2600.

Ref No HMAS
DATE

Report of Alteration to Electronic Test Equipment Holdings

Following items no longer held

Additional items now held

Sig.....
WE Officer

2. Navy Orders 133/68 and 666/69 are hereby cancelled.

(400/2/739 DGDM)

(*Navy Orders 133/68 and 666/69*)

UNCLASSIFIED

112/71—Explosive Armament Stores—Cox Gun Ammunition Bolt Ammunition Index No 7

Purpose .. To inform all concerned that 411393 Bolt Ammunition Index No 7 P/N 53/7 contained in 411.235 Bolt/Punch Ammunition Set No 2 has been sentenced unserviceable and is to be withdrawn from service.

Information .. During 1970 Annual Inspection and Proof a quantity of Bolt Ammunition Index No 7 was found with split or bulged magazines and as a result total stocks of this ammunition were sentenced unserviceable—Category (dd).

Action .. a. HMA Ships and Establishments:
All current stocks of 411393 Bolt Ammunition Index No 7 is to be withdrawn from service and is to be returned to the nearest Armament Depot. Replacements are being procured and on receipt will be issued on demand.

b. RAN Armament Depots:
Current and future stocks of unserviceable 411393 Bolt Ammunition Index No 7 are to be declared for disposal on Disposal Form No 1.

(725/52/245 DAS)

UNCLASSIFIED

113/71—Medical Stores—HMA Ships in Reserve

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

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

3. Care is to be taken that injuries received by any member of the party are reported to the Sick Bay and entered in Form AM209Z, Daily Medical Record, upon return of the party. Witnesses are to sign the entry immediately thereafter.

4. The first aid satchel is to contain at least the following items:

Acriflavine lotion 1/500, 60 ml bott	No 1
Bandage, gauze, mixed sizes	No 6
Dressing, first aid, field, small	No 6
Plaster, adhesive, surgical, non-elastic, 2.5 cm × 2.285 metre roll ..	No 1
Sponge, gauze, surgical, white, plain, sterile, 10 cm × 10 cm ..	No 20
Scissors, bandage, 21.25 cm long	No 1
Satchel, canvas	No 1

5. The Medical Officer of the parent ship is to ensure that the kit is properly maintained.

6. Navy Order 42/68 is hereby cancelled.

(1002/51/17 MDG)

(*Navy Order 42/68*)

Navy Orders 1-166/68 are now over three years old and may be disposed of accordingly.

Printed for the Government of the Commonwealth by W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 114/71-128/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6 April 1971.

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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12649/71

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

114/71—Demolitions—Responsibilities

1. Navy Order 100/69 is to be amended as follows:

a. *Amend* number of Paragraph 6 *to read* 7.

b. *Insert* new Paragraph 6 as follows:

'6. To maintain training standards and to ensure a high degree of safety during training, the following additional limitations will apply:

a. Initial Demolition Training—to be supervised by a MCD/CD/TAS Officer or a CPOCD. CPOUWs on HMAS WATSONs training staff may supervise such training on completion of a suitable PCT.

b. Continuation Demolition Training—as in Paragraph 6 a above or a POCD. POUWs on HMAS WATSONs training staff may supervise such training on completion of a suitable PCT. Ships team training is to be supervised by the Demolition Officer.'

(2/204/90 D of T)

(*Navy Order 100/69*)

RESTRICTED

115/71—Seaman Officers—Suitability for Employment as Submarine First Lieutenant

1. Forms PP101 for submarine seaman officers of Lieutenants rank who have not yet been posted as First Lieutenants of a submarine are to include, in Section V, remarks on their suitability for such a posting.

2. An early indication is required if officers who are not so recommended are to have the opportunity to sub-specialise in General Service.

3. This order will be incorporated in RI in due course.

4. Navy Order 245/68 is hereby cancelled.

(312/203/119 DAPO)

(*Navy Order 245/68*)

Section 2

PERSONNEL

UNCLASSIFIED

116/71—Educational Test 1—Abolition

1. ET1 will be abolished from 30 June 1971 and will cease to be a prerequisite for promotion to Leading Rank from that date.

2. Sailors fully qualified for promotion except for ET1 will be included in the appropriate promotion lists as at 1 July 1971 and their promotions will be authorised to date 2 July 1971 subject to normal promotion conditions and vacancies being available.

3. Entitlement to time-gained towards promotion to Able rank vide ABR 10, Article 0206 (2), will be preserved for all eligible personnel who pass ET1 before the abolition date.

(325/1/156 DNES)

UNCLASSIFIED

117/71—Medical Expenses for Dependants of Members Serving Oversea on Long Term Duty

1. The provisions pertaining to assistance with medical expenses have been reviewed and the following conditions apply with effect from 20 August 1970:

'a. 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 oversea post. Where it is essential on medical grounds that treatment or specialist consultation 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 the Post may anticipate approval for travel. Full details should be submitted subsequently.

b. Approval may also be given for an escort to accompany the evacuee if the medical practitioner treating him certifies that this is necessary for medical reasons or because of airline requirements or where a child is involved. Full details should be submitted to Navy Office.

c. Fares for tourist or economy class travel will be met by the Department. However, where the dependant of a member is medically evacuated 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 return to the disembarkation point) is the responsibility of the member, as is the cost of medical treatment in Australia.

d. The reimbursement of accommodation and meal costs incurred by a member where only outpatient treatment is involved or where an approved period is spent at the point of evacuation prior to or following hospitalisation, or by an approved escort, may be determined by the Naval Board in accordance with the following:

(1) actual costs of accommodation and meals, not exceeding 85 per cent of the "Lieutenant or below" rate of Short Term Duty, Travelling Allowance applicable to the country of evacuation;

(2) less a contribution from the member at the appropriate rate for board calculated from the unmarried scale of Normal Living Costs as shown in NPI 105/312 by subtracting rent from the figure for board and lodging;

(3) where an adult is evacuated and the travel of an escort other than a member of the members family is approved, the members contribution will be at the unmarried rate; no contribution will be required in respect of the escort;

(4) where an adult is evacuated and the travel of an adult escort from a members own family is approved, the member shall contribute the appropriate married rate for board derived by subtracting rent for the married rate for board and lodging; plus

(5) where an adult accompanies a child the member shall contribute the appropriate unmarried rate for board plus a rate for board for the child derived by subtracting the appropriate married rate for board and lodging from the married plus one child rate for board and lodging.'

2. NPI 105/308 should be noted pending amendment. Change 19 will refer.

3. These conditions supersede those advised in Navy Order 561/69 Paragraphs 3-5.

(156/51/147 HPB)

(Navy Order 561/69)

UNCLASSIFIED

118/71—Officers—Supplementary List Aircrew Qualification for Full Seaman Duties

1. Aircrew officers of the Supplementary List who wish to be considered for transfer to the General List are advised to make the most of their opportunities whilst serving in carriers to gain an Ocean Navigation Certificate and a Limited Bridge Watch-keeping Certificate. Officers efforts to qualify will have a bearing upon their selection for transfer.

2. Captains should give every encouragement and provide opportunities whenever practicable to all officers wishing to obtain these certificates.

(303/1/40 D of T)

UNCLASSIFIED

119/71—Travelling Allowance—Members on Long and Intermediate Term Duty Oversea

1. Rates of Long Term Travelling Allowance for the USA and Canada have been varied with effect from 4 January 1971 and are included in the following tables which are a consolidation of the rates in Navy Order 231/70 as amended by Navy Orders 350/70, 582/70, 4/71 and 77/71:

Table A

Country	Currency	Rates of Payment per Day		
		LEUT and Below and Sailors	*CDRE, CMDR and CAPT*	*CDRE and Above*
Argentina	$A	13.50	15.00	16.50
Belgium	Francs	690	780	860
Brazil—				
Brazilia	$A	22.00	24.00	26.00
Elsewhere	$A	20.00	22.00	24.00
Britain	Sterling	5.0.0	6.10.0	8.5.0
Chile	$A	15	17	19
UAR	£EG	6.000	7.000	8.000
Finland	F Mks	65	78	90
Ghana	New Cedis	15.00	17.00	18.00
Greece	Drachmae	410	510	610
India—				
New Delhi	Rupees	125	130	135
Bombay	Rupees	150	155	160
Calcutta	Rupees	135	140	145
Elsewhere (*See* Table B)				
Abadan and Isfahan	Rials	1620	1690	1760
Elsewhere	Rials	1280	1350	1420
Ireland	£Irish	5.0.0	6.5.0	7.10.0
Israel	£IS	55	66	80
Kenya	EA SHGS	134	143	151
Lebanon	£LEB	40	45	50
Malaysia	$M	60	68	76
Mauritius	Rupees	77	89	101
Netherlands	Florins	55	60	66
Pakistan—				
Islamabad	Rupees	120	130	140
Karachi	Rupees	130	140	150
Dalla	Rupees	125	135	145
Peru	$A	14.60	14.80	15.00
South Africa (b)	Rand	13.00	14.30	15.60
Spain	Pesetas	740	840	940
Tanzania(a)	EA SHGS	125	135	145
Timor	$A	7.00	7.50	8.50
Trinidad and Tobago—				
Within Trinidad and Tobago	$T.T.	33.50	38.00	43.50
Elsewhere in Caribbean Area—				
15 December–15 April	$A	19.50	22.00	24.50
16 April–14 December	$A	15.00	17.50	20.00
Turkey—				
Ankara, Bursa, Istanbul and Ismir	T Lira	240	275	310
Elsewhere	T Lira	120	130	140
Yugoslavia	New Dinars	160	185	215

Table B

Country	Currency	Rates of Payment per Day		
		LEUT and Below and Sailors	*CDRE, CMDR and CAPT*	*CDRE and Above*
Austria	Schillings	175	205	225
Burma	Kyats	44	49	54
Cambodia	Riels	590	620	650
Canada	$CAN	13	15	17
Ceylon	Rupees	30	35	40
Denmark	Kroner	60	65	70
Fiji	$F	5.50	6.00	6.50
France	Francs	42	47	52
Germany	D Marks	35	40	45
India—Elsewhere	Rupees	30	35	40
Italy—				
Naples, Bologna	Lire	4500	5500	6500
Elsewhere	Lire	4000	5000	6000
Japan	Yen	4000	4700	5400
Malta	£STQ	3.3.0	3.13.0	4.3.0
Mexico	Pesos	160	180	200
New Caledonia	CFP Francs	800	860	980
New Zealand	$NZ	6.50	7.50	8.50
Nigeria(a)	£N	3.0.0	3.10.0	4.0.0
Pakistan—Elsewhere	Rupees	40	45	50
Philippines	Pesos	39	44	48
South Korea	WON	2500	2700	2900
Sweden	Kroner	45	51	57
Switzerland	Francs	32	36	40
Taiwan	$NT	260	275	290
Thailand	BAHT	150	160	170
USA	$US	13	15	17
USSR—				
Leningrad and Moscow	Roubles	11.50	12.50	13.50
Elsewhere	Roubles	9.50	10.50	11.50

Table C

Country	Currency	Rates of Payment per Day		
		LEUT and Below and Sailors	*CDRE, CMDR and CAPT*	*CDRE and Above*
Indonesia	$A	2.00	2.50	3.00
Laos	Rips	1000	1100	1200
South Vietnam	Piastres	475	525	575
Other Countries	$A	2.00	2.50	3.00

Notes: 1. Members staying in Government rest houses or Catering Houses will be paid at the rate of cost of accommodation and meals plus the amounts per day specified below:

Ghana—New Cedis 1.40
Nigeria—N 8/-
Tanzania—EA Shgs 10.

2. These rates also apply to travel within the territories of Botswana, Lesotho and Swaziland.

3. While residing in Australian Service Messes in Malaysia, members are to be paid at the rate of actual cost of compulsory mess charges for accommodation and subsistence plus $A2.00 per day.

2. Conditions of payment of the above rates are contained in NPI 105/375. It is noted that the rates for the USA and Canada are now Category 'B' rates.

3. Navy Orders 231/70, 350/70, 582/70 and Navy Orders 4/71 and 77/71 are hereby cancelled.

(252/4/177 HPB)

(*Navy Orders 231/70, 350/70, 582/70, 4/71 and 77/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

120/71—Accounting for Stores in HMA Ships—Transfer of Responsibility to Supply Officer

1. Navy Order 617/70 promulgated broad details of changes in Stores accounting procedure which will be implemented in HMA ships and commissioned establishments as circumstances permit. Among the changes, the responsibility for accounting (including allowances) for all categories of stores except Fuel Oil and Fresh Water and for the custody of stores except Fuel Oil, Fresh Water and Explosives is to be transferred to the Supply Officer. (It is pointed out, however, that Charge Books are to remain in the custody of and be accounted for by the officers presently responsible for them.)

2. The transfer is to be effected in commissioned establishments as opportunity offers. In HMA ships the transfer is to be arranged at the next SOAP.

3. The principal areas in which this decision will involve transfer of responsibility to the Supply Officer are:

Armament Stores (including Weapon Equipment Stores).
Hydrographic Stores (including Navigational Charts and Publications).

4. The remainder of this Navy Order will deal specifically with the transfer of responsibility and custody of stores in commissioned establishments. In some establishments the transfer can be effected by normal staff with a minimum of effort and disruption. In others, of course, actual assistance may be required and careful planning will be necessary to avoid undue disruption of the normal operations of the establishments.

5. Commanding Officers of commissioned establishments are to examine the implications of the transfer and report to Navy Office through Administrative Authorities indicating, but not necessarily limited to, whether the transfer could be made:

a. without difficulty and if so, the effects on current storekeeping staff, ie, the additional Supply staff, if any, required and the reduction of Technical or other sailors to offset the additions;

b. without major alterations to storerooms or if alterations are required, to what extent; and

taking into consideration the above factors, what timetable is proposed.

6. Proposals for increases or variations in complement billets should be supported by duty statements together with a list showing total number of items held and the average number of weekly transactions for each category of stores.

7. Proposals relating to major alterations to storerooms should not be delayed pending special investigations. Instead, a broad initial assessment should be made and the report should indicate that further studies are required.

8. In establishments where the transfer of Machinery Spares (Navy Order 172/68) to the Supply Officer has not yet been arranged, consideration should be given to concurrent transfer of all stores and appropriate details should be included in the report referred to in Paragraph 5.

9. Depending on individual circumstances an Inspector (Stores) may be made available to assist and advise commissioned establishments in effecting the transfer. To assist in organising such assistance requests should be made as early as practicable.

(303/3/36 DSUA)

(*Navy Orders 172/68 and 617/70*)

UNCLASSIFIED

121/71—Ammunition—Cartridges 40/60 Fitted with Primers filled CY 3/52 and CY 4/52 with Loose Magazines—Withdrawn from Service

1. *Item* .. .. Primers—Filled CY 3/52 and CY 4/52 with loose magazines.

2. *Reason for Withdrawal* During annual inspection of 40/60 Ammunition, Cartridges HET of Lot Number RNP 1704 were found fitted with primers filled CY 3/52 and CY 4/52 with loose magazines.

3. *Action to be Taken* ..
   a. *By HMA Ships and Shore Training Establishments:* Any cartridges found fitted with the abovementioned Primers are to be returned to RAN Armament Depots at the first opportunity and replacements demanded.
   b. *By RAN Armament Depots:* All stocks and future receipts of cartridge fitted with these primers are to be examined and any primers found with loose magazines together with any loose primers held which have the same defect are to be reported to Navy Office for disposal.

4. *Where Found* .. Primers filled CY 3/52 and CY 4/52 may be found fitted in all types of 40/60 Ammunition.

5. .. .. .. ACNB message DTG 020037Z Oct 70 refers.

(700/62/198 DAS)

UNCLASSIFIED

122/71—Ammunition—Pyrotechnics—Allowance to Naval Harbour Craft

1. Naval harbour craft employed on duties within harbours and ports are to be supplied with naval pattern pyrotechnics that may be needed to comply with local port orders.

2. The pyrotechnics referred to are to be exchanged annually by arrangement with the nearest Naval Armament Depot.

3. Navy Order 275/68 is hereby cancelled.

(728/51/12 DAS)

(Navy Order 275/68)

UNCLASSIFIED

123/71—Avoidance of Damage to Shredding Machines

1. In order to avoid damage to shredding machines all paper clips, fasteners, etc, should be removed from papers prior to insertion into the shredder. Failure to remove these items will cause damage to the machine and result in unnecessary inconvenience in the disposal of material.

2. Ink stencils are not to be placed into shredding machines as the wax and ink chokes the cutting head and may cause the drive shaft or drive chain to snap.

(462/60/156 DOM)

UNCLASSIFIED

124/71—Boilers—Internal Chemical Cleaning—Procedure

1. Revised instructions for internal examinations, internal cleaning and Wear and Waste Tests of the main boilers in the Fleet were issued in Navy Order 469/69 pending the revision of BR 3000. The instructions for boilers in shore establishments and support craft, except for boilers maintained under the control of the Department of Works, are contained in BR 3000. The Chief Staff Officer (Technical) to the Flag Officer Commanding, Her Majestys Australian Fleet, is the Administrative Authority and examining officer for all boilers in HMA ships in commission or reserve. The General Manager of the Dockyard concerned is the examining officer for boilers in shore establishments and support craft.

2. Normally in service cleaning of a boiler will be by mechanical means. However, dependent on the condition of the boiler and on FOCAF recommendation for boilers in the Fleet and the General Managers recommendation for others and Naval Board approval for all boilers, chemical cleaning may be carried out.

3. Specifications and instructions for use in chemical cleaning of boilers are contained in Garden Island Dockyard Technical Instructions No 41 and Garden Island Dockyard Technical Instructions No 54 for DDG class ships.

4. Applications to the Naval Board for chemical cleaning are to be accompanied by a description of the composition and thickness of scale on the internal surfaces, and any special circumstances which may be applicable. If approval is given, cleaning is to be carried out strictly in accordance with the appropriate specification issued from Navy Office.

5. Under conditions where the day-to-day water treatment of boilers has been satisfactory, internal cleaning of water tube boilers should be carried out during refit periods, to coincide with removal of internal gear necessary to carry out Wear and Waste Tests. If the results of a Wear and Waste Test indicate that internal cleaning by a chemical process would be necessary before the subsequent refit period, the examining officer should consider the desirability of doing so either during the current refit or during the next maintenance period availability and forward recommendations accordingly. In such considerations, the necessity to remove internal gear for chemical cleaning of some boilers, as detailed below, would be a prime factor.

6. Although the processes for chemical cleaning have now been established, it is probable that sludge deposits will remain to some extent at the completion of the cleaning process. Accordingly, steam is not to be raised in a boiler after cleaning by a chemical process until all internal surfaces have been examined and any sludge deposits removed.

7. To satisfy the requirements of Paragraph 6, and to provide adequate circulation within the boiler during the cleaning process, boiler internal gear in water tube boilers is to be removed as follows:

a. Admiralty Type 3 drum boilers—internal gear may be left in place during cleaning.

b. Daring Type boilers—all internal baffle gear in the intermediate water drum is to be removed. Internal gear in the steam drum may be left in place, but all baffles are to be lifted for examination on completion of cleaning.

c. DDG Type 12 and B and W boilers in HMAS SUPPLY—all internal gear in the steam drum and the desuperheaters in DDG water drums are to be removed.

8. Chemical cleaning of a boiler, when approved, will normally be carried out under a contract arranged by the dockyard concerned in accordance with a standard specification issued from Navy Office. Under such circumstances, the responsibilities for various portions of the process will be as follows:

a. The General Manager of the dockyard will be responsible for:

(1) Acceptance of a tender, having due regard to the capabilities of the tenderer to satisfactorily carry out the work for the price tendered.

(2) The provision of a 250 gallon mixing tank for use by the contractor—the tank is to be complete with appropriate heating arrangements.

(3) The provision of normal services to the contractor.

(4) The fitting of special connections to the boiler, ie, fitting dummy manhole doors and internal hoses, the plugging of downcover tubes (if necessary), replacing blowdown cocks, etc, by acid resistant valves (if necessary), the removal of access panels if required and the blanking off of economisers and superheaters. On completion of the cleaning process the dockyard is to remove all such special fittings and replace the normal fittings as appropriate.

(5) Inspection of the contractors equipment and materials before use.

(6) Control of the cleaning and passivation processes at all times.

(7) Co-ordination of all phases of the process in conjunction with the ships Marine Engineer Officer and the contractor.

(8) Acceptance of the work done by the contractor, after the boiler has been inspected and found satisfactory by the examining officer and the ships Marine Engineer Officer.

(9) Forwarding a detailed report of the process to Navy Office, copy to the examining officer.

(10) Assisting ships staff as may be necessary to water pressure test the boiler to normal working pressure after completion of the process.

b. The contractor will be responsible for:

(1) The supply and installation of all necessary pipework, valves and pumping equipment external to the boiler, other than those provided by the dockyard under Paragraph 8 a (2) and (4) above.

(2) The supply of the approved chemicals.

(3) The taking of proper precautions against the accidental spilling or leakage of chemical solutions.

(4) The correct carrying out of the process, under the control of the dockyard.

(5) The disposal of waste, including spent chemical solutions and sludge, and the removal of sludge deposits, if necessary, during and on completion of the process.

(6) Insuring against accidental damage to ships machinery and systems.

(7) Removal of all his equipment on completion of the process.

c. The Marine Engineer Officer of the ship will be responsible for:

(1) The removal of boiler internal gear, if necessary, and its subsequent replacement.

(2) Initial filling of the boiler with water, and heating of the boiler as required in the specification.

(3) The operation of any ships machinery or systems necessary for the process.

(4) A complete inspection of the boiler on completion of the process, in accordance with Paragraph 6 above and BR 3000 Article 1260, and acceptance of the work as satisfactory.

(5) Renewal of handhole gaskets and water pressure testing to working pressure assisted where necessary by dockyard.

d. The examining officer will be responsible for:

(1) The selection of the tubes necessary to assess the condition of the boiler.

(2) A recommendation to Navy Office in accordance with Paragraphs 4 and 5.

(3) Inspection of the boiler and acceptance of the work as satisfactory in conjunction with the ships Marine Engineer Officer.

9. In the cases of a ship in reserve, and of boilers in shore establishments and support craft (Paragraph 1 above refers), the responsibilities of the Marine Officer of the ship, as detailed in Paragraph 8 c above, are to be assumed by the General Manager of the dockyard concerned.

(1211/251/123 DFM)

(Navy Order 469/69)

UNCLASSIFIED

125/71—Machinery—Pumps—Weirs TWL Feed Pumps—Impeller Securing Bolt

(DCI (RN) 92/71)

1. In some TWL feed pumps failures have occurred which have been associated with the shearing of the impeller securing bolt. This bolt is referred to in PILs as 'Impeller Cap Screw'.

2. The impeller bolt design has been improved over the past two years by detail attention to surface finish and to radii, etc. These changes have not warranted changing existing bolts by modification action.

3. To overcome the risk of failures due to fatigue, this bolt requires to be correctly tightened (*see* BR 3428 Chapter 4—Change No 2 Paragraph 34). On each occasion that the impeller securing arrangement is disturbed, except for initial fitting of a replacement rotating assembly, the impeller bolt is to be replaced by a spare and the old bolt discarded.

4. Ships are to increase their onboard spares holdings to comply with those indicated in the tabular statement below.

5. SMSO has been alerted to the increase in demands which will result.

6. BR 3428 will be amended.

Class of Ship	*Type of Pump BR—Balance Ring BP—Balance Piston*		*Refer to PIL*	*Entry No*	*ADREF No of Bolt*	*On-board Stock-required per Ship*
		No fitted				
HMAS SWAN	TWL 35M (BP)	1	WER/234	130	929–374668	3
and TORRENS	TWL 20M (BP)	2	WER/235	134	929–374668	

(1400/1/1590 DFM)

UNCLASSIFIED

126/71—M22/M44 Gun and Missile Fire Control Equipment—Defects for Stores under Warranty

1. The contract with the manufacturer of M22/M44 Gun and Missile Fire Control Equipment guarantees the equipment against faulty material and workmanship for a period of 15 months from the date of original shipment from Holland and allows a further three months after the expiration of the warranty for the submission of claims. Outside of these periods claims will not be entertained.

2. Time lost in reporting defects can cause loss of warranty and it is therefore essential that reports are forwarded immediately defects are found.

3. Defects found on initial receipt are to be reported by the Supply Depot, as such defects also constitute a discrepancy under the terms of warranty. A Discrepancy Report, Form SS132 is to be raised at the same time and, with a copy of the Defect Report attached, forwarded to DSUS, Navy Office, Melbourne, for normal discrepancy action.

4. Defects found during installation of the equipment and during its use in service are to be reported by the Technical Officer responsible for the equipment at the time.

5. In order to safeguard the Departments interests under the terms of warranty, all defect reports are to be raised and forwarded without delay to DFM, Navy Office, Canberra, who will ensure that a copy is dispatched to DSUS, Navy Office, Melbourne, so that warranty action can be processed.

(737/252/79 DSUA)

UNCLASSIFIED

127/71—Naval Stores (General)—Group/Class 0340—Bags Document Sinker, Catalogue No 1536 and Stock No 2090-00-059-6377 Revised Allowances

1. Revised Allowances of Bag, Document Sinker, 0340/1536, as the means by which classified documents may be disposed of quickly and efficiently in time of an emergency in HMA ships are as shown hereunder:

Stock No 0340/1536

CV	140 No
AP	60 No
AO	48 No
AD	80 No
DDG	120 No*
DD	60 No
DE	60 No
AGS	48 No
AGSC	8 No
SS	16 No
MHC MHS	16 No
PTF	8 No

* As USN Bag Document Sinker FSN2090-00-059-6377 was issued to DDGs on commissioning current holding of this bag should be retained by DDGs and demands of Bag 0340/1536 to complete to revised allowances should be demanded on the basis of 4 No Bags 0340/1536 being equal to 1 No Bag FSN2090-00-059-6377. Further supplies of Bag FSN2090-00-059-6377 will not be obtained.

2. Demands to complete to the revised allowances are to be placed on appropriate Superintending Stores Officer, Sydney. Supply of Bags, Document Sinker 0340/1536, will be effected as stocks become available.

3. Ships Allowance Lists will be amended in due course.

(510/251/9 DSUS)

UNCLASSIFIED

128/71—Naval Stores (Technical) Sonar Transducers Group/Class 0612/0633 (5845)—Periodic Return for Overhaul and Test—Care and Preservation

1. The following Sonar Transducers are subject to slow deterioration and after a life of five years they should be examined for performance:

Catalogue Numbers 1158, 800416, 802727, 803149, 803232, 804082, 804323, 805498, 805499, 805500, 4187067 (previously 805687), 4187202 (previously 805973), 4194701 (previously 806188).

2. The year in which a transducer was made or last overhauled can be ascertained from the last two digits of the serial number marked on the number plate of the transducer or on the special-to-contents case, eg, serial number 176/65A indicates that the transducer is frequency A and that it was made or last overhauled and tested in 1965.

3. Arrangements are accordingly to be made for stocks of over-age transducers to be sent to SNSO, Sydney, for overhaul and test after five years from the date of manufacture or of last overhaul. Transducers returned by yards and depots should be depreciated in value by AD 3004 action and transferred to repairable ledger charge before they are forwarded. Repairable transducers (irrespective of age) are also to be returned. All transducers are to be thoroughly cleaned with fresh water and dried before being packed in their special-to-contents cases for return to the depot.

4. HMA ships and services are to ensure that fitted transducers are replaced as opportunity offers after they have become over-age.

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

6. Any of the abovementioned transducers fitted in Reserve Fleet ships entering Extended Reserve should, in view of liability of deterioration, be returned to the SNSO, Sydney.

7. Ships in Operational Reserve are not affected by Paragraph 6 but attention is particularly drawn to Paragraphs 4 and 5.

8. Catalogue No 1158 quartz transducer having an exposed 15-inch diameter steel face plate is often received in store from HMA ships with the mild steel face pitted and rusted, showing that the instructions in the handbook for the sonar set are not always observed. The face of these transducers is protected from the effects of sea water by coatings of 'Cerrex' non-drying, anti-rust compound, and whenever the transducers are raised for inspection or for other purposes, the face should be examined and the 'Cerrex' compound renewed as necessary. If any signs of rust are present underneath the coating, the whole should be cleaned with petrol and the transducer face repainted with two coats of 'Cerrex'. Before these transducers are packed in their special-to-contents cases for shipment or dispatch, they are to be cleaned, thoroughly dried and the face coated with 'Cerrex'.

(517/51/190 DNS)

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HISTORIAN

ANO 129/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
14 April 1971.

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

12868/71

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

129/71—Defect Reporting and Repair Procedures for All Ships and Ship Equipment, Excepting Aircraft, Explosive Ordnance and Associated Armament Stores

1. This Navy Order consolidates existing defect reporting and repair procedures for ships and ship fitted equipment and it incorporates certain new procedures.

Procedures

2. The revised procedure for defect reporting and rendering of defect lists, etc, has been broken down into discrete sections and is described in the Annexes to this order. The headings are given in Paragraph 25. The variations for classes of ships, and ship equipment fitted in shore establishments are included in Paragraphs 20 to 24.

Defects General

3. The term Defect is defined as:

'Any deviation from any relevant Specification.'

4. A Ships Defect is defined as:

'A material shortcoming which, in the opinion of the appropriate technical authority, requires repair whether or not an official specification exists.'

5. A Dockyard Defect is defined as:

'Any defect beyond the capacity and/or capability of a ships staff, base staff, FMP or FMU.'

Refits General

6. All ships are refitted in cycles which are standard according to the class of ship.

7. The term Dockyard Refit is defined as:

'A programmed period in dockyard hands during which a ship is maintained or improved', eg, Main Refit, Mid-cycle Survey, Intermediate Docking, Modernisation, Conversion or Extended Refit.

8. The success of a refit is dependent upon the accuracy, clarity and completeness of defect reporting.

Defect Lists General

9. Defect Lists are raised by Ship or Base Staffs for each refit period. They comprise comprehensive lists of all work and repair actions which should be undertaken.

10. Defect Lists are to be discussed at the Pre-refit meeting when final acceptance or rejection of the work submitted will be made.

11. The Supplementary Defect List is to be made available at the Pre-refit meeting and is to contain all work and repair actions discovered after the submission of the Main Defect List.

12. The Pre-refit and Post-refit meetings are to be attended by representatives of:

a. Ships Staff.
b. Administrative Authority.
c. Refitting Authority.
d. Repair Authority if not c. above.
e. Base Staff where necessary in the case of Submarines, Patrol Boats, Mine Sweepers/Hunters.
f. Director of Dockyards and Director of Submarine Maintenance and Repair where necessary.

Form TM200 Ships Repair Requisition

13. Form TM200 (Annex P) has been introduced to ensure that repair authorities are provided with all relevant information to give a proper basis for work planning and any further consequential actions. This form replaces the TM145 (AS2061Z) for reporting dockyard defects by ship and base staffs.

Form TM145 Defect Record

14. Form TM145 is used for:

a. Recording and reporting Ships Staff defects.
b. Reporting defects beyond the scope of Submarine, Patrol Boat, Mine Sweeper/Hunter Ships Staffs to their appropriate Base Staffs.

Form TM179 Report of Defective Material or Design

15. The use of this form is defined in Annex K.

Standard Priority Definitions

16. Defect priority is to be selected from the following table of definitions:

Priority 1 A defect which limits the sea-going, fighting efficiency, or safety of a ship and which must be made good immediately. Reported by *priority* URDEF signal. Annex D refers.

Priority 2 Defects or important work which limit sea-going, fighting efficiency, or safety but which whilst they do not merit Priority One action, should be rectified at the next opportunity in harbour. Reported by URDEF signal. Annex D refers.

Priority 3 Defects which limit the availability of equipment but do not directly affect sea-going fighting efficiency, or safety of a ship. Reported by INDEF signal when dockyard assistance is required. They are defects which should not be allowed to wait for rectification until the next main refit. Annex D refers.

Priority 4 Other defects or work reported on Form TM200 or Form TM145.

Departmental Identification of Forms TM200, Forms TM145 and Forms TM179

17. Forms are to be clearly marked as follows:

E—Mechanical Engineering.
H—Hull.

L—All power generation and distribution up to particular equipment/system supply fuses—all electrical aspects of main ventilation systems (excluding particular internal equipment ventilation)—all domestic and electrical hotel services—electrical auxiliary machinery—all batteries—all conversion machinery.

T—All external and internal communication systems including DF equipment.

W—All weapons systems (excluding explosive ordnance). All radars—EW equipment—Sonar equipment. Navigational aids, including navigational and flight deck lighting.

18. A new reporting period will commence at the ships main refit completion date and the departmental identification and serial number is to be suffixed by the year in which the next planned main refit will commence, eg, E72/75 refers to the 72nd Ships Staff defect raised by the Mechanical Engineering Department since the last main refit, in the period prior to or during the programmed 1975 refit. The suffix denoting year in the serial number is not to change if main refit planning alters the main refit date once a series has commenced.

19. A prefix dependent on application is to be included in the serial number of Forms TM200 and Forms TM179. Each prefix is to have a separate series of serial numbers. The prefixes are:

D Work Requisition raised on Repair Authorities Form TM200, eg, DE 72/75.

R For reports of Defective Material and Design submitted on Form TM179, eg, RE 69/75.

Ships Staff defects recorded on Form TM145 require only the Departmental Identification Prefix, eg, W 72/75.

Patrol Boats

20. Base Staff for Patrol Boats not stationed in East Australia Area may need to forward extra copies of Defect Lists to the Overseer or Refitting Authority responsible for the repair facility when this is not GOSIEAA. Base Staff are to be guided in this respect by Local Area Orders.

Support Craft and Attached Craft

21. The procedures laid down in this order apply and are to be carried out by the Holding Authority.

Reserve Ships

22. The procedure laid down in this order apply and are to be carried out by the Commanding Officer Reserve Ships Staff.

Ships Solely in Dockyard Hands

23. The procedures laid down in this order apply and are to be carried out by Dockyard Personnel.

Shore Establishments

24. The procedures laid down in this order are to be followed for all installed shipborne equipment. Serial Numbers of Forms TM200 are to be in the Form DE72/-, DL72/-, DT72/-, etc, followed by the last two digits of the year of origin. Forms TM200 are to be re-raised if not completed within two years.

Table of ANNEXES

26. The procedure introduced by this order are to come into force on and from 14 May 1971. Until then existing reporting procedures are to be used. Form TM145 forwarded prior to this date do not require re-submission. Current sequence numbers for E, H, L and W forms are to be continued and T forms will commence a new series of identification numbering.

27. Navy Orders 772/69 and 569/69 and Confidential Navy Order 51/68 are hereby cancelled.

28. ABR 1313, ABR 1980, RANCOS and AFGOS will be amended in due course.

ANNEX A

Reporting Dockyard Defects/Work Requisitions

Distribution of Form TM200 for Ships (Other than Submarines, Patrol Boats or Mine Sweepers/Hunters)

1. All work beyond the capability and/or capacity of Ships Staff except Dockyard Planned Maintenance routines (*see* Paragraph 7), is to be raised on Form TM200 and distributed as follows:

Copy Number 1—Normal Refitting Authority, ie, WILDOCK or GID
Copy Number 2—Administrative Authority
Copy Number 3—Director of Fleet Maintenance, Navy Office, ACT
Copy Number 4—To be retained by the ship and forwarded to the Overseer or Authority responsible for the repair when this is known
Copy Number 5—Ships file copy.

Distribution of Form TM200 for Submarines, Patrol Boats or Mine Sweepers/Hunters

2. All work beyond the capability and/or capacity of Ships Staff, except Dockyard Planned Maintenance Routines is to be reported on Form TM145 to Base Staff. If the work is beyond the capacity and/or capability of the Base Staff, Form TM200 is to be raised and distributed as follows:

ANNEX A—*continued*

Copy Number 1—Normal Refitting Authority is GOSIEAA, except for Mine Sweepers/Hunters which is GMGID
Copy Number 2—Administrative Authority
Copy Number 3—Director of Fleet Maintenance. For submarines Director of Submarine Maintenance and Repair, Navy Office, ACT
Copy Number 4—To be retained by the Base and forwarded to the Overseer or Authority responsible for the repair when this is known
Copy Number 5—Ships file copy
Copy Number 6—Base file copy.

Note: If work is carried out other than in the Sydney or Melbourne Port areas, Copies 4 above may need to be forwarded in a different form. Ships are to be guided by local regulations.

4. Defects which are found on equipments undergoing Dockyard Planned Maintenance routines which require replacement of major assemblies, or a complete repair by replacement, may need to be reported using the REDEF procedure.

5. Any other defects beyond the capabilities and/or capacity of Ships Staff discovered between the time the final Supplementary defect list has been forwarded and the refit completion date are to be reported using the REDEF procedure. (Annex C refers.)

Defects Which Ships are Directed to Include in a Defect List

6. The Naval Board and the Administrative Authority may direct items to be included in Defect Lists. In this case a Form TM200 is to be raised quoting the relevant letter or signal (date only and originator).

Dockyard Component of Planned Maintenance

7. For ships other than Submarines, Patrol Boats and Mine Sweepers/Hunters, all items of Dockyard Planned Maintenance which are due and should be undertaken during a refit, are to be given a serial number in the current series of Forms TM200. These numbers are required for Dockyard Processing; forms are not to be raised. A typescript list comprising the following is to be raised:

a. Forms TM200 serial number.
b. PM Schedule number.
c. PM routine periodicity.
d. Single line description of the routine.

The list is to be forwarded to reach the Refitting Authority three months prior to an Intermediate Docking and five months prior to a Main Refit.

8. Submarines, Patrol Boats and Mine Sweepers/Hunters have items of Dockyard Planned Maintenance included in Work Package or Standard Defect Lists and no further action is necessary.

Modifications

9. Forms TM200 are not to be raised for any type of outstanding approved modification.

Note: In the context of this Navy Order the term Modifications embraces A and As, Ordalts, Class Modifications, Field Changes, Equipment Modifications, etc. Also in the case of submarines this term covers RAN Oberon Class A and As RAN class modifications and RN 'O' class modifications.

ANNEX A—*continued*

Forwarding Instructions

10. Forms TM200 reporting defect are to be forwarded weekly.

Request for Work Involving Other Repair or Support Authorities in Conjunction with Refitting Authorities

11. Series inspections, barrel changes, MV Calibration, special support facilities and surveys of defective equipment are to be raised as shown in Paragraphs 1 and 2 with Copy 4 of the Form TM200 to the appropriate Authority responsible for the repair/support facility. Form TM200 is to include proposed dates for work to be carried out. Priority One and Two requests are to be made using the URDEF format, and Priority Three using the INDEF format.

Queries on Forms TM200

12. Further information may be required by Administrative Authorities or Refitting Authorities on a particular defect raised on Form TM200. This information is to be sought using Form TM100 (Defect Record Communication Sheet) forwarding a copy to the other Authority concerned.

ANNEX B

Compiling Defect Lists

General

1. The Marine Engineer Officer is to be responsible to the Captain for co-ordinating the raising and forwarding of Defect Lists in all major surface ships. In the case of Submarines, the Principal Technical Officer on the Staff of COMMAUSSUBRON One, and in the case of Patrol Boats, Mine Sweepers/Hunters, the Base Marine Engineer Officer will exercise this responsibility.

2. Main Defect Lists are to be forwarded under cover of TM171 so as to arrive at the appropriate Refitting Authority:

a. Three months before the Start Date of a Main Refit. In the case of submarines six months before the Start Date.
b. No later than six weeks before the Start Date of an Intermediate Docking or Mid-cycle Survey.
c. Six months before the Start Date of a modernisation conversion or extended refit.

Copies are to be forwarded to:

a. Normal Refitting Authority (4).
b. GOSIEAA (2).
c. Administrative Authority (2).
d. SASO, WESO, MSD and CSS where applicable (2).
e. DFM, or in the case of submarines, DSMR (2).
f. Director of Dockyards Navy Office (2).
g. Ships being refitted (4) (where Defect Lists are raised by Base Staff).

3. If the Pre-refit trials cannot be completed prior to raising the Defect List, a first supplementary Defect List is to be forwarded on completion of outstanding trials.

ANNEX B—*continued*

4. A final supplementary Defect List is to be available for the Pre-refit conference. It is to be distributed at least 48 hours prior to the conference. It may be combined with the first supplementary Defect List and will depend on the programming of Pre-refit trials and the Pre-refit conference.

Contents and Layout of Defect Lists for Patrol Boats and Mine Sweepers/Hunters

5. Defect Lists for Patrol Boats and Mine Sweepers/Hunters are to be raised by Base Staff using the 'Standard Defect List' co-ordinated and provided by COMAUSMINPABFORs Technical Staff. Forms TM200 and Forms TM145 are not to be raised for items of Planned Maintenance or Defects which are shown in the 'Standard List'.

Contents and Layout of Defect Lists for Submarines

6. Defects Lists for Submarines are to be raised by the Technical Staff of COMMAUSSUBRON ONE. Forms TM200 and Forms TM145 are not to be raised for Items of Planned Maintenance which are included in the 'Submarine Work Package'.

Standard Lists

7. When producing Standard Lists or Work Packages, Authorities should use for guidance, the rules for contents and layout shown in Paragraphs 8 to 16 below.

Contents of Defects Lists for Ships Other than Submarines, Patrol Boats or Mine Sweepers/Hunters

8. The Defect List is to be typed. It is to comprise:

a. A tabulated statement of defects and Dockyard Maintenance Items showing the Serial Numbers of Forms TM200 and giving a brief reference to the equipments concerned. Paragraphs 8, 9 and 10 refer.

b. A list of cancelled forms and a separate list of completed Forms TM200 previously forwarded. (Serial Numbers only.)

c. A list of all types of outstanding approved modifications, eg, A and As, Shipalts, ORDALTS, Field Changes and Equipment Modifications. Separate lists are to be forwarded for Dockyard/Contract items and SS/FMU/FMP/BASE STAFF ITEMS.

d. A list of Ships Staff work which will be undertaken during the refit giving dates where possible.

9. In addition to the requirements in Paragraph 8 above, the following are to be forwarded with the Defect Lists:

a. A list of all items which are being returned through Stores Authorities for survey during the refit, in accordance with ABR 4.

b. A list showing the work which is required to be undertaken by SASO.

c. A list of all known drawings which require updating or replacement (reference to appropriate Forms TM200 is to be included).

d. Dates when the items below will be available for repair, and dates when they are required to be completed:

(1) Captains quarters
(2) Wardroom
(3) Messdecks
(4) Bathrooms
(5) Laundry
(6) Galleys
(7) Storerooms

} ie, date ships company move back on board if in shore accommodation

ANNEX B—*continued*

(8) Tanks
(9) Cold and Cool Rooms
(10) Boats
(11) Boilers (where it is necessary for them to be cleaned first)
(12) Lifting appliances
(13) Air Conditioning Systems (where necessary during setting to work)
(14) Main Generators.

e. Dates when the items below are required:

(1) Shore Boiler
(2) Portable Refrigerator
(3) Shore Galley
(4) Portable Bain Marie
(5) Lay Apart Store
(6) Shore Power
(7) Compressed Air
(8) Vacu Blast Equipment.

f. Dates when important units of equipment are required to be completed and ready for trials and tests by Ships Staff or Dockyard.

g. Proposed dates of de-ammunitioning and ammunitioning. Particulars of any ammunition and pyrotechnics which will remain on board during refit.

h. Proposed date for fumigation/disinfestation.

i. Proposed dates for Pre- and Post-refit meetings.

j. Any other information useful in planning the refit, eg, Major Ships Staff leave dates, leave dates of Heads of Departments, Storing.

Note: Requests for Ships Staff accommodation and the services of tank cleaning equipment are to be made in accordance with local area orders.

10. The Defect List forwarded for an Intermediate Docking is to contain:

a. Planned Maintenance Items due (including docking items).

b. Priority One, Two and Three defects only (INDEFs).

c. Mandatory Modifications only.

Defect List Layout

11. Defect Lists are to be divided into the following sections:

a. Hull.

b. Mechanical.

c. Power.

d. Communications.

e. Weapons.

f. Docking.

g. Boats.

Note: Paragraphs 13 and 14 of this order defines the breadth of sections 9. and h. above.

ANNEX B—*continued*

12. Each section of the Defect List is to be laid out using the headings shown below:

Equipment Priority Order	*TM200 Serial Number*	*EIC (Where Known)*	*PM Routine Schedule Number*	*Description (Single line description of the defect or PM routine)*

Example of Layout Format.

A/S MORTAR MK 10

4	DW 80/75	SEAQ	—	Training motor burnt out
	DW 61/75	SEPZ	—	Rewire range valves
	DW 19/75	SEAG	1003	Lift mounting
	—	SEAG	—	MOD Nos modify holding down bolts

13. The 'Docking Section' is to cover those defects and Planned Maintenance routines which can only be completed whilst the ship is in dry dock. Separate sub-sections of the Docking List are to contain Hull, Mechanical, Power, Navigational, Communications and Weapons work requisitions. Forms TM200 used to compile the Docking List are not to be included in the sections detailed in 11 a. to e. above.

14. The 'Boats Section' is to cover all work to be carried out on a Ships Boats. Separate sub-sections are to be used for individual boats. Forms TM200 used to compile the Boats Defect List are not to be included in sections detailed in 11 a. to e. above.

15. In each section of the Defect List work requisitions are to be grouped by individual equipments. The order of work requisitions under each equipment sub-heading is to be in the order of importance and is to contain a reference to any approved modification which should be carried out.

16. If all work requisitions cannot be completed during a refit the Defect List is to be pruned prior to the Pre-refit meeting by the Ships Administrative Authority and the refitting authority. The pruning is to be done on an equipment basis and is to be mutually agreed between Ship/Base Staffs, Administrative Authority and Refitting Authority.

17. The equipment order in each section of a Defect List is to be the significant factor used when pruning Defect Lists.

TAKON Signal—All Ships

18. Immediately after the Pre-refit meeting the Refitting Authority is to send a TAKON signal in the following form:

To: ACNB
Information Addressees:

a. Ship.
b. Ships Administrative Authority.
c. Base Staff in the case of Submarines, Patrol Boats, Mine Sweepers/Hunters.
d. Normal Refitting Authority if not originator.

ANNEX B—*continued*

TAKON followed by ships name and refit completion date:

A Serial numbers of Dockyard Modifications which are to be undertaken.
B Serial numbers of Dockyard Modifications which are to be progressed.
C Serial numbers of Dockyard Modifications which cannot be undertaken. A brief reason is to be quoted for each item, ie, time, labour, stores, finance, drawings, specifications, etc.

ANNEX C

REDEF Procedure

Purpose and Use

1. To report defects that are beyond the capacity of Ships or Base Staff which occur, or are discovered, during a Dockyard Refit after the final Supplementary Defect List has been forwarded and prior to completion date.

Format

2. The signal is to be made in the following standard form:

REDEF Serial No/Year (REDEFs are to be numbered sequentially during each refit):

a. Equipment, structure or system involved and EIC, where known.
b. Description of defect.
c. Assistance required and nature of repair.
d. Other information (ie, docking required, etc).
e. Form TM200 Serial No.

Precedence

3. Normally ROUTINE.

Addressees

4. a. REDEFs are to be addressed to:
(1) Administrative Authority.
(2) Refitting Authority concerned.
(3) Normal Refitting Authority if not 2. above.

b. Forms TM200 referring to REDEF signals are to contain date raised and serial number of the REDEF signal. *Signal DTGs are not to be used.*

Note: REDEFs are to be raised for Submarines, Patrol Boats or Mine Sweepers/Mine Hunters by Base Staffs.

ANNEX D

URDEF and INDEF Procedure

Purpose

1. The URDEF Procedure:

a. Informs the Fleet Commander of restrictions on the operational capability of the Fleet.
b. Initiates the repair action when repairs are beyond the capability of a ship.

ANNEX D—*continued*

2. The INDEF Procedure:
   a. Informs the Fleet Commander of possible restrictions on the operational capability of the Fleet.
   b. Initiates repair action.

Use

3. a. A ship is to raise an URDEF signal when *any* defect occurs which limits significantly, or may limit the sea-going, fighting efficiency, or safety of the ship, regardless of the operational role at the time.
   b. A ship is to raise an INDEF signal when a defect which is beyond the Ships Staffs capability and/or capacity occurs and the defect limits the availability of equipment but does not directly affect sea-going, fighting efficiency, or safety of a ship.
   c. The URDEF/INDEF procedure is not to be used between Non-operational Date and Completion Date of a Dockyard Refit when the REDEF procedure is to be used.
   d. The INDEF procedure is not to be used off the Australia Station.

Format

4. The URDEF or INDEF signal is to be made in the following standard form:

   URDEF or INDEF Serial No/Year in which next main Refit will commence (all URDEFs and INDEFs are to be numbered sequentially in their own discrete series of numbers) followed by the proposed priority in the case of URDEFs, eg, URDEF 105/75 Priority 1.

   A Name of equipment, structure or system involved and EIC where known.

   B Description of defect.

   C Assistance required and nature of repair or whether work being undertaken by Ships Staff in the case of an URDEF.

   D Effect on ships operational capability.

   E Stores or special equipment required, DTG of signal demand if applicable, relevant Dockyard or Ships Staff PM, routine to be completed concurrently with repair if applicable, etc.

   F Availability for repair and any special facilities required.

   G Form TM200 or Form TM145 serial number.

Addressees

5. a. URDEFs and INDEFs are to be addressed to:
      (1) Ships Operational Authority.
      (2) Ships Administrative Authority.
   b. Information addressees are:
      (1) Refitting Authority concerned.
      (2) Base Staff in the case of Submarines, Patrol Boats, Mine Sweepers/Hunters.
      (3) Normal Refitting Authority if not (1) above.
      (4) Area Administrative Authority and local service repair authority if the repair will not be undertaken by an Australian Naval Dockyard.

ANNEX D—*continued*

   If assistance is NOT required, the URDEF signal is to be addressed to the Operational Authority, Administrative Authority and Base Staff. Only if the Operational or Administrative Authority considers there is a requirement are URDEFs or INDEFs to be passed to ACNB.

   c. No URDEF requiring assistance is to be made good without the approval of the Ships Administrative Authority. If such a repair will not be done in an Australian Naval Dockyard or by Fleet Maintenance Personnel Paragraph ECHO of the URDEF signal is to include, *where possible,* an estimate of cost to make good the defect.
   d. All Forms TM200 or Forms TM145 referring to URDEFs or INDEFs are to contain the date raised and serial number of the URDEF/INDEF signal. *Signal DTGs are not to be used.*

Completion Reporting

6. When the URDEF/INDEF is made good the ship is to signal as follows:

   'URDEF/INDEF No and Form TM200 or Form TM145 Serial Number Date Rectified.....'

7. URDEF and INDEF signals are not to be used to demand stores or spares. A separate signal of suitable precedence with a realistic target date should be made in accordance with the procedure detailed in ABR 4.

URDEF Procedure off the Australia Station

8. Requests for assistance to carry out repairs off the Australia Station are to be sought using the URDEF procedure as detailed in Paragraphs 3, 4 and 5. They must be approved by the Administrative Authority. It is essential that, *whenever possible,* an estimate of cost is included in the URDEF signal.

9. If ships are seconded to non-Australian Operational Authorities the appropriate urgent defect reporting procedure is to be used, eg, CASREPT (USN) and OPDEF (RN). A final paragraph is to be added to these defect reports as shown below:

   'For Australian addressees only:
      a. Defect designated as URDEF.....
      b. Estimated cost.....
      c. Form TM200 or TM145 Serial Number.....'

   Note: All the Australian addressees shown in Paragraph 5 above are to be included on the signal distribution.

Ships Staff URDEFs off the Australia Station

10. URDEFs within the scope of Ships Staff are to be reported in the appropriate national format. A final paragraph is to be added giving the URDEF serial number and TM145 serial number Ships Administrative Authority and where applicable Base Staff are to be included as addressees.

ANNEX E

Requisition for Assistance—Approval Procedure

URDEFs/Priority One and Priority Two Defects

1. Work will be approved by signal and undertaken as directed by the Ships Administrative Authority.

ANNEX E—*continued*

INDEFs/Priority Three Defects

2. Work will be approved by signal and undertaken on a basis decided by the Ships Administrative and Refitting Authorities.

3. All outstanding INDEFs are to be included in Defect Lists for Intermediate Dockings or when applicable, Mid-cycle Surveys. Final authorisation of work will be made at the appropriate 'Refit Meeting'.

Priority Four Defects

4. Work is to be included in the Defect Lists for Main Refits.

Fleet Maintenance Personnel

5. Fleet Maintenance Personnel may be directed by their respective Administrative Authority to undertake defect work either, concurrently with other repair facilities, or in isolation, provided that the work:

a. Is within their capacity or capability.
b. Has not been allocated to any other repair facility.
c. Has been approved by the Ships Administrative Authority.

ANNEX F

Procedure for Actioning

Defects Raised on Forms TM200

1. By Refit Completion Date, defects which have not been undertaken, are to be re-raised by Ship or Base Staffs in a new series of Forms TM200. A reference to any previous Form TM200 is to be included.

2. This procedure coupled with the forwarding of Forms TM190 (Modification Complete Notification), ADDON signal and Form TM165 (Report of Completion of Defects) will document a ships refit.

3. Form TM165 is to be made available for signatures at the Post-refit meeting by the Refitting Authority.

ADDON Signal—All Ships

4. Immediately after the Post-refit meeting a ship is to send an ADDON signal in the following format:

To: ACNB

Information
a. Ships Administration Authority.
b. Refitting Authority.
c. Base Staff in the case of Submarines, Patrol Boats, Mine Sweepers/Hunters.
d. Normal Refitting Authority if not b. above:.

ADDON followed by ships name and refit completion date.

A Serial numbers of all Modifications completed during the refit.

B Serial numbers of ALL Modifications progressed during the refit with percentage complete.

C Serial numbers of all Modifications not now applicable and not previously reported as such.

D Brief explanation of any anomalies between this and previous reports.

ANNEX F—*continued*

5. Forms TM200 need only be retained by Ship or Base Staffs for a period of 12 months after a new series of Forms TM200 has commenced.

6. Refitting Authorities are not to forward copies of Forms TM200 to ships or Navy Office but are to ensure that copies of apropriate wear records/gauging reports repair actions, etc, are forwarded to Ship and Base Staffs.

ANNEX G

Work Requisitions on Base Staff, FMUs or FMPs During Programmed Assisted Self-maintenance Periods

1. Three copies of Form TM145 (Defect Record) are to reach the Authority who will be undertaking the work two weeks prior to the ships arrival wherever this is possible. These forms are to be forwarded under cover of a letter proforma as directed by the Authorities current orders.

2. The serial numbers of these forms are to be allocated within the current Ships Staff series. Numbered Forms TM145 are not to be raised for items of planned maintenance. Defects found during planned maintenance are to be recorded on Form TM145 and forwarded in the normal manner.

3. Distribution of Form TM145 after completion of work is:

1 copy retained by Authority who completed the work.
1 copy returned to ship (to contain wear record, etc).
1 copy forwarded to DFM or DSMR.

ANNEX H

Ship Staff Defects

General

1. Ships are to raise manuscript Forms TM145 for all SIGNIFICANT defects. This annex details which forms TM145 are to be forwarded to Navy Office.

Equipment/System Categories

2. Equipments are listed under the following catgories:

Category A 100 per cent reporting of all SIGNIFICANT Ships Staff defects. One copy of each defect report on Form TM145 to DFM or DSMR.

Category B Copies or relevant Forms TM145 are required by DFM or DSMR only when a Form TM179 is raised for the following reasons:

(1) Any unusual defect which is not attributable to fair wear and tear.
(2) Repeated failures including those of a minor nature.
(3) Excessive maintenance.
(4) Any equipment which proves unreliable or difficult to maintain.
(5) Defects and routine maintenance indicate that replacement allowances are inadequate or incorrectly manufactured.
(6) A defect or condition presents a danger to personnel or ship safety.

ANNEX H—*continued*

Category C Forms TM179 and associated Forms TM145 may be rendered but are to be *ESSENTIALLY* limited to matters of excessive maintenance, danger to personnel and ship safety.

3. The equipment categories are promulgated in Annex J listing Category A and Category C only. All the other equipment is to be assumed to be Category B. These category listings will be undated periodically by Navy Orders.

4. Forms TM145 are to be forwarded monthly.

5. Forms TM145 need only be retained for four months after a new series of Forms TM145 has commenced.

ANNEX J

Form TM145 Category A and Category C Equipment

1. a. *Category 'A' Equipment.* Copies of all Forms TM145 raised for SIGNIFICANT defects are to be forwarded to DFM and DSMR.

   b. *Category 'C' Equipment.* Equipment with a well documented life. Reports on major defects are only required. Annex H Paragraph 2 refers.

2. Equipment categories will be reviewed and updated annually. Only Category 'A' and Category 'C' Equipment are listed. All other equipment is Categorised 'B'. Annex H Paragraph 2 refers.

Ships Given an Overall Category Definition by Departments

3. Copies of Forms TM145 raised for SIGNIFICANT defects to ALL Equipments are to be forwarded to DFM or DSMR as shown in the table below:

Ship	*Department*
HMAS SWAN	All
HMAS TORRENS	All
TORPEDO RECOVERY VESSELS	Hull only
SEAL and OTTER	Hull only
'O' CLASS SUBMARINES	All

Note: For 'O' Class Submarines SIGNIFICANT defects occurring to Equipments listed in PART SIX of this Annex are to be reported on Form TM179.

PART ONE Categorisation of Hull and Hull Equipments

1. Hull Equipment/Structure have been categorised using current planned maintenance schedule breakdown.

2. Patrol Boats are to forward Forms TM145 raised recording SIGNIFICANT defects on:

   a. Shell plating weatherdeck to waterline.
   b. Shell plating outer bottom.
   c. Ships structure general.
   d. Weather decks.

And in all other equipments/structures listed as Category A in the table.

ANNEX J—*continued*

3. *Other Ships*

CATEGORY A	*CATEGORY C*
Water, gas and oiltight openings	Shell plating weatherdeck to waterline
Ventilation	Shell plating outer bottom
Fresh water systems	Watertight compartments and air-spaces
Sanitary systems	Fuel tanks
Anchors and cables, capstans and winches	Machinery compartments
Lifting appliances	Internal compartments
Boats and crutches	Crew spaces and mess decks
Inflatable life rafts and Gemini craft	Sullage and ballast tanks
Underwater fittings	Mast and spares
	Rigging
	Voice pipes
	Furniture and fittings
	Deck coverings

PART TWO Categorisation of Marine Engineering Equipment

CATEGORY A	*CATEGORY C*
1. Diesel Engines	Nil Equipments
a. Paxman YJC Series 8YJCAZ 12YJCAZ 16YJCAZ 16YJCM	

Note: Reports are to include all associated ancillary equipment, ie, heat exchangers—engine controls and protection equipment—lubricating oil priming pumps, etc.

2. ZF BW 1200 H22 Gear Box.
3. BLOCTUBE Machinery Control Systems.
4. Spanner Swirlyflow Auxiliary Boilers and ancillary control equipment.
5. La Mont Auxiliary Boilers and ancillary and control equipment.
6. Sulzer Turbo Auxiliary Feed Pumps.
7. Dewrance Plate Type Boiler Water Level Gauge.
8. Yarnall Waring Plate Type Boiler Water Level Gauge Glasses.
9. LOX Plants.
10. Marshall Evaporating Plants.
11. Weirs Drysdale Combined, Salt Water, Brine Fresh Water and Air Pumps fitted to Weirs 48 Ton Evaporating Plants using Flexing Elements.
12. York-Shipley Air Conditioning Units.
13. Type 1 Hall Thermotank Air Conditioning Units.
14. Flight Deck Machinery and Arrestor Gear.
15. Email 5 and 15 cubic foot DARs.
16. J. Goldstein 21 cubic foot Deep Freeze Units.
17. Mathway (UK) Light Weight Steering Gear.

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ANNEX J—*continued*

18. Megator Pumps and associated Float Switches.
19. Mono Pumps.
20. Worthington Simpson 20 and 40 Ton Submersible Pumps.
21. Ships Dry Air System.

PART THREE Categorisation of Electrical Equipment

1. Patrol Boats, are to forward Forms TM145 raised recording SIGNIFICANT defects on:

a. Pyro Press Switches.
b. Starter Motor Control Switch Type 122.
c. 24v DC Battery Banks—General Service and Engine Starting.
d. 24v DC Battery Chargers.
e. Engine Room Fans—12½ inch and 19 inch.
f. Ships Services AC Generators.
g. Auto Voltage Regulators.
h. 40/60 Bofors Wiring.
j. Electric Control Equipment on Main Engines.
k. 240v AC to 220v DC Rectifiers.
l. Windscreen Wiper Motors.

and in all other equipment listed as Category A in the table below:

2. *Other Ships*

CATEGORY A	*CATEGORY C*
1. All Electric Motors fitted in Engine and Boiler Rooms of Type 12 Frigates	1. Domestic Fans
2. Cable Hangers and associated cabling	2. All Vents Fans except those covered in Category A
3. Multiple Bulkhead Glands	3. Salinometers
4. Electro-magnetic Logs	4. Main Switch-board—Low Power Boards—Conversion Machinery Distribution Boards (ie, C and C and IC Boards)
5. All Rotating Conversion Machinery	5. Supply and Distribution: Fuse Panels Junction Boxes Breakers Interconnectors Shore Supply Boxes Linking Switches
6. Automatic Cathodic Protection	6. Galley Equipment
7. All Reliance Electric Motors	7. All Batteries
8. All Peerless Electric Motors	
9. Mark 19 and Mark 23 Gyro Compasses	
10. Arma Brown Compasses	

ANNEX J—*continued*

CATEGORY A	*CATEGORY C*
11. Compass Retransmission Units	
12. Compass Repeaters pattern number 030-6105	
13. Ships Dry Air Systems	
14. AFA-¼ Transistorised Audio Frequency Amplifiers	
15. VCS Equipment (Versatile Console System)	

PART FOUR Categorisation of Communication Equipment

1. **General Equipment**

CATEGORY A	*CATEGORY C*
632S	AT—13C
640	AT—14
692	AT—20
693	AT—5/AR—8
AN/SPN—40	AMR—300
AN/SRC—20	A 510
AN/SRC—21	ARI—18032
AN/UCC—1	AMT—150
AN/URT—23	DAS—2
AN/URT—24	GR—410
AN/URC—58	GR—345
CUJ/CUL	M 4
R 1051	PRA—1
TR—1936	PTR—170
T/SEC—KG 14 R	TPR—1
AN/URA—38	TR—1935
AN/URN—20	TR—1934
	TR—1520
	MODEL 14 T/T
	MODEL 15 T/T
	MODEL 19 T/T
	3BZ
	5A/5B
	86M
	87M
	RADIO SONDE
	B40

2. **Shore Wireless Station Specialised Equipment**

CATEGORY A	*CATEGORY C*
T/sec—KG14T	CX—1 and Associated Equipment
ATS—10 and Associated Equipment	CX—2 and Associated Equipment
CLH—44AA and Associated Equipment	
3786P Synthesiser	
JS1690 Synthesiser	

ANNEX J—*continued*

CATEGORY A	*CATEGORY C*
1G64145 Modulator	
H1503 Modulator	
2J64310 Frequency Source	
H—1502 Comparator	
RL500 Bearer	
MX166 Channelling Equipment	
11—SU—4 Tape Reader	
STC MCFB Aerials	
608E Regenerative Repeater	

PART FIVE Categorisation of Weapon Equipment

1. **Weapon Systems**

CATEGORY A	*CATEGORY C*
M22	MRS3
GFCS68	FPS3
TARTAR (including WDS)	MRS8
IKARA	4.5 inch MARK 6*, MARK 6* MOD 1
M44	2 inch RFL
4.5 inch MARK 6* MOD 3	40/60 MARK 5, 9
5 inch/54 MARK 42	0.5 inch BROWNING MG
40/60 MARK 7	81 MM MARTARS
MORTAR MARK 10 RAN MOD	GDS2*
	GDS5
	MCS10
	MORTAR MARK 10
	SQUID

2. **Search and GCA Radars and Associated IFF**

CATEGORY A	*CATEGORY C*
LWO2	AN/UPX11
AN/SPN35A	AN/UPX17
AN/SPS52	293/277
AN/SPS40B	944
QUAD RADAR	954
975	955
8GR301	974
AR1	978
	979

3. **Displays**

CATEGORY A	*CATEGORY C*
AN/SPA50	JCA, JCB, JCC (JC SERIES)
AN/SPA50A	
AN/SPA66	JDA (GEN PURPOSE PP1)
AN/SPA83 (FCI H/F)	JD1, JD2, JE (JC/E SERIES GEN PURPOSE)
IP801 (ASSOC AN/SPS S2)	JU1 (974)
JUA(978)	

ANNEX J—*continued*

CATEGORY A	*CATEGORY C*
JUC (GEN PURPOSE PP1)	FFB, FFC (IFF MARK 10)
AN/SPN35A DISPLAY	PAB (BEARING RESOLVER)
JYA, JYB (PLOT TABLES)	
PLESSEY MARK V (GEN PURPOSE)	

4. **Sonar and Hull Outfits**

a. **Sonar**

CATEGORY A	*CATEGORY C*
SQS23 TRAM	128
182	144
193	145
	147
	149
	162
	164
	170
	170B
	174
	183
	189
	193
	765
	BATHYTHERMOGRAPH

b. **Hull Outfits**

CATEGORY A	*CATEGORY C*
NIL	1
	147
	5
	7
	162
	15 and 19
	18 and 20

5. **EW Systems**

CATEGORY A	*CATEGORY C*
AN/WLR—1	UA3
AN/ULQ—6	UA4
AN/SLA—10	AN/WLR—3
	AN/SLR—2

PART SIX List of Submarine Equipment for which the Rendering of Form TM179 is Mandatory

E426a	ASR1 Centrifugal Superchargers and Drives
E127b	NEL Telemotor Pumps
E125a, LL37	One Man Control Steering and Hyroplane Gear
E215	Escape Equipment and BIBS Demand Unit

ANNEX J—*continued*

E215a	Single Escape Towers
E101 } E114 }	Air Conditioning and Refrigeration Plant Flexible Pipes (refrigerant)
E216/6	'Normalair' Breathing Apparatus
E701	Torpedo Tubes Bow, fitted with improved DPFG (especially in cases of run back)
E231	Lifting appliances including those appertaining to the lifting, embarking, loading and transporting of torpedoes
E706	SSE Mark 2
E707	SSE Mark 4
E235	ALK Buoy and Handling Gear
E421	ASR1 Engines—Stellited Exhaust Valves and Valve Rotators
E506 } E424 }	Defects on 'O' rings of Power Operated Orseal Valves
E315a	Power Operated Group Exhaust Valves
E506	Failure of Cu-Ni Cooling Water Pipes subjected to full diving pressure
LA14	Artificial Horizon Periscope Sextant
LW11	Sonar Type 187CF
LW26	Sonar Type 2004
LW29	Mark 23 (Mods L1 and C2) Gyro Compass
LW102	TCSS Mark 9
LP4	Main Generators
LW6	Sonar 2007 (when fitted)
LW30	Static Inverter/Converter
LL39	Synchronous Watch System
LW23	Sonar Type 776EG 776EH

ANNEX K

Rendering of Forms TM179 (Report of Defective Material or Design) and Forms CG188 (Official Publications Amendment Proposal)

General

1. Form TM179 is to be completed in accordance with the instructions contained on the cover to its pad, and ABR4. Additionally, the instructions below are applicable:

a. Form TM179 is not to be used for reporting on aircraft or explosive ordnance and associated armament stores.

b. Form TM179 may be used in conjunction with current modification proposals.

c. Where the defect 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 Form TM179 and the latter to the date only of the signal (Signal DTGs are not to be used). From time to time, special instructions will be issued using a Form TM180 (Defect Acquaint) when more detailed background to a particular defect is required.

d. If full use is made of the space on Form TM179, no covering letter is necessary. However, the import of sections describing the discovery and details of the defect and proposals for its correction should not be

ANNEX K—*continued*

obscured by stilted or unnecessarily abbreviated sentences. Wherever possible, the British, Australian or United States Specification for any material involved is to be included.

e. Ships Officers and others concerned are 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 accumulation of evidence about a defect is an important factor in determining the correct remedial action and in assessing its relative importance.

f. Departmental Identifications and Serial Numbers of these forms are to be in accordance with Paragraphs 17, 18 and 19 of this order, eg, RE 72/75, RH 72/75.

Originating Authorities

2. The following are authorised to raise Forms TM179:

a. HMA SHIPS AND COMMISSIONED ESTABLISHMENTS. Heads of Departments where of Lieutenants rank and above. In other cases, the signatures of both Commanding Officer and Head of Department are required.

b. NAVAL OVERSEERS. The Principal Naval Overseer or General Overseer is to authorise Forms TM179 raised by Naval Overseers, the signature of both being appended to Forms TM179.

c. DOCKYARD OFFICERS. Forms TM179 raised by Dockyard Officers are to be signed by the officer who initiates the report and authorised by a Superintendent or equivalent.

d. TRIALS AUTHORITIES. The Designated Trials Officer.

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.

Forwarding Reports

3. Copies are to be forwarded as follows:

a. Original and one copy to DFM or DSMR	
b. One copy to the Administrative Authority	Comments of the Administrative Authority are to be forwarded to DFM on Form TM180. No comment replies are required.
c. One copy to The Flag Officer Submarines UK	Submarines only.
d. One copy for ships file.	

Where sketches or photographs would aid investigation, they should be forwarded with the report.

4. Forms TM179 are normally raised by the appropriate Base Staff for Patrol Boats and Mine Sweepers/Hunters on the advice of Ships Staff.

Mandatory Form TM179 Reports by HMA Submarines

5. Lists of selected items of equipment on which Form TM179 is to be raised for any significant defect are contained in Annex J.

ANNEX K—*continued*

Forwarding Defective Items and Reports of Defective Workmanship

6. Where defective items are forwarded, an additional copy of Form TM179 is to be made and forwarded with the item. Such items should be consigned to the appropriate Stores Authority who is to advise the Dockyard of receipt and to hold the item until required for investigation. All Form TM179 copies should include relevant store voucher serial number and signal message date only.

7. Similarly when a report of defective workmanship is made against a Repair Authority a copy of Form TM179 and all relevant correspondence is to be forwarded to the authority concerned.

Technical Handbook/Publication Errors and Omissions

8. Documentation errors and omissions are to be reported on Form CG188 (Official Publication Amendment Proposal) except in the case of Planned Maintenance Schedule amendments when Form TM146 is to be used.

9. Forms CG188 are to be distributed as follows:

a. Three copies DFM or DSMR.

b. One copy Administrative Authority, whose comments need only be forwarded where considered necessary.

10. Forms CG188 covering technical publications are only to be raised by those authorities listed in Paragraph 2 above.

ANNEX L

Report on Change of Administrative Authority

1. The following report is to be made by Routine signal one week before the change takes place:

'FROM Originating Ship
TO New Administrative Authority
INFO Old Administrative Authority
Refitting Authority
ACNB.

CONFIDENTIAL DEFECT STATE

A. Outstanding URDEFs (by serial number and DTG)

B. Dates of last self-maintenance period

C. Dates of last FMU/FMP Base assisted maintenance period

D. Any other important deficiencies in maintenance states.'

2. All outstanding URDEFs are to be passed to the new Administrative Authority.

ANNEX M

Report on Change of Operational Authority

1. The following report is to be made by Routine signal one week before the change takes place:

'FROM Originating Ship
TO New Operational Authority
INFO Old Operational Authority
Refitting Authority
Local Repair Facility (if applicable)
ACNB
Administrative Authority (if not included above).

ANNEX M—*continued*

CONFIDENTIAL DEFECT STATE

A list of outstanding URDEFs by Serial No, DTG and brief description.'

2. The above report is to be made in the required national format when joining fleets, task groups, etc, which are not part of the Australian Fleet.

ANNEX N

Glossary of Forms

TM100	Defect Record Communication Sheet. Used for queries on any type of defect reporting.
TM145	Renumbered Form AS2061Z used for reporting Ship Staff defects and requesting work on Base/FMP/FMU Staffs. Also for use by Submarines, Patrol Boats and Mine Sweepers/Hunters when reporting dockyard work to Base Staff.
TM146	Renumbered AS2062 Proposal for New or Amended Planned Maintenance Schedule.
TM165	Renumbered AD237a Report of Completion of Defects. To be raised by the Repair Authority and signed at the Post-refit Conference.
TM171	Renumbered AS340 cover for all types of Defect Lists.
TM179	Renumbered AS2022 Report of Defective Material or Design.
TM180	Renumbered AS2022a Defect Acquaint Form.
TM190	New form Modification Complete Reply Form.
TM200	Ships Repair Requisition new form used for reporting/requesting assistance from Refitting Authorities. Not to be raised by Submarines, Patrol Boats, Mine Sweepers/Hunters.
CG188	New form Official Publication Amendment Proposal. Used for reporting errors and omissions in Technical Publications.

ANNEX P

Examples of Forms Covered by This Navy Order

Instructions for Compiling Forms TM200 Ships Repair Requisition

Note: These instructions amend those shown currently on the 1970–71 printing of Form TM200.

General

1. A separate form is to be raised for each defect or work requisition, in accordance with current instructions. Forms are to be typewritten and the copies distributed as shown on each Form. The yellow copy is provided at the head of each set for a hand written draft.

When defects have been completed Forms TM200 are to be noted accordingly by ships staff indicating date of completion and where applicable % complete.

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ANNEX P—*continued*

Preparation of Forms TM200

2. The following points apply:

a. Ship Code .. .. 4 numeral, EDP Unit Identification Code.

b. Date Raised .. .. Date form raised or in the case of an URDEF/REDEF date URDEF or REDEF raised.

c. Serial No .. .. (1) Forms are to be consecutively numbered within each Departmental Identification, eg, E, H, L, T and W.

(2) D is to prefix all requisitions on repair authorities for defect repair.

(3) S is to prefix all forms accompanying defective equipment being returned for modification or repair to stores.

d. Defect Priority .. Defect priority is to be selected from the following table of definitions:

Priority 1 A defect which limits the sea-going, fighting efficiency, or safety of a ship and which must be made good immediately. Reported by priority URDEF signal.

Priority 2 Defects or important work which limit sea-going, fighting efficiency, or safety whilst they do not merit Priority One action, should be rectified at the next opportunity in harbour. Reported by URDEF signal.

Priority 3 Defects which limit the availability of equipment but do not directly affect sea-going, fighting efficiency, or safety of a ship. Referred to as INDEFs when dockyard assistance is required.

Priority 4 Other defects or work.

REDEF Defects beyond the capacity of ships or Base Staff which occur or are discovered during a dockyard refit after the Supplementary defect list has been forwarded and prior to the completion date.

e. Equipment Identification Code — Is an alpha numerical number up to 10 digits. The EIC (where known) need only contain enough digits to identify the defective equipment.

f. URDEF/REDEF S/No — Serial number only. DTGs are not to be used.

g. System/Equipment ..
h. Unit Sub assembly .. } Concise Description
i. Component Identification

j. Relevant H/B DRWG, etc — Self explanatory.

k. Symptoms/Cause .. It may not be possible to ascertain the probable cause without stripping or opening up defective equipment, but every attempt should be made to define the cause and to report the symptoms.

ANNEX P—*continued*

l. Defect .. .. Complete description of defect. In the case of requests to carry out PM routines schedule number and routine periodicity only are required.

m. Repair .. .. Boxes are to be ticked when applicable. If an investigation is *not required* and repair action is definite the repair should be completely described with sizes, types, lengths of material, eg, cables/pipes together with stock numbers should be inserted.

n. Access .. .. Briefly indicate action required to gain access or items to be removed/cut away plus any dependency.

o. Support .. .. Detail support of services required during repairs, eg. Fresh water, compressed air, etc.

p. Planned Maintenance .. It is essential that all relevant PM routines which are to be completed during the repairs are shown. PM routines may be either Dockyard or Ships Staff.

q. Dockyard Use Only .. Mode of repair is to be selected from table below using if necessary a combination of letters:

A. To repair in ship.
B. Repair in shop.
C. Repair by replacement. New or reconditioned unit fitted.
D. Ships staff remove and replace.
E. Supply finished material to ships staff.
F. Repair carried out by contractor.

eg, FB repair by contractor in establishments workshop.

TO BE TYPE WRITTEN

129/71

TM 200
(1970)

SHIP'S REPAIR REQUISITION

Form Code	Source	Date Raised	Serial No.	Defect Priority	E.I.C
TM 200					

URDEF/REPEB S/No.	SYSTEM/EQUIPMENT	UNIT/SUB ASSEMBLY

COMPONENT IDENTIFICATION	RELEVANT H/B DRWG. ETC

SYMPTOMS/CAUSE

DEFECT

REPAIR

Completely describe repairs required and indicate amounts, sizes, types and lengths of material, e.g. cables/pipes together with appropriate stock Nos. (Finalised on completion of investigation).

- ☐ Investigation need to determine full nature of repairs
- ☐ Repair action definite - no investigation needed
- ☐ Ship's Staff remove and replace.
- ☐ DYD supply finished material

ACCESS

Briefly indicate action required to gain access or items to be removed/cut away, plus any dependency.

SUPPORT

Detail support services required during repairs, e.g. fresh water, compressed air.

P.M.		SCHEDULE NOS.	DATE DUE
Relevant P.M. Routines to be completed concurrently with repair.	DYD		
DOCKYARD USE ONLY	SS	SCHEDULE NOS.	

TRADE IN SEQ.											TOTAL	MODE OF REPAIR
MANHOURS												QUALITY ASSURANCE ACCEPTANCE Signature
MATERIAL COST												TITLE Date

CG188
(1970)

129/71

OFFICIAL PUBLICATION AMENDMENT PROPOSAL

INSTRUCTIONS

1. This form is to be used to report specific errors or ommissions in Official Publications.
2. Three copies are to be forwarded without covering letter to Secretary, Navy Office, Canberra, A.C.T. 2600.
3. When completed the forms are to be given the Security classification of the Publication to which they refer.

ORIGINATING SOURCE

ORIGINATING SHIP OR DEPARTMENT	ORIGINATOR'S SERIAL No.	DATE

PROPOSED AMENDMENT

PUBLICATION TITLE		LAST CHANGE INSERTED
PUBLICATION No.	PART No.	CHAPTER
LEAF No.	PARAGRAPH No.	PAGE LINE/S No.
TABLE No.	FIG. No.	DWG No.

RECOMMENDATION – INCLUDE REASONS WHERE APPLICABLE

.....
RANK/NAME OF PROPOSER

FOR NAVY OFFICE USE Amendment action is: ☐ APPROVED ☐ NOT APPROVED
This proposal is to be processed: ☐ URGENTLY ☐ BY ROUTINE ACTION ☐ PROMULGATED AS A HANDWRITTEN CORRECTION ☐ DEFERRED FOR INCLUSION IN FINAL DRAFT HANDBOOKS ☐ FILED FOR REFERENCE.

NAVY OFFICE SERIAL No. ..... SIGNATURE .....

FOR USE OF OTHER AUTHORITIES CONCERNED

DEFECT RECORD – COMMUNICATION SHEET

To:	TM145 Reference	Copy to:
From: Date / /	No. Dated / /	

Information Required .....

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.....

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.....

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Reply .....

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.....

.....

Date / /

TM100 (1970)

(1211/51/711 DGDM)

(*Confidential Navy Order 51/68 and Navy Orders 569/69, 772/69*)

W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 130/71-140/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15 April 1971.

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

12960/71

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

130/71—Charges for Radio Telegrams, Radio Telephone Calls, Etc, Originating in HMA Ships and Using New Zealand Coast Stations

1. The New Zealand General Post Office has advised that the charges for radio telegram and radio telephone calls have been increased from 1 February 1971. The rates quoted in Paragraph 6 of Navy Order 228/69 are superseded by the new rates which are as follows:

a. *Radio Telephone*

(1) Charges by the New Zealand General Post Office for radio telephone calls from HMA ships from all areas is 93 cents per minute with a minimum of three minutes.

(2) The charge also applies on calls to other countries via New Zealand coast stations, in addition to the normal international call charge from New Zealand to the country of destination.

b. *Radio Telegraph Services*

(1) From HMA ships destined for addresses in New Zealand, 5.5 cents per word.

(2) *Onward Transmission Charges* — *Per word*

(a) South West Pacific:

a. Commonwealth .. .. .07 cents

b. Foreign .. .. .20 cents

(b) All other countries:

a. Commonwealth .. .. .20 cents

b. Foreign .. .. .36 cents

Note: The coast station charge of 3.5 cents per word is payable in addition to the above rates.

c. For the purpose of charging, 'South West Pacific' includes countries wholly or partly inside the area bounded by the equator and the longitudes 140° East and 120° West, including Australian and French bases in the Antarctic and the entire Gilbert and Ellice Island group.

d. The Coast Station minimum charge for ship letter telegrams is 82.5 cents for 22 words at 3.75 cents per word.

(16/51/25 DNA)

(*Navy Order 228/69*)

UNCLASSIFIED

131/71—Commissioning

The following commissioning has been effected:

HMAS TORRENS—19 January 1971.

(1211/251/200 AS (NS))

UNCLASSIFIED

132/71—Road Safety

1. The Naval Board views with concern the continuing high level of road accidents in which Naval personnel are involved.

2. Commanding Officers are to maintain records of road accidents in which personnel from their ships or establishments are killed or injured, and are to ensure that these figures are given, at quarterly intervals, the widest possible publicity within their commands.

(177/201/21 CONS)

UNCLASSIFIED

133/71—Safety—Lifebuoy Sentries

1. A fatal accident occurred recently in whch a sailor was presumed drowned, having fallen overboard unobserved by any personnel on deck.

2. The attention of Commanding Officers is drawn to the need for ensuring that Lifebuoy Sentries are alert, properly instructed and adequately supervised.

3. Under normal conditions Commanding Officers should be guided by the following principles:

a. The maximum period of duty should not exceed one hour.

b. The sentry should be visited at intervals of not more than half-an-hour by a responsible person such as the Petty Officer of the Watch or a Leading Sailor.

4. Ships Orders should lay down the responsibilities of the Lifebuoy Sentry and instructions for the conduct of his watch.

(177/1/167 CONS)

Section 2

PERSONNEL

UNCLASSIFIED

134/71—Members Serving in Darwin—Leave Travel Entitlement

1. Where a member serving in Darwin completes his initial tour of duty and volunteers and is posted for a further tour of duty in the area he consequently is entitled to a free or assisted return leave travel warrant to his home town in the case of unmarried or married unaccompanied members or to the nearest capital city in the case of married accompanied members. Provision now exists for the member to apply the cost of his entitlement towards payment of a return fare to an overseas location provided that:

a. the member has a clear entitlement to a leave travel warrant;

b. the Commanding Officer is satisfied that the leave will be of a recuperative nature and the area to which leave is requested is acceptable from a Service viewpoint.

2. The maximum entitlement in the case of married unaccompanied and unmarried members is limited to the cost of return air fares to Adelaide at the appropriate standard. The same maximum will apply in the case of married accompanied members who have a 'free' travel entitlement. Members who have only an 'assisted' leave travel entitlement (ie, subject to a contribution by the member) will be required to contribute the appropriate sum in order to receive the benefit.

3. This entitlement may be applied to all members forthwith.

4. These instructions will be incorporated in RI.

(187/1/246 HPB)

UNCLASSIFIED

135/71—Travel by Private Transport on Removal to and from Western Australia

1. The periods shown hereunder are to be used as the basis, under the conditions of NPI 231/18, for payment of travelling allowance, reimbursement of family accommodation and meal expenses, and the assessment of travelling time for members electing to use their own motor vehicles on removal between the places shown and Perth:

DARWIN	6 days
ADELAIDE	3 days
MELBOURNE	4 days
CRIB POINT	4 days
SYDNEY	5 days
NOWRA	5 days
CANBERRA	5 days
BRISBANE	6 days
HOBART	5 days

2. ABR 5020 will be amended in due course.

(252/4/189 HPB)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

136/71—Survival at Sea—Liferaft and Helicopter Winching Demonstrations for Ships in Jervis Bay

1. Experience gained in giving liferaft and helicopter winching demonstrations, as prescribed in RI Article 2909, Paragraph 3, has enabled a standard demonstration to be evolved for ships in Jervis Bay.

Demonstration Team

2. The helicopter winching demonstration will be preceded by a 40 minute lecture on board the ship by a team consisting of the Safety Equipment and Survival Training Officer, HMAS ALBATROSS, or one CASE/POASE, one LASE and one NASE. The team will demonstrate the liferaft and its equipment and discuss the various techniques and equipment used in helicopter winching. Three volunteers from the ships company will be briefed to enter the liferaft to be winched.

Equipment Demonstrated

3. Space is to be made available on board to display the following equipment, which will be provided by the team:

a. One raft of the type carried in the ship.
b. One helicopter winch strop.
c. One double lift harness.
d. One USN triple saddle seat.
e. Two Pattern 50N lifejackets.
f. Two Mark 13 Mod 0 Night and Day Flares.
g. One Mark 79 Mod 0 Flare Kit.
h. One diving wet suit.
i. One SARBE Mark 3.

Helicopter Winching Demonstration

4. Winching from the liferaft will be carried out by one of two methods, depending on the wind:

a. In light or no wind conditions the raft will be towed to a position approximately 75 yards abeam the forecastle port side and released. Two lifts will be made and the raft then towed back into position for two more lifts.
b. In medium winds the raft will be towed from aft to forward up the port side of the ship, approximately 75 yards out. The towing boat will keep the raft in tow while two lifts are made on each of two runs.

5. After being winched from the raft the volunteers will be winched down to the normal helicopter personnel transfer position; in the case of minesweepers and smaller vessels they will be winched into the towing boat before being returned to the ship.

6. During the demonstration, which lasts about 20 minutes, the SESTO will give an explanatory commentary.

7. The towing boat will normally be provided by HMAS CRESWELL, but on occasions ships may be asked to provide this facility.

Notice Required

8. One weeks notice is required to programme a demonstration. Application should be made by signal or, preferably, by letter to the Commanding Officer, HMAS ALBATROSS.

(1624/2/31 CONS)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

137/71—Cables Electric—Installation in HMA Ships

1. In order to reduce maintenance and weight of the electrical installation in HMA ships it is essential that the following requirements of Standard Electrical Specification No 1 are adhered to during construction, conversion, refit, etc:

a. The aluminium cable hangar system should be used for supporting cables wherever it is considered practical to do so.

b. Aluminium cable tray and clips must not be exposed to the weather.
c. Cable clips should generally be secured to carrier plating by means of approved zinc coated roofing bolts and 'Spire Speed Nuts'.
d. Excess lengths of bolts used for securing cables must be cut off.
e. Cables should not be run in the open on weather decks, etc, unless unavoidable, and in such instances should be kept to an absolute minimum. Where cables are unavoidably run on the weather deck they shall be adequately protected.
f. Wherever possible, multiple cable glands and/or deck tubes should be grouped together in the one area.
g. Cables should be routed away from steampipes. Where cables must run within a distance of 2 feet from a steam joint, the cables must be protected by stand-off sheet metal guards.

2. The attention of all concerned is to be drawn to these requirements and every effort is to be made to maintain a high standard with maximum economy of weight.

(1211/51/465 DWED)

UNCLASSIFIED

138/71—Electric Motors—Oil Seals—Precautions to be Taken in Fittings

1. An undue number of defects has occurred in AC motors for the distilling plants on RN Destroyer Escorts due to failure of the oil seals fitted on the motors, allowing water or brine from the pump glands to:

a. damage the motor bearings; and
b. enter the motor carcase resulting in insulating breakdown.

It was confirmed by the seal manufacturer that the seals in use were suitable for the duties involved.

2. The failure of oil seals may have been due to incorrect seals being used or insufficient care being taken during replacement or renewal. To prevent similar failures in the RAN the following precautions should be taken:

a. in demanding replacement seals, ensure that correct seals are specified, eg, if seals with phosphor bronze springs and brass inserts are required, this should be stated, otherwise standard seals having steel springs and inserts would be provided. A description of the type of seal fitted is usually given on the 'as made' drawings;
b. the bearing surface, shaft to seal, must be highly polished. If this surface has deteriorated to the extent that its re-conditioning cannot be satisfied by the facilities available on board, eg, buffing and the use of crocus paper, the motor should be defected as soon as practicable and the shaft/seal bearing surface restored by grinding and polishing;
c. before fitting, a new seal should carefully be examined and all traces of dirt or grit removed by cleaning in cold paraffin or light lubricating oil, finally wiping with a cloth moistened with clean oil;
d. smear the sealing lips with clean grease;
e. fill the cavity between the seal and the retaining plate with clean grease;
f. smear the outside diameter of the seal with clean grease to facilitate fitting;
g. ensure that the spring is correctly located;

h. use a fitting sleeve with a 'lead-on' taper and a few thousandths of an inch greater in diameter than the shaft;

Note: Care should be taken when fitting oil seals as the slightest scratch on the sealing edge of the seal may cause leakage and failure.

j. ensure that the seal is placed over the shaft in the correct 'sense' as shown on the relevant drawings; and

k. ensure that the seal is properly pressed home into the housing recess and that it does not enter the housing in a tilted position.

3. Navy Order 203/68 is hereby cancelled.

(400/1/1638 DFM)

(*Navy Order 203/68*)

UNCLASSIFIED

139/71—Naval Stores—G/C 6850—Introduction of Oil Slick Remover

1. As a result of tests, it has been decided to replace 'Gamosol D' (Catalogue No 0474/L55587) as the oil slick remover in the RAN. 'Gamosol D' will continue to be used as a tank and bilge cleaner.

2. The replacement oil slick remover has been codified as follows:

DSN	*Description*	*D of Q*	*CL*
6850-66-038-3982	OIL SLICK REMOVER, SOLVENT-EMULSIFIER 5 gallon drum	GL	C

3. Distribution of initial holdings will be effected without demand by SNSO (G), Sydney, on the following basis:

HMAS SUPPLY	150 gallons
HMAS MELBOURNE	40 gallons
HMAS SYDNEY	40 gallons
HMAS STALWART	50 gallons
DDGs	10 gallons each
DARING CLASS Destroyers	10 gallons each
RIVER CLASS DEs	10 gallons each
HMAS MORESBY	10 gallons
HMAS QUEENBOROUGH	10 gallons
HMAS ANZAC	10 gallons
HMAS DIAMANTINA	5 gallons
HMAS KIMBLA	5 gallons
HMAS PALUMA	5 gallons
Minesweepers and Minehunters	5 gallons each
HMAS CRESWELL	50 gallons
HMA Naval Dockyard WILLIAMSTOWN	400 gallons
HMAS CERBERUS	50 gallons
HMAS LONSDALE	50 gallons
Naval Officer in Charge TASMANIA (for Hobart Oil Fuel Installation)	50 gallons
Naval Officer Commanding WEST AUSTRALIA AREA (for Fremantle Oil Fuel Installation)	50 gallons
Naval Officer Commanding NORTH AUSTRALIA AREA (for Darwin Oil Fuel Installation and Oil Fuel Lighter)	50 gallons

Naval Officer in Charge PAPUA-NEW GUINEA:	
a. for Manus Island Oil Fuel Installation and Oil Fuel Lighter	50 gallons
b. for Port Moresby Oil Fuel Installation	50 gallons
Naval Officer in Charge QUEENSLAND:	
a. for Windsor Oil Fuel Installation	50 gallons
b. for Cairns Oil Fuel Installation	50 gallons
Captain of Port Sydney	10,000 gallons

4. The physical properties of the oil slick remover are:
Flash Point—184° F
Viscosity at 20° F—20.3 cS
Viscosity at 50° F—9.68 cS.

Treatment of Oil Spills

5. a. The oil slick remover is to be applied liberally over the slick in the form of a fine spray. An atomising jet should not be used. In the case of large spills quicker and more uniform distribution of the oil slick remover will be achieved by use of a boom fitted with multiple spray heads. The boom can be either hand held or fixed at an appropriate level over the side of a boat. Hand operated or powered pumps may be used depending on availability and the extent of the task.

b. Immediately following the application of the oil slick remover the treated surface must be agitated to expedite the emulsification of the oil. Agitation can most readily be achieved by use of a high pressure water hose, eg, fire hose, or less efficiently by running a small power boat around and through the treated slick. For large spills the use of a boom mounted with multiple water nozzles is the most efficient means of agitation. This boom would normally be fixed at an appropriate level over the side of a boat and aft of the oil slick remover boom.

c. In the event of a slick fouling the foreshore, the oil slick remover should be applied at low tide. The action of the incoming tide should provide sufficient agitation to induce emulsification and dispersal. If agitation action is found to be necessary this will be best carried out on the flood tide as the oil and oil slick remover rise to the surface of the water. Additional applications of oil slick remover may be necessary.

d. Ships and establishments concerned are to ensure that adequate numbers of personnel are familiar with the equipment available for use in dispersing oil slicks and how it is to be used. A drill must be established so that in the event of an oil spill it may be treated with the least possible delay. If it is considered that available facilities may be inadequate for the task, the details and any proposals should be forwarded for consideration as soon as possible.

6. The provision of new design floating oil spill booms for selected ships and shore establishments for containing oil spills and preventing them from spreading thus facilitating their treatment is being pursued separately. Information will be promulgated in due course.

(512/51/92 DNS)

UNCLASSIFIED

140/71—Naval Stores—(General)—Allowances of Teletype Winder

Navy Order 576/70 is to be amended as follows:

Paragraph 1

Establishments, after 'HMAS LEEUWIN' and read in four columns, add:

HMAS CERBERUS	4	8	8

(519/57/273 DSUS)

(Navy Order 576/70)

W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 141/71-152/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 April 1971.

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

13658/71

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

141/71—Importation of Firearms

1. Instances have occurred recently where members of the Services returning from overseas have attempted to import military type firearms into Australia as their personal property.

2. The importation of weapons of this type together with ammunition is restricted under the Customs (Prohibited Imports) Regulations and it is essential that they be declared to the Customs authorities at the point of entry into Australia.

3. Their release is also subject to approval by the State Police authorities and as this approval is normally withheld the practice of attempting to import such items is to be discouraged.

4. At the 1967 Conference of Police Experts and Technicians held in Adelaide concern was expressed regarding the importation by parcels post of firearms and parts thereof from Vietnam.

5. In this regard it should be noted that the importation of pistols and any parts of pistols and rifles of a military type being of a calibre larger than .22 of an inch and parts for those rifles is prohibited under Item 27 and 30 respectively of the Customs (Prohibited Imports) Regulations. It is also an offence to show wrong information on the declaration when parcels are posted from overseas.

(184/1/1 HPB)

UNCLASSIFIED

142/71—Naval Agents in Western Australia

1. Due to the increased number of visits of warships to Western Australia, the following Sub-Collectors of Customs have been appointed as Naval Agents:

a. Albany:

(1) Business address ..	Customs House, Bolt Terrace, Albany 6330
(2) Private address ..	36 View Street, Albany 6330
(3) Business telephone ..	Albany 41 1024
(4) Private telephone ..	Albany 41 1024
(5) Address for telegrams ..	Sub-Collector of Customs, Albany.

b. Broome:

(1) Business address ..	Customs House, Broome 6725
(2) Private address ..	Customs House, Broome 6725
(3) Business telephone ..	Broome 63
(4) Private telephone ..	Broome 63
(5) Address for telegrams ..	Sub-Collector of Customs, Broome.

c. Bunbury:

(1) Business address ..	Customs House, Victoria Street, Bunbury 6230
(2) Private address ..	Treen Street, Bunbury 6230
(3) Business telephone ..	Bunbury 21 2070
(4) Private telephone ..	Bunbury 21 2070
(5) Address for telegrams ..	Sub-Collector of Customs, Bunbury.

d. Geraldton:

(1) Business address ..	Customs House, Francis Street, Geraldton 6530
(2) Private address ..	7 Francis Street, Geraldton 6530
(3) Business telephone ..	Geraldton 21 1643
(4) Private telephone ..	Geraldton 21 1643
(5) Address for telegrams ..	Sub-Collector of Customs, Geraldton.

e. Port Hedland:

(1) Business address ..	Customs House, The Esplanade, Port Hedland 6721
(2) Private address ..	2 Aichardson Street, Port Hedland 6721
(3) Business telephone ..	Port Hedland 3 1555
(4) Private telephone ..	Port Hedland 3 1242
(5) Address for telegrams ..	Sub-Collector of Customs, Port Hedland.

2. Requests for services should continue to be addressed to the Naval Officer Commanding, West Australia Area, where time permits.

2/4/269 AS (NS))

UNCLASSIFIED

143/71—Safety—Spectacles, Safety, Protective, With Side Shields

1. Spectacles, safety, protective, with side shields, Catalogue No 41927, are provided for issue to the following personnel. They are to be worn whenever there is any danger of being struck in the eye by flying particles from power tools, grinding, lathing, chipping, etc:

a. Officers in HMAS NIRIMBA, requiring eye protection.
b. All Naval Artificer Apprentices on entry in HMAS NIRIMBA.
c. All Mechanicians and other trainees on arrival in HMAS NIRIMBA.
d. All Naval Artificers, Mechanicians and Aircraft Mechanicians.
e. All Naval Personnel who are required to enter areas where the wearing of safety spectacles is prescribed.

f. Any sailor working in the vicinity of a power tool in use (Ships Standing Orders are to specify that not only the user, but any sailor working in the vicinity of a power tool is to wear safety spectacles).
g. Dental Officers, Dental Hygienists and Dental Mechanics.

2. Personnel who require and are permitted to wear spectacles on duty must be supplied with the above safety spectacles fitted with toughened glass lenses ground to their individual prescriptions. This is essential as these safety spectacles cannot be worn in conjunction with ordinary spectacles.

3. Personnel visiting Danger Areas who are wearing prescription spectacles are to be issued on loan with hardened safety clip-on lenses. Other visitors are to be issued on loan with safety spectacles with side shields, Catalogue No 41927.

4. Non-prescription safety spectacles with side shields, Catalogue No 41927 and lens, armourclad, plano, white, clip-on type, Catalogue No 42723, are available on demand from the Royal Edward Victualling Yard, Sydney. Prescription safety spectacles are to be obtained from the suppliers under period contract to supply and repair spectacles for the Department of the Navy. They are to be to the prescription of a Naval ophthalmic specialist.

5. ABR 93, Manual of Victualling Stores, Part I, Appendix 35, will be amended to include the foregoing instructions.

(514/62/129 D of V)

Section 2

PERSONNEL

UNCLASSIFIED

144/71—Naval Health Benefits Society

1. The Naval Health Benefits Society was established in 1956 to provide an organisation which catered specially for Naval personnel. The RAN Central Canteens Board made a grant of $30,000 to establish the Society.

2. As Naval personnel are provided with free medical and hospital care by the Service, the Society makes a concession by way of smaller contributions for the family of such members. As contributions are paid by allotment or deductions from salary no difficulties arise when a members family moves interstate and the fear of membership lapsing because of unpaid contributions is removed.

3. The objects of the Society are to assist members in meeting the cost of medical, surgical and therapeutic treatment by qualified medical practitioners, and hospitalisation and home nursing of themselves (in the case of civilian members) and their dependants. Dependants are:

a. a members wife;
b. children under 16 years of age;
c. full-time students wholly maintained by the member; and
d. such other persons as are approved by the Committee of Management of the Society as being wholly dependent on the member.

4. **The following may apply for membership:**

a. an officer or sailor employed on full-time duty in the Naval Forces, who has one or more dependants;

b. an officer or sailor employed on full-time duty in the Naval Forces, who has no dependants, but who may be eligible to take advantage of Paragraph 5a or 5b below; and

c. a person employed on full-time duty as a civilian in the Department of the Navy.

5. Membership of the Society may be continued after the member has ceased to be employed on full-time duty as under:

a. a member who has had four (4) years full-time service;

b. a member whose services are terminated on medical or compassionate grounds for such further period as he may desire; or

c. in the event of the death of a member, the membership may be continued in respect of his dependants for such further periods as they desire, except that such membership shall cease on the remarriage of his widow;

provided that the Committee of Management may terminate membership where the services of the member has been terminated for misconduct, discreditable service or inefficiency.

6. There is established at Navy Office, a Committee of Management consisting of a chairman and four other members of the Society each of whom is appointed by the Naval Board. The Committee includes a Naval Medical Officer nominated by the Medical Director-General.

7. The Committee of Management administers the Society in accordance with the constitution.

Medical Benefits

8. On 1 July 1970 the Commonwealth Government introduced a new health plan to provide a benefit based on the concept of a most common fee charged for each particular medical service. As a result of this new plan NHBS discontinued Medical Schedules M2 and M3 and introduced Medical Schedule M4. Under this schedule medical benefits payable to a member will be rebates against actual costs incurred. Generally there is a small gap between the benefit and the fee charged but provided that the Scheduled most common fee is charged this gap will not be greater than $5.00 for any single medical service.

Hospital Benefits

9. There are two schedules of hospital benefit available designed to meet charges made for Standard (Public) and Intermediate Ward accommodation. Hospital Schedule H4 provides a maximum benefit of $12.00 per diem and hospital Schedule H5 provides $15.00 per diem. These rates are inclusive of the Commonwealth Benefit of $2.00 per diem.

10. The hospital benefit is subject to a maximum period of 15 weeks in any calendar year in respect of each member and each of his dependants. Where the period of hospitalisation exceeds 15 weeks the Committee may at its discretion transfer the contributor to a special account and continue to pay benefits under special account rules. Where the expenses incurred by the member are less than the maximum prescribed in the relevant schedule the Society will pay the expenses incurred.

Ancillary Benefits

11. In addition to the medical and hospital benefits subsidised by the Commonwealth the Society will pay a benefit for para medical and para hospital services. These include out patient treatment, physiotherapy, eye tests, spectacles, artificial aids, ambulance fees and home nursing.

Contributions

12. The Society requires its members to contribute for both medical and hospital benefits as shown in the following *weekly* scale:

Class of Member	*Naval Members*		*Civilian Members*	
	Medical 4 and Hospital 4 (MH 4/4)	*Medical 4 and Hospital 5 (MH 4/5)*	*Medical 4 and Hospital 4 (MH 4/4)*	*Medical 4 and Hospital 5 (MH 4/5)*
	$	$	$	$
Without dependants	—	—	0.71	0.83
With one dependant	0.71	0.83	1.40	1.64
With more than one dependant ..	1.31	1.54	1.40	1.64

13. Contributors are accepted for membership from the date of payment of the first contribution which Naval members pay by fortnightly allotment and civilian members, where practicable, pay by fortnightly deduction from salary.

14. In general, a member who joins the Society is eligible for benefits upon the completion of a probationary period determined by the Committee of Management, not exceeding, in maternity cases nine calendar months, and in all other cases, excluding accidents, two months. This probationary period also applies on transferring to a higher schedule. A probationary period will not be imposed on members who join within three months of becoming eligible for membership. Similarly, no probationary period is imposed on transfer from another civilian society to the Naval Health Benefits Society, providing there is no break in continuity of contributions.

15. Claims accompanied by receipted accounts (or completed declaration at the foot of reverse side of the claim form where the member requires benefits to be paid direct to the hospital or doctor concerned) are to be submitted on the prescribed claim form to—The Secretary, Naval Healths Benefits Society, Navy Office, Victoria Barracks, Melbourne, Victoria 3004.

16. It is necessary for the efficient working of the Society that claim forms and applications for membership be accurately compiled and that all the necessary receipted accounts accompany a claim form. In particular, *it is essential that doctors itemised accounts be forwarded*, and not later 'reminders', which show only 'Account Rendered.' The nature of the disability or illness as well as the other details on the claim form must be completed, to ensure that each member receives the maximum benefits to which he is entitled.

17. Any member who cancels his membership with the Society, for any reason, is subject to imposition of the normal probationary periods on rejoining.

18. Members proceeding overseas are advised that claims for benefits should be forwarded to the Society in the normal manner, except that the Department of Health requires Form HB53 (obtainable from the Society) to be completed for hospital benefits. Claims are paid at the same rates as for other claims but there will be some delay in final payment of claims as all benefits for treatment overseas must be approved and passed for payment by the Department of Health.

19. The Naval Board are aware of the financial difficulties which arise for many personnel through medical and hospital expenses, and wish that the advantages of belonging to a Society be stressed to all personnel. The Royal Australian Naval Health Benefits Society, to which payments by allotment which can be commenced at the time of marriage, has much to commend it.

20. The constitution is being published separately and will be distributed to all ships and establishments in due course.

21. Notice Board issues will be made.

22. Navy Order 199/68 is hereby cancelled.

(271/51/10 DFSD)

(Navy Order 199/68)

UNCLASSIFIED

145/71—Posting Categories of Members According to Physical State

1. The following medical categories are to be used to define the type of service in which officers and sailors of the Royal Australian Navy may be employed, or to indicate the limitation of service resulting from their physical condition:

Category	*Type of Service or Limitation of Service*
A	Fit for service anywhere.
B	Fit for posting to a ship or establishment where a full-time or part-time Medical Officer is borne. (Expected period to be stated.)
BY	Fit for posting to a ship or establishment where a full-time Medical Officer is borne. (Expected period to be stated.)
C	Under medical treatment and unfit for duty anywhere. (Expected period to be stated.)
D	Unfit for sea service temporarily but fit for duty on shore. (Expected period to be stated.)
E	Unfit for sea service but fit for duty on shore.
K	Temporarily unfit for duty in a potentially malarious area. (Expected period to be stated.)
T	Under medical supervision, unfit for posting but fit for light duty. (Expected period to be stated.)
Y	Temporarily unfit for sea service and for service on shore north of Brisbane or Fremantle. (Expected period to be stated.)

2. When a recommendation is made such as service 'in the Port of Sydney', 'in his home port', etc, the medical reasons for such a recommendation should be clearly stated. The medical aspects should not be confused with compassionate leave which is to be handled in accordance with Navy Order 278/70.

3. Before an officer or sailor is officially recorded as in Category B, BY, D, E, K, T or Y, he or she is to be surveyed on Form P/M132. The category is to be implemented on receipt of Naval Board decisions on the survey.

4. Special care is to be taken to review cases at the expiration of the period specified at the previous survey. It is the responsibility of a ship to which an officer or sailor in a category is posted, to take steps to arrange re-survey on the due date.

Interim Medical Surveys

5. Wherever practicable, and where there is no contra-indication, Medical Boards conducting Interim Medical Survey are to recommend a definite period of time for personnel in limited categories, eg, Category 'Y' for six (6) months.

6. The practice of recommending personnel to be placed in limited categories 'until expiration of present engagement' will potentially embarrass a members request for re-engagement or further service. Also, it frequently happens that the cause for placement in limited categories will disappear in time and the member could be once again fit for general service. All such cases are to be recommended for a definite period in their category to ensure review as necessary, unless the member will obviously be unfit for further service.

7. There is now a world-wide tendency in the various Defence Forces to retain personnel with minor defects.

8. Navy Orders 200/68 and 355/68 are hereby cancelled.

(333/51/3 MDG)

(Navy Orders 200/68, 355/68 and 278/70)

UNCLASSIFIED

146/71—Restriction of Tattooing in the RAN

1. Junior trainees serving at HMAS CRESWELL, NIRIMBA and LEEUWIN and Supplementary List Midshipmen and recruits at HMAS CERBERUS under the age of 18 years of age are prohibited from having themselves tattooed.

2. The dangers of tattooing are to be included in health lectures of ships companies and particularly to junior members of the Service. The possibility of transmission of homologous serum jaundice, syphilis and other infections by means of unsterile tattooing needles is to be emphasised. It is also to be stressed that once a person is tattooed it is practically impossible to remove a tattoo, even with extensive skin grafts, which cause embarrassing disfigurement.

3. A survey carried out in HMAS CERBERUS revealed that of the complement, 30 per cent had been tattooed, all were done at a very young age, and 90 per cent of these people have come to regret the action. The need for better education in this matter is therefore evident.

4. Commanding Officers and Divisional Officers having, as they do, a responsibility to the parents of young members of the Service are to take positive steps wherever possible to discourage the practice of tattooing.

(327/251/71 HPB)

UNCLASSIFIED

147/71—Services General Certificate of Education

1. The Services General Certificate of Education (SGCE) was introduced in 1967 and is administered for the Australian Defence Forces by the Services Education Co-ordination Committee.

Range of Subjects

2. Subjects which are currently available in the SGCE Examination comprise:

English
Modern History
Economics
Geography
Chemistry (*See Note 1*)
Navigation
Mathematics I } (*See Note 2*)
Mathematics II }
Modern Mathematics I } (*See Note 2*)
Modern Mathematics II }
Physics
Asian History
Social Studies

Note 1: Entry to the Chemistry examination is limited henceforth to candidates who have completed a practical laboratory course. A one-week course will be conducted annually at HMAS CERBERUS commencing on the first Monday in August. Nomination procedures are detailed in Paragraph 11 of this order.

Note 2: Modern Mathematics I and II are alternatives to Mathematics I and II respectively and the alternative subjects are examined concurrently. It is intended to abolish Mathematics I and II in due course but such action will be deferred until there is a preponderance of candidates for Modern Mathematics. A minimum of 12 months notice will be given in this regard.

Examinations

3. Examinations in all subjects *except Chemistry* will be conducted biannually, normally in April and October. The Chemistry examination will be conducted annually in October. A current Navy Order gives a detailed programme of all educational tests conducted in the RAN. From October 1971, all examinations will be of three hours duration.

Distribution of Examination Papers

4. A current Navy Order gives the scale of issue of examination papers. The scale will be increased when the number of candidates nominated warrants this.

SGCE Handbook

5. An SGCE Handbook, published biennially, gives general information concerning the structure of the SGCE Examinations and broad guidelines for administrative arrangements among the Defence Forces. Copies of the Handbook are distributed to Education Officers without demand by Director of Naval Education Service.

Syllabuses

6. The syllabus for each subject is detailed in the SGCE Handbook and in the relevant Study Guide.

Correspondence Courses

7. Requests for Study Guides for nominated personnel are to be forwarded to DNES. Requests are to be limited to a maximum of two subjects for each nominee. The Study Guides incorporate study material related to prescribed textbooks and include assignments which may be forwarded to DNES for evaluation.

Textbooks

8. Prescribed textbooks and instruments are detailed in the SGCE Handbook and subject Study Guides. An allowance of textbooks and instruments is prescribed in a current Navy Order for establishments and the larger vessels. Submarines, minesweepers, patrol boats and other small vessels are to draw requirements on loan from the appropriate base establishment. A stock of textbooks is also held in the Central Reference Library, HMAS WATSON, and demands may be forwarded by Education Officers for loan issues to satisfy intermittent requirements which cannot be met from normal allowances.

Nominations for Examination

9. Nomination forms are forwarded to Education Officers two months before the commencement date of an examination series for completion and return to DNES. Nominations are to be restricted to candidates who have completed a satisfactory course of study either by correspondence or attendance.

10. Nominations of candidates for the Chemistry examination are to be restricted to personnel who have attended the Chemistry Laboratory Course or the LEEUWIN Matriculation Course.

Nominations for Chemistry Laboratory Course

11. A one-week course will be conducted at HMAS CERBERUS commencing on the first Monday in August. Nominations of recommended candidates are to be forwarded to DNES to arrive by 1 June. Selections will be signalled as soon as possible after that date; personnel are to be loaned to HMAS CERBERUS for the duration of the course. Officer candidates attending the Matriculation Preparatory Course at HMAS LEEUWIN are exempt from the requirement to undertake this course as a prerequisite to attempting the SGCE Chemistry examination.

Grading of Results

12. Candidates results are graded using the Stanine distribution method as follows:

Stanine Score	*Grade*
D9	Distinction
C8, C7	Credit
P6, P5, P4	Pass
N3, N2, N1	Fail

13. The English examination comprises papers in English Expression and English Literature. Subject to a candidate attaining a satisfactory level in English Expression, a subject pass will be determined by the aggregate of marks obtained in both papers.

14. Applications for the re-mark of a candidates worked papers will not normally be approved unless there is strong supporting evidence that the marks may be in error.

Examiners Report

15. An Examiners Report is distributed to Education Officers after each exam series. The report includes copies of all exam papers with examiners comments, answers where appropriate and statistics of results.

Issue of Certificates

16. An SGCE Certificate will be issued to candidates as soon as passes have been achieved in four subjects. Certificates will normally be issued on discharge to candidates who achieve passes in less than four subjects or who have added to or improved subject passes subsequent to the issue of a certificate. However, a certificate can be obtained at any time by application to DNES should there be a requirement.

SGCE Preparatory Course

17. A preparatory course to assist selected SD, SL and WRANS officer candidates to qualify educationally for commissioned rank is conducted biannually at HMAS LEEUWIN.

18. The courses, which are of approximately 19 weeks duration, will normally commence on the second Monday in January and July. The course will cater primarily for the SGCE subjects of English, Mathematics, Geography, Physics and Navigation but alternative subjects will be available where appropriate.

19. 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 for the SGCE examinations in April or October if they have achieved a suitable standard at this stage of the course.

Recognition of SGCE by Other Authorities

20. The degrees of recognition accorded to the Services General Certificate of Education by the various State educational authorities and by the Public Service Board are defined below.

21. As the subject syllabuses of the SGCE are closely related to those of the Victorian School Leaving Examination and as the degree of recognition approved by the Victorian Universities and Schools Examinations Board is of special significance, the conditions governing this recognition are given in detail hereunder.

22. Where it is proposed to use SGCE subject passes to establish eligibility to undertake, by correspondence or attendance, a further course of study leading to a higher academic or technical qualification, candidates should study the appropriate handbook or manual issued by the particular examinations board, and, if necessary, write to the State authority concerned to obtain details of any compulsory subjects and other prescriptions relevant to the particular course of study proposed.

Victorian Universities and Schools Examinations Board

23. In June 1965, the VUSEB advised that, subject to triennial review, it would:

a. recognise approved SGCE subjects as being equivalent to the Victorian School Leaving Examination subjects for purposes of the Matriculation prerequisite;

b. authorise endorsement of the SGCE Certificate which would state that the VUSEB recognises subject passes in this examination as being equivalent to its own School Leaving subjects.

Public Service Board

24. The regulations which specify the minimum educational qualifications for entry to the Third Division of the Commonwealth Public Service are defined in terms of the public examinations conducted by the various State educational authorities.

25. The qualifications required were amended in Gazette No 47 of 30 May 1968, as follows:

'OR

By passing an examination conducted by or on behalf of the Defence Forces which is assessed by a State educational authority as equivalent to a pass in a State Standard Examination in the subjects and at the level required for entry to the Third Division.'

The Public Service recognises the Victorian School Leaving Certificate as a suitable qualification for Third Division and the Victorian Universities and Schools Examinations Board recognises SGCE as equivalent to the Victorian Leaving. Therefore, acceptance of SGCE by the Public Service Board is conditional on continuing acceptance of SGCE by the Victorian Universities and Schools Examinations Board, and, of course, on the continuing acceptance of the Victorian Leaving by the Public Service Board as an acceptable qualification.

26. Applicants must have gained SGCE passes in English and three other subjects. Navigation is acceptable as one of the other subjects.

27. These conditions apply also to applicants who have passed the Victorian Leaving Examination. All applicants are required to sit for a Commonwealth Selection Test.

28. Applicants must be under the following ages at the date of appointment:

In all States and the Australian Capital Territory	28 years
In the Northern Territory and the Territory of Papua and New Guinea	45 years

29. An age concession is applied in certain cases to former members of the Australian Forces who, if eligible under the conditions defined in detail in the Commonwealth Gazette, must be under the age of 51 years at the date of appointment.

30. This concession, for the most part, applies to former members of the Australian Forces as defined in the Re-establishment and Employment Act 1945-1966, and to service that was special service for the purposes of the Repatriation (Special Overseas Service) Act 1962-1968, as amended.

Note: In view of the recently-stated aim of the VUSEB to abolish the Victorian Leaving Examination by stages, the Public Service Board must eventually review its minimum educational requirements in this regard. It is possible that the eligibility of ex-servicemen with SGCE qualifications to apply for entry to the Public Service could be in jeopardy as a consequence of this review.

State Educational Authorities

31. Recognition accorded to SGCE by the various educational authorities is as follows:

Authority	*Education Equivalent*
Royal Melbourne Institute of Technology	Equivalent to Victorian Technical Leaving Examination. There are subject prescriptions governing eligibility to undertake the various Leaving entry courses.

Authority	*Education Equivalent*
NSW Department of Education ..	Recognised on a subject basis as equivalent to NSW School Certificate as follows: *SGCE* — *School Certificate* English — English Economics — Commerce Modern History — History Mathematics I plus Mathematics II — Mathematics Physics plus Chemistry — Science Geography — Geography.
Queensland Department of Education ..	Equivalent to subjects passed at Grade Eleven (sub-senior).
South Australia Department of Education	Equivalent to subjects passed at the Leaving Technical Certificate or Leaving Area Examinations.
Western Australia Department of Education	Equivalent to subjects passed at 4th Year (sub-matriculation). SGCE Mathematics I and Mathematics II are together equivalent to Leaving Mathematics A.
Tasmanian Schools Board	No formal recognition, but SGCE subjects are considered to be of Schools Board Certificate standard except in Economics and Navigation for which there are no subject equivalents. Individual applications for recognition of qualifications will be necessary.

32. Navy Order 668/68 is hereby cancelled.

(325/1/156 DNES)

(*Navy Order 668/68*)

UNCLASSIFIED

148/71—Service Personnel—Voting Rights

1. The attention of all personnel is directed to the following:

The Commonwealth Electoral Act 1966 provides for the extension of the Federal franchise to persons under 21 years of age who are, or who have been, on special service outside Australia as members of the Defence Force.

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

(79/1/55 HPB)

UNCLASSIFIED

149/71—Travelling Allowance—Members on Short Term Duty Oversea

1. The rates of Short Term Duty Travelling Allowance for the USA and Canada have been varied with effect from 4 January 1971, and are included in the following table which is a consolidation of the rates shown in Navy Order 119/70 as amended by Navy Orders 158/70, 319/70, 488/70, 559/70, 583/70 and 630/70.

TABLE A

Country	*Currency of Payment*	*Rates of Payment per Day*		
		LEUT or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, LCDR or Relative Rank*	*CDRE and Above*
Argentina	$A ..	17	20	23
Austria(*a*)	Schillings	525	625	725
Bahrain	Dinars ..	20.00	21.00	22.00
Belgium	Francs ..	1000	1150	1300
Brazil	$A ..	25.00	28.00	31.00
Britain(*a*)	£stg. ..	6.15.0	9.0.0	11.5.0
Burma	Kyats ..	120	130	140
Carribbean Area (except Trinidad and Tobago)—				
15 December to 15 April ..	$A ..	22.00	24.50	27.00
16 April to 14 December ..	$A ..	17.50	20.00	22.50
Ceylon(*d*)	Rupees ..	155	160	165
Chile	$A ..	18	21	24
Denmark	Kroner ..	165	190	215
UAR Egypt	£Eg. ..	11.000	12.650	14.250
Fiji	$F ..	14.50	16.50	21.00
Finland	F Mks ..	90	105	120
France(*a*)	Francs ..	130	145	165
Germany(*a*)	D Marks	74	85	96
Ghana	New Cedis	33.00	35.00	37.00
Greece	Drachmae	530	650	780
India—				
New Delhi	Rupees ..	140	150	160
Bombay	Rupees ..	165	175	185
Calcutta	Rupees ..	150	160	170
Iran	Rials ..	1800	2030	2260
Ireland	£Irish ..	6.15.0	8.15.0	11.0.0
Israel	£IS. ..	98	110	125
Italy(*a*)—				
Rome, Milan Venice, Turin, Florence, Genoa, Naples, Bologna	Lire ..	12000	14500	17000
Elsewhere	Lire ..	11500	13500	15500
Kenya	EAShgs ..	184	202	220
Laos	Kips ..	10150	10650	11100
Lebanon	£Leb ..	80	90	100
Malaysia(*b*)	$M ..	62	67	75
Malta	£Stg. ..	7.3.0	8.8.0	9.13.0
Mauritius	Rupees ..	87	101	115

TABLE A—*continued*

Country	Currency of Payment	Rates of Payment per Day		
		LEUT or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, LCDR or Relative Rank*	*CDRE and Above*
Mexico	Pesos	360	430	580
Nauru	$A	2.00	2.25	2.50
Netherlands(*a*)	Florins	75	85	105
New Zealand(*a*)	$NZ	15.50	17.50	21.50
Nigeria	£N	9.0.0	10.5.0	11.10.0
Norway	Kronor	155	180	205
Pakistan—				
Islamabad	Rupees	130	140	150
Karachi	Rupees	145	155	165
Dacca	Rupees	140	150	160
Peru	$A	23.50	27.00	30.00
Philippines(*a*)	Pesos	115	154	168
Singapore	$S	75	90	105
South Africa—				
Johannesburg	Rand	18.50	19.50	20.50
Elsewhere	Rand	15.50	17.00	18.50
South Vietnam(*b*)	Piastres	4800	5400	6000
Spain	Pesetas	980	1140	1300
Sweden	Kronor	118	133	148
Switzerland(*a*)	Francs	100	105	115
Taiwan	$NT	760	840	920
Tanzania	EA Shgs	186	193	200
Thailand	Baht	420	500	580
Timor	$A	16.00	17.00	18.00
Trinidad and Tobago	$TT	39	44	50
Turkey	T Lira	260	300	340
Yugoslavia	New Dinars	245	295	335

TABLE B

Country	Currency of Payment	Rates of Payment per Day		
		LEUT or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, LCDR or Relative Rank*	*CDRE and Above*
Cambodia	Riels	715	770	825
Canada(*a*)	$Can	17	19	22
Hong Kong(*a*)	$HK	59	69	79
Indonesia	$A	13.50	15.50	17.50
Japan	Yen	5300	6100	6900
New Caledonia	CFP Francs	1200	1250	1400
Pakistan—Elsewhere	Rupees	45	50	55
South Korea	Won	3400	3700	4000
USSR—				
Moscow, Leningrad	Roubles	14	16	18
Elsewhere	Roubles	12	14	16
USA(*a*)	$US	17	19	22
India—Elsewhere	Rupees	45	50	55

TABLE C

Country	Currency of Payment	Rates of Payment per Day		
		LEUT or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR, LCDR or Relative Rank*	*CDRE and Above*
Nauru	$A	2.00	2.25	2.50
Other Countries	$A	3.00	3.75	4.50

Notes:

1. Attention is drawn to the special provisions relating to leaders of delegations and officers accompanying Ministers.

2. While residing in Australian Services Messes members are to be paid at the rate of actual cost of compulsory mess charges for accommodation and subsistence plus $A2.00 per day.
3. Also excluding members on long term posting to Trinidad and Tobago.
4. Preferred Tourist Rate of Exchange—Rupees 10.07 to $A1.

2. Conditions of payment are contained in NPI 209-209/10.

3. Navy Orders 119/70, 158/70, 319/70, 488/70, 559/70, 583/70 and 630/70 are hereby cancelled.

(252/4/168 HPB)

(*Navy Orders 119/70, 158/70, 319/70, 488/70, 559/70, 583/70 and 630/70*)

UNCLASSIFIED

150/71—Travel by Dependants to Strategic Reserve Area—Group Travel Facilities

1. QANTAS Airways Limited have agreed that members of the RAN Wives Association are eligible to travel to Singapore and Hong Kong at the reduced fares applicable to Affinity Group Travel. An 'Affinity Group' is one defined by QANTAS as being comprised of members of the same Association which has principal purposes, aims and objectives other than travel, and which has sufficient affinity prior to travel, to set it apart from the general public.

2. The following are the main conditions applicable to group travel:

a. A group comprises 15 or more members. Dependent children may also travel in the group made up of 15 or more adult fares—children between the ages of two and not older than 12 years being half fare and two of these children being counted as one adult. Infants under two years of age travel on 10 per cent of the return fare, but they are not included as a number in the group.

b. Members of the group are entitled to a 30 per cent reduction off normal commercial fares.

Based on air fares from 1 April 1971, the cost per adult would be:

	Normal Return Economy Fare	*30% Reduction*	*Group Fare*
	$	$	$
Sydney/Singapore ..	509.60	152.88	356.72
Sydney/Hong Kong ..	698.60	209.58	489.02

c. All payments to QANTAS and travel arrangements must be finalised before departure.

d. Each member of the group is required to have been a member of the RAN Wives Association for at least six months immediately prior to travel.

3. It will be necessary for the Honorary Secretary of the RAN Wives Association concerned to lodge the Application for Group Travel with QANTAS Airways Limited; wives of personnel who are interested in the above method of travel should be advised to apply to their Honorary Secretary for further details.

(187/1/225 DMD)

RESTRICTED

151/71—Gunnery—Fire Control—MRS 3—Radar Type 903 and Aerial Outfit AKK—Collimation—Use of Helicopters

(*DCI (RN) 1209/67*)

1. Results of recent trials by the Royal Navy have shown that a helicopter fitted with Luneberg Lenses is of considerable use when setting to work radar Type 903 and when the flying of radar calibrating balloons is not practicable.

2. Helicopters fitted with Luneberg Lenses are not available to the RAN and therefore helicopters without lenses are to be used only as a last resort. If a helicopter is used then the following procedure should be adopted:

3. It should close slowly on a direct course towards the ship at a height of 4,000 feet. At 5,100 yards range, set the gain of the Operational Circuits Unit for half a degree misalignment.

4. When correctly set to work the system should hold the helicopter in Blind Control as follows:

Range 10,000 yards in a ± 10 minute box.
Range 5,000 yards in a ± 5 minute box.

Assessments of point of aim should only be made on direct closing courses.

5. A helicopter must not be used under conditions of anomalous propagation, heavy inversion or high humidity where refraction of the radar and visual beams (lines of sight) can be considerable, particularly at low angles of sight. A calibrating radar balloon will also suffer from the same defect. Phasing errors will be introduced into the Tracker if any attempt is made to adjust phase under such conditions. Ships can obtain advice of abnormal propagation conditions from the local meteorological station.

6. Where conditions as in Paragraph 5 exist then the CT118 and Sighting Board should be used if collimation is required. Further information on the setting of phase and gain at the Operational Circuits Units, using this method, will be promulgated in due course.

7. It should be noted that the balloon is the primary means of collimation of all gun and missile fire control systems and a helicopter only a useful supplement. If a helicopter has been used, then as soon as possible after alignment a confirmatory balloon run should be conducted.

8. Navy Order 219/68 is hereby cancelled.

(737/256/123 DWE)

(*Navy Order 219/68*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

152/71—Sailors Course Programme—1971

1. The alterations and additions shown in Annexes A and B to this order are promulgated as Amendment No 2 to Navy Order 568/70. The previous amendment was published as Navy Order 14/71.

2. The amendment list shown at Paragraph 6 of the parent order should be noted with this second amendment order number.

ANNEX A

Alterations

Branch or Group	EDP No	Course	Location	Duration in Days	Re-engagement Category	Start Date	Completion Date	Min/Max Nos	Remarks
Seaman Promotion	911900	POPT	CERBERUS and PENGUIN	—	—	11.1.71	*18.6.71*	—	Revised completion date
	911800	LSPT	CERBERUS ..	—	—	4.1.71	*2.7.71*	—	Revised completion date
	911910	POQMG.. ..	CERBERUS ..	—	—	—	—	*6–10*	Corrected Min/Max Nos
	911710	ABQMG ..	CERBERUS ..	—	—	24.3.71	*14.5.71*	—	Revised completion date
	911770	ABFC	CERBERUS ..	—	—	24.3.71	*14.5.71*	—	Revised completion date
	911780	ABWM	CERBERUS ..	—	—	24.3.71	*21.6.71*	—	Revised completion date
	NN	Seaman Gunner ..	CERBERUS ..	—	—	11.1.71(3) 8.2.71	*6.4.71*(3) *6.5.71*(1)	—	Revised completion date
Communications Promotion	912710	TO	CERBERUS ..	—	—	24.8.70 19.10.70 30.11.70 22.2.71	*8.4.71* *28.5.71* *30.7.71* *1.10.71*	—	Revised completion dates
	912720	RO	CERBERUS ..	—	—	19.10.70 30.11.70 22.2.71	*7.5.71*(2) *18.6.71* *10.9.71*	—	Revised completion date
Marine Engineering Promotion	913910	POME	CERBERUS and PENGUIN	—	—	25.1.71	*7.5.71*	—	Revised completion date
	913920	POMED ..	CERBERUS and PENGUIN	—	—	8.2.71	*7.5.71*	—	Revised completion date
	913710	ME	CERBERUS ..	—	—	4.1.71 18.1.71 8.2.71	*16.4.71* *30.4.71* *21.5.71*	—	Revised completion dates
	913720	MED	CERBERUS ..	—	—	8.2.71	*14.5.71*	—	Revised completion date
Marine Engineering PCT	913620	TOW	CERBERUS ..	—	—	11.1.71	*8.4.71*	—	Revised completion date
Weapon Electrical Engineering Promotion	954960	CSAW	CERBERUS ..	*75*	—	15.3.71	*16.7.71*	—	Corrected duration and completion date
	954960	CSAC	CERBERUS ..	*115*	—	15.3.71	*10.9.71*	—	Corrected duration and completion date
	914710	EMP	CERBERUS ..	—	—	—	14.5.71 *amended to 21.5.71*	—	—
	914720	EMWE	CERBERUS ..	—	—	—	16.2.71 *amended to 23.4.71*	—	—
	914740	EMC	CERBERUS ..	—	—	—	21.5.71 *amended to 11.6.71*	—	—
Weapon Electrical Engineering PCT	*914690*	TOW(L)	CERBERUS ..	—	—	—	—	—	Corrected EDP No
Supply Promotion	911920	POCK	CERBERUS ..	—	—	—	—	*3–5*	Amended Min/Max Nos
	919820	LCK	CERBERUS ..	—	—	—	—	*3–5*	Amended Min/Max Nos
	919710	WTR	CERBERUS ..	65 (includes 5 NBCD)	—	4.1.71 15.2.71 29.3.71 17.5.71 16.8.71 20.9.71	*9.4.71* *21.5.71* *16.8.71* *3.9.71* *12.11.71* *17.12.71*	—	Revised completion dates
	919720	CK	CERBERUS ..	—	—	9.11.70 18.1.71 15.2.71	*7.4.71* *21.5.71* *18.6.71*	—	Revised completion dates
	919730	STD	CERBERUS ..	—	—	15.2.71	*2.4.71*	—	Revised completion date
	919750	SAV	CERBERUS ..	—	—	25.1.71	*2.4.71*	—	Revised completion date
Sick Berth Promotion	918710	SBA	CERBERUS ..	—	—	21.9.70 15.2.71	*6.8.71* *26.11.71*	—	Revised completion dates
WRANS Promotion	907910	POWRCK ..	CERBERUS ..	—	—	—	—	*3–5*	Amended Min/Max Nos
	907710	WRCK	CERBERUS ..	—	—	15.2.71	*16.4.71*	—	Amended completion date
	907770	WRWTR ..	CERBERUS ..	40	—	15.2.71	*16.4.71*	—	Revised completion date
	907760	WRSBA Sect 1 Pt 2	CERBERUS ..	60	—	15.2.71	*14.5.71*	—	Revised completion date

ANNEX A—*continued*

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
WRANS Promotion—*continued*	937760	WRSBA Sect 1 Pt 2	CERBERUS ..	60	—	10.5.71 *amended to 17.5.71*	20.8.71 *amended to 27.8.71*	—	—
	937710	WRRO Section A ..	CERBERUS ..	30	—	15.2.71	*2.4.71*	—	Revised completion date
	937730	WRROT.. ..	CERBERUS ..	50	—	15.2.71	*30.4.71*	—	Revised completion date

ANNEX B

Additions

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
WRANS Promotion	907760	WRSBA Sect 1 Pt 2	CERBERUS ..	60	—	4.1.71	26.3.71	3–20	—
	937760	WRSBA Sect 2 Pt 2	PENGUIN ..	60	—	4.1.71 29.3.71	26.3.71 18.6.71	3–20	—

(312/21/118 D of T)

(*Navy Orders 568/70 and 14/71*)

W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 153/71-172/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 May 1971.

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

13742/71

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

153/71—Approval and Certification of Duty and Leave Concession Travel—Naval Personnel

1. To comply with Treasury requirements it has become necessary to alter existing procedures and documentation associated with both duty and leave concession travel at departmental expense by Service personnel. The major requirement to be met is that Certifying Officers before certifying accounts for expenditure on travel shall be able to sight evidence that the journey was approved by competent authority and that travel as claimed for was in fact undertaken by the member or members concerned.

2. Existing forms associated with duty and leave concession travel (Forms AS542, AS1400Z and PB103) are abolished. As from 1 June 1971 the following new forms will replace and should be used instead of existing forms:

Existing Form	*New Form*
AS542 Route Order	PB105 Movement Requisition and Duty Travel Order.
AS1400Z Application for leave concession travel	PB106 Movement Requisition—Leave Concession Travel or Leave Concession Travel combined with Duty Travel.
AS542 Travel Expense Claim ..	FA220 Claim for travelling expenses.
PB103 Leave Concession Warrant PB108 Travel Warrant	PB108 (1971) Travel Warrant. PB108-1—Duplicate Travel Warrant Certificate.

Supply of initial stocks of the above forms will be made without demand by DNA or SVSO as appropriate. The new forms bear the year of issue (1971) after the form number.

3. As from the date of introduction of the revised procedures, variation will also be made to current practice under which warrants issued other than by sea-going ships are endorsed payable by and to be rendered with the claim on the issuing establishment who after certification of the claim forwards it under Form FA139 to the Authorising Officer responsible for authorising payment of accounts for the State or Territory in which the expenditure was incurred. Under the revised procedures travel warrants issued other than by sea-going ships will be endorsed payable by and to be rendered with claim on the Certifying Officer at the office or establishment responsible for payment of accounts for the State or Territory in which the expenditure was incurred, eg, warrants issued by commissioned establishments in East Australia Area will be endorsed payable by and to be rendered with claim on the Area Finance Officer, East Australia Area. Travel warrants issued by sea-going ships are to continue to be endorsed payable by and to be rendered with claim on the Director of Navy Accounts.

Duty Travel Procedure

4. Form PB105—Movement Requisition and Duty Travel Order which consists of a snap-set in three parts should be used in all cases where *ONLY* Duty Travel is involved. Where the travel involves the issue of a travel warrant the following procedures are to apply:

a. Form PB105 is to be raised in triplicate (as provided) and a consecutive movement requisition number allotted to the form. (The requisition number is required for auditing purposes and will provide a cross reference to the warrant.) A new series of numbers will begin on 1 January each year, prefixed by the year, thus the first number for the year 1971 will be 71/1. Where a ship or establishment prepares movement requisitions or issues warrants from more than one point some identifying symbol should be used to distinguish such issuing points. A suitable means would be the addition of a suffix against the requisition number.

b. The travel warrant is raised and the movement requisition number shown on the PB105 is to be entered on the warrant under 'Authority for Travel' and the warrant number is to be entered on the PB105 in the area provided.

c. Form PB105 is to be distributed as follows:

Original .. To be forwarded to the Certifying Officer responsible for payment of claims made by the Travel Authority.

Duplicate .. Handed to traveller to support claim for travelling expenses (Form FA220).

Triplicate .. Ships copy.

d. The travel warrant (PB108) is to be distributed as follows:
ORIGINAL to travel company to exchange for tickets.
DUPLICATE (certificate) to be handed to the travelling member.
TRIPLICATE to be retained as the ships copy.

e. On completion of the full journey, the member must sign the certificate on the duplicate of the Travel Warrant and hand it together with any unused tickets to the Regulating Officer (sailors) or to the Captains Secretary (officers). If the member loses the certificate he must be asked to sign a duplicate which is available as a separate form (PB108-1).

f. In any case where tickets are unused action is to be taken to verify that details of cancellation are shown in the travel certificate and that all unused tickets are or have been returned by the traveller. Where unused tickets are not attached to the travel certificate the form is to be endorsed as to their disposal. Care is to be exercised to ensure safe custody of any unused tickets.

g. Completed certificates of travel are to be dispatched under cover of an advice listing the serial numbers of the certificates at intervals not exceeding one week to the authority responsible for payment of the claim by the travel authority (by reason of the concurrent preparation of the warrant and certificate the appropriate addressee will already be recorded on the certificate). Subject to Paragraph 14 any unused tickets are to accompany the completed certificates details being shown on the covering advice.

5. Where the travel does not involve the issue of a travel warrant, the Movement Requisition is still required to be raised. The letters 'WNI'—warrant not issued—should be inserted in the space provided for the insertion of the warrant number. The original copy of PB105 in these cases is not required to be forwarded to the Certifying Officer, but should be retained. The duplicate copy of PB105 is to be handed to the traveller in all cases as even if not anticipated expenses may arise for which claim is to be made and required to be supported by copy of the Movement Requisition.

6. Where a group travels together to join the same ship or establishment approval to travel may be given on the one movement requisition and tickets obtained on one warrant subject to both documents showing or being supported by a list of the members travelling. In such cases the travellers copy of the Movement Requisition and the Travel Certificate copy of the travel warrant will be handed to a nominated member of the group who will be responsible for completing the travel certificate for all members travelling. Separate copies of Form FA220 will be required for each member if expenses are claimed. Each Form FA220 is to show the number of the Movement Requisition and be cross referenced to the voucher to which the travellers copy of the movement requisition is attached.

7. Whenever a travel warrant is cancelled for any reason prior to tickets being obtained the travel certificate copy of the warrant marked 'CANCELLED' is to be forwarded to the appropriate Certifying Officer or the Director of Navy Accounts.

8. It is expected that cases will occur where the completion of the travel certificate may present practical difficulties, eg, travel by families on removal, prospective recruits not accepted for service, discharged members, overseas travel, etc. In such cases the certificate of travel may be completed on behalf of the traveller by persons whose duties or personal knowledge make them competent for this purpose, eg, Issuing Authorities, Movement Officers and where evidence of the travel is held or all practical steps have been taken to verify that the travel as charged for was undertaken.

Leave Concession Travel or Leave Concession Travel Combined with Duty Travel Procedure

9. Form PB106—Movement Requisition, which consists of a snap set in four parts, should be used in all cases of leave concession travel or leave concession travel combined with duty travel. The following procedures are to apply:

a. Four copies of Form PB106 are to be raised (as provided) and a movement requisition number inserted on the form. The same system of numbering as that to be used for duty travel (*see* Paragraph 3a) is to be used.

b. Form PB106 is to be distributed as follows:

Original .. To be forwarded to the Certifying Officer responsible for payment of claim made by Travel Authority; if no travel warrants are involved, this copy need not be forwarded.

Duplicate .. Handed to traveller to support claim for expenses incurred (Form FA220).

Triplicate .. To HPB, Navy Office, Canberra, for check and verification of entitlement.

c. The procedures concerning Travel Warrants and Travel Certificates are the same as for Duty Travel.

Expenses Claim

10. All claims for expenses involving Duty Travel, Concession Travel or a combination of both should be made on Form FA220. This form should be accompanied by the duplicate of either PB105 or PB106 (travellers copy).

Warrants

11. As mentioned the Leave Concession Warrant has been abolished and a single dual-purpose warrant issued instead. This warrant book (Form PB108 (1971)) consists of an original for use as at present, a duplicate known as the 'Certificate' and a triplicate to be retained by the Issuing Authority.

12. In cases where the travelling member has lost his 'Certificate' an additional copy is provided for in the form of PB108-1. These are available in books of 50 sheets in duplicate.

Accounting

13. For the purposes of Treasury Direction 6/19 the Certifying Officer at the Naval establishment or office in which the claim by the travel authority is certified is responsible for the recovery of any refunds due for unused tickets. This is not intended however, to vary necessarily any practices currently followed whereby unused tickets are returned to the travel authority with a request for credit by some other officer, eg, the Issuing Authority. In such cases the correspondence with the travel authority or a copy thereof is to be forwarded to the Certifying Officer responsible for payment of claim by the travel authority to enable him to follow up and verify the recovery in the travel accounts certified by him.

14. Certifying Officers will file all copies of Movement Requisitions (Forms PB105 and PB106) and Travel Certificates (Forms PB108 and PB108-1) in warrant number order. Before filing Travel Certificates an examination is to be made that travel for which tickets were obtained accords with the Movement Requisition, that unused tickets have been detached and that the certificate is endorsed with reference to recovery action for unused tickets.

15. At intervals not exceeding one month Certifying Officers are responsible for examination of the file of Movement Requisitions and Travel Certificates and to take follow up action in any instances where Travel Certificates have not been received within a reasonable period of date of completion of travel as approved and for which warrants have been issued.

16. Other than in exceptional circumstances, eg, lost warrants, reference need not be made to the file of Movement Requisitions and Travel Certificates for the purpose of certification of claims by travel authorities. As, however, the basis of certification of accounts will be the completeness of the file of travel certificates it is essential that care and thoroughness be exercised in the maintenance and follow up of the completeness and accuracy of the record. The same conditions as to retention will apply to the certificates as for paid vouchers, ie, to be retained for a minimum period of six years.

17. ABR 5020 and 5018 will be amended in due course.

(187/51/153 DNA)

UNCLASSIFIED

154/71—Food Service Assistance

1. The East Australia Area Command Cookery Officer and staff are available to all ships and establishments to provide advice and assistance on all matters relating to food service.

2. Food service includes:

a. The preparation and presentation of foods.
b. The use of equipment and utensils.
c. Portion control.
d. Cafeteria control.
e. On the job training.

3. Requests for food service assistance may be made to FOCEA by signal or letter. Such requests should contain proposed dates of visit most suitable to the ship or establishment. Requests should be made a minimum of four weeks in advance of visit.

(42/22/551 DFSD)

UNCLASSIFIED

155/71—Hazards Associated With Inhalation of Smoke and Hot Gases

1. In all types of combustion, smoke and a mixture of gases are produced. Invariably these products of combustion are toxic to man in varying degrees and can be lethal if exposure is prolonged.

2. The composition of these noxious smokes and gases depends on the type of combustible material at the site of the fire. Invariably carbon monoxide and carbon dioxide will be produced which will reach dangerous concentrations.

3. Symptoms which may be produced by inhalation of these gases include giddiness, weakness, mental confusion, breathlessness, palpitations and finally unconsciousness and death. Additional effects of other gases produced by the burning of such materials as paint or explosives are likely to include irritation to all breathing passages, tightness of the chest, cough, headache, irritation of the eyes and possibly vomiting.

4. Antigas respirators are of no use as a protection from these gases, as they all tend to produce oxygen deficiency. This oxygen deficiency has a far greater significance when smoke and gases are produced in confined spaces.

5. Personnel suffering from the effects of smoke and gases must be removed to a place where there is adequate fresh air. In such an environment they will normally recover rapidly, but administration of supplemental oxygen may be required. Personnel who have been rendered unconscious by inhalation of smoke and gases will initially require more intensive resuscitative measures such as artificial respiration and possibly external cardiac massage.

6. Personnel entering compartments in which smoke and gases are present must use self-contained breathing apparatus at all times. The procedure indicated in BR 2171 Part IV Chapter 7 Section IV is to be followed.

(327/53/218 MDG)

UNCLASSIFIED

156/71—Naval Stores Branch Organisation—Responsibilities

1. As a result of a recent review undertaken in the Naval Stores Depot, Sydney, a new organisation has been approved which involves two Supply Superintendents to replace the former Superintending Naval Stores Officer (SNSO). The functions previously held by SNSO, Sydney, are now divided between the two new Superintendents as follows:

a. Superintending General Store Officer (SGSO), located on Garden Island, responsible for General Stores and Fuels; and
b. Superintending Electrical Store Officer (SLSO), located at Woolloomooloo, responsible for Electrical and Electronic Stores.

2. Stores should now be demanded from the relevant Supply Depots as indicated by the codes:

0027 General Stores
0094 Electrical Stores
0337 Electronic Stores.

3. Correspondence in connection with Stores should be forwarded as follows:

To SGSO—matters concerning stores at the General Supply Depot (0027) and Oil Fuel.

To SLSO—matters concerning stores at the Electrical and Electronic Supply Depots (0094 and 0337).

(2/4/263 C of S)

UNCLASSIFIED

157/71—RAN Training System (Shore Title RANTS)

1. The Naval Board have been aware for some time that many of the improvements that are being introduced into training technology and training administration in other Services and industrial training programmes could profitably be adopted in the RAN.

2. Consequently, it has been decided that what has come to be known as a 'systems approach to training' is to be adopted as the training doctrine of the RAN.

3. The majority of syllabuses in use until now in the various Naval training schools have been drawn up subjectively; that is, they have been based on their authors own individual ideas on what the student has needed to know. Moreover, the end-of-course tests have been designed to find out how much of that syllabus the student has learnt, rather than to see how well he can do his job.

4. A systems approach, on the other hand, is objective; that it, it is based on factual needs derived from a thorough systematic analysis.

5. At Annex A to this order, a complete system involved in such objective training is illustrated diagrammatically.

6. The first step is to find out exactly what skills and knowledge the man who is to be trained will need to have at the end of his course. The best way to do this is, by job analysis techniques, to determine just what the sailors in a particular rank and category are being called upon to do in the Fleet (or at establishments). Then in the same way as an engineer who wants to build a bridge must work backwards from the basic statement of what traffic the bridge needs to be able to carry, through the broad design and then to the detailed design, so must the training system work backwards from the data which job analysis has first collected.

7. From the Job Analysis comes, for the trainer, the Job Specification. But because a man cannot be trained to do each one of the many tasks he might be called upon to do, on all the equipments he might meet, from this must next be refined a Training Objective, defining clearly what the man must be capable of doing at the end of his course. This is then called the Course Training Standard, which is essentially a statement of skills and knowledge that a sailor will need to have at the end of a course.

8. Before the Course Training Standard is used to develop the Syllabus, the systems approach calls for preparation of Performance Checks, which will eventually be used at the end of the course as the standard to check whether the man has in fact learnt his job.

9. It must then be decided how the man is to be trained and, by selecting the course content, the method of training and the instructional materials needed, the Course Training Plan is evolved. This includes Syllabuses, Teaching Plans and Timetables.

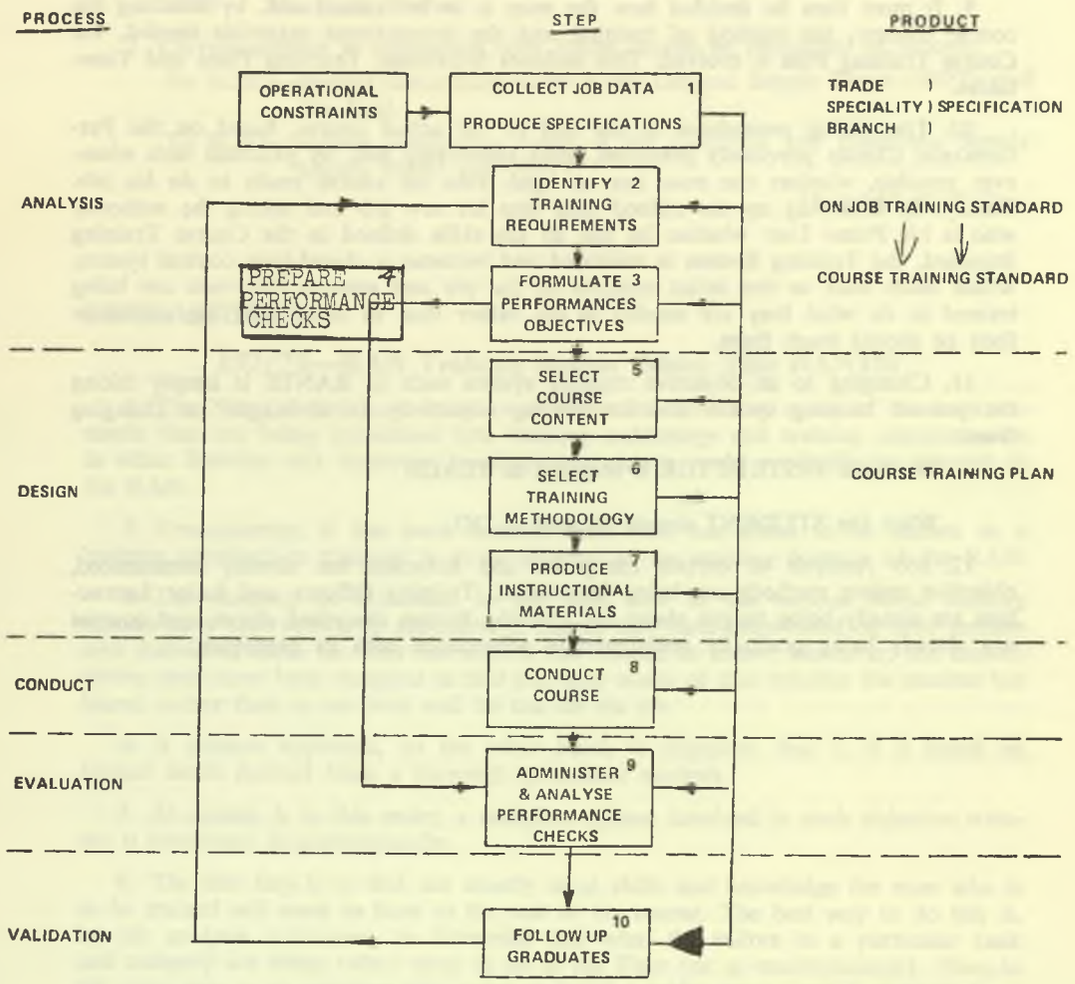
10. The testing procedures at the end of the actual course, based on the Performance Checks previously prepared, must objectively test, by practical tests whenever possible, whether the man has emerged from his course ready to do his job. Finally, by following up the trained man into his new job and asking the authority who is his Prime User whether he has all the skills defined in the Course Training Standard, the Training System is validated and becomes a closed-loop control system, which leads back to the initial analysis of the job and ensures that men are being trained to do what they are needed to do, rather than to learn what the instructor feels he should teach them.

11. Changing to an objective training system such as RANTS is simply taking the present training system and introducing objectivity at all stages; or changing from:

What the INSTRUCTOR is required to TEACH
to
What the STUDENT should be able to DO.

12. Job Analysis of certain categories and branches has already commenced, objective testing methods are being introduced, Training Officers and Sailor Instructors are already being taught about the Training System described above, and courses are already being gradually redesigned in accordance with its principles.

ANNEX A



A TRAINING SYSTEM

(311/4/323 DGT)

UNCLASSIFIED

158/71—Safety—Hazard Survey and Inspection Teams

1. As part of the continuing Accident Prevention Programme in the Royal Australian Navy, ships and establishments are to institute a Hazard Survey and Inspection Team, which periodically undertakes a planned inspection of all activities. The survey team should carefully and systematically inspect each department, its equipment, machines, general housekeeping, work methods, and so on, to detect all possible hazards or unsafe acts.

2. The report of the survey team should show:

a. action which can be taken within the ship or establishment to eliminate a hazard or obviate an unsafe act;

b. ship or establishment or other organisational faults;

c. defect action appropriate; and

d. A and A action necessary.

3. The recommendations of the survey team are to be considered carefully by the Captain, who is to take steps to implement those matters approved by him which lie within his jurisdiction, or to refer other matters to higher authority.

4. In this regard follow-up action should be taken to review the effectiveness of measures taken.

5. Administrative Authorities are to remark on the activities and effectiveness of Hazard Survey and Inspection Teams in their annual Reports of Inspection.

(8/202/13 CONS)

RESTRICTED

159/71—Security Brief Cases

1. The combination locks fitted to Security Brief Cases Catalogue No 8460-66-023-7400 have been found to be insecure.

2. This type of Brief Case should not be used when documents classified Confidential, Secret and Top Secret are removed from ships or establishments for reference at meetings or for other official use.

3. The approved replacement Security Cases, which can be demanded through SGSO, Sydney, are:

Catalogue No 8460-66-039-3608, Security Case, Samsonite, 17 inches long × 10 inches high × 5 inches wide type 9905, Secured with cam lock (Sidleen, Abloy or AVA).

Catalogue No 8460-66-039-3609, Security Case, Samsonite, 21 inches long × 16 inches high × 17¼ inches wide type 2932, Secured with cam lock (Sidleen, Abloy or AVA).

4. Navy Order 581/70 is hereby cancelled.

(514/56/122 SEO (S))

(Navy Order 581/70)

160/71—Will Not Be Issued

Section 2

PERSONNEL

UNCLASSIFIED

161/71—Discipline—Punishment Warrants—Transcripts of Evidence

1. The Naval Board have decided that, subject to Paragraph 2, transcripts of evidence are to be made in all cases in which a warrant punishment is imposed. The transcript of evidence is to be attached to page 3 of the punishment warrant.

2. No transcript of evidence is required when the accused pleads guilty and that plea is accepted. In such cases any statement in mitigation of punishment is to be summarised in the Commanding Officers remarks on page 3 of the punishment warrant.

3. Although the new requirement stated in Paragraph 1 above may appear to increase the administrative burden on office staffs, the requirement for transcripts will in fact be substantially less than it was under former instructions before pleas of guilty were permitted. Some 80 per cent of punishments warrants state that the accused has pleaded guilty.

4. These revised instructions will be incorporated in change 2 to the Manual of Naval Law, ABR 5151, but are to be implemented immediately.

(321/10/1233 DNLS)

UNCLASSIFIED

162/71—Wearing of United States Navy Unit Commendation Ribbon

1. Initial instructions on the wearing of the USN Unit Commendation Ribbon were issued in 065F of 20 May 1969.

2. The following amplifies and repromulgates these instructions.

3. The ribbon of the USN Unit Commendation is:

a. always to be worn on the left breast after all medals or medal ribbons. There is no medal with the Commendation, and therefore when worn with medals it is worn as a ribbon bar only;

b. not to be worn in either miniature or full-size form in evening dress which requires miniature medals or ribbons. There is no miniature size ribbon of the Commendation.

4. These instructions will be incorporated into uniform regulations.

(38/1/128 DPS (A))

UNCLASSIFIED

163/71—WRANS Conditions of Service in Darwin—Leave Travel Arrangements

1. WRANS Officers (C) and Wrans of the RO Category and Linguist Category who are posted to the Darwin area, will in future be posted for a period of two years instead of the current 12 months. This length of service will entitle Wrans concerned to a total of 12 weeks leave, and they will qualify for one free leave travel warrant during this posting. The break for leave in respect of the two year period is to be taken within the first 18 months of the posting.

2. This extended length of posting is being introduced to provide experienced staff at the Naval Communication Station at Darwin and to bring the Stations Supervisory/Operating capability to an adequate standard.

3. Wrans who are posted to the Darwin area for two years, and are considered to genuinely suffer from the heat or have persistent skin complaints, will be permitted to return south after 12 months service in Darwin.

4. These conditions of service are effective from the date of issue of this Navy Order.

(333/8/315 HPB)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

164/71—RANR Training—Instructions and Procedures for Sailing Training Craft

Navy Order 602/70 is to be amended as follows:

Paragraph 10

After 'bays, estuaries and sheltered waters' *add:*

'and in areas designated as Restricted Waters Training Passage—*see* Paragraph 14.'

Paragraph 11

After 'bays, estuaries and sheltered waters' *add:*

'or areas designated as Restricted Waters Training Passage—*see* Paragraph 14.'

Paragraph 14

Add new Sub-paragraph

'e. South Australia

An area between latitudes 35° 10′ South and 34° 25′ South within St Vincents Gulf.'

(311/52/74 DNRC)

(*Navy Order 602/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

165/71—Ammunition—Gaine No 10 Mark 1N Lot 70 Filled VAD 7-44 Withdrawn from Service

1. *Authorities Concerned* HMA Ships and RAN Armament Depots.
2. *Item Concerned* .. Gaine No 10 Mark 1N Lot 70 Filled VAD 7-44.
3. *Action to be Taken* ..
   a. By HMA Ships—Gaines, loose and in shell, are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.
   b. By RAN Armament Depots—report for disposal to Navy Office.
4. *Where Found* .. Gaines to be withdrawn may be found in service:
   a. *Fitted in:*
      33734712—Shell 4.5 inch HE
      337533011—Shell 4.5 inch Marker
      —Cartridges 4 inch Marker.
   b. *With:*
      35809211—Fuze DA No 230 and exploder
      35809212—Fuze DA No 230
      35809214—Fuze DA No 230 and exploder
      35809215—Fuze DA No 230
      35809219—Fuze DA No 230.
5. *Safety Category* .. BR 862 Article 1705, Category 'dd'. Dangerous if used.

(729/61/74 DAS)

UNCLASSIFIED

166/71—Ammunition—Igniter Cartridge Emergency Helicopter Flotation Equipment No 1 Mark 2 Introduction into Service

(DCI (RN) 485/70)

The undermentioned item is hereby introduced into Naval Service:

Item .. .. .. 369122—Igniter Cartridge Helicopter Flotation Equipment No 1 Mark 2.

Information .. .. This igniter is an improved version of 369018 Igniter and is completely interchangeable with it. It has a stainless steel body, stainless steel connecting pins and welded stainless steeel closure at the output end.

Aircraft Applicability .. Wessex.

Life .. .. .. a. Shelf—5 years.
b. Installed—30 months.

Explosive Classification .. Group 6 OAS B . . X.

Package .. .. a. One 369122 Igniter and one 369006 Washer per Cylinder A578.
b. Eight Cylinders A578 per Box A361/H60.

Accounting .. .. The two hyphens added to the Store Reference number denote that two extra digits will be added to indicate the year of filling. Service users should demand and account for the stores under the first six digits only.

(727/58/145 DAS)

(Navy Order 110/71)

UNCLASSIFIED

167/71—Ammunition—Pyrotechnics—Smoke Stores (Excluding Submarine Signalling Stores) Details of Types in Current Use in Naval Service

Navy Order 55/71 is to be amended as follows:

1. *Authorities Concerned* .. All HMA ships and shore establishments.
2. *Items Concerned* .. Smoke Stores.
3. *Purpose of Instruction* .. To amend Navy Order 55/71, by the inclusion in the Annex of the instruction, the item:

   Marker Location Marine Mark 25, together with details of packaging stowage groups, etc, as shown in Annex A attached.

ANNEX A

Nomenclature	*Packed*	*Stowage on Board HMA Ships*	*Details and Use*	*Further Remarks*
Marker Location Marine Mk 25	8 per Polyurethane container	Group 9 Pyrotechnic Magazine	Designed primarily for day and night use in anti-submarine warfare operations but is suitable for any and all sea surface reference point marking purposes which call for smoke and flame devices in the 10-20 minute range. These Markers may be launched from dispensers in Tracker A/C or by hand from Helicopters and surface vessels.	Group 9 Category X for Storage ashore

(728/61/111 DAS)

(Navy Order 55/71)

UNCLASSIFIED

168/71—Aviation—Aircraft Safety Equipment Servicing and Maintenance Responsibilities

1. This order defines the division of responsibility between Safety Equipment, Weapon, Air Weapon, Air Communication, Airframes Engines Categories and Medical Department for servicing and maintenance of aircraft and aircrew safety equipment which includes:

a. parachutes and associated equipment;
b. liferafts.
c. survival equipment;
d. first aid kits;
e. aircraft safety harness;
f. air-sea rescue equipment;
g. helicopter rescue and crewmens slings;
h. aircrew safety equipment such as:
(1) life saving jackets and associated equipment;
(2) protective and high altitude helmets;
(3) oxygen masks;
(4) pressure suits and waistcoats;
(5) anti-G suits;
(6) cooling and ventilation suits; and
(7) immersion suits; and
j. associated test equipment.

Safety Equipment Category

2. Safety Equipment personnel are responsible for the servicing, repair and maintenance of aircraft and aircrew safety equipment as listed in Paragraph 1 and are to co-ordinate the activities and maintenance requirements of other trade categories as specified in subsequent paragraphs. The co-ordinating task is not to include aircraft ejection equipment which is controlled by Weapon personnel.

Airframes Engines Category

3. Airframes Engines personnel are responsible for:

a. removal and installation of aircraft safety harness (other than that fitted to ejection seats);
b. removal and installation of blow-out liferafts;
c. maintaining oxygen equipment, other than oxygen masks, hoses and attached connectors;
d. rectification and reconditioning of non-automatic operating heads, other than ejection equipment;
e. rectification and reconditioning of all 'Quick Release Boxes'; and
f. the serviceability, removal and installation of first aid kits in aircraft.

Note 1: First aid kits that are unserviceable, 'time expired' or have the seal broken, are to be forwarded to the Medical Department for replenishment in accordance with current orders.

2: The serviceability of personal first aid kits is the responsibility of the individual holder concerned.

Weapon Category

4. Weapon personnel are responsible for the maintenance of:

a. Pyrotechnics contained in safety equipment.
b. Aircraft ejection equipment and explosive actuated devices such as canopy and hatch jettison mechanism.
c. Explosive operated heads fitted to all safety equipment.

Air Weapon Category

5. Air Weapon personnel are responsible for the maintenance of:

a. All safety equipment wiring and electrical fittings (excluding radio and radar equipment).
b. Electrical aspects of aircrew accessories and associated wiring.
c. Compasses.
d. Test rigs for oxygen masks and high altitude equipment.
e. Other recognised electrical/instrument equipment.

Air Communication Category

6. Air Communication personnel are responsible for the maintenance of radio and radar equipment contained in aircraft safety equipment and aircrew equipment.

The Medical Department

7. The Medical Department is responsible for replenishment of first aid kits, and the sealing of such kits in accordance with current listings.

8. Navy Order 92/69 is hereby cancelled.

(1311/1/25 ACAE)

(*Navy Order 92/69*)

RESTRICTED

169/71—Helmet, Steel RAC and Helmet, Soldiers, Steel M1—Revised Allowances

1. The combined allowances of Helmet RAC/Helmet, Soldiers, Steel M1 shown at Annex A to Navy Order 9/71, have been revised as indicated in Annex A to this order. Allowances for establishments remain unchanged.

2. The revised allowances will take effect immediately in respect of DDGs, and for all other ships on receipt of Communication Helmets. A Navy Order introducing the Communication Helmet into service will be promulgated in due course.

ANNEX A

Ship or Class	*Allowance as per Navy Order 9/71*	*Revised Allowance*
DDGs	50	40
DARINGs	65	55
DEs	50	43
MELBOURNE	180	160
SUPPLY	60	55
STALWART	66	62

Ship or Class	*Allowance as per Navy Order 9/71*	*Revised Allowance*
SYDNEY	80	70
ANZAC	40	34
QUEENBOROUGH	45	40
MINEHUNTERS	17	14*
MINESWEEPERS	17	12*
MORESBY	40	37
DIAMANTINA	40	38
PATROL BOATS	10	5

* Minehunters and Minesweepers 35-No and 33-No respectively when employed on Patrol Duties.

(710/51/274 DAS)

(*Navy Order 9/71*)

UNCLASSIFIED

170/71—Stores—General Preparation of Survey, Transfer and Conversion Vouchers (Forms SS7)

1. The current print of Form SS7, Survey Transfer and Conversion Voucher, does not specifically provide for inclusion of the original date of supply, however this information is usually required by the approving authority.

2. RAN Storekeeping Manual, ABR 4, Appendix 21 (3), provides for inclusion of this information in the box entitled 'Reason for Survey, Etc' as follows:

Reason for Survey, Etc—Mandatory—The date the item for survey was received is also to be shown in this box. If date is not known the period the item has been in use is to be stated as closely as practicable. To be signed by the appropriate Store Accounting Officer.

3. When Form SS7 is next being reprinted, provision will be made for an area entitled 'Date of Original Supply' to be included; however, the form will not be reprinted for some time and the provisions of Appendix 21 (3) of ABR 4 are to be followed.

4. Although ABR 4 is applicable on HMA ships and commissioned establishments, the provisions of this order are applicable to all authorities using Form SS7.

(464/77/41 DSUA)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

171/71—Rendition of Form SA116 Report of Stores Lost/Damaged On Board

1. A large percentage of the revised Form SA116 (Report of Stores Lost/Damaged On Board) introduced by Navy Order 417/69 to accord with the terms used in Naval Financial Regulation 132A and to provide for the making of a formal order under the regulation, are being rendered incorrectly.

2. The following errors/omissions have been noted:

a. The printed 'Authorisation when Liability is Admitted' statement has not been signed or dated and the amount to be deducted has been omitted. It is insufficient for a signed endorsement such as 'liability admitted' to be made on the face of the form.

b. In many instances the order made under Regulation 132A of the Naval Financial Regulation on the reverse side of the Form SA116 does not indicate whether the person against whom the order was made has made a statement in accordance with RI 4892 (3).

c. The amount to be recovered and the rate of the deductions are consistently omitted.

d. Posted to PAC details are frequently omitted.

e. Reports of damage do not state the estimated value of the damage involved.

3. The errors outlined above would not have occurred if the provisions laid down in RI Articles 4891, 4892 and 4893, ABR 4 Chapter 14 and ABR 18 Article 3464 had been fulfilled. It is evident that in many instances carbon paper is not being used when completing the reverse side of the form.

4. It has been noted that, instead of using the revised Form SA116 (Report of .....Stores Lost/Damaged On Board) as directed in Navy Order 417/69, certain ships and establishments are still using obsolete Forms SA116 and AS126 (Return of.....Stores Lost/Damaged/Broken On Board). The use of these obsolete forms is to cease and all stocks of the old forms, including ready use stocks, are to be destroyed.

(464/70/492 DSUS)

(*Navy Order 417/69*)

Section 7

CANCELLED LIST

UNCLASSIFIED

172/71—Cancellation of Navy Orders

The following Navy Orders, having been incorporated in RI (ABR 5016) by amendment No 24 are hereby cancelled:

	Navy Order Cancelled	*Superseded by RI Article*
1969		
	802/69	2759
	818/69	0553 1051 1052
1970		
	77/70	2602

(465/7/4 CEO (GS))

W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 173/71-184/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 May 1971.

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

14151/71

CONTENTS

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

173/71—Marks of Respect—Saluting—Officers in Cars

1. It has come to notice that there is some doubt concerning the saluting of officers passing in cars. The following is issued in amplification of RI 1329.

2. There is no requirement to salute officers passing in cars unless the car is wearing an official distinguishing flag, broad pennant or star plate. Similarly there is no requirement to salute officers passing on bicycles or motor-cycles.

3. Quartermasters, sentries, etc, who have security and ceremonial functions are to salute all officers in cars, etc, passing their post.

(465/3/178 DPS (A))

UNCLASSIFIED

174/71—Medical-Dental—Administration of Antibiotics

1. Whilst the value of antibiotic therapy in the treatment of dental disease is well established, the systemic administration of these drugs by Dental Officers involves the risk of comprising the diagnosis and treatment of intercurrent general medical conditions. It is also important, because of the occurrence of sensitisation and side effects, that these drugs should not be administered without reference to the patients medical record. It is equally important that the recording of antibiotic treatment in the medical documents should not be overlooked.

2. As a general rule, the administration of these drugs in dental conditions is to be undertaken by the Dental Officer in consultation with the Medical Officer. When no Medical Officer is available, the Dental Officer is to ensure that the necessary notation is made in the members medical records.

(327/54/126 MDG)

UNCLASSIFIED

175/71—Naval Safety—Wearing of Nylon Clothing

1. Although specific instructions prohibiting the wearing of nylon clothing next to the skin have been issued to aircrew, the availability of nylon or terylene clothing makes it necessary to warn all personnel of the burn hazard associated with wearing clothing of this nature.

2. Serious injuries result when this man-made fibre is worn next to the skin and the subject is exposed to excessive heat, both directly or indirectly or to direct electrical discharge.

3. Nylon burns are not the prerogative of aircrew. A senior electrical maintenance sailor received serious injuries when his nylon socks melted on his receiving an electric shock, the nylon burn damage proving far more serious than the shock.

4. The attention of all personnel is drawn to this hazard.

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

6. Navy Order 141/68 is hereby cancelled.

(177/1/53 CONS)

(*Navy Order 141/68*)

176/71—Will Not Be Issued

UNCLASSIFIED

177/71—Supply Division Organisation—Responsibilities

1. A new organisation for part of the Supply Division has recently been implemented. The organisation involves three new Directorates which replace the former Directorate of Supply Administration and Planning—DSAP—which has now ceased to function.

2. The new Directors and their respective functions are as follows:

Director of Supply Administration (DSUA) (Located in Building 14, Russell Offices, Canberra)	a. Co-ordination and oversight at Divisional level of financial planning, project planning and supply action generally. b. Development, review and publication of systems and procedures for Supply Division itself and for the Service. c. Divisional staffing and personnel management (promotions, transfers, training, organisation, etc) and general administration.
Director of Supply Policy (DSUP) (Located in Building 14, Russell Offices, Canberra)	a. Formulation of policy and/or plans on a Divisional basis including such matters as provisioning, procurement, mobilisation requirements, standardisation, cataloguing, scales and allowances, shipping and transport, fleet storing, afloat support, etc. b. Master Planning of Supply Depots and Supply Depot 'Works' and facilities matters generally. c. Arrangements for storing of New Construction Ships, etc, and for support of ships off the Station. d. Inter-Service integration matters.
Director of Supply Services (DSUS) (Located at 'H' Block, Albert Park Barracks, Melbourne)	a. Manage activities in the areas of: (1) Scales and Allowances of equipment and stores for HMA ships and establishments. (2) Preparation of Load Lists for logistic support ships. (3) Codification and cataloguing of the inventory. (4) Stocktaking, losses, etc. (5) Shipping, transport and packaging. (6) Presentations, relics and trophies.

3. Any correspondence and/or returns which would previously have been sent to DSAP should now be sent to the new Director responsible for the particular function involved.

4. The new organisation has no effect on the functions of DAS, D of V, DNS, D of S (Air) and DMS who retain the responsibility for their allotted ranges of equipment and stores.

(2/4/263 DSUA)

Section 2

PERSONNEL

UNCLASSIFIED

178/71—Eyesight and Colour Perception Standards

Navy Order 31/71 is to be amended as follows:

Section II, Paragraph 4 f

Line 1: amend 'average or more' *to read* 'average of more'.

Section IV, Part 2, Paragraph 1 a

Cancel '(*See* Section IV, Part 1 c)', *insert* '(*See* Section IV, Part 1, 3)'.

Section VI, Heading to Paragraph 1

Cancel 'Aircrew and SAR Divers', *insert* 'Aircrewmen and SAR Divers'.

Section VI

Cancel Paragraph 3, *insert* new Paragraph 3:

'All personnel are permitted to wear spectacles on duty with exception of:

a. a diver, who is not permitted to wear spectacles or contact lenses during any part of a diving operation, other than reading glasses, or tinted optically corrected glasses, which may be worn when a diver is detailed to record times and events during a diving exercise; and

b. a QMG who is not permitted to wear spectacles during any period whilst employed as a sight operator, including Sea Cat aiming sights, or the aimer of a Close Range gun mount. A QMG is permitted to wear spectacles at all other times, but his

eyesight is to be such that his efficiency as a sight operator or aimer must not be impaired by his requirement to normally wear spectacles.'

Section VIII, Paragraph 1

Hypermetropia:

Second line: add 'poor' *before* 'near vision'.

Fundia and Media:

Cancel 'Fundia and Media', *insert* 'Fundi and Media'.

Section IX

Insert new Paragraph 2 as follows:

2. ABR 155 RAN Diving Manual, Article 0303 Paragraph 4:

Paragraph 2

Cancel '2', *insert* '3'.

Paragraph 3

Cancel '3', *insert* '4'.

(327/53/143 MDG)

(*Navy Order 31/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

179/71—Alteration and Addition Item—HMAS MELBOURNE

Navy Order 47/69 is to be amended as follows:

Item: 'Delete existing Part b. and *insert* in lieu:

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

(1213/52/771 DSD)

(*Navy Order 47/69*)

UNCLASSIFIED

180/71—Ammunition—Pyrotechnics—Marker Manoverboard Smoke and Light Series 2

Navy Order 549/70 is to be amended as follows:

Authorities Concerned .. HMA ships. Ammunition replenishment ships, shore establishments and RAN depots.

Purpose of Instruction .. To *amend* Paragraph 4 d of Navy Order 549/70.

Information .. .. Paragraph 4 d:

Delete the following: '12 foot length of terylene line with a breaking strain of 250 lb. Naval Catalogue No 0472/2222.'

Insert: '12 foot length of Nylon Cord line with a breaking strain of 250 lb. Naval Catalogue No 0472/L57050.'

(728/51/86 DAS)

(*Navy Order 549/70*)

UNCLASSIFIED

181/71—Cathodic Protection—Protection of Reference Cells and Anodes

1. Numerous reports have been received from HMA ships that reference cells and anodes of the cathodic protection system have been damaged or painted whilst in dry dock, and that anode cofferdams have been found to be non-watertight.

2. To prevent such occurrences, at each dry docking, all fixed reference cells and anodes are to be covered by means of push on caps or by an impervious material. Particular care is to be taken to ensure that such covers are removed before flooding of the dock.

3. In accordance with the current Planned Maintenance Schedules, hull anode cofferdams are to be opened for inspection to ensure that a watertight seal is being maintained.

(1211/52/100 DWED)

UNCLASSIFIED

182/71—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 April 1971

1. The price list for fresh fruit and vegetables which has operated since 1 January 1971 has been amended.

2. A revised price list operative from 1 April 1971 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 1971:

	Ashore	*Afloat*
	$	$
Messes of 50 or less victualled from a separate galley ..	0.82	0.84
All other messes of 300 or less messed separately	0.80	0.82
Messes of more than 300	0.78	0.80
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

	Ashore	Afloat
	$	$
HMAS COONAWARRA	0.84	—
HMAS TARANGAU and small craft (messes of 50 or less) under the operational control of NOIC PNG	0.86	—
Cadet Midshipmen at RANC	0.89	*
Junior Recruits at Training Establishments		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses ..		

* The allowance of 89 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets is increased to 91 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 68/71 is hereby cancelled.

(903/51/175 D of V)

(*Navy Order 68/71*)

UNCLASSIFIED

183/71—Machinery Spares—Group 4130—Vee Belt Drives in Air Conditioning Plants in HMA Ships

1. Following Defect Reports on the problems experienced when replacing Multiple Vee Belts due to minor dimensional differences of individual belts, arrangements have now been made for replacement belts to be issued as matched sets by SMSO, Sydney.

2. However, it will be necessary, when demanding replacements of Multiple Belt Drives, to specify the matched set requirement. Where only one belt of a multiple belt drive requires replacement it will of course be necessary to state that the replacement belt is to match the belts already fitted and to give precise details including belt length to enable Stores Officer to meet the matched set requirement.

(1112/54/300 DMS)

UNCLASSIFIED

184/71—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.

4. ICI Ltd, which manufactures both solvents and cleaning plants, has drawn attention to the probability of hazardous conditions arising if items treated with kerosene, white spirit or light fuel oil are subsequently cleaned with trichlorethylene vapour.

5. The major risk is due to the possibility of fire occurring in the trichlorethylene vapour degreasing plant under certain conditions with attendant possibilities of increased solvent losses and associated toxic hazard. ICI point out that as chlorinated solvent is lost from an operating plant by evaporation or during solvent recovery operations and, as the concentration of removed light oil, etc, increases, it is possible for flammable mixtures to be present in the sump. Thus the plant will require more frequent cleaning in order to limit the proportion of flammable solvent in the vapour.

6. The attention of all personnel concerned with the operation of trichlorethylene cleaning plants is to be drawn to the warning and supervisors are to ensure that the manufacturers instructions are followed scrupulously, particularly with regard to cleaning the plant and safety regulations.

7. The following publications will be amended:

BR 1692 (The Storehouse Manual).

DEF 1234A (Production Requirements for Service Packaging).

Storage and Issue

8. 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 easily be read 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.

9. 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 BS 1133, 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 endorsed on the container.

Siting and Working of the Plant

10. 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 feet 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.

h. The plant requires frequent cleaning to limit the proportion of flammable solvent in the vapour where light oil, kerosene or white spirit may be present.

Personal Protection

11. 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

12. 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 514/66 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.

(512/76/119 CONS)

W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 185/71-193/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 May 1971.

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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14086/71

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

185/71—Captain of the Port Sydney and HMAS KUTTABUL—Responsibilities

1. The position of Captain of the Port Sydney is now re-established. The Captain of the Port is also posted in command of HMAS KUTTABUL, but the appointments hold different and separate responsibilities; the functions of HMAS KUTTABUL II are absorbed into those of HMAS KUTTABUL.

2. The responsibilities of the officer posted as Captain of the Port and in command of HMAS KUTTABUL include:

a. *As Captain of the Port*
   (1) Dockyard Support Craft
   (2) Reserve Fleet
   (3) Water transport for ships (ferries, etc)
   (4) Approval for docking with ammunition on board
   (5) Oil spills
   (6) LOGREQS
   (7) For the Sydney area removals, billeting and housing
   (8) Movements
   (9) Naval Shore Patrol, Sydney.

b. *As the Commanding Officer HMAS KUTTABUL*
   (1) Command of Naval Police stationed in Sydney
   (2) Command of HMAS KUTTABUL
   (3) Medical and Dental facilities for KUTTABUL/Garden Island (Naval)
   (4) Fleet Clothing Store
   (5) Randwick Sports Complex.

3. The Master Attendant is responsible to the Captain of the Port.

4. Signals and correspondence should be addressed either to Captain of the Port or to HMAS KUTTABUL.

(2/4/272 DGM)

UNCLASSIFIED

186/71—Supply EDP System Steering Committee

1. In September 1969 the NAVSTOK Conversion Steering Committee, under the chairmanship of the Assistant Secretary (EDP), was set up to plan and oversee the conversion of all store accounts to EDP and this programme is now well under way.

2. Although conversion of stores accounts to EDP is not yet complete the initial problems of conversion have been largely overcome. The emphasis in future will tend to be on the efficient utilisation of the supply EDP system and its further development to meet user requirements.

3. Consequently, the NAVSTOK Conversion Steering Committee has been reconstituted, under the chairmanship of the Director of Supply Administration (DSUA), as the *Supply EDP System Steering Committee* with the following terms of reference:

a. To plan and oversee the completion of conversion of all store accounts to EDP at the earliest date.

b. Maintain continuous surveillance over the existing Supply EDP System and take action, as appropriate, on any matters relating to the efficient operation of the system.

c. Co-ordinate proposals and make recommendations thereon relating to management requirements for inclusion in the Supply EDP development schedule for the period 1970-74. This includes consideration of system design proposals based on common interservice systems and the arrangement as necessary, of representation from the Department of the Navy in interservice working parties and discussions.

4. The permanent members of this Committee are:
Director of Supply Administration (DSUA) (Chairman)
Assistant Secretary (EDP) (AS/EDP) (Representative)
Director of Fleet Supply Duties (DFSD) (or Representative)
Director (Methods) (DOM) (or Representative)
Superintendent of Supply Administration (SSA) Sydney (or Representative)
A/DSUA
DSUA (Representative)—Secretary.
Other authorities will be co-opted as required.

5. Comments and proposals are invited from all authorities regarding improvements or refinements to existing Supply EDP procedures. Such proposals should be submitted through normal administrative channels to the Secretary, Department of the Navy, Canberra, for attention DSUA.

(8/1/258 DSUA)

RESTRICTED

187/71—WRANS Officers—Administrative and Technical Categories

1. WRANS Officers are trained for Administrative and Communications duties. Those specialising in communications are designated (C).

Training

2. All WRANS Officers complete courses 1, 2, 3 and 4 below. WRANS Officers (C) also complete courses 5, 6 and 7:

Course	*Establishment*	*Duration in days*
1. Pre OTC Supply	CERBERUS	20
2. Pre OTC Communications ..	CERBERUS	10
3. OTC (50 days Administration and 5 days NBCD and First Aid)	CERBERUS and HARMAN	55
4. Post OTC Communications (Crypto and C Bs)	CERBERUS	10
5. Post OTC Communications ..	CERBERUS	25
6. Post OTC Communications ..	HARMAN	15
7. Post OTC Communications ..	LONSDALE	As required.

Notes: 1. Candidates for WRANS Officers (C) are normally selected from the WRANS Communications Categories.

2. Course 7 is normally to be a 20 day course for WRANS Officers (C) with RO (G) or Linguist experience. Others are to receive on-the-job training according to experience, background and aptitude of the individual. Such training will normally be given prior to posting to HMAS COONAWARRA.

Promotion

3. The promotion of Third Officers to Second Officers is effected individually and normally after two years officer service and aged 23½ subject to recommendation. If a Third Officer is not promoted at that stage her subsequent promotion is considered on 30 June and 31 December. Selections for promotion to all other ranks are made from qualified and recommended officers in accordance with the laid down zones for promotion to those higher ranks and subject to vacancies, except that complement billets designated (C) are only filled by WRANS Officers (C). When a WRANS Officer (C) is required for an administrative posting, she will, if necessary, be given refresher training.

Career

4. Initial appointments to the WRANS Officers List will be on the basis of a six-year Short Service Commission. Annually in March all WRANS Officers with over four years service as an officer will be considered and, subject to the requirements of the Service, may be offered a Permanent Commission. The decision by such a selected WRANS Officer to decline the offer of a permanent commission will in no way jeopardise her future career prospects or prevent a further offer being made at a later date.

5. ABR 1077 will be amended.

(312/203/167 D/WRANS)

Section 2

PERSONNEL

UNCLASSIFIED

188/71—Visual Standards—Junior Recruits

In order to forestall complaints concerning limitations of category by potential recruits of Colour Perception Standard III, it has been decided that a proforma along the following lines (to be completed and attached to Form PR103 at the recruiting point), is to be introduced by Recruiting Officers:

ANNEX A (To Form PR103)

Conditions of Service

I, , elect of my own volition to enter as a Junior Recruit but I fully understand that due to my eyesight standard I cannot be categorised in any of the following branches:

Seaman: Quartermaster Gunner
Clearance Diver
Surveying Recorder
Coxswain
Physical Trainer
Radar Plot
Underwater Control
Underwater Weapons
Weapons Mechanic
Fire Control

Communicator: Tactical Operator.

.....Parent .....Applicant

(351/250/542 HPB)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

189/71—Duties of Inspectors (Stores)—Cessation of Routine Inspections of Stores Arrangements in HMA Ships and Commissioned Establishments

1. In accordance with ABR 4 Article 1823, Inspectors (Stores) on the staff of the Director of Supply Administration perform duties under the following broad categories:

a. Programmed routine inspections of stores arrangements in HMA ships and commissioned establishments.

b. Advice and assistance as required by the Fleet and branches of the Department, eg, in connection with new construction, commissionings, destoring and SOAP operations.

2. In pursuance of the current restrictions in Commonwealth expenditure the Naval Board have approved the cessation, for the time being, of programmed routine inspections set out in Paragraph 1 a.

3. Inspectors (Stores) will continue to provide advice and assistance as in Paragraph 1 b. in accordance with directions issued from Navy Office from time to time.

(2/51/74 DSUA)

UNCLASSIFIED

190/71—Electrical—Starters and Controllers—AC Motors—Burn Out Due to Abnormal Drop in Supply Voltage—Precautions

1. Advice was received from the (MOD) Navy that in two cases of burn out of AC motors in HM ships, one was ascribed to a surging voltage in the shore power supply, and the other to a variation in voltage when changing alternators. In both these instances, and in other known cases, the basic cause of failure is an abnormal drop in supply voltage which is liable to cause the motor starting contactor to partially open and reclose, and possibly to chatter, with the result that the contacts weld together. The overload protection coils are thenceforth unable to protect the motor in any way. A subsequent interruption in the supply may then stop the motor and when power is restored the motor will inevitably burn out if only two of the three contacts are welded. The motor will also burn out if all three contacts are closed but one fuse has ruptured, and again the burn out may occur not when the fuse blows but after a subsequent temporary interruption of the supply.

2. Efforts are being made to overcome this liability of the contactors to partially drop out on abnormal low voltages. In the meantime, special care is needed when shore supplies are in use to check that starters have not welded as a result of excessive voltage disturbances. If a serious voltage drop is known to have occurred it is advisable to stop and restart the larger running motors, to check that the motor really comes to rest and restarts. This will not occur if single phasing has taken place.

3. One cause of voltage disturbance is that large loads are connected to an inadequate power source. Ships officers are therefore to consult the Electrical department of the dockyard to ensure that the power supply is capable of meeting such demands.

(1211/52/70 DFM)

UNCLASSIFIED

191/71—Naval Stores—(General)—Allowances of Teletype Winder

Navy Order 576/70 is to be amended as follows:

Paragraph 1, Establishments:

After 'HMAS LEEUWIN' and *read* in four columns, *add:*

HMAS CERBERUS	4	8	8

(519/57/273 DSUS)

(*Navy Order 576/70*)

UNCLASSIFIED

192/71—Naval Stores—(General)—Screw Thread Repair Equipment Allowances

1. Navy Order 307/70 is to be amended as follows:

Paragraph 3

Delete in entirety, *insert in lieu:*

'The initial outfit quantities for HMA Ships and Patrol Boat Maintenance Bases are detailed in Annex B to this order. It has been decided not to introduce this equipment in HMA Naval establishments with the exception of the Patrol Boat Maintenance Bases.'

'Annex B'

2. *Delete* in entirety and *insert* in lieu:

'ANNEX B'

Initial Outfit of Screw Thread Repair Equipment to HMA Ships

Taps, Inserting, Tang Break Off and Extractor Tools

One set, including drills to each of the following:

CV, AP, AD, AO, DDG, DD, DE, AGS and Patrol Boat Maintenance Bases.

Inserts

a. 36 No of sizes ¼ inch to ½ inch (UNC and UNF) and 36 No of sizes '0' to '6' (BA) to each of the following:

CV, AP, AD, AO, DDG, DD, AGS.

b. 36 No of sizes ¼ inch to ½ inch (UNF only) to each Patrol Boat Maintenance Base.

c. 18 No of sizes ¼ inch to ½ inch (UNC and UNF) and 18 No of size '0' to '6' (BA) to DE Type 12.

(506/61/558 DSUS)

Section 7

CANCELLED LIST

UNCLASSIFIED

193/71—Cancellation of Navy Orders

Navy Order 250/70 is hereby cancelled.

(320/1/26 HPB)

(*Navy Order 250/70*)

W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 194/71-202/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 May 1971.

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

Section 1

ADMINISTRATION AND GENERAL

UNCLASSIFIED

194/71—Form FB109—Record of Transactions in Foreign Currency—Introduction

1. A new Cash Account Form—Form FB109 Record of Transactions in Foreign Currency has been introduced in the RAN.

2. The forms, which are in pads of 100, are now available on demand from SVSO, Sydney, and replace the multi-column foreign currency Forms FB104 Foreign Currency (Debit) and FB104-1 Foreign Currency (Credit) which have been cancelled and current stocks withdrawn.

3. All issues and receipts of foreign currency are to be recorded on the new Form FB109 which is to be prepared in duplicate, the original being forwarded to Navy Office as an enclosure to the Cash Account and the duplicate retained with the duplicate cash account in the ship. Balances of foreign currencies remaining on the last day of the period of one cash account are to be transcribed as 'brought forward' to the top line of the Form FB109 raised for the succeeding period. Separate Form FB109 is to be maintained for each individual currency. Details of all transactions except money changes are to be brought to account at the Australian equivalent in Forms FB101 and FB102 as relevant.

4. All money issued from or returned to the public chest for money changing for non-public purposes is to be recorded at the time in Form FB109 for the relevant currency and the balance maintained. No entry is to be made in Forms FB101/FB102.

5. Where the Commanding Officer exercises an option to make general payments in local foreign currency, eg, United States currency in accordance with NAM Article 123A, Form FB109 is to be used to record all issues and receipts of US dollars as in Paragraph 3 above.

6. Articles 123, 123A, 124 and 260 of ABR 5018 should be noted pending issue of amendment sheets.

(464/72/124 DNA)

Section 2

PERSONNEL

UNCLASSIFIED

195/71—The Peter Mitchell Trust British Commonwealth Navies Competition

1. This order gives detailed instructions for the award of prizes for the essay competition promulgated in Annex A of Navy Order 76/71.

1971 Essay Title

2. The title of the essay for 1971 is:

The Implications of a Developing Soviet Naval Presence in the Indian Ocean.

Essay Rules

3. Essays must be original, and be of between 5,000 and 10,000 words. They are to be in the English language; type-written, double-spaced and on paper approximately international size A4 (297 × 210 mm).

4. Each competitor is to sign a declaration that the essay is the competitors own unassisted work. The declaration is to be countersigned by the competitors Commanding Officer.

5. Competitors names must not apear on essays. Instead competitors must use a 'nom-de-plume' which is to appear on the title page of the essay.

Submission of Essays

6. Accompanying each essay is to be a sealed envelope, on the outside of which is to be written the competitors 'nom-de-plume'. The envelope is to contain:

a. The declaration referred to in Paragraph 4 above.

b. A sheet on which is to be typed the competitors nom-de-plume, and his name, rank and address.

The envelopes will not be opened until the final selections have been made.

7. Essays and identifying envelopes are to be airmailed, in a large sealed envelope, marked 'Peter Mitchell Trust Essay Competition'. They are to be sent to the following address, postmarked on or before 30 November 1971:

Director of Naval Education Service
Navy Office
CANBERRA ACT 2600 AUSTRALIA.

8. Competitors are advised that copyrights will reside with the Australian Commonwealth Naval Board.

9. Prizewinners will be notified individually, and full results will be published as soon as possible.

(38/6/25 DNES)

(*Navy Order 76/71*)

UNCLASSIFIED

196/71—Travel by Air to and from South East Asian Posts—Rest Periods

1. Members travelling by air to and from those South East Asian Posts listed hereunder, may be granted a break in journey of 24 hours duration without deduction from leave credits:

BANGKOK, CALCUTTA, DJAKARTA, MANILA, PHNOM PENH, SAIGON, TIMOR and VIENTIANE.

2. The break in journey may be granted only in respect of overseas air travel by a direct flight and where no intermediate stopovers are made, may be taken at the ultimate destination.

3. For the purposes of Paragraph 2 above, members proceeding to take up duty in DJAKARTA and MANILA, travel via Singapore and Hong Kong respectively is to be regarded as direct travel.

4. During authorised breaks in journey the member may be paid Transit Allowance as shown in NPI 105/307.

5. NPI should be noted pending inclusion of these provisions.

(187/1/183 HPB)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

197/71—Officers Course Programme 1971

1. The Annexes to this order detail the alterations, additions and deletions to Navy Order 621/71 as Amendment No 1.

2. The amendment list to the parent order is to be noted with this Navy Order.

ANNEX A

Alterations—Officers Course Programme—1971

EDP No	*Course*	*Location*	*Duration (Days)*	*Dates*	*Remarks*
	Aircrew				
901711	Basic Aircrew Training ..	CERBERUS ..	55	1.3.71— 7.5.71	BATC 1/71 Completion date amended
				31.5.71— 13.8.71	BATC 2/71 Both dates amended
				23.8.71— 5.11.71	BATC 3/71 Both dates amended
				15.11.71— 11.2.72	BATC 4/71 Both dates amended
901102	Observer	RAAF EAST SALE	255	25.6.70— 18.6.71	Completion date amended
				7.1.71— 3.12.71	Completion date amended
901100 901101	Pilot	RAAF PT COOK and PEARCE	—	10.5.71— 30.6.72	Commencement date amended EX BATC 1/71
				16.8.71— 29.9.72	Commencement date amended EX BATC 2/71
				8.11.71—15.12.72	Commencement date amended EX BATC 3/71
	Mine Warfare/Clearance Diving				
901605	MHC—CO DESIG ..	WATSON SEA ..	—	27.9.71— 4.10.71	Both dates amended SEA 18.10.71—22.10.71
	MSC—CO DESIG ..	WATSON ..	—	20.9.71— 27.9.71	Both dates amended SEA 4.10.71—11.10.71

ANNEX B

Deletions—Officers Course Programme—1971

EDP No	*Course*	*Location*	*Duration (Days)*	*Dates*	*Remarks*
	Aircrew				
901130	Helicopter Conversion ..	ALBATROSS ..	70	18.10.71— 11.2.72	Course cancelled

ANNEX C

Additions—Officers Course Programme—1971

EDP No	*Course*	*Location*	*Duration (Days)*	*Dates*	*Remarks*
	Aircrew				
901130	Helicopter Conversion ..	RAAF FAIRBAIRN	TBD	5.4.71—TBD 7.71—TBD 9.71—TBD	New location and dates
	Mine Warfare/Clearance Diving				
901430	MCD Conversion	WATSON SEA ..	—	6.9.71—15.11.71	SEA A/R 4.10.71—22.10.71

ANNEX C—*continued*

EDP No	Course	Location	Duration (Days)	Dates	Remarks
	Medical/Dental				
901192	Aviation Medicine ..	ALBATROSS	10	15.3.71— 26.3.71	—
901194	MO NBCD ..	PENGUIN	5	13.9.71— 17.9.71	—
901302	Combined Services MO NBCD ..	PENGUIN	10	1.11.71—12.11.71	—
	NBCD				
901301	Advanced NBCD ..	PENGUIN	10	5.4.71— 16.4.71 17.5.71— 28.5.71	Includes SLEX 1/69
				12.7.71— 23.7.71 13.9.71— 24.9.71	Includes SLEX 2/69
	Navigation/AIO				
901440	Reserve Officers NI ..	RTEs ..	—	Commences 9.8.71	Examination only Papers to be demanded of WATSON

(*Navy Order 621/70*) (312/203/146 D of T)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

198/71—Ammunition—Gaine No 10 Mark 1N Lot 73 Filled VAD 7/44 and Lot 20 Filled VAD 9/43—Withdrawn from Service

1. *Authorities Concerned* .. HMA Ships and RAN Armament Depots.
2. *Item Concerned* .. Gaine No 10 Mark 1N Lot 73 Filled VAD 7/44 and Lot 20 Filled VAD 9/43.
3. *Action to be Taken* .. a. By HMA Ships—Gaines, loose and in shell, are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed on board. Withdrawn stores are to be packed by RAN Armament Depot Staff (by request) before return.
   b. By RAN Armament Depots—report for disposal to Navy Office.
4. *Where Found* .. .. Gaines to be withdrawn may be found in service.
   a. *Fitted in:*
      33734712—Shell 4.5 inch HE
      337533011—Shell 4.5 inch Marker
      —Shell 4 inch Marker
   b. *With:*
      35809211—Fuze DA No 230 and exploder
      35809212—Fuze DA No 230
      35809214—Fuze DA No 230 and exploder
      35809215—Fuze DA No 230
      35809219 Fuze DA No 230
5. *Safety Category* .. BR 082 Article 1705, Category 'dd'. Dangerous if used.

(729/61/81 DAS)

UNCLASSIFIED

199/71—Fire Precautions—Electric Appliances

1. A recent serious fire in the RAN was caused by an electric hot water urn, located on a combustible surface, boiling dry. Urns, electric kettles, jugs and similar appliances are not to be used unless placed on a surface of incombustible material in such a way that the appliances are at least 12 inches from any surrounding combustible material. In some cases, metal brackets, designed to meet these requirements, might be the best solution and installation of these wherever possible, is recommended.

2. Base mounting requirements may be stated as follows:

The base on which electric urns and food heating appliances are mounted should be metal or other incombustible material which is thermally insulated by an airspace, or otherwise, from combustible material. Free circulation is essential in the air space, which should be open on at least three sides and be not less than one and a half inches in depth.

3. Electric urns not fitted with an automatic cut out with manual reset device are not to be used.

4. The 'ON' position of supply switches is to be clearly marked.

5. Ship fitted equipment is to comply with Navy Office Spec 1223; that in shore establishments with AS CC1.

6. Navy Order 328/68 is hereby cancelled.

(1446/201/4 CONS)

(*Navy Order 328/68*)

UNCLASSIFIED

200/71—Naval Stores—Introduction of Cloths Wiping in Lieu of Rags Old—Group/Class 0461

Navy Order 83/71 is to be amended as follows:

Paragraph 3, line 2:

delete 'Superintending Naval Stores Officer' and *insert* 'Superintending General Store Officer'.

(514/62/250 DSUA)

(*Navy Order 83/71*)

UNCLASSIFIED

201/71—4.5 inch Mark 6* Series Mountings—Paint Specifications and Colour Schemes

1. Annex A to this order provides a comprehensive reference for the paint scheme to be used in 4.5 inch Mark 6* series mountings Gunhouses and Gunbays, and supersedes existing instructions in BR 292, ABR 19 and previous Navy Orders. ABR 19 will be amended in due course.

2. Changes instituted by this order will result in equipment appearance being below the previously specified level but are aimed at reducing the time consumed in preparing for and applying gloss surfaces, and in eliminating the contamination hazard from paint chippings.

3. It is stressed that internal painting is only to be undertaken when the presence of corrosion is apparent or the preservative quality of the paint has deteriorated. Internal painting is *not* to be used for appearance only.

4. Gunhouse and lower revolving structure decks will be metal sprayed during modernisation at OF Bendigo. Walkways of mountings which have not been metal sprayed are to remain unpainted to reduce the static electricity hazard to Electrically Initiated Explosives.

ANNEX A

Paint Specifications and Colour Scheme

Compartment	*Surface*	*Material*	*Primer*	*Undercoat*	*Finish*	*Colour*
Gunhouses ..	Exterior	Steel ..	2—PR5 ..	1—IC71 ..	1—EN36..	Grey
	Barrels and jackets ..	Steel ..	2—PR5 ..	1—UC71..	1—HR46	Black
	Interior—Bulkheads and deckheads	Steel ..	1—PR5 ..	—	1—HR45	Light Grey
	Deck—Metal sprayed (for OFB converted mount)	Steel (Zinc metal sprayed)	—	—	Unpainted	—
	Deck—Not metal sprayed:					
	Walkways ..	—	—	—	Unpainted	—
	Non-walk areas ..	Steel ..	2—PR5 ..	—	1—HR45	Light Grey
	Hoists	Steel ..	—	—	Unpainted	—
	Loading trays ..	Steel ..	—	—	Unpainted	—
	Rammer head ..	Alloy ..	—	—	Unpainted	—
	Elevating structure	Steel ..	2—PR5 ..	—	1—HR45	Light grey
	General service pumps 'A'	—	—	—	Unpainted	—
	Ends and 'B' ends ..	—	—	—	Unpainted	—
	Non-dangerous machinery ie Gear boxes (ext.)	Alloy ..	1—PR5 ..	—	1—HR45	Light grey
	Electric motors ..	Steel ..	1—PR5 ..	—	1—HR45	Light grey
	Air bottles (inside turret) ..	Steel ..	1—PR5 ..	—	1—HR45	Light grey
	Revolving shafts—Unpainted except for unphosphated sections	Steel ..	1—PR5 ..	—	1—HR45	Light grey
	Switches—Emergency ..	Non-ferrous ..	—	—	1—EN12..	Red
	Light, isolation, etc ..	Non-ferrous ..	Same as Surrounding Bulkheads			

Compartment	Surface	Material	Primer	Undercoat	Finish	Colour
Gun Bays ..	Bulkheads and deckheads ..	Steel	2—PR5 ..	—	2—FR63 ..	White gloss
	Raised walkways	Aluminium ..	—	—	Unpainted	—
	Beneath raised walkways ..	Steel	2—PR5 ..	—	1—DK78	Green
	Cartridges RU lockers ..	Steel	2—PR5 ..	—	2—FR63 ..	White gloss (inside and outside)
	Spray pipes	Non-ferrous ..	2—PR5 ..	—	1—EN12 ..	Red
	Switches—Emergency ..	Non-ferrous ..	—	—	1—EN12 ..	Red
	Light, isolation, etc ..	Non-ferrous ..	Same as Surrounding Bulkheads			
	Revolving structure—Hoists steel	—	—	—	Unpainted	—
	Decks, metal sprayed (for OFB converted mounts)	Steel (zinc metal sprayed)	—	—	Unpainted	—
	Decks, not metal sprayed ..	Steel	2—PR5 ..	—	1—HR45	Light grey (Unpainted in area of cordite hoists)
	Empty cylinder compartment:					
	Interior	Steel	2—PR5 ..	—	1—HR45	Light grey
	Exterior	Steel	2—PR5 ..	—	1—HR45	Light grey
	Shell and cordite ring track ..	Steel	—	—	Unpainted	—
	Shell and cordite guide rails (external) and support	Steel	2—PR5 ..	—	1—HR45	Light grey
	Junction boxes (external)—(If baked enamel leave untouched)	Alloy	1—PR5 ..	—	1—HR45	Light grey
	Junction boxes—Internal ..	Alloy	1—PR5 ..	—	2—FR63 ..	White gloss
	Oil tanks—External ..	Steel	Same Colour as Surrounding Bulkheads			
	Oil tanks—Internal ..	iaw G-790 (Specification for the internal treatment of ferrous hydraulic oil tanks for surface weapon equipment)				

Paint	*Pattern Number*	*Stock Number*
PR 5	L59163	8010-66-023-3004
UC 71	L59329	8010-66-023-3002
EN 36	L59388	8010-66-023-2998
HR 46	L59226	8010-66-013-1933
HR 45	L59230	8010-66-018-5125
EN 12	L59279	8010-66-023-3005
HR 47	L59221	8010-66-018-5125
DK 78	0442-L59133	
FR 63		8010-66-034-0933

(706/51/198 DFM)

UNCLASSIFIED

202/71—Safety—Ships Battery Charging Rooms—First-aid Equipment, Protective Clothing

1. In the past, ships battery charging rooms have been provided with first-aid boxes and/or antidotes for the treatment of chemical burns. The present accepted first-aid treatment for chemical burns is to flood the area affected with fresh water. All ships battery charging rooms are provided with a piped supply of fresh water. For the treatment of eyes, ships are to demand, as necessary, WASH, BOTTLE, LAB, POLYTHENE, 250-ML, NATO CLASS 6640-99-220-3713 *through normal medical store supply sources.* The bottle is to be fitted by ships staff in a suitable receptacle and positioned where it is immediately to hand if required. The bottle is to be filled with fresh water, clearly labelled 'FRESH WATER FOR FIRST-AID PURPOSES ONLY' and is only to be used for this purpose. After installation the bottle is to be regarded as part of the ships first-aid arrangements and the responsibility of the medical department. First-aid boxes and antidotes are no longer required in battery charging rooms.

2. The protective clothing detailed below is provided for ships battery charging rooms and is to be worn at all times when there is a possibility of accidental contact with corrosive fluid:

Vocab No 25001 Apron, PVC, white
Vocab No 25137-43 Boots, knee, rubber
Vocab No 25133-35 Gauntlets, PVC
Vocab No 25268 Goggles, rubber, complete with clear window.

(177/51/63 CONS)

Navy Orders 166-225/68 are now over three years old and may be disposed of accordingly.

W. G. Murray, Government Printer, Canberra

14261/71—3

HISTORIAN

ANOs 203/71-211/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 May 1971.

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

14688/71

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

203/71—ACNB General Messages

1. In accordance with Navy Order 593/68 the state of the ACNB General Messages as at 1 April 1971 is as shown in Annex A to this order.

2. Navy Order 72/71 is hereby cancelled.

ANNEX A

As at 0001Z April 1971 the following F messages were in force:

1970

056, 057, 058, 059, 060, 062, 063, 064, 065, 066, 068, 071, 072, 073, 074, 075, 076, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 109, 110, 111, 112, 113, 114, 115, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 133, 134, 136, 137, 139, 140, 141, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 160, 161, 166, 167, 168, 171, 172, 173, 174, 175.

1971

001, 002, 003, 004, 005, 009, 011, 012, 013, 014, 015, 016, 017, 018, 019, 022, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050.

(77/1/14 AS (NS))

(*Navy Orders 593/68 and 72/71*)

RESTRICTED

204/71—Australian Services Representation Overseas

It is requested that Navy Order 73/71 be amended as follows:

ANNEX A

Sub-heading 'United States of America' page 6:

Delete '9th Floor, Paramount Building,
1735 Eye Street, NW,
WASHINGTON, DC 20006.'

Insert 'Embassy of Australia,
1601 Massachusetts Avenue,
WASHINGTON, DC 20036.'

(22/201/67 DNI)

(*Navy Order 73/71*)

UNCLASSIFIED

205/71—Career Plans—General List Officers

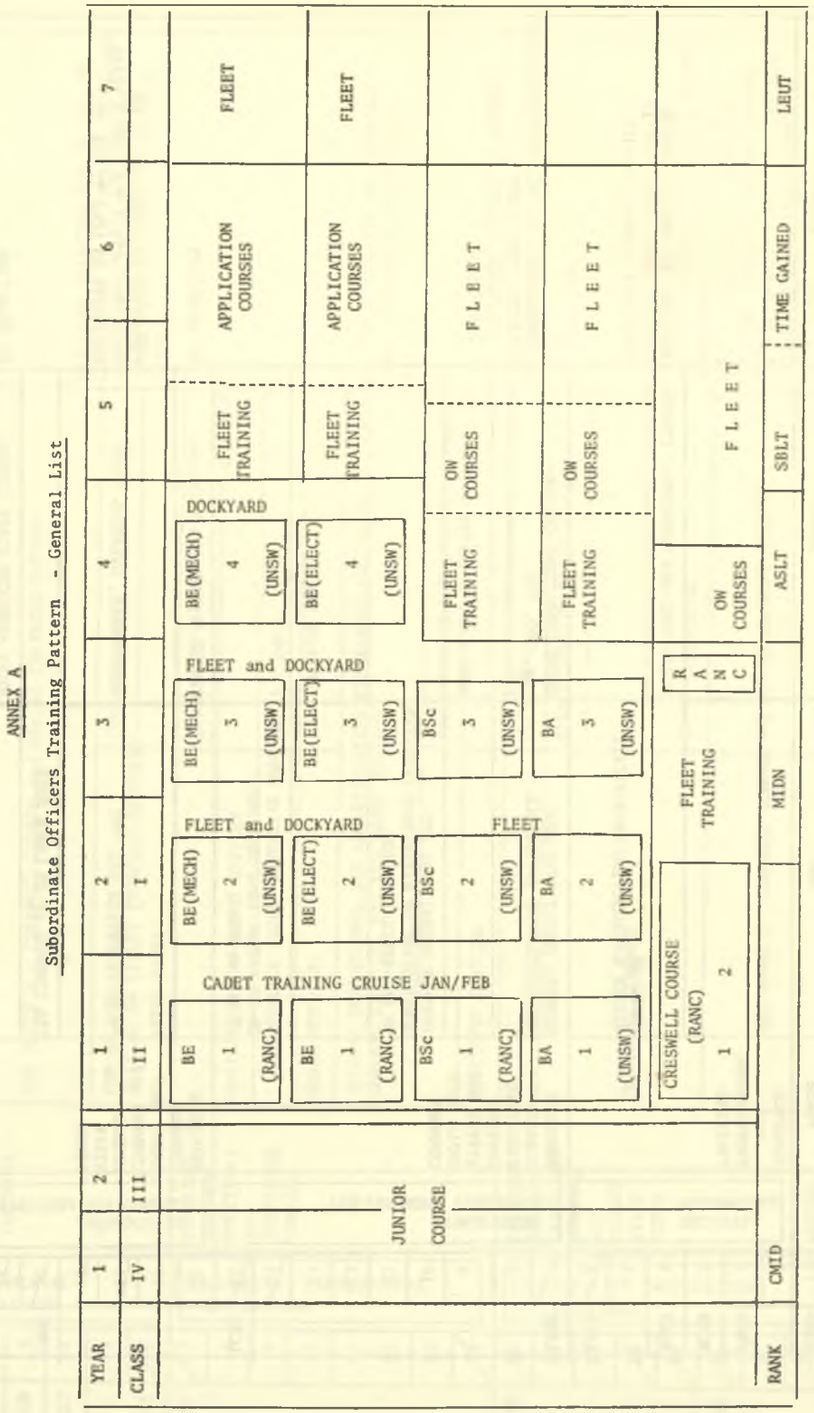
1. The Annexes to this order contain outline career plans for officers as follows:

Annex A—Subordinate officers Training Pattern—General List
Annex B—Seaman officers—General List
Annex C—Seaman Submarine officers—General List
Annex D—Seaman Aircrew officers—General List
Annex E—Marine Engineer officers—General List
Annex F—Weapons and Electrical Engineer officers—General List
Annex G—Air Engineer officers—General List
Annex H—Engineer officers (Submarine)—General List
Annex J—Supply and Secretariat officers—General List.

2. These career plans are promulgated for the information of officers and the guidance of the Posting Authority. Officers should appreciate that the plans can only be a guide and that the careers of many officers may not closely follow the appropriate plan. Nevertheless the Naval Board consider that officers should be aware of the Posting Authoritys aim. It must be emphasised, however, that promotion prospects will not be prejudiced merely because an officers career has not closely followed the plan.

3. The scope and venue of engineering application courses and post-graduate training have yet to be finalised. Specific details will be published in Navy Orders in due course.

4. The Annexes will be incorporated in ABR 27 Volume 1 in due course.



ANNEX B - SEAMAN OFFICERS - GENERAL LIST
(*SEE* ANNEXES C AND D FOR AVIATION AND SUBMARINE SUB-SPECIALISTS)

RANK	YRS	PERIOD	PHASE	SEA	SHORE	REMARKS
	1	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING	SEE ANNEX A - CRESWELL COURSE and	BSc/BA TRAINING PATTERN	
CMID	2					
MIDN	3					
ASLT	4				DIVISIONAL and MANAGEMENT COURSE	POSTINGS TO ENSURE OFFICER OBTAINS BROAD EXPERIENCE IN DIFFERENT CLASSES OF SHIP
	5			AWARD OF BRIDGE WATCHKEEPING CERTIFICATE		
SBLT	6					
LEUT	7	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS EXECUTIVE OFFICER STATUS and SMALL SHIP COMMAND	GENERAL OPERATIONAL AND ADMINISTRATIVE EXPERIENCE	SHORT OPERATIONS COURSE- eg, ORO, DGO	HYDROGRAPHIC AND MCD SUB-SPECIALISTS SELECTED FROM LEUTS - 0-2 YEARS SENIORITY, OTHERS 2-5 YEARS
	8					
	9				LONG SUB-SPECIALIST COURSE	
	10			FURTHER OPERATIONAL AND ADMINISTRATIVE EXPERIENCE CENTERED ON SUB-SPECIALISATION		
	11					
	12					
	13				TRAINING DUTIES	
	14			SQUADRON STAFF, EXECUTIVE OFFICER DE-SO PATROL BOAT SQUADRON, CO MCS or MCH		
LCDR	15					
	16	INTERMEDIATE PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS LARGE SHIP COMMAND and HIGHER STAFF POSTS		SINGLE SERVICE STAFF COURSE	BY SELECTION
	17			FLEET STAFF		
	18			XO DD or DDG	NAVY OFFICE, OVERSEAS STAFF	PROMOTION TO COMMANDER IS BY SELECTION WITHIN THE ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45.
	19					
CMDR	20			SEA COMMAND or XO LARGE SHIP		
	21				JOINT SERVICES STAFF COURSE	BY SELECTION
	22				HIGHER STAFF POSTING	PROMOTION TO CAPTAIN IS BY SELECTION WITHIN THE ZONE 4 YEARS SENORITY AS CMDR TO AGE 50.
	23					

ANNEX C - SEAMAN SUBMARINE OFFICERS - GENERAL LIST

RANK	YRS	PERIOD	PHASE	SEA	SHORE	REMARKS
	1	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING			
CMID	2					
MIDN	3			SEE ANNEX A - CRESWELL COURSE and BSc/BA TRAINING PATTERN		
ASLT	4					OFFICERS SELECTED FOR SM OTC ON COMPLETION OF OW COURSES. OFFICERS MAY BE SELECTED FOR SUBMARINES AFTER OBTAINING BWC IN GENERAL SERVICE
	5			FOR SM QUALIFICATION BWC and INITIAL SM BILLET (TORPEDO OFFICER)	SUBMARINE OTC	
SBLT	6					
LEUT	7	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS COQC(SM+) and SUBMARINE COMMAND		SPARE CREW	
	8			NAVIGATION and COMMS OFFICER		
	9				SONAR COURSE	
	10			SONAR OFFICER		
	11			GENERAL OPERATIONAL AND ADMINISTRATIVE EXPERIENCE INCLUDING GENERAL SERVICE, SEA AND SHORE BILLETS		SELECTED OFFICERS MAY UNDERGO LONG SUB-SPECIALIST COURSES eg, TAS
	12					
	13				PRINCIPAL CONTROL OFFICERS COURSE	
	14			EXECUTIVE OFFICER		
LCDR	15	INTERMEDIATE PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS LARGE SHIP COMMAND and HIGHER STAFF POSTS		COQC(SM+)	BY SELECTION
	16				SINGLE SERVICE STAFF COURSE	BY SELECTION
	17			SUBMARINE COMMAND		
	18					PROMOTION TO COMMANDER IS BY SELECTION WITHIN THE ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45 AFTER PROMOTION TO COMMANDER OFFICERS NORMALLY FOLLOW GENERAL SERVICE CAREER PLAN WITH POSTINGS TO UTILISE SUBMARINE EXPERTISE AS REQUIRED
	19				STAFF EXPERIENCE	
CMDR	20					
	21					
	22					
	23					

ANNEX D - SEAMAN AIRCREW OFFICERS - GENERAL LIST

RANK	YRS	PERIOD	PHASE	FRONT LINE/SEA	SHORE	REMARKS
CMID	1	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING	SEE ANNEX A - CRESWELL COURSE and BSc/BA TRAINING PATTERN		
	2					
MIDN	3					
ASLT	4				DIVISIONAL and MANAGEMENT COURSE	
	5			AWARD OF BRIDGE WATCHKEEPING CERTIFICATE		
SBLT	6					
LEUT	7	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS SQUADRON CO and EXECUTIVE OFFICER FLEET ESCORT		FLYING TRAINING TO OPERATIONAL STANDARD	
	8			OPERATIONAL TOUR		
	9				SECOND LINE SQUARDON OR POST-GRADUATE COURSE	POST-GRADUATE TRAINING BY SELECTION
	10					
	11			GENERAL SERVICE		
	12				SECOND LINE SQUADRON	
	13			FRONT LINE SQUADRON OR HMAS MELBOURNE		
	14					
LCDR	15	INTERMEDIATE PROFESSIONAL DEVELOPMENT			SECOND LINE SQUADRON OR STAFF DUTIES	
	16				SINGLE SERVICE STAFF COURSE	BY SELECTION
	17				SECOND LINE SQUADRON CO OR STAFF DUTIES	
	18					
	19			FRONT LINE SQUADRON CO OR XO FLEET ESCORT		
CMDR	20					PROMOTION TO COMMANDER IS BY SELECTION WITHIN THE ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45 AFTER PROMOTION TO COMMANDER OFFICERS NORMALLY FOLLOW GENERAL SERVICE POSTINGS TO UTILISE AVIATION EXPERTISE AS REQUIRED
	21					
	22					
	23					

ANNEX E - MARINE ENGINEER OFFICERS - GENERAL LIST

RANK	YRS	PERIOD	PHASE	SEA	SHORE	REMARKS
CMID	1	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING			
	2					
MIDN	3					
ASLT	4			SEE ANNEX A - BE(MECH) TRAINING PATTERN		
	5					
SBLT	6					
LEUT	7	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS MCQ MEO OF FLEET ESCORT and STAFF POSTS	AWARD OF ENGINE ROOM WATCHKEEPING CERTIFICATE AND WATCHKEEPING DUTIES IN LARGE SHIPS	DIVISIONAL and MANAGEMENT COURSE	
	8					
	9					
	10				DOCKYARD, OVERSEEING, TRAINING DUTIES OR POST-GRADUATE TRAINING	POST-GRADUATE TRAINING BY SELECTION
	11					
	12			MEO OF DE or D/MEO OF DD/DDG		
	13					
	14				DOCKYARD, OVERSEEING, TRAINING DUTIES	
LCDR	15					
	16	INTERMEDIATE PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS MEO OF LARGE SHIP SHORE COMMAND and HIGHER STAFF POSTS		SINGLE SERVICE STAFF COURSE	BY SELECTION
	17			MEO OF DD/DDG or D/MEO OF LARGE SHIP		
	18					PROMOTION TO COMMANDER IS BY SELECTION WITHIN THE ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45
	19				NAVY OFFICE, OVERSEAS STAFF, DOCKYARD OR FLEET STAFF	
CMDR	20					
	21				JOINT SERVICES STAFF COURSE	BY SELECTION
	22			MEO OF LARGE SHIP		PROMOTION TO CAPTAIN IS BY SELECTION WITHIN THE ZONE 4 YEARS SENIORITY AS CMDR TO AGE 50
	23					

ANNEX F - WEAPONS ELECTRICAL ENGINEER OFFICERS - GENERAL LIST

RANK	YRS	PERIOD	PHASE	SEA	SHORE		REMARKS
CMID	1	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING	SEE ANNEX A - BE(ELECT) TRAINING PATTERN			
	2						
MIDN	3						
ASLT	4						
	5						
SBLT	6						
LEUT	7	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS WE CHARGE OF FLEET ESCORT and STAFF POSTS		DIVISIONAL and MANAGEMENT COURSE		* INDICATES CAREER PLAN FOR OFFICERS SERVING WITH F.A.A. THESE OFFICERS WILL HAVE SERVED AS WEEO OF FRONT LINE SQUADRON AND WILL HAVE HAD GENERAL SERVICE EXPERIENCE AT SEA BEFORE ENTERING ZONE FOR PROMOTION TO COMMANDER
	8					*NAS NOWRA SECOND LINE SQUADRON	
	9			D/WEEO OF DE			
	10				DOCKYARD/TRIALS OVERSEEING, POST-GRADUATE TRAINING	*STAFF OF ACAE OR SAMR, POST-GRADUATE TRAINING	
	11						POST-GRADUATE TRAINING BY SELECTION
	12			DDG WEEO OF DE *FRONT LINE SQUADRON			
	13						
	14				NAVY OFFICE, DOCKYARD TRIALS, OVERSEEING OR TRAINING DUTIES	*NAVY OFFICE, STAFF OF SAMR, TRAINING DUTIES	
LCDR	15						
	16	INTERMEDIATE PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS WE CHARGE OF LARGE SHIP and HIGHER STAFF POSTS		SINGLE SERVICE STAFF COURSE		BY SELECTION
	17						
	18			WEEO OF DDG *D/WEEO OF LARGE SHIP OR WEEO OF DE			
	19						PROMOTION TO COMMANDER IS BY SELECTION WITHIN THE ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45
CMDR	20				NAVY OFFICE, OVERSEAS STAFF, DOCKYARD OR FLEET STAFF		
	21				JOINT SERVICES STAFF COURSE		BY SELECTION
	22			WEEO OF LARGE SHIP			PROMOTION TO CAPTAIN IS BY SELECTION WITHIN THE ZONE 4 YEARS SENIORITY AS CMDR TO AGE 50
	23						

ANNEX G - AIR ENGINEER OFFICERS - GENERAL LIST

RANK	YRS	PERIOD	PHASE	SEA	SHORE	REMARKS
CMID	1	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING	SEE ANNEX A - BE(AE) TRAINING PATTERN		
	2					
MIDN	3					
ASLT	4					
	5					
SBLT	6					
LEUT	7	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS AE CHARGE OF AIR GROUP and STAFF POSTS		DIVISIONAL and MANAGEMENT COURSE	
	8				RAN AE ACQUAINTANCE COURSE NAS NOWRA	
	9				NAS NOWRA SECOND LINE SQUADRON	
	10				NAVY OFFICE, STAFF OF SAMR OR POST-GRADUATE TRAINING	POST-GRADUATE TRAINING BY SELECTION
	11					
	12			FRONT LINE SQUADRON		
	13					
	14				NAVY OFFICE, STAFF OF SAMR OR NAS NOWRA TRAINING DUTIES	
LCDR	15					
	16	INTERMEDIATE PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS AE CHARGE OF AIR STATION and HIGHER STAFF POSTS		SINGLE SERVICE STAFF COURSE	BY SELECTION
	17					
	18			MAG AEO		
	19					PROMOTION TO COMMANDER IS BY SELECTION WITHIN THE ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45
CMDR	20				NAVY OFFICE, OVERSEAS STAFF, STAFF OF SAMR, AEO ALBATROSS	
	21				JOINT SERVICES STAFF COURSE	BY SELECTION
	22				SAMR OR NAVY OFFICE	PROMOTION TO CAPTAIN IS BY SELECTION WITHIN THE ZONE 4 YEARS SENIORITY AS CMDR TO AGE 50
	23					

ANNEX H - ENGINEER OFFICERS (SUBMARINE) - GENERAL LIST

RANK	YRS	PERIOD	PHASE	SEA	SHORE	REMARKS
CMID MIDN ASLT	1 2 3 4 5 6	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING	SEE ANNEX A - BE(MECH) AND BE(ELECT) TRAINING PATTERN		
LEUT	7 8 9 10 11 12 13 14	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS ME/WE CHARGE OF SUBMARINE AND SUBMARINE SQUADRON DUTIES	GENERAL SERVICE EXPERIENCE AWARD OF ENGINE ROOM WATCHKEEPING CERTIFICATE (ME) ATTACHED TO RN SUBMARINE SERVICE FOR UP TO 18 MONTHS FOR SM TRAINING AND EXPERIENCE MEO/WEEO RAN SUBMARINE GENERAL SERVICE - MEO/WEEO DE OR SM SQUADRON DUTIES	DIVISIONAL and MANAGEMENT COURSE NAVY OFFICE, RN EXCHANGE SERVICE SHORE REFIT FACILITY	
LCDR CMDR	15 16 17 18 19 20 21 22 23	INTERMEDIATE PROFESSIONAL DEVELOPMENT				AFTER PROMOTION TO LIEUTENANT-COMMANDER OFFICERS NORMALLY FOLLOW GENERAL SERVICE CAREER PLAN WITH POSTINGS TO UTILISE SUBMARINE EXPERTISE AS REQUIRED

ANNEX J - SUPPLY AND SECRETARIAT OFFICERS - GENERAL LIST

RANK	YRS	PERIOD	PHASE	SEA	SHORE	REMARKS
CMID MIDN ASLT	1 2 3 4	FUNDAMENTAL TRAINING	ACADEMIC and PROFESSIONAL TRAINING	SEE ANNEX A - CREWSELL COURSE OR BA	TRAINING PATTERN DIVISIONAL and MANAGEMENT COURSE	
SBLT LEUT	5 6 7 8 9 10 11 12 13 14	FUNDAMENTAL PROFESSIONAL DEVELOPMENT	PROGRESS TOWARDS SUPPLY CHARGE OF FLEET ESCORT and IMPORTANT SECRETARIAL POSTS	CASH AND STORES EXPERIENCE IN LARGE SHIP, SECRETARY TO SHIP/ SQUADRON COMMANDER CAPTAINS SECRETARY OF LARGE SHIP, SUPPLY OFFICER OF DE	BASIC SUPPLY COURSE CASH AND STORES EXPERIENCE IN LARGE ESTABLISHMENT, DSO OF SMALL ESTABLISHMENT, SECTION OFFICER IN ADMIRALS OFFICE, CAPTAINS SECRETARY SMALL ESTABLISHMENT, ASSISTANT SECRETARY LARGE ESTABLISHMENT SUPPLY & SECRETARIAT ADVANCED CSE. SUPPLY OFFICER OF SMALL ESTABLISHMENT, ASSISTANT SECRETARY TO FLAG OFFICER, SECRETARY LARGE ESTABLISHMENT, TRAINING DUTIES	DURING THIS PERIOD PLANNED POSTINGS OF APPROXIMATELY TWO YEARS WILL GIVE OFFICERS EQUAL SECRETARIAL AND SUPPLY EXPERIENCE INCLUDING SEA SERVICE ABOUT 4 YEARS SENIORITY AS LEUT PLANNED POSTINGS WILL ALTERNATE SUPPLY AND SECRETARIAT INCLUDING SEA SERVICE
LCDR	15 16		PROGRESS TOWARDS SUPPLY CHARGE OF LARGE SHIP and HIGHER STAFF POSTS		SINGLE SERVICE STAFF COURSE	BY SELECTION
CMDR	17 18 19 20 21 22 23	INTERMEDIATE PROFESSIONAL DEVELOPMENT		CAPTAINS SECRETARY OF LARGE SHIP, SUPPLY OFFICER OF DD/DDG, DSO OF LARGE SHIP SUPPLY OFFICER OF LARGE SHIP SUPPLY OFFICER OF LARGE SHIP	DSO OF LARGE ESTABLISHMENT, NAVY OFFICE, OVERSEAS STAFF SUPPLY OFFICER LARGE ESTABLISHMENT SECRETARY TO FLAG OFFICER, NAVY OFFICE, OVERSEAS STAFF JOINT SERVICES STAFF COURSE HIGHER STAFF POSTING, SECRETARY TO FLAG OFFICER, NAVY OFFICE, OVERSEAS STAFF	PROMOTION TO COMMANDER IS BY SELECTION WITHIN ZONE 3 YEARS SENIORITY AS LCDR TO AGE 45 BY SELECTION PROMOTION TO CAPTAIN IS BY SELECTION WITHIN ZONE 4 YEARS SENIORITY AS CMDR TO AGE 50

(303/1/100 DAPO)

UNCLASSIFIED

206/71—Form KE120—RAN Identity Card

1. Because an increasing number of recommendations are being received at Navy Office regarding the possibility of introducing an improved Naval Identity Card, this order is being issued to inform all concerned of the current situation.

2. In recent years several new systems for producing photographic identity cards have become available. This year one such system employing colour film will be introduced for civilian salaried staff and civilian contractors in Sydney and at Williamstown Dockyard.

3. The possibility of improving the quality and appearance of the current Naval Identity Card has been recognised and the Director of Methods will shortly undertake a study with this in view. The final outcome of this study will be promulgated.

(63/1/1 DOM)

UNCLASSIFIED

207/71—The Training Committee—Programme

1. It has been decided that for economy and other administrative reasons, Training Committee visits will, in future be conducted biennially with the following exceptions which will continue to be conducted annually:

HMAS CERBERUS
HMAS LEEUWIN
HMAS NIRIMBA
HMA FLEET.

2. It has also been decided that, wherever possible, the Training Committee will visit an establishment approximately two to four months before the Complements Committee. However, it will take some time before the new cycle is fully implemented.

3. In line with the above decisions the Training Committee programme for the remainder of 1971 is as follows. Where an establishment is not mentioned, the visit previously scheduled in Navy Order 436/70 has been cancelled.

HMAS WATSON (not inc RTE)	26-27 May
HMAS PLATYPUS	28 May
HMAS LEEUWIN (not inc RTE)	21-23 July
HMAS TARANGAU	17-18 August
HMAS CERBERUS	20-24 September
HMAS ALBATROSS	3-5 November
HMAS MORETON (RTE) ..	23 November
HMAS WATERHEN	13 December
HMA FLEET	(As convenient to FOCAF and Fleet Programme—about 14-15 December)

4. Navy Order 436/70 is hereby cancelled.

(42/222/219 D of T)

(*Navy Order 436/70*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

208/71—The RAN College Study Board

1. The RAN College Study Board advises the Naval Board on:
   a. The progress, re-assignment and withdrawal of junior officers under training at the RAN College.
   b. Methods of promoting training efficiency at the RAN College.

Terms of Reference

2. The Study Board is to:
   a. Review at suitable times during the training year, the academic and personal qualities of:
      (1) Junior Entry cadets who are progressing towards NSW Higher School Certificate.
      (2) Ex-Junior and Senior Entry officers who are undertaking post-matriculation studies, either degree courses or CRESWELL course.
   b. After completing the reviews, make the following recommendations:
      (1) To the Captain RANC, on the progression of junior officers from one year to the next, and on the need to grant repeat years to deserving officers.
      (2) To the Captain RANC, on the need to impose Captains Warnings on officers for either academic or personal deficiencies.
      (3) To the Director-General of Training on the need for the Naval Board to impose warnings on junior officers for academic or personal deficiencies.
      (4) To the Director-General of Training on the need to withdraw from training an officer for academic or personal deficiencies.
   c. Annually, as soon as the results of external academic examinations are known, advise the Naval Board on:
      (1) The progression or other disposal of Junior Entry cadets who have sat for the NSW Higher School Certificate.
      (2) The acceptance or other disposal of Senior Entry applicants who have provisionally passed the RAN College Entry Board.
   d. Keep under review all facets of training at the RAN College, and make such recommendations as may lead to improvement in the RAN College as an Officer Training Establishment.

3. In pursuance of Paragraph 2d, the Study Board may consult or co-opt other persons who possess expertise in the matters under investigation.

Composition of the Study Board

4. The composition of the Study Board is:
   a. *RAN College members:*
      The Captain (Chairman)
      The Executive Officer

The Director of Studies
The Senior Instructor Officer
The Training Officer
The Heads of the Departments of Science, Mathematics and Humanities.

b. *Navy Office members:*
The Director-General of Training.
The Director of Naval Education Service
The Director of Psychological Services.

The RAN College provides an officer to act as secretary to the Study Board.

(8/1/415 DNES)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

209/71—Alteration and Addition Item—HMAS MORESBY

Paragraph 4 of Alteration and Addition Item *Class List Item No 56* (Ex TDL 'ABP') referred to in Navy Order 491/70 is to be deleted.

(1228/52/249 DGDM)

(*Navy Order 491/70*)

RESTRICTED

210/71—Ammunition—Pyrotechnics—Small Arms—Navigational Outfits

Navy Order 169/69 is to be amended by the insertion of the following additional item:

Item	*HMA Ships*	
	Other than Small Craft	*Small Craft*
1005-99-960-0017 Magazine 7.62 mm L2A1 (20 rounds)	6	6

(725/252/43 DAS)

(*Navy Order 169/69*)

UNCLASSIFIED

211/71—Naval Stores (General)—Introduction—Group/Class 0246—Blocks, Single and Snatch

Navy Order 46/71 is to be amended as follows:

The Group/Class and Catalogue Numbers are to be amended as follows, read in two columns:

Delete		*Insert*	
Group/ Class	*Catalogue No*	*Group/ Class*	*Catalogue No*
0246	521-0660	3940	99-521-0660
0246	521-0661	3940	99-521-0661
0246	521-0662	3940	99-521-0662
0246	521-0663	3940	99-521-0663
0246	521-0664	3940	99-521-0664
0246	521-0665	3940	99-521-0665

(505/87/890 DSUS)

(*Navy Order 46/71*)

14688/71—2 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 212/71-220/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28 May 1971.

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

14837/71

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

212/71—Citation of Commonwealth Acts

1. The Defence Act and the Naval Defence Act have been amended by the Defence Act 1970 and the Naval Defence Act 1971 respectively.

2. The correct citation of these acts is now as follows:

Defence Act 1903-1970
Naval Defence Act 1910-1971.

3. Care should be taken, when formal reference to one of the foregoing Acts is being made in a document, that the Act is given its correct citation.

(153/1/21 CEO (GS))

UNCLASSIFIED

213/71—Form LG109—Motor Transport—Quarterly Return

1. Cases of delay in rendering the above return are observed to be increasing thereby incurring further expenditure of time and effort at Navy Office in drafting and dispatching hastening letters.

2. Completed Forms LG109 are to be forwarded to the Director of Supply Services as soon as practicable after 31 March, 30 June, 30 September and 31 December by each HMA ship or establishment holding motor vehicles.

3. Navy Order 332/68 is hereby cancelled.

(464/70/253 DSUS)

(Navy Order 332/68)

Section 2

PERSONNEL

UNCLASSIFIED

214/71—Drunkenness—Danger of Death Following Drunkenness—Precautions to be Taken

Navy Order 104/71 is to be amended as follows:

Delete Paragraph 3 and *insert* the following in lieu:

'All cases of suspected drunkenness should, if possible, be seen by a Medical Branch sailor or, if one is not available, by the Officer of the Day or Duty Senior sailor, who is to inquire into the circumstances and examine the man, looking particularly for any evidence of head injury. Every case complicated either by unconsciousness, or by a history or evidence of a head injury, must be kept under close observation and seen as soon as possible by a Medical Officer.'

(327/53/217 MDG)

(Navy Order 104/71)

UNCLASSIFIED

215/71—The Peter Mitchell Trust

Navy Order 76/71 is amended as follows:

Delete Paragraph 2a of Annex B and *substitute:*

'a. Prize valued at $200 for the degree-stream junior officer graduating from tertiary education with the best degree results.'

(38/6/25 DNLS)

(*Navy Order 76/71*)

UNCLASSIFIED

216/71—Peter Mitchell Trust—Lesser Prizes

1. Navy Order 76/71 announced the prizes to be awarded under the Peter Mitchell Trust. Annex B Paragraph 2 details the lesser prizes to be awarded on completion of various courses.

2. The officers and sailors to receive the lesser prizes are to be selected as follows:

Prize	*To be selected by*
a. Degree-stream junior officer graduating from tertiary education with the best degree results	The Naval Board
b. Most outstanding RAN Apprentice in each half-yearly intake to the RAN Apprentice Training Establishment	Commanding Officer HMAS NIRIMBA
c. Most outstanding Junior Recruit in each graduating class at the Junior Recruit-in-Training Establishment	Commanding Officer HMAS LEEUWIN
d. Most outstanding Recruit each half year at Flinders Naval Depot Recruit School as at the end of the Recruit Disciplinary Course	Commodore Superintendent of Training
e. Most outstanding WRANS Recruit of each intake at Flinders Naval Depot Recruit School as at the end of Part 1 training	Commodore Superintendent of Training
f. Most outstanding Petty Officer in each Petty Officers Leadership Course (or equivalent)	Commodore Superintendent of Training

3. Prizes should be presented at Divisions or at some other appropriate ceremonial occasion.

4. Whether the prize is to consist solely of a trophy, solely of money, or to be a trophy and money is left to the discretion of the Commanding Officer of the prize-winner, but the wishes of the prize-winner may be taken into account.

5. Payment of awards whether by cash or trophy is to be brought to account in the Ships Cash Account as a charge to Trust Fund Other Trust Moneys. In this regard NAM Article 189 (6) is varied accordingly.

6. The names of prize-winners are to be reported to Navy Office.

7. The first awards are to be made for courses completing on or after 1 June 1971. In the case of the prize at Paragraph 2d the half years are 1 January to 30 June and 1 July to 31 December, and the first award is to be given to most outstanding recruit to complete the Recruit Disciplinary Course between 1 January 1971 and 30 June 1971.

(38/6/25 DNLS)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

217/71—Electrical—Rotating Machinery—Dynamic Balancing of Armatures and Rotors

1. To ensure that noise, vibration and wear of bearings are kept to a minimum it is essential that all armatures and rotors be accurately balanced dynamically after rewinding or extensive repair.

2. Where practicable dynamic balancing shall be carried out at the maximum working speed of the machine to which the armature or rotor belongs. The residual unbalance in each plane of correction shall not exceed the following values of U:

Speed (N)	*U*
Below 150 rpm	0.25 W
150-1,000 rpm	5,630 W/N²
Above 1,000 rpm ..	4 W/N

Where U = maximum allowable residual unbalance in ounce-inches.

W = weight of rotating part in pounds.

N = maximum operating speed in rpm.

3. For diesel engine driven generators the above limits do not apply and balance is to be such as to ensure satisfactory mechanical performance.

(400/2/411 DWED)

RESTRICTED

218/71—Masks Protective Field M17A1 and Associated Stores—Introduction into Service

1. *Introduction* .. Masks Protective Field M17A1 are now being introduced into service. These masks together with Porton S6 Masks (currently in service) will progressively replace Light Type and General Service Type Respirators.

2. *Description* .. M17A1 Masks will be held on charge as follows:

a. 4240-00-926-4199
Mask Protective Field M17A1 Small.

b. 4240-00-926-4201
Mask Protective Field M17A1 Medium.

c. 4240-00-926-4200
Mask Protective Field M17A1 Large.

3. *Allowances* .. Allowances of masks are detailed in Annex A, and will be made up with Masks M17A1/Masks Porton S6, or a combination of both. Warrants of Naval Armament Stores will be amended progressively.

4. *Issue Procedure* ..

a. Masks will be issued only to personnel serving in commissioned sea-going ships, and for instructional purposes, to NBCD schools and HMAS LEEUWIN.

b. Masks will be issued without demand as stocks become available, according to the priorities detailed in Annex B. Within ships, priority for issue should be given to members of the Command Team, Landing Party and ships nominated personnel.

c. Personnel will be issued with a mask when joining a ship, and are to hand it in when posted from that ship.

d. Surplus General Service and Light Type respirators are to be returned to the nearest Armament and Weapon Equipment Depot.

5. *Maintenance* .. Maintenance parts will not be issued to ships and establishments. Unserviceable masks are to be returned to SASO RANWED, Garden Island, through the nearest Armament and Weapon Equipment Depot. Replacements are to be demanded from SASO RANWED, Garden Island. Masks on issue should be tested at intervals of one year.

6. *Training* .. All personnel are to receive protective mask training at the appropriate NBCD courses. Ships NBCD officers are to arrange initial training in the use of M17A1 masks on board or at NBCD schools as practicable.

ANNEX A

Allowances of Masks Protective Field M17A1/Masks Porton S6

Ship/Establishment	*Allowance*
MELBOURNE (includes FOCAF Staff and Air Group)	1,500
SYDNEY	668
DDGs	367 (each)
DUCHESS	367
VAMPIRE	340
VENDETTA	353
ANZAC	297
QUEENBOROUGH	148
RIVER CLASS DEs (includes SWAN and TORRENS)	275 (each)
SUPPLY	225
PATROL BOATS (16-No commissioned operational only—RANR Patrol Boats are not included)	20 (each)

ANNEX A—*continued*

Ship/Establishment	*Allowance*
COASTAL MINESWEEPERS	37 (each)
MINEHUNTERS	41 (each)
STALWART	396
PLATYPUS (for 4-No submarines)	57 (each)
MORESBY	160
DIAMANTINA	139
PALUMA	32
KIMBLA	44
LEEUWIN	40
NBCD SCHOOLS—CERBERUS	50
PENGUIN	40

Notes: 1. Allowances include 10 per cent reserve to be held by ships to cater for unexpected requirements and for issues to personnel joining ships.

2. Masks will be supplied in the following proportions:
Small—12 per cent.
Medium—76 per cent.
Large—12 per cent.

ANNEX B

Priority of Issue

1. 50 M17A1 Masks per ship of escort size and larger, reserved for Command Team, Landing Party and ships nominated personnel.
2. NBCD schools for instructional needs.
LEEUWIN.
3. TARANGAU for PNG PABRON (5-No Patrol Boats).
4. MELBOURNE.
5. SYDNEY.
6. DDGs.
7. DUCHESS.
8. VAMPIRE, VENDETTA.
9. River Class Destroyers.
10. SUPPLY.
11. Coastal Mine Sweepers, Minehunters, QUEENBOROUGH, ANZAC.
12. Patrol Boat Bases for Commissioned operational Patrol Boats (11-No).
13. STALWART.
14. PLATYPUS for Submarines.
15. Surveying Vessels.

(710/251/44 DAS)

UNCLASSIFIED

219/71—Naval Stores (General)—Introduction G/C 7930-66-039-9496 Cleaning Compound, Deep Fryer

1. It has been decided to introduce 7930-66-039-9496, Cleaning Compound, Deep Fryer, to facilitate the removal of carbon deposits and stains from the interior of deep fryers.

2. The method of using this compound is to place up to 1 lb in the empty fryer and cover with cold water up to the fat level line. The water is then boiled for 15 to 20 minutes, drained, and the fryer rinsed thoroughly clean.

3. During the process of boiling, all carbon deposit and stains are removed from the interior of the fryer and a harmless protective coating is provided. This coating, which does not effect or taint food, facilitates subsequent cleaning.

4. Deep fryers in constant use are to be cleaned weekly by this method. On other cleaning occasions, draining, filtering of oil and rinsing of the interior of the fryer with hot water would be sufficient.

5. This compound is safe to use on stainless steel fryers, but is not to be used on aluminium or brass fryers. As it is an alkaline cleaner, ungloved hands should not be immersed in the solution.

6. The item, in 45 lb drums, has been added to the authorised list of Consumable Naval Stores and will be available on demand from the appropriate Superintending Store Officer, Sydney.

(512/80/389 DSUS)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

RESTRICTED

220/71—Standard Forms KE124 and 125—'Request for Character Checks—Applicants for Employment'

1. Standard Forms KE124 'Request for Character Checks—Applicants for Employment' and KE125 Continuation Sheet for KE124 are available on demand from SVSO and should be used in lieu of roneod forms currently in use.

2. Each unit set consists of six pages having one time interleaved black carbon. The D of Q is 'ST' for both forms.

(464/73/16 SEO (S))

W. G. Murray, Government Printer, Canberra

ANOs 221/71-225/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
9 June 1971.

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

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

221/71—Complements Committee

1. The Complements Committee is constituted by the Naval Board to carry out the following functions:

a. to recommend Schemes of Peace Complement (including Civil complement) for all commissioned establishments as a basis for the necessary manpower for the fulfilment of approved tasks and functions;

b. to examine and make recommendations on proposals for changes in these complements;

c. to review these complements at regular intervals and make recommendations for changes.

2. The Committee consists of:

Director-General of Manpower (Chairman)
Director-General of Training
Director of Appointments and Postings (Officers)
Director of Manpower Planning
Director of Organisation and Establishments
Secretary (from DGMs staff).

3. Items a. and b. of Paragraph 1 above are normally carried out in Navy Office by the Director-General of Manpower and the Director of Manpower Planning. Where complement proposals appear to require a study in depth a joint Naval/Civilian team comprising a representative of DGM and a representative of DORE will be formed to carry out an on-site review.

4. The Committee visits all commissioned establishments at intervals of approximately two years to carry out a full review of the existing complement and to assess the complement required to carry out the approved task for the ensuing two years. It is thus of paramount importance that Commanding Officers bear this in mind when complement proposals are being prepared. Small establishments are visited by a reduced Committee consisting of DGM, DMP, DORE and the Secretary, Complements Committee.

5. Establishments will normally be given about four months notice of a projected visit by the Committee. On receipt of this advice proposals for variations in the complement are to be raised and forwarded to Navy Office through Administrative Authorities. Any changes which have occurred since the last complement review to either the establishments role or responsibilities should, where such changes indicate the need for an alteration in complement, be referred to briefly in a covering letter.

6. Proposals for consideration by the Committee should be numbered and presented in natural groupings and sub-groupings as indicated in the example in Annex A. Eighteen copies are to be forwarded to reach Navy Office at least one month prior to the date of the visit accompanied by:

a. Summary of proposals as shown in Annex B.

b. Organisation charts as shown in Annex C.

c. Numbered duty statements for all proposed new billets as shown in Annex D.

7. The following facilities will be required during a visit:

a. A suitable room to be available for the use of the Committee.

b. A short meeting with the Commanding Officer to be followed by a tour of the establishment, with particular reference to areas to which proposed changes apply.

c. Heads of departments, etc, to be available for discussion with the Committee as required. It is helpful if a draft programme is prepared in the larger establishments.

8. It is emphasised that the function of the Committee is to prepare Schemes of Complement appropriate to the function of the establishments, so as to provide a sound basis for future recruiting, manning and training plans. Proposals for changes must therefore be considered in this context and should not be based on current manning shortages. Naval Board policy on the manning of commissioned Naval establishments as expressed in Navy Order 22/71 must also be taken into consideration.

9. Because it is not possible for the Committee to visit establishments more frequently than once every two years Commanding Officers are reminded that they have a duty to review their complements and manpower requirements continuously to determine whether any manpower savings can be achieved, particularly in categories where critical shortages exist. Supplementary proposals raised between Committee visits should follow the format laid down in Paragraph 6 above except that for Supplementary Proposals only one copy is required.

ANNEX A

Proposed Layout—Example

Supply and Secretarial Proposals

Pay Office	Proposals	1-14
Victualling	Proposals	15-17
Naval Stores	Proposals	18-35

Proposal	*Details*	*Reasons*
1	Add 1 LWTR	Reasons for complement additions should be indicated briefly, ie, not normally in excess of 50 words yet in sufficient detail, that, when read in conjunction with the duty statement a preliminary assessment may be made by the appropriate Navy Office Directorate as to the validity of the proposal, eg: Additional 300 Accounts have increased workload beyond capacity of complemented staff. *See* Duty Statement No 1 attached. (Bulky documentation should be retained for presentation to the Complements Committee during their visit.)

Marine Engineering Branch Proposals

Workshops	Proposals	36-40
Garage	Proposals	41-42
Maintenance	Proposals	43-50

Proposal	*Details*	*Reasons*
36	—	—

Note: Proposal numbers should run in continuation and not be recommenced with each department. The final proposal number therefore will indicate the grand total of the various Branch proposals.

ANNEX B

Summary of Proposals—Example

Rank	*Allowed*	*Proposed*	*Increase*	*Decrease*	*Remarks*
LWTR	2	3	1	Nil	Proposal Number 1
WTR	2	3	1		Proposal Number 2*

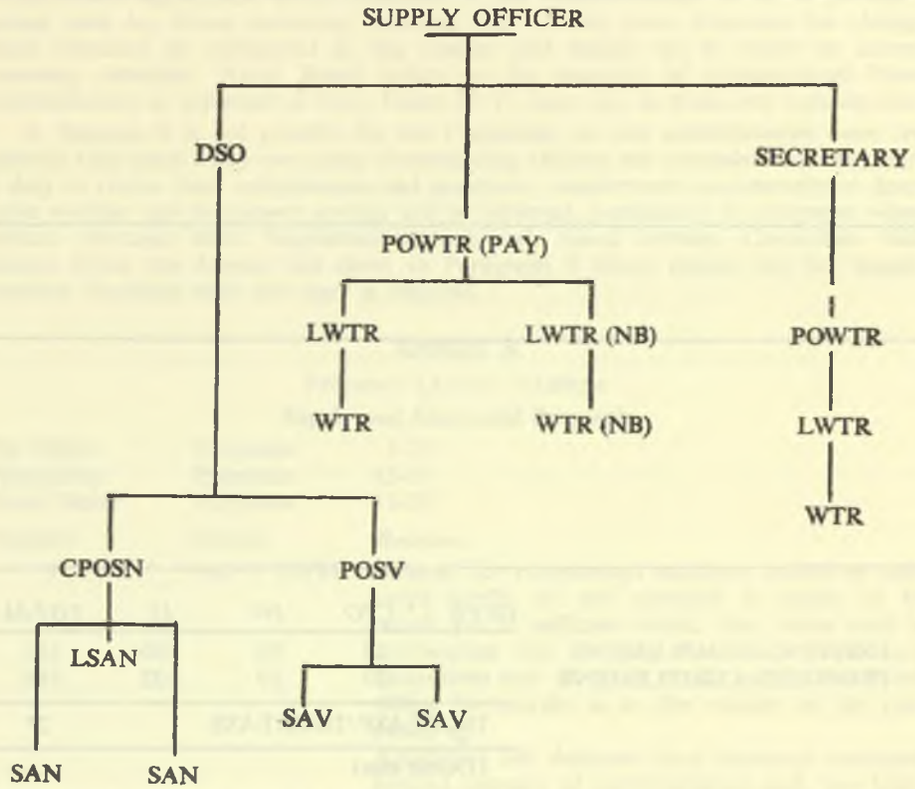
* Remainder of Proposals should follow in Proposal Number Sequence.

	OFFR	*CPO*	*PO*	*JS*	*TOTAL*
EXISTING COMPLEMENT	16	20	30	100	166
PROPOSED COMPLEMENT	16	20	30	102	168
	INCREASE/DECREASE				2*
	(Delete one)				

* This figure should indicate the difference between the total of the establishments proposed additions and the total of the establishments proposed deletions.

ANNEX C

Organisation Chart Example



(NB) = NEW BILLET

ANNEX D

Duty Statement Example

DUTY STATEMENT NO.....

BRANCH: SUPPLY AND SECRETARIAT — DEPARTMENT: PAY AND ACCOUNTS

NEW BILLET: LWTR — SECTION: PAY OFFICE

IMMEDIATE SUPERVISOR: POWTR

Duty No	*Duty*	*Percentage*
1	Allotments	20
2	Calculation of Pay Coining Putting up Pay, etc ..	40
3	Actual Payment	1
4	Post Payment entries on PACs, etc	9
5	Daily Current Work	30
	Total	100

(1541/51/76 DGM)

(*Navy Order 22/71*)

UNCLASSIFIED

222/71—Naval Equipment—GOSIEAA Repair and Manufacturing Functions

1. In addition to his existing functions of overseeing and inspection, the GOSIEAA is the authority responsible for co-ordinating Naval Equipment and Stores Repair excluding Naval Armament Stores, Naval Air Stores and Victualling Stores and advising ordering authorities on the allocation of Repair Work to meet the following requirements:

   a. the timely repair of equipment to meet the requirements of the ordering authorities;

   b. the economical and effective use of the repair facilities available in Dockyards, Department of Supply Factories and Contractors.

2. Ordering Authorities are to ensure that copies of all orders for repair work placed on Dockyards, Department of Supply Factories and Contractors, are forwarded to the GOSIEAA so that individual repair capacities can be assessed, progress of work monitored and future allocations proposed.

3. The Ordering Authorities are to ensure that all such orders are endorsed 'To be in accordance with the Requirements of Naval Inspection'. They are to ensure that orders are clear and sufficient in all details regarding quantities, delivery dates, specifications and drawings.

4. The Ordering Authority is to ensure that the Contractor is provided with a copy of Form TI161 (latest revision) 'The Requirements of Naval Inspection'.

5. Where the extent of repairs required is not known, and it is to be determined by the General Overseer during a survey, the invitation to Tender is to indicate the fact.

6. A Naval Equipment Repair Co-ordination Committee, under the Chairmanship of the GOSIEAA, and comprising representatives of GMGID, GMWD, Supply Division and GOSI VIC, has been established to assist in the co-ordination of the above Repair Activities.

7. The GOSIEAA is functionally responsible to the Director-General Naval Production but can communicate direct with the Director-General Naval Design and the Director-General Dockyards and maintenance on Design and Maintenance aspects of the functions of this order.

8. The GOSIEAA is to investigate the extension of Repair by Replacement Procedures and Equipment Re-conditioning Programmes and forward proposals to DGDM and DGNP.

9. The GOSIEAA is to evaluate local equipment manufacturers capabilities and capacity for the production and repair of Machinery and Equipment for Naval purposes and forward reports to the Director-General of Naval Production.

(8/201/37 DNEP)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

223/71—Helicopter Transfer Operations at Sea—Flight Safety and Fire Precautions

1. During helicopter transfers at sea a critical situation could arise should the helicopter crash either on deck or, to a lesser extent, in the sea. This order describes possible situations and promulgates instructions to minimise risks and to improve rescue and damage control arrangements. It is important that all seagoing personnel understand these hazards and that those directly concerned are fully trained in correct procedures.

Type of Accident

2. In any serious transfer accident, the helicopter pilot will preferably choose to ditch astern or alongside. Only in rare instances, where he lacks sufficient control, will he crash land aboard a cluttered deck, under which circumstances the helicopter will usually come to rest on its side. During these rare occasions rotor shrapnel will be produced and fire may result. On very rare instances the helicopter engine may continue to run after the crash.

Aircrew and Passenger Safety

3. As ditching will result from the most common type of serious transfer accident—a swimmer offers the best form of aircrew rescue. However, should a helicopter crash on board other factors may be more important than aircrew rescue.

Ship and Ship Personnel Safety

4. In the event of a helicopter crashing aboard, the aircraft:

a. will generate rotor shrapnel;

b. may catch fire; and

c. in very rare instances, the engine may remain running.

5. Rotor shrapnel varies in size from slivers of metal with an initial velocity of up to 1,000 feet per second, to slower moving objects such as whole rotor blades 25 feet long weighing 160 lb. Shrapnel may be lethal to exposed personnel in all directions to 100 yards or more. Exposed objects such as fire hoses, foam drums, quarterdeck petrol stowages and fire-mains may be damaged by rotor shrapnel or other crash debris.

6. Ship personnel necessarily exposed to those hazards such as the helicopter Director and load handlers, should have a planned escape route. All other personnel, including fire parties, should shelter behind substantial cover.

7. The modern helicopter has a high magnesium content and a fuel load in the order of 250 gallons of aviation kerosene. The fuel tank will probably rupture during the crash. Should fire occur it will probably flare suddenly to extremely hot and massive proportions. Only large quantities of foam, applied early, will control such a fire. Portable fire appliances will have little effect.

8. In the event of a helicopter crashing on board with the engine running, a serious fire and explosion danger exists. Untrained personnel are not to attempt to shut down the engine from the cockpit, as selection of an incorrect control may aggravate the situation. As soon as the danger of serious injury to rescue personnel by blade shrapnel, aircraft movement and disintegration debris is minimal, the following actions are to be taken:

a. Whilst remaining clear of the turbine disintegration zone (Annex A), smother the engine intake and engine with foam to stop engine.

b. Rescue survivors whilst continuing to smother fire and fire danger areas.

c. Wash fuel spillage overboard.

d. Secure aircraft whilst trained personnel disconnect electrical power sources in the aircraft.

Firesuitman Employment

9. A minimum of two firesuitmen are required. The second firesuitman is to have the sole duty to rescue the first firesuitman should he need assistance. A firesuitman should not be permitted to enter an uncontrolled helicopter fire to unstrap and carry clear unconscious aircrew as he will not have time. He may assist survivors clear of a burning area and he may also enter non-burning wreckage, but he should be withdrawn within 10 seconds if fire encircles him.

Personnel Required

10. A ship is to provide, as far as possible and in order of priority:

a. One helicopter director and one line handler (a second line handler is required for live transfers or weights over 20 lb).

b. One swimmer, equipped with face mask and a strong sharp knife.

c. One deputy helicopter director, in the event of the first being incapacitated by the crash.

d. Four firepoint numbers to man two firepoints, on either side of the ship.

e. Two firesuitmen.

All personnel are to remain behind substantial cover until required, or if exposed, have planned escape routes.

Firefighting Equipment

11. The following firefighting equipment is to be provided, all behind cover, if practical:

a. Two hose runs, plus foam making branch pipes.

b. Six foam drums.

c. Standard firesuitman rig, including 0476/7303 belt 46-inch, 0273/910 4486/L4 axe firemans, 0476/4325 case hand and 0274/8061 knife quick release with pouch.

d. Two 12 lb CO_2 extinguishers (to make perspex hatches brittle enough to shatter).

e. Hand rescue tools, including 0273-910-4343 bar crow chisel and claw 5 feet 6 inches, 0276-910-5746 frame hacksaw, 0273-910-4067/L1 axe felling 4½ lb, and 0273-120-4678 croppers bolt.

Training Required

12. Training is to be arranged by Commanding Officers for PWT and continuation training following the procedure indicated at AFGO 253 or otherwise as directed by the Flag Officer Commanding HMA Fleet. The fire fighting and rescue teams should be trained at HMAS ALBATROSS as follows:

a. Aircraft familiarisation and fire fighting two weeks:
   (1) Helicopter Director;
   (2) Deputy Helicopter Director;
   (3) Firesuitmen.

b. Aircraft fire fighting one week:
   (1) Firepoint numbers.

Special Precautions

13. Three distinct areas require separate special precautions. These are precautions to prevent accidents, minimise shrapnel damage, and control fire damage:

a. *Accident Prevention:*
   (1) BR766, Helicopter Operating Handbook details precautions for accident prevention.
   (2) A distinguishing mark, such as a 2-foot diameter white circle should identify the helicopter transfer area.

b. *Shrapnel Protection:*
   (1) Escape route for essential exposed personnel.
   (2) All other personnel clear of the area or behind cover.
   (3) Protection of spare firefighting equipment.
   (4) Automatic ditching of damaged petrol stowages, downwind if possible.
   (5) Rapid isolation of fire mains damaged by a crash.

c. *Fire Protection:*
   (1) All ships side, deck, and deck house openings in the area to be closed.
   (2) The ship to be in NBCD State 2 Condition Yankee.
   (3) Immediate spraying of the wreckage with large amounts of foam, whether fire exists or not.

   (4) Petrol stowage ditching, downwind of a fire, if possible.
   (5) Adjacent magazine cooling by spraying, in the first instance, in the event of fire.
   (6) Close observation and control of firesuitmen.

General

14. It should be realised that any accident will probably happen suddenly. There may be no aftermath, alternatively a very serious and complex situation might quickly develop. In the absence of proper precautions and timely action lives may be lost. It is possible that serious damage at least may occur to the ship should upper deck magazines or petrol stowages become heated or damaged. Regard is required for 'free surface' effects and/or undue top weight caused by water used in fire-fighting.

Conclusion

15. Authorities responsible are to ensure that the hazards of helicopter transfer operations are fully appreciated by their subordinates and that proper preparations and precautions are invariably taken to minimise these hazards.

(1313/1/396 DUR)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

224/71—BCF (Bromochlorodifluoromethane) Fire Extinguisher Repositioning

(*DCI (RN) 402/70*)

1. Two cases of fire in motor transport vehicles have occurred recently in the RN which involved flame and/or intense heat reaching the above extinguisher and causing it to burst with explosive violence. In both cases, the discharge nozzle fitted in the base of the cannister fractured from the body and, in one instance the extinguisher projected itself through the side of the body.

2. Whilst it is accepted that pressurised cylinders will react in this way when subjected to sufficient heat, it is possible to minimise the likelihood of this happening by repositioning those extinguishers which are badly sited at present.

3. All BCF type extinguishers fitted in RAN vehicles are to be examined to ensure that they are not sited in positions likely to be subjected to abnormal heat in the event of a fuel fire. When considered necessary, they should be repositioned to be as readily available as is practicable. Preferably the holding brackets are to be fitted in the vertical plane, but it is accepted that in certain instances this may not be possible. The retaining clips on the aforementioned brackets should be secured at all times.

4. BR 878 will be amended.

(1446/3/16 CONS)

UNCLASSIFIED

225/71—RPC Test Equipment—Reporting of Defects

1. Duplex Quick Response Pen Recorders and their associated Amplifiers and Dummy Directors are being phased out of service. This equipment is to be added to the list of Category C equipments contained in Navy Order 129/71 Annex J and is to be reported on in accordance with Annex H of that Navy Order.

2. Form TM179 (AS2022) is no longer required, as a matter of routine, when this equipment is repaired on board or returned to WESO for repair.

(737/51/18 DFM)

(*Navy Order 129/71*)

W. G. Murray, Government Printer, Canberra

15348/71 (R70/8622)

ANOs 226/71-237/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 June 1971.

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

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

226/71—Audits of Non-public Funds

1. The Naval Board have decided that the auditing periods for non-public funds, other than Service System Canteen Funds, Central Amenities Funds, and any funds audited externally, is to be extended to four months.

2. Accordingly, audits are normally to be completed within 15 days of 31 March, 31 July and 30 November each year, and whenever the accountability associated with the duties of Treasurer is permanently transferred. Temporary transfers, such as those occurring during leave periods, require only a reconciliation of cash and bank balances.

3. The final audits under the existing regulations are to be carried out to date 31 July 1971, and thereafter are to be carried out to date 30 November, 31 March and 31 July.

4. RI and ABR 5101 will be amended in due course.

(206/1/127 DFSD)

UNCLASSIFIED

227/71—Australian Naval Aircraft Modification Committee—Terms of Reference and Composition

1. The Australian Naval Aircraft Modification Committee (short title ANAMC) will be under the Chairmanship of the Director of Aircraft Engineering (DAE) and will convene at intervals in accordance with the volume of business and in any case at intervals not exceeding one month.

2. The ANAMC is the authority in the RAN on all questions concerning modifications to aircraft including pilotless target aircraft and their ground control, air technical equipments (including aircraft weapons systems, and armament stores insofar as they may affect aircraft performance, services, or mounting, flying clothing and safety equipment), and associated ground handling and support equipments, including simulators, training aids and test equipments (except Common Range Electrical Test Equipment). The decision of the ANAMC is the prerequisite for action by Divisions and Branches within the relevant delegations and availability of funds. However, the approval of higher authority is to be sought for modifications which involve a major departure from the Design Certificate Standard, a change to the operational capability of the aircraft or equipment, or where the overall cost of the modification is estimated to exceed $40,000.

3. The ANAMC will examine and review all proposals for modifications to RAN aircraft and aircraft equipments and their associated ground support equipments including simulators, training aids, ground handling and test equipment (except Common Range Electrical Test Equipment).

4. The modification of RAN aircraft and air technical equipment is the procedure for altering the specification, processes or design drawings as defined by the Design Certificate Standard recorded in the Acceptance Standard of the Master

Reference Index or Drawing Instruction Sheet. The procedures are laid down in the publication 'Instructions for the Administration Accounting, Modification and Overhaul of Aircraft, Power Plants and Engines'—AP (RAN) 102, issued by the Director of Aircraft Engineering.

5. The ANAMC will decide which modifications are to be adopted and classify them according to their operational importance, urgency and maintenance requirement. In cases of urgency a modification may be adopted ex-committee. In such cases verbal agreement is to be reached between DAE, DNAP and the Supply Director concerned and the decision ratified at the next ANAMC meeting. The ANAMC will also determine the methods and time scale for the implementation of the agreed decisions and consider such relevant aspects as reliability, maintainability, spares support, training and amendment of publications. The ANAMC will monitor progress of the preparation of modification leaflets, the procurement and issue of modification kits, the amendment of operating, maintenance and spares manuals and the embodiment into equipments.

6. The ANAMC will decide the number of modification sets required and the decisions recorded in the minutes are the instruction to the appropriate Supply Director to take necessary action, within his financial delegation, to place orders for sets. Directors on whose votes expenditure on approved modifications is borne, will obtain approval in the normal course for expenditure of money in those instances where the amount involved exceeds their delegation.

7. The ANAMC will authorise all trial installations. Where the overall cost of the trial installation is estimated to exceed $10,000 prior approval of higher authority is to be sought.

8. The permanent members of the ANAMC are:

The Director of Aircraft Engineering (Chairman)
SAMR
SAMR staff as nominated
DNAP or his representative
D of S (Air) or his representative
DNS or his representative
D of V or his representative
CAVO to FOCEA (as adviser)

Other specialist officers may be co-opted when required.

(8/252/102 DAE)

RESTRICTED

228/71—Defence Services Chartered Aircraft for The Relief and Maintenance of Forces in Vietnam

1. A Boeing 707-338C Aircraft, chartered from Qantas Airways Ltd, operates each week between Sydney and Saigon, for the relief and maintenance of Australian Forces in Saigon.

2. The aircraft is operated on a commercial basis and is available for the carriage of passengers and cargo for official purposes only for each of the Defence Services. The following instructions apply to RAN use of this aircraft.

3. The Charter Aircraft departs from Kingsford-Smith Airport (Mascot, NSW) as follows:

	Schedule A		*Schedule B*
	LST		*LST*
Day One ..	2300	Depart Sydney	2300
Day Two ..	0245	Arrive Darwin	0255
	0400	Depart Darwin	0400
	0615	Arrive Singapore	0615
	0815	Depart Singapore	0815
	1030	Arrive Saigon	1030
	1200	Depart Saigon	1200
	2230	Arrive Sydney	2230

Schedule A: Applicable between 7 July 1971 and 29 February 1972; flights depart Sydney on Wednesdays.

Schedule B: Applicable 29 March 1971 to 29 June 1971; flights depart Sydney on Tuesdays.

Passengers and cargo may be loaded or unloaded at transit stops Darwin and Singapore, but only on the authority of the RAAF Movement Co-ordination Centre, RAAF Base, Richmond, NSW (Signal address—MOVCORDC) or Department of Air (D Mov T), Canberra, ACT.

4. The maximum passenger configuration is 160 seats and the approximate payload capacity is 45,000 lb both north and southbound.

5. Meals are served on the aircraft both on the northbound and southbound flights; a limited bar service is available.

6. Hand baggage not exceeding 10 lb in weight for each passenger may be carried in the aircraft cabin. In addition each passenger is allowed 90 lb of baggage to be carried in the hold of the aircraft. The total amount of 100 lb of baggage includes any allowance that may have been previously allowed as excess baggage over the normal commercial airline entitlement; excess baggage warrants are not to be issued and under no circumstances will baggage in excess of the total of 100 lb be permitted in the charter aircraft.

7. Personnel travelling on the aircraft are to wear Service Uniform, except during transit at Singapore where no Service identification is to be visible. Personnel are, therefore, to carry in their cabin baggage a civilian shirt and any other civilian clothing they may require for this transit stop. They are to change into civilian clothes before arrival in Singapore, and back into uniform after departure from Singapore.

8. The RAAF Movement Control Staff, Sydney (signal address—MCO SYD) are responsible for the seating and 'calling forward' of passengers in liaison with the Command Movements Officer, Sydney. All boarding and ticketing arrangements will be made by the RAAF, tickets being issued at the airport. Instructions regarding 'calling forward' of passengers and boarding will be issued by the RAAF Movement Control Staff, Sydney, by signal to the RAN ship or establishment in which the passenger/s are serving. The 'call forward' signals will contain details of the locations and times that personnel are to report at Mascot, documents required, dress required, baggage allowance, baggage instructions and ask details of a leave address for use in case the time of aircraft departure is altered. These instructions are to be complied with by all concerned and any necessary reply or acknowledgment is to be dispatched as soon as possible and not delayed until date of travel.

9. Action is to be taken to ensure that Naval personnel emplaning in Australia comply with the vaccination and immunisation requirements laid down in Navy Order 182/70 and that they are in possession of an up-to-date International Certificate of Vaccination. A passport is also required. Both these documents are to be produced prior to boarding and should be carried personally. Arrangements for transport to and from airports are a Naval responsibility.

10. Weapons and ammunition are not to be carried on Charter Aircraft, without the prior approval of the Department of Air. Naval personnel returning to Australia are to comply with all Commonwealth Immigration Department, Health Department and Customs Department Regulations, especially those relating to the Import of Contrabrand, Offensive Weapons, and other declared articles. Full Customs Clearance will be given at terminal airfields.

11. The allocation of seats in the above Charter Aircraft will be based on Inter-Service requirements; the Naval requirement for travel to Saigon is expected to be infrequent but depending on availability of seats, travel to Singapore for Naval passengers may be arranged. In cases where personnel have been posted for service in South East Asia, and travel by Defence Services Chartered Aircraft is appropriate, preliminary booking arrangements will be made by Navy Office with the RAAF Movement Co-ordination Centre, RAAF Base, Richmond, NSW. In other cases, eg, visits, inspections, etc, by officers not serving at Navy Office, requests for travel are to be forwarded to Navy Office as early as possible. These requests are to contain reasons for journey, full details of prospective passengers and proposed dates of travel.

12. Arrangements for southbound journeys will be made by RAAF Headquarters, Australian Force, Vietnam.

13. Navy Order 509/68 is hereby cancelled.

(187/201/47 DMD)

(*Navy Orders 509/68 and 182/70*)

UNCLASSIFIED

229/71—Womens Royal Australian Naval Service Reserve

Navy Order 62/71 is to be amended as follows:

Paragraph 18, lines 4 and 5:

Delete words —'30 days. Extensions may be approved depending on service requirements.'

Substitute words—'three months. Extensions for not less than six months may be approved depending on service requirements. Extensions for periods of less than six months will only be approved in special circumstances.'

(465/8/86 DNRC)

(*Navy Order 62/71*)

Section 2

PERSONNEL

UNCLASSIFIED

230/71—Naval Emergency Reserve and Citizen Naval Forces—Conditions of Service During Voluntary Continuous Service

Navy Order 788/69 is to be amended as follows:

Paragraph 13, lines 6 and 7:

Delete words —'30 days. Extensions of not less than 30 days may be approved depending on Service requirements.'

Substitute words—'three months. Extensions for not less than six months may be approved depending on Service requirements. Extensions for periods of less than six months will only be approved in special circumstances.'

(465/1/1170 DNRC)

(*Navy Order 788/69*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

231/71—Safety—Electric Shock Emergency Treatment—Training

1. A fatal accident occurred recently in which a sailor was electrocuted.

2. The attention of all Commanding Officers is drawn to the need for ensuring that all personnel, particularly those whose duty requires them to use or service high powered transmitters, are conversant with and trained in the correct emergency treatment of electric shock.

3. All personnel using or servicing high powered transmitters are to carry out at least once each year, evolutions, using an AMBU model, under the supervision of an approved instructor; ie, an LSBA or above, in the management of electrocuted persons.

4. AMBU models and suitable instruction is available at:

HMAS ALBATROSS
HMAS PENGUIN
HMAS CERBERUS
HMAS MELVILLE
HMAS HARMAN.

(17/65482 CONS)

UNCLASSIFIED

232/71—Support Craft—Bridge Qualifications for Sailors

Navy Order 338/70 is to be amended as follows:

Paragraph 2, line 3:

a. *after* 'waters' *add* 'or waters defined by the local Flag Officer or Naval Officer Commanding/In Charge'.

Paragraph 3 to Annex A:

b. *add* 'or waters defined by the local Flag Officer or Naval Officer Commanding/In Charge'.

(303/22/55 D of T)

(*Navy Order 338/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

233/71—Electrical (General)—Faulty Connections on JS Fuse Carriers Nos 3, 4 and 5

(*DCI (RN) 1293/70*)

1. Instances have occurred on the above carriers where the threaded bushes, which are intended to retain the connecting studs have run on to the threaded portion of the studs, thereby preventing the carrier from being fully tightened into position. This gives rise to arcing and over-heating.

2. The drawings call for the first threads on the bushes and studs to be distorted to prevent this happening and the manufacturers have been notified of these failures and are taking remedial action to ensure that this operation is correctly carried out.

3. All fuse carriers in these ranges are to be examined at the earliest opportunity to check that the bush is free of the stud and a similar check is to be made as standard practice in future before any of these fuse carriers is screwed into the fuse box and all faulty ones rectified.

4. To rectify the fault, the following procedure is to be carried out:

The threaded bush is to be screwed on to the stud until it falls into the reduced portion. The carrier shall then be supported with the screwed end of the studs uppermost and hanging freely when a blow shall be given to the screwed end of the stud sufficient to distort the first threads of the bush and the stud.

(400/1/1731 DWED)

UNCLASSIFIED

234/71—HMAS STALWART, PLATYPUS and WATERHEN—Addition of Items to The Stock Range of Consumable Stores

1. This order applies specifically to consumable Naval Stores, Machinery Spares, or Weapon Equipment stores required as stock on board HMAS STALWART, PLATYPUS and WATERHEN for repairing or servicing existing Service equipments in these activities or in units attached to these activities.

2. In accordance with ABR 4 Article 0306, the existing procedure for obtaining supplies for stock on board of consumable Naval stores not at present allowed requires demands to be signed by the Captain (or other Senior Officer) and for Naval Board approval to be obtained if special purchase is involved. Proposed increases in allowances of Consumable Spare Gear (Electrical, Mechanical and Weapons) require the raising of Forms SA242 (AS130) in accordance with ABR 4 Article 0305. The approval of the Administrative Authority or the Naval Board is required for such increases in allowances.

3. Because of problems which arise in HMAS STALWART, PLATYPUS and WATERHEN in their special roles as repair and maintenance activities, consideration has been given to ways by which approval to increase in the stock range on board HMAS STALWART, PLATYPUS and WATERHEN of items mentioned in Paragraph 1 may be facilitated and it has been decided to introduce a new form for this purpose.

4. Arrangements are being made for printing of the form, but pending availability of supplies of the printed forms, a small stock of duplicated interim forms will be forwarded to the Supply Officer of each of the activities concerned from Navy Office.

5. The application forms are to be prepared and distributed as follows:

a. The forms are to be prepared in quadruplicate and numbered in the top right-hand corner 1, 2, 3 or 4 as appropriate.

b. The forms are to be signed by the appropriate Technical Officer and the Supply Officer.

c. The forms are to be registered in accordance with the procedure detailed in ABR 4 Article 1819.

d. Copies Nos 1, 2 and 3 are to be forwarded direct to the appropriate Superintending Supply Officer (SSO).

e. Copy No 4 is to be retained by the originator for reference purposes pending return of copy No 1.

6. Applications are to be supported by technical specifications and/or drawings for the items required and all items sought must be authenticated by reference to the 'as fitted' drawings and/or technical manual in which their use is specified.

7. Applications will be considered by the SSO concerned in consultation with technical authorities as necessary. The need for additional items to be added to stock ranges of the activities concerned will be considered in the light of the capacity of the activity concerned to manage increased ranges of stores, the procurement lead times of the items concerned and the proximity of the activity concerned to the Supply Depot.

8. Applications are to be approved and signed by the SSO personally and actioned as follows:

a. If approved, details of stock numbers and any other relevant information are to be endorsed on copies Nos 1, 2 and 3. Reasons for non-approval are to be shown.

b. Copy No 1 is to be returned to the originator.

c. Copy No 2 is to be retained in the Supply Depot and filed for reference purposes.

d. Copy No 3 is to be forwarded to the appropriate Supply Director. The estimated unit cost of the items is to be shown on this copy.

9. On receipt of copy No 1 by the originator the following procedure will apply:

a. Destroy the corresponding copy No 4.

b. If application is approved, raise a new ledger page, Form SA206, in accordance with the details shown on the approved form and the procedure prescribed in ABR 4 Article 1807.

c. File copy No 1 for reference purposes.

d. Lodge demands for requirements having regard to the authorised storing period.

e. In the case of spares for items recorded in Lists of Equipment, etc—raise Form SD116 (AS197) to add the items to the appropriate List of Equipment, etc.

10. It is emphasised that this procedure is to be limited to consumable items required for repairing or servicing existing Service equipment. Proposed increases in allowances of permanent stores are to continue to be dealt with on Forms SA242 (AS130) in accordance with ABR 4 Article 0305. Requirements of new equipments or items and urgent needs to make good defects are to continue to be obtained by existing demand, etc, processes.

11. ABR 4 Chapter 3 will be amended.

(400/1/1074 DSUA)

UNCLASSIFIED

235/71—Medical and Dental Stores—Supply to HMA Ships at Singapore

1. The Australian Military Forces have established a Base Medical and Dental Store Depot in Singapore.

2. HMA ships requiring medical and dental stores in Singapore should prepare and forward Indents—Form AFG982E (SX148) as follows:

a. *by post* —4Fd Med and Dent Eqpt Depot
Nee Soon Garrison
Singapore.

b. *by hand*—Control Office
4Fd Med and Dent Eqpt Depot
(co-located with 5 Australian Ordnance Depot)
Transit Shed No 4
Naval Stores Basin
Singapore.

3. Delay in supply depends on availability of stock and supply will be organised for the time the ship is in port. Indents, for delivery by hand should be forwarded as soon as possible after the ship has berthed.

4. 4Fd Meddepot will arranged transport of stores to the ship.

5. *Telephone Numbers:* Naval Base—591141
Extensions: OIC—51846
Control Office—51874
Storehouse—51296.

6. *Signal Address:* MEDDEPOT
SINGAPORE.

7. ABR 4 Chapter 34 will be amended.

(1001/51/20 MDG)

UNCLASSIFIED

236/71—Refrigeration Routines for Shore Mobile Units

1. A large condemnation of frozen provisions occurred recently due to the lack of a suitable routine for maintaining temperature and machinery checks and records when the ships frozen provisions were stored temporarily in a shore-side mobile refrigeration unit.

2. Commanding Officers are to ensure that adequate routine temperature and machinery checks are instituted when ships utilise shore-side mobile refrigeration units. Stocks of refrigerated foodstuffs are to be kept to a minimum when these units have to be used.

3. ABR 93 Appendix 1 Paragraph 3 (f) will be amended.

(910/52/141 DFSD)

RESTRICTED

237/71—River Class DEs—Y100 and Y136 Main Boilers, Economisers

1. Following several economiser tube failures in Y100 Boilers in the RAN, it has been found necessary to investigate what limitations on full power steaming, with one or more economiser tube temporarily plugged, are required.

2. Pending the outcome of this investigation and the preparation of precise instructions covering restrictions to be imposed when steaming with one or more economiser elements plugged the following interim rules are to apply for Y100 (HMA Ships YARRA, PARRAMATTA, STUART and DERWENT) and Y136 (HMA Ships SWAN and TORRENS) economisers:

a. Where two elements are plugged the boiler should not be steamed at more than 90 per cent power.

b. Where three elements are plugged the boiler should not be steamed at more than 75 per cent power.

c. In emergency the only limitation to be imposed is the ability of the feed pump to maintain the water level in the boiler.

(1224/51/455 DFM)

W. G. Murray, Government Printer, Canberra
15412/71 (R70/8673)

HISTORIAN

RESTRICTED

ANOs 238/71-247/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 June 1971.

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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RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

238/71—Aircraft Maintenance and Flight Trials Unit—Terms of Reference

1. The Aircraft Maintenance and Flight Trials Unit (short title: AMAFTU) undertakes research and study of the user unit aspects of aircraft engineering. In general, this entails the determination, by analysis and practical application, those servicing procedures, support equipments, maintenance and flight evaluation techniques which realise maximum aircraft utilisation.

2. The Unit operates as a detachment based at the RAN Air Station, Nowra, under the administrative control of the Commanding Officer, NAS, Nowra, but the Officer-in-Charge is functionally responsible to the Superintendent of Aircraft Maintenance and Repair.

3. Increasing complexity and mounting costs highlight the benefits to be derived from informed investigation into all aspects of aircraft flying and maintenance. The duties of AMAFTU encompass the following:

a. Investigations, development work and trials on aircraft and air technical equipments, including advice on trial installation requirements and subsequent evaluation and proving in a Service environment.

b. Independent monitoring of applied standards for aircraft equipments delivered to Service Custodians from Civilian Repair Organisations including, when appropriate, test flying and inspection.

c. Flight proving and assessment of special role configurations and airborne equipments.

d. Development and preparation of draft acceptance and flight test schedules and the review of Pilots Notes and NATOPS.

e. Training of Maintenance Test Pilots and the surveillance of test flying standards and practices.

f. Performance data monitoring for RAN aircraft.

g. Evaluation, from a Service viewpoint, of the suitability of new and modified equipment for aircraft servicing including special tools, flying clothing, personnel safety and protective equipment.

h. Evaluation of proposed modifications and maintenance orders for applicability, desirability, feasibility and man-hour content.

i. Advice on materiel reliability and maintainability matters for aircraft and their associated systems, weapons and support equipments.

j. Servicing appraisals for newly introduced aircraft and air technical equipment.

k. Controlled studies of aircraft maintenance procedures and advice on methods of improvement.

l. Advice on Staff Requirements, Evaluations and Flight Clearances for new, modified or in-service aircraft.

4. In pursuance of the above duties, the Officer-in-Charge, AMAFTU, is authorised to correspond direct with The Superintendent, Aircraft Maintenance and Repair and AMAFTU personnel are authorised to visit ships, establishments and private companies as may be required.

5. Aircraft will not be specifically allotted to AMAFTU but where access to an aircraft is required, local arrangements are to be made with the Commanding Officer, RAN Air Station, Nowra. In cases involving a conflict of priorities, a direction is to be sought from the Administrative Authority.

6. Navy Order 258/68 is hereby cancelled.

(1311/201/101 DAE)

(*Navy Order 258/68*)

UNCLASSIFIED

239/71—Naval Agent in Madang

1. Mr J. Bastow has been appointed as a Naval Agent at Madang. The following particulars are relevant:

a. Business and Private Address: PO Box 303, Madang.

b. Telephone: Madang 2744.

c. Address to which telegrams should be sent: 'Smuggler' Madang.

2. Requests for services should continue to be addressed to the Naval Officer-in-Charge, Papua-New Guinea, where time permits.

(2/4/269 AS (NS))

Section 2

PERSONNEL

UNCLASSIFIED

240/71—Academic Instructor Category

1. Entry to the category of Academic Instructor (AI) is by transfer from other sailor categories.

2. Academic Instructors may be employed as instructors in academic subjects, Instructional Technique and professional subjects associated with their former categories; or in training research; or in various duties associated with the supervision and administration of training.

3. Sailors transferring to the category will attend a three-years part-time course at Mount Lawley Teachers College, leading to the award of Teachers Certificates. While under training, they will gain practical experience by instructing Junior Recruits at HMAS LEEUWIN.

4. A number of sailors are currently undertaking two-years part-time courses in Victoria and Western Australia, but further courses of this duration will not be available.

Educational Pre-requisites for Selection

5. Applicants are normally required to have achieved passes in English and three other subjects at one of the following levels:

Queensland: Senior.
New South Wales, Victoria, Tasmania: Higher School Certificate.
Western Australia: Leaving.
South Australia: Matriculation.

6. However, sailors who cannot meet fully the subject prescriptions in Paragraph 4 but who have been granted Mature Age or Adult Matriculations may apply and will be considered for selection, subject to acceptance of their qualifications by the Western Australia Education Department.

Conditions of Service

7. Eligibility is limited to sailors of confirmed Leading rank or Petty Officer rank of any category, 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

8. The general regulations governing promotion, as detailed in ABR 10, are applicable. Regulations relating to professional qualifications in this category are detailed hereunder.

9. Section 2 of the Promotion Board for POAI will be possession of a Teachers Certificate. Seagoing service is not a prerequisite for promotion to POAI or CPOAI.

10. Sailors possessing a Teachers Certificate before transfer will be categorised LAI or POAI as appropriate to their rank on transfer. Sailors entering the category as LAIs are eligible for promotion to POAI after two years service in the category. Sailors entering as POAIs, or promoted to this rank will be eligible for promotion to CPOAI after three years service as POAI.

11. Selected sailors, lacking a Teachers Certificate on transfer, will be categorised P/LAI or P/POAI, as appropriate, and will retain a provisional rank for the duration of their training. They may be reverted to their former categories if they show unsatisfactory progress during the 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 15 also refers.

Two-years Teacher Training Course

12. Sailors entering the category as P/LAI are eligible for promotion to POAI after two years service, subject to satisfactory completion of training. These sailors, and those entering as P/POAI, are eligible for promotion to CPOAI after three years service as POAI or P/POAI provided that they have served, after completion of training, for a minimum period of two years.

Three-years Teacher Training Course

13. Sailors entering the category as P/LAI may be promoted P/POAI on a provisional basis after two years service as P/LAI if course progress is satisfactory and if they are otherwise qualified for promotion. These sailors, and those entering as P/POAI, are eligible for promotion to CPOAI after three years service as POAI or P/POAI provided that they have served, after completion of training, for a minimum period of one year.

Further Promotion

14. Academic Instructors may apply for a ten-year Short Service Commission in the Instructor Branch on achieving the necessary qualifications, ie, a Teachers Certificate together with a pass in either Mathematics or Physics at First Year University level.

Trade Groupings

15. The qualified Academic Instructor is currently in receipt of Group 17 rates of pay. Until the award of a Teachers Certificate, a sailor will receive rates of pay appropriate to his former category and his current rank.

Applications

16. Four sailors will be selected annually to commence training in January.

17. Applications for transfer to this category, accompanied by documentary evidence of educational qualifications, are to be forwarded through normal channels to reach Navy Office not later than 30 September.

18. Navy Order 608/69 is hereby cancelled.

(307/3/170 DNES)

(*Navy Order 608/69*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

241/71—A Seamans Guide to the Rule of the Road—Distribution

1. The distribution for MBR 8984—A Seamans Guide to the Rule of the Road—is to be as follows:

a. *RAN Personnel:* One copy each to:
(1) all Cadet Midshipmen on entry;
(2) all SL Seaman Midshipman on entry;
(3) all SL Aircrew Officers granted permanent commissions on the General List;
(4) all seaman sailors on passing professionally for leading seaman.

b. *RANR Personnel:* One copy each to:
(1) all seamen on passing professionally for leading seaman;
(2) all subordinate Seaman Officers on first appointment (if not already issued).

c. *Ships and Establishments:*
(1) one copy to each seagoing ship for use by the Commanding Officer;
(2) one copy to each ship and establishment for reference libraries;
(3) ten copies to HMAS CERBERUS for use by Seamanship School;
(4) ten copies to HMAS PENGUIN for use by Seamanship School;
(5) ten copies to HMAS WATSON for use by ND School;
(6) six copies to each RANR Training Establishment;
(7) one copy to FOCAF for use by Fleet Navigating Officer.

d. *Navy Office:* One copy to each of:
(1) Navy Office Library;
(2) Director-General of Training;
(3) Director of Training.
(4) Director of Navigation and Staff Duties.

2. Personal copies are to be issued automatically on qualification. Seaman officers and sailors who are already qualified for but not yet issued with copies of MBR 8984 should demand personal copies through their Supply Officer.

3. Navy Order 8/70 is hereby cancelled.

(465/1/1285 D of T)

(*Navy Order 8/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

242/71—Ammunition—Fuze VT N97 Mark 6 MOD 4 Lot 13—Withdrawn from Service

1. *Authorities Concerned*	HMA Ships, Shore Training Establishments and RAN Armament Depots.
2. *Items Concerned* ..	Fuze VT N97 Mark 6, Mod 4, Lot 13, EMI.
3. *Information* ..	a. These fuzes have failed proof and are to be re-energised. b. All stocks of this fuze therefore are to be withdrawn and re-energised.
4. *Action to be taken* ..	a. By HMA Ships and Shore Training Establishments—Fuzes are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. b. By RAN Armament Depots—All stocks of these fuzes is to be reported to Navy Office so that an order can be raised for re-energising.
5. *Where Found* ..	Fuzes to be withdrawn may be found in service loose under Catalogue Reference Number 35840815 or fitted to Shell 4.5-inch HE and Practice AA.
6. *Safety Category* ..	BR 862 Article 1705, Category 'ff'.

(726/70/244 DAS)

UNCLASSIFIED

243/71—Naval Stores—Introduction—Allowances—Liquid Petroleum Gas Torches

Navy Order 340/69 is to be amended as follows:

Paragraph 3:

After 'Other ships' *insert:*

'SS' Nil Nil

(505/87/705 DSUS)

(*Navy Order 340/69*)

UNCLASSIFIED

244/71—Nomenclature—Standard Terms in The Material Usage, Upkeep and Related Fields for all Ships and Ship Equipment

Navy Order 84/71 is to be amended as follows:

Paragraph 2b:

Amend to read '.....eg, *Operational* failure; *Submarine* defect, etc'.

Paragraph 5:

Amend to read '.....are not included in the Annexes'.

Annex A:

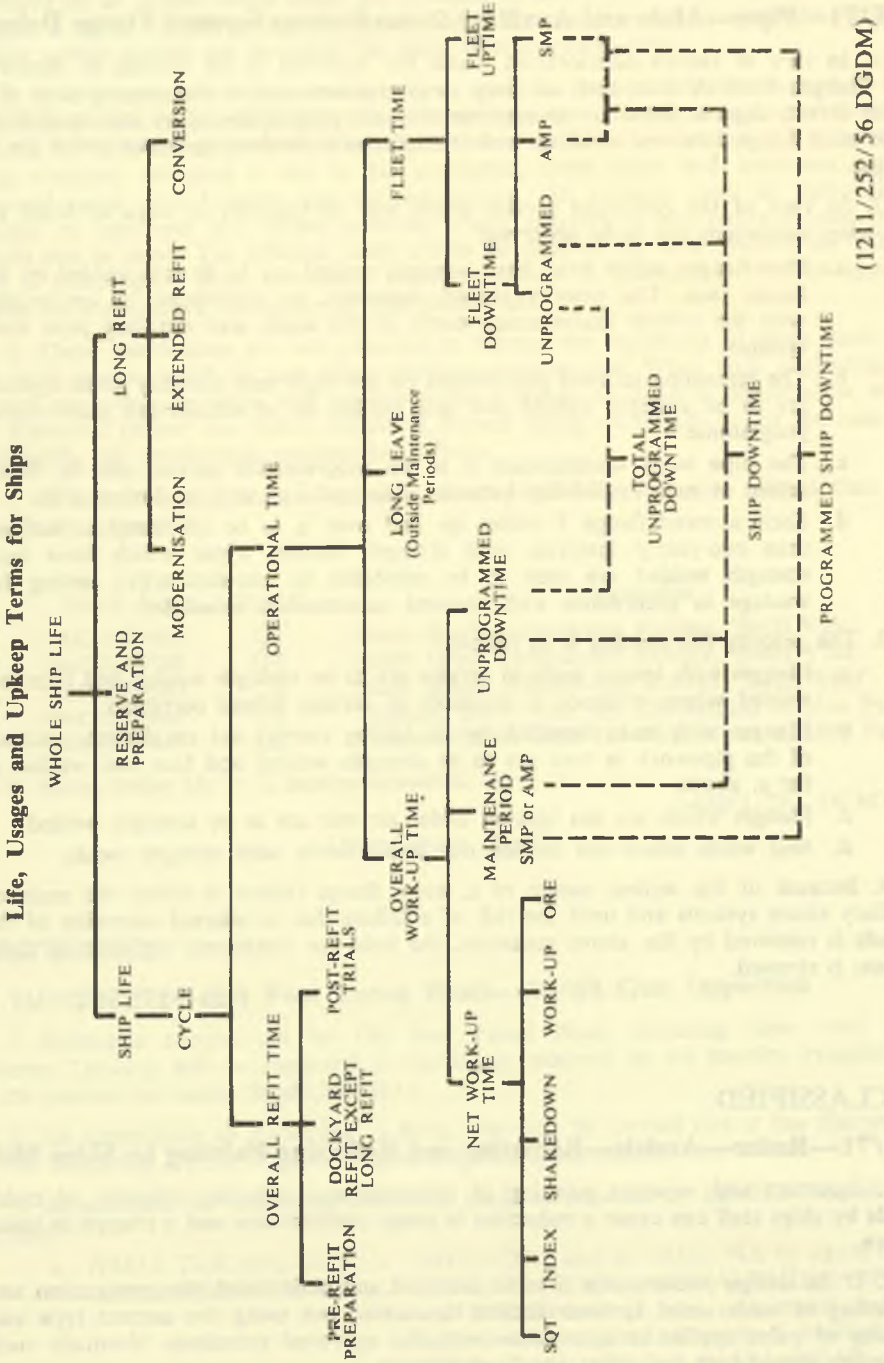
Group E: amend Fleet Time definition *to read* 'All days from and including date workup reported complete through day preceding Non-operational Date'.

Annex B:

Amended diagram attached.

ANNEX B

Life, Usages and Upkeep Terms for Ships



(1211/252/56 DGDM)

(*Navy Order 84/71*)

RESTRICTED

245/71—Pipes—Main and Auxiliary Steam Systems Screwed Flange Defects

1. In view of known deterioration which has occurred in the threads of 'Screwed On' Flanges fitted in main and auxiliary steam systems and of the consequence of a major defect, ships so fitted are to continue with the programme of air testing of these pipes until flange face seal weldings and strength weld reinforcing is completed on all flanges.

2. In view of the continued service which will be required of ships so fitted the following regulations are to be observed:

a. Pipe flanges which have been strength welded are to be seal welded on the flange face. The priority should, however, be considered in conjunction with the overall maintenance needs of the main and auxiliary pipe work systems.

b. The remaining screwed pipe flanges on the main and auxiliary steam systems are to be strength welded and seal welded on an accelerated maintenance programme.

c. The pipe work maintenance is to be progressively carried out by defect action at each availability between main refits as well as during refits.

d. Each screwed flange 2 inches ips and over is to be air tested at not less than two-yearly intervals until strength welded. Pipes which have been strength welded are then to be subjected to non-destructive testing for wastage in accordance with planned maintenance schedules.

3. The priority for welding is as follows:

a. Flanges with known leaks in service are to be strength welded and face seal welded where evidence is available of serious thread corrosion.

b. Flanges with leaks detected by air testing carried out on discrete sections of the pipework in turn are to be strength welded and face seal welded as for a. above.

c. Flanges which are not leaking under air test are to be strength welded.

d. Seal welds where not carried out concurrently with strength welds.

4. Because of the serious nature of a major flange failure in either the main or auxiliary steam systems and until the risk of a failure due to internal corrosion of the threads is removed by the above measures, the need for continued vigilance of these systems is stressed.

(1211/252/32 DFM)

UNCLASSIFIED

246/71—Radar—Aerials—Radiating and Reflecting Painting by Ships Staff

1. Incorrect and repeated painting of radiating and reflecting elements of radar aerials by ships staff can cause a reduction in range performance and a change in beam pattern.

2. If the design performance is to be achieved and maintained, the preparation and repainting of such aerial surfaces should be carried out using the correct type and quantity of paint applied in accordance with the approved technique. Normally such repainting should only be undertaken by dockyards.

3. When paint deterioration and corrosion of radiating and reflecting elements has occurred to an extent where radar performance is likely to be impaired a Dockyard Defect is to be raised giving full details of defects and necessary remedial action. Defect action should not be taken for paint discolouration only.

4. If it is considered that there will be a delay in Dockyard Defect Action, ships staff should take measures to arrest serious deterioration. In this case where existing paint is to be removed great care should be taken to minimise damage to the underlying surfaces, chipping is not to be attempted, loose paint and corrosion being removed using wire brushes and abrasive papers. All surfaces must be thoroughly cleaned of soot and dirt before painting. Paint remover is not recommended and should not be used. The affected areas are to be touched up with 'Swift Vulc' paint only as listed below. Such emergency treatment should be followed at the first opportunity by the correct treatment by the dockyards.

5. These instructions are not intended to restrict the repainting of those parts of the radar aerials which do not affect electrical performance. When such repainting is carried out either by ships staff or dockyard, it would be done in consultation with the Electrical Officer (or Senior Electrical Branch rating on board) or, in the case of dockyards, the appropriate professional officers.

6. In no circumstances are radomes to be painted or otherwise treated than as specifically approved.

7.

Stock No	*D of Q*	*Description*
0442-L59499	QT	Paint; Black, Chlorinated Rubber, 'Swift Vulc'
0442-L59548	QT	Paint; Grey, Chlorinated Rubber, 'Swift Vulc'.
0442-L59590	QT	Paint; White, Chlorinated Rubber, 'Swift Vulc'
0442-L59946	QT	Thinner; 'Swift Vulc' for Chlorinated Rubber Paint
0442-L59947	GL	Thinner; 'Swift Vulc' for Chlorinated Rubber Paint

8. Navy Order 16/71 is hereby cancelled.

(400/1/291 DFM)

(*Navy Order 16/71*)

RESTRICTED

247/71—100 Foot Patrol Boats—40/60 Gun Inspection

1. Ordnance carried out by 100 foot Patrol Boats including those used for Reserve Training will be inspected at maximum intervals of six months irrespective of the number of rounds fired (BR 291).

2. On completion of inspection, a firing test may be carried out at the discretion of the Inspecting Officer to prove functioning and adjustment of rate of fire.

3. Requisitions for Inspection should be made as required by BR 292 Chapter 31 as under:

a. *HMAS TARANGAU* .. NOIC/PNG and/or NOIC/NA to signal CSS
HMAS MELVILLE .. Sydney info FOCEA, COMAUSMINPABFOR and INO Sydney at least one month before inspection is required. Combined SASO/INO Sydney team will be made available for

approximately three weeks to carry out the required inspections and during this period the boats are to be brought in one at a time. Inspection of each gun is expected to take about four days. Base Ordnance Staff are to assist SASO/INO Staff as required.

b. *HMAS MORETON* .. NOIC Queensland to signal CSS Sydney info FOCEA, COMAUSMINPABFOR and INO Sydney at least 14 days before inspection is required. Inspection will be carried out by combined SASO/INO Staff. Inspection Requirements should be co-ordinated to coincide with requests from PBF Cairns. (*See* Sub-paragraph f.)

c. *HMAS LEEUWIN* .. NOIC/WA to signal NOIC/VIC infor COMAUSMINPABFOR and INO Melbourne, at least 14 days before inspection is required. Inspection will be carried out by combined team from Armament Weapon Equipment Depot BYFORD and INO Melbourne. Where possible inspections should coincide with INO/M periodic inspections at BYFORD.

d. *HMAS LONSDALE* .. Patrol Boats in the Victorian Area are to place requests for inspection on Armament and Weapon Depot, Maribyrnong. Requests by signal are to be forwarded to NOIC/VIC info COMAUSMINPABFOR and INO Melbourne.

e. *HMAS WATERHEN* .. Patrol Boats in the Sydney Area are to place requests for inspection on SASO, Garden Island. SASO will inform INO Sydney when inspection is required. Requests by signal are to be forwarded to CSS Sydney, info FOCEA, info COMAUSMINPABFOR and INO Sydney.

f. *Cairns PBF* .. .. Cairns PBF to Signal CSS Sydney info FOCEA, NOIC/QLD, COMAUSMINPABFOR and INO Sydney, at least 14 days before inspection is required by SASO/INO Staff.

4. Navy Orders 200/70 and 518/70 are hereby cancelled.

(1234/51/112 DNOI)

(*Navy Orders 200/70 and 518/70*)

W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 248/71-254/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24 June 1971.

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

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

248/71—Display of Australian White Ensign at Interservice Sports

1. Policy for the display of Ensigns at interservice sports meetings has been agreed by the three Services.

2. Single Service Ensigns may be flown at interservice sports meetings provided the following rules are observed:

a. To be flown only at major venues and on major occasions throughout the sports meeting (venues to be decided by consultation between local service commanders).

b. To be raised and lowered together in the same manner, and by servicemen in uniform.

c. Brief opening and closing ceremonies of which formal flag raising and lowering are to be part should be held in connection with each sports meeting.

d. Flags to be tended with due dignity and respect at all times.

3. The guiding principle in deciding the major venue is that it should be the major athletics or playing ground area provided by the host Service. Other venues such as swimming pools, golf clubs, bowls clubs, yachting clubs and ski resorts are not to be considered major venues.

4. Administrative authorities are to be guided by this instruction when planning interservice sporting events.

5. Provided the criteria established in this order are met fully, special approval of the Naval Board is not required for the display of the Australian White Ensign at interservice sports meetings and the local Naval commander may approve arrangements. Any situations not fully met by the criteria, or where doubt exists on any point, are to be referred to the Naval Board for decision.

6. RI Chapter 12 will be amended in due course.

(37/201/11 D of C)

UNCLASSIFIED

249/71—Safety—Ships Battery Charging Rooms—First-aid Equipment Protective Clothing

1. In the past, ships battery rooms have been provided with first-aid boxes and/or antidotes for the treatment of chemical burns. The present accepted first-aid treatment for chemical burns is to flood the area affected with fresh water. All ships battery charging rooms are provided with a piped supply of fresh water. For the treatment of eyes, ships are to demand, as necessary, 6515-66-070-3834, BOTTLE, EYE IRRIGATING, nylex, complete with fittings, 600 ml through normal medical store supply sources. The bottle is to be fitted by ships staff in a suitable receptacle and positioned where it is immediately to hand if required. The bottle is to be filled with fresh

water, clearly labelled 'FRESH WATER FOR FIRST-AID PURPOSES ONLY' and is only to be used for this purpose. After installation the bottle is to be regarded as part of the ships first-aid arrangements and the responsibility of the Medical Department. First-aid boxes and antidotes are no longer required in battery charging rooms.

2. The protective clothing detailed below is provided for ships battery charging rooms and is to be worn at all times when there is a possibility of accidental contact with corrosive fluid:

Group/Class	*Catalogue No*	*Description*
V4	40005	Apron, battery worker
V4	40190-7	Boot, knee, rubber
V4	41056-8	Gloves, PVC, gauntlet
V4	41117	Goggles, rubber, clear window

3. Manual of Victualling Stores, ABR 93, Part I, Appendix 35, Paragraph 2, will be amended.

(917/90/274 D of V)

RESTRICTED

250/71—Security Status of Ex-Service and Ex-Civilian Personnel Employed by Private Industry

1. A number of Service and Civilian personnel on leaving the Service or the Commonwealth Public Service have taken positions with private industry and have frequent contact with Department of the Navy and the RAN in connection with their companys business.

2. Attention is drawn to the fact that on leaving the Services or the Commonwealth Public Service, the security clearance of these persons lapses, as well as any other special clearances, eg, CRYPTO. Therefore classified matter should not be discussed with these persons by virtue of their previous security status.

3. Officers should check with Command or Area Security Officers, DNI or SEO (S) for Navy Office, and ascertain the current security status of the person and the company he represents before entering into any classified discussion.

(1617/205/27 SEO (S))

Section 2

PERSONNEL

UNCLASSIFIED

251/71—Travelling Allowance—Members on Short Term Duty Oversea

1. The rates of Short Term Duty Travelling Allowance notified in accordance with Navy Order 149/71 have been varied.

2. Allowances payable for ARGENTINA, BELGIUM, BRAZIL, BURMA, CAMBODIA (KHMER REPUBLIC), CEYLON, CHILE, DENMARK, INDONESIA, ITALY, LAOS, MEXICO, NAURU, PERU, TRINIDAD and TOBAGO and YUGOSLAVIA have been varied with effect from the dates shown and are included in the following Tables.

Table A

Country	*Effective Date of Variation*	*Currency of Payment*	*Rates of Payment per Day*		
			LCDR or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR or Relative Rank*	*CDRE and Above*
Argentina	15.12.70	$A	21.00	27.00	33.00
Austria(*a*)	—	Schillings	525	625	725
Bahrain	—	Dinars	20.00	21.00	22.00
Belgium	6.11.70	Francs	1215	1395	1575
Brazil	21.12.70	$A	27.00	32.00	37.00
Britain(*a*)	—	£PStg	6.75	9.00	11.25
Burma	2.3.71	Kyats	125	130	140
Carribbean Area (except Trinidad and Tobago)(*b*)—					
15 December to 15 April	—	$A	22.00	24.50	27.00
16 April to 14 December	—	$A	17.50	20.00	22.50
Ceylon(*c*)	19.10.70	Rupees	168	172	176
Chile	24.12.70	$A	22.00	25.00	33.00
Denmark	7.1.69	Kroner	195	225	255
UAR—Egypt	—	£Eg	11.000	12.650	14.250
Fiji	—	$F	14.50	16.50	21.00
Finland	—	F Mks	90	105	120
France(*a*)	—	Francs	130	145	165
Germany(*a*)	—	D Marks	74	85	96
Ghana	—	New Cedis	33.00	35.00	37.00
Greece	—	Drachmae	530	650	780
India—					
New Delhi	—	Rupees	140	150	160
Bombay	—	Rupees	165	175	185
Calcutta	—	Rupees	150	160	170
Elsewhere—*See* Table B.					
Iran	—	Rials	1800	2030	2260
Ireland	—	£Irish	6.75	8.25	11.00
Israel	—	£IS	98	110	125
Italy(*a*)—					
Rome, Milan, Venice, Turin, Florence, Genoa, Naples, Bologna	18.12.70	Lire	15700	18900	22100
Elsewhere	18.12.70	Lire	15000	17500	20000
Kenya	—	EA Shgs	184	202	220
Laos	26.2.71	$A	20.50	22.00	23.50
Lebanon	—	£Leb	80	90	100
Malaysia	—	$M	62	67	75
Malta	—	£stg	7.3.0	8.8.0	9.13.0
Mauritius	—	Rupees	87	101	115
Mexico	24.12.70	Pesos	360	400	540
Netherlands(*a*)	—	Florins	75	85	105
New Zealand(*a*)	—	$NZ	15.50	17.50	21.50
Nigeria	—	£N	9.0.0	10.5.0	11.10.0
Norway	—	Kronor	155	180	205

TABLE A—*continued*

Country	Effective Date of Variation	Currency of Payment	Rates of Payment per Day: LCDR or Relative Rank, Officers of Lower Rank and Sailors	CAPT, CMDR or Relative Rank	CDRE and Above
Pakistan—					
Islamabad	—	Rupees	130	140	150
Karachi	—	Rupees	145	155	165
Dacca	—	Rupees	140	150	160
Elsewhere—*See* Table B.					
Peru	24.12.70	Soles	1220	1350	1540
Philippines(*a*)	—	Pesos	115	154	168
Singapore	—	$S	75	90	105
South Africa—					
Johannesburg	—	Rand	18.50	19.50	20.50
Elsewhere	—	Rand	15.50	17.00	18.50
South Vietnam	—	Piastres	4800	5400	6000
Spain	—	Pesetas	980	1140	1300
Sweden	—	Kronor	118	133	148
Switzerland(*a*)	—	Francs	100	105	115
Taiwan	—	$NT	760	840	920
Tanzania	—	EA Shgs	186	193	200
Thailand	—	Baht	420	500	580
Timor	—	$A	16.00	17.00	18.00
Trinidad and Tobago	21.12.70	$TT	43	50	57
Turkey	—	T Lira	260	300	340
Yugoslavia	23.10.70	New Dinars	255	305	355

Table B

Country	Effective Date of Variation	Currency of Payment	Rates of Payment per Day: LCDR or Relative Rank, Officers of Lower Rank and Sailors	CAPT, CMDR or Relative Rank	CDRE and Above
Cambodia (Khmer Republic)	26.2.71	Riels	830	930	1030
Canada(*a*)	—	$Can	17	19	22
Hong Kong(*a*)	—	$HK	59	69	79
India—Elsewhere	24.12.69	Rupees	45	50	55
Indonesia	26.2.71	$A	15.50	17.50	19.50
Japan	—	Yen	5300	6100	6900
New Caledonia	—	CFP Francs	1200	1250	1400
Pakistan—Elsewhere	—	Rupees	45	50	55
South Korea	—	Won	3400	3700	4000
USSR—					
Moscow, Leningrad	—	Roubles	14	16	18
Elsewhere	—	Roubles	12	14	16
USA(*a*)	—	$US	17	19	22

Table C

Country	Effective Date of Variation	Currency of Payment	Rates of Payment per Day: LCDR or Relative Rank, Officers of Lower Rank and Sailors	CAPT, CMDR or Relative Rank	CDRE and Above
Nauru	16.11.70	$A	2.00	2.50	3.00
Other Countries	—	$A	3.00	3.75	4.50

Notes: (1) Attention is drawn to the special provisions relating to leaders of delegations and officers accompanying Ministers.

(2) Also excluding members on long term posting to Trinidad and Tobago.

(3) Preferred Tourist Rate of Exchange—Rupees 10.07 to $A1.

3. Conditions of payment are contained in NPI 209-209/10.

4. Navy Order 149/71 is hereby cancelled.

(252/4/168 HPB)

(*Navy Order 149/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

252/71—Modification Instructions

1. The following is a list of Modification Instructions issued from Navy Office from 1 April 1970 to 31 March 1971 (Navy Order 61/70 refers).

2. Ships or establishments which have not yet received applicable Modification Instructions are to inform The Director of Fleet Maintenance, Navy Office, Canberra.

MODIFICATIONS	RELEVANT SHIPS AND ESTABLISHMENTS																																															
Modification number	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	GMGID	GMWD	FOCAF
M/SPG-51C/002												X	X	X																																	X	X	X
M/URC-1/A01												X	X	X																																	X	X	X
M/TIU5/001						X	X	X	X																											X											X	X	X
M/170/A01							X		X																																						X	X	X
M/208U-10/003																																						X	X								X	X	X
M/667-668/067							X		X	X	X																																				X	X	X
M/667-668/072							X		X																																						X	X	X
M/667-668/060							X		X	X	X																																				X	X	X
M/667-668/061							X		X	X	X																																				X	X	X
M/667-668/062							X		X	X	X																																				X	X	X
M/667-668/063							X		X	X	X																																				X	X	X
M/667-668/064							X		X	X	X																																				X	X	X
M/667-668/065							X		X	X	X																																				X	X	X
M/667-668/066							X		X	X	X																																				X	X	X
M/UA8-/042							X		X	X	X																																				X	X	X
M/UA9/043							X		X	X	X																																				X	X	X
M/WLR-1(*)/A01													X	X																																	X	X	X
M/FM-12/A01	X	X		X	X	X	X	X							X	X	X	X	X	X																X	X			X			X	X	X	X		X	X	X
M/293/A01																																															X	X	X	X
M/EMTS MK1-2/A01						X	X	X	X								X																			X	X							X			X	X	X
M/C000/001																															X																	X	X	X
M/BATCHR/001																															X																	X	X	X

ALTERATIONS AND ADDITIONS	RELEVANT SHIPS AND ESTABLISHMENTS																																															
Modification Number	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	GMGID	GMWD	FOCAF
A/0005/70	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X				X	X																											X	X	X
A/0009/70	X					X	X	X	X						X	X	X																														X	X	X
A/0015/70						X	X	X	X						X	X																															X	X	X
A/0021/70						X	X	X	X	X	X				X	X	X																														X	X	X
A/0028/70						X	X	X	X	X	X	X	X																																		X	X	X
A/0054/70																															X																X	X	X
A/0079/70						X	X	X	X																																						X	X	X
A/0098/70																			X																												X	X	X
A/0103/70																									X	X	X	X	X	X																	X	X	X
A/0122/70				X																																											X	X	X
A/0124/70																						X																									X	X	X
A/0105/70						X	X	X	X																																						X	X	X
A/0108/69																	X																														X	X	X

	FIELD CHANGES																				
RELEVANT SHIPS AND ESTABLISHMENTS	Modification Number F/URC-9/007	F/SRC-20/014	F/SRC-21/012	F/ULQ-6A/010	F/ULQ-6A/007	F/ULQ-6A/008	F/WLR-1C/006	F/WRR-3/002	F/WRR-3B/001	F/ULQ-6A/008	F/URT-23(V)/004	F/UCC-1D(V)/005	F/SPN-35A/A01	F/UPN-12C/006	F/UPN-15/007	F/UPM-98/004	F/SLR/006	F/SLR/007	F/SLR/008	F/SLR/010	F/SLR/011
MELBOURNE											×	×	×	×			×	×	×	×	×
SYDNEY											×	×									
STALWART											×	×									
SUPPLY											×	×		×							
MORESBY											×										
PARRAMATTA											×	×					×	×	×	×	×
DERWENT											×	×		×							
YARRA											×	×		×			×	×	×	×	×
STUART											×	×		×							
TORRENS	×	×	×								×	×									
SWAN	×	×	×								×	×									
BRISBANE	×	×	×	×			×	×	×	×	×	×				×					
PERTH				×	×	×		×	×	×	×	×		×		×					
HOBART				×				×	×	×		×			×	×					
VAMPIRE											×	×		×							
VENDETTA	×	×	×								×	×		×							
DUCHESS											×										
QUEENBOROUGH											×	×									
ANZAC											×	×									
DIAMANTINA																					
KIMBLA																					
BANKS																					
BASS																					
PALUMA																					
CURLEW																					
SNIPE																					
HAWK																					
IBIS																					
GULL																					
TEAL																					
PATROL BOATS																					
OXLEY											×										
OTWAY											×										
OVENS											×										
ONSLOW											×										
WHGR																					
CERBERUS	×	×	×								×	×		×			×	×	×	×	×
HARMAN												×									
COONAWARRA																					
MORETON											×										
MELVILLE												×									
TARANGAU												×									
LONSDALE																					
NIRIMBA																					
LEEUWIN											×										
ENCOUNTER																					
WATSON																					
KUTTABUL											×	×									
GMWD	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
GMGID	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
ALBATROSS												×									
FOCAF	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×

(Navy Order 61/70)

(400/30/19 DGDM)

UNCLASSIFIED

253/71—Supply of Provisions in Singapore

1. HMA ships visiting Singapore are required to use the facilities of HM Victualling Yard to the maximum extent in arranging replenishments of provisions, both fresh and dry.

2. As a first action reference is to be made to a senior member of the Superintending Victualling Store Officers staff to ascertain the availability of items required, or suitable substitutes, and only those items which are not available from the Victualling Yard are to be purchased from outside suppliers.

3. It is important that demands lodged with the Victualling Yard are not unnecessarily restrictive as regards varieties or brands of dry provisions. Having regard to the prices payable to outside suppliers, which are extremely high by comparison with Victualling Yard prices, demands for items such as jams and tinned fruits should be related to the varieties available from the Yard. Similarly maximum use should be made of the varieties and cuts of meats, fish and quick frozen vegetables that the Yard can supply.

4. Any problems associated with the quality of individual items available from the Yard are to be taken up with a senior member of the Yard staff.

5. When purchase from an outside contractor is necessary, competitive quotations are to be obtained whenever practicable. The relevant Forms FA119 are to be noted with the reasons for purchase and a reference to any other quotation that has been obtained. Such quotations are to be filed so that they are available for inspection at any time that they are required.

6. Information regarding the supplies of victualling stores in the Far East is contained in 'Victualling Department Far East Station Information Notes', copies of which are obtainable from SVSO, Singapore.

(910/51/61 D of V)

UNCLASSIFIED

254/71—Victualling Stores—Mess Gear—Scales

1. The scales of mess gear laid down in ABR 93, Manual of Victualling Stores, Part II, Section 6, have been amended. Scale 4 is, in future, applicable only to Commanders in command of seagoing ships, and Scale 6 has been amended by the deletion of gold-badged items and the substitution of equivalent blue-badged items.

2. Circular Letter 914/64/64 of 19 September 1969, which restricted the issue of fluted chinaware to Flag Officers Messes only, is hereby cancelled. Fluted chinaware is now available for issue to those entitled officers under Scales 1, 2, 3 and 4.

3. ABR 93, Manual of Victualling Stores, Part II, Section 6, Scales 4 and 6, will be amended.

(914/64/64 D of V)

W. G. Murray, Government Printer, Canberra

15831/71

HISTORIAN

RESTRICTED

ANOs 255/71-267/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6 July 1971.

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

RESTRICTED

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

255/71—Hard Lying Money for Personnel in Ships Undergoing Refit or Whilst Reducing to Reserve

1. In accordance with NPI 119/6 the Naval Board have approved that in the case of sea-going ships, Hard Lying Money is payable during periods of refit or while reducing to reserve.

2. With effect from 1 March 1970 the following commissioned ships are to be regarded as sea-going for the purpose of the preceding paragraph:

HMA Ships

ANZAC	PERTH
BRISBANE	QUEENBOROUGH
CURLEW	SNIPE
DERWENT	STALWART
DIAMANTINA	STUART
DUCHESS	SUPPLY
HAWK	SWAN
HOBART	SYDNEY
KIMBLA	TORRENS
MELBOURNE	VENDETTA
MORESBY	YARRA
PALUMA	Patrol Boats in which HLM is normally payable continuously.
PARRAMATTA	

3. Naval personnel living and sleeping on board these ships may be paid Hard Lying Money in respect of any day on which the ship is undergoing refit or reducing to reserve.

4. Payment during these periods is only made where the member otherwise qualified for payment under the normal rules governing payment of personnel serving in a sea-going ship as contained in NPI 119-119/5 and 119/7-119/10 inclusive.

5. The list of ships shown above will be amended as required.

6. Navy Order 184/68 is hereby cancelled.

(252/6/4 HPB)

(Navy Order 184/68)

UNCLASSIFIED

256/71—Temporary Accommodation and Temporary Rental Allowances—Personnel Returning from Overseas and Remote Localities

1. Under the present provisions of NPI Article 231/45 personnel returning to Australia from overseas and remote locality postings, and proceeding on leave before taking up their new postings, are not generally entitled to Temporary Accommodation

and Rental Allowance during the periods of leave, although Paragraph 3 will allow payment in 'exceptional circumstances'. The Naval Board have decided to state clearly the circumstances in which such an entitlement may arise.

2. From the date of this order, personnel will become entitled to these allowances provided they proceed directly to the areas to which removals have been approved in respect of their next postings and they take up the postings before proceeding on leave. In future officers and sailors will be given the option:

a. of taking leave between postings as at present (thereby not being entitled to TAA and TRA at their removal destinations during the period of leave); or

b. of taking up their new postings prior to commencing leave (thereby creating an immediate entitlement to TAA and TRA at their removal destinations which would continue during the periods of leave when taken, subject to the usual maximum periods of entitlement).

3. In exercising their options at Paragraph 2 above personnel serving in HMAS TARANGAU will need to consider the following advantages and disadvantages and decide which option will best benefit themselves.

Option in accordance with Paragraph 2a

Advantages:

a. Pay and allowances continue to be subject to Territory of Papua New Guinea Taxation during period of leave. (Australian rates of taxation will not be applied until the first pay period following completion of leave).

b. Possibility of breaking duty travel in order to take leave en route.

Disadvantage:

Ineligibility for TAA and TRA during period of leave.

Option in accordance with Paragraph 2b

Advantage:

Eligibility for TAA and TRA, at the approved removal destination, immediately on taking up posting; such eligibility continuing during subsequent period of leave (subject to normal maximum period of payment).

Disadvantages:

a. Subject to Australian rates of taxation on all pay and allowances on departure from HMAS TARANGAU.

b. No possibility of breaking duty travel in order to take leave en route.

4. All personnel should consider the possibility of waiting some time before married quarters are allocated at their removal destinations. Consequently personnel with large amounts of leave due should give careful regard to the value of TAA and TRA for the period of their leave.

5. The posting options of all married/accompanied personnel should be notified by signal to Navy Office not less than three months before their expected dates of departure from the overseas area/remote locality *or*, in the case of sailors, after receipt of their posting forecast whichever is the later.

(252/4/186 DGPS)

UNCLASSIFIED

257/71—Territory Education Allowance

1. Approval has been given for the introduction of an allowance called Territory Education Allowance for payment to members of the Royal Australian Navy serving in New Guinea accompanied by their families at Departmental expense. The rates and conditions governing payment of this allowance are as shown in the following paragraphs:

2. Where the Naval Board are satisfied that a child of a member serving in New Guinea:

a. has successfully completed education (ie, Grade 6) in a primary 'A' school in the Territory or has reached an equivalent educational standard in the Territory or elsewhere; and

b. is enrolled in a course of continuous full time secondary education in Australia or in New Guinea, leading to matriculation,

Territory Education Allowance may be paid in respect of the child.

3. The allowance shall cease to be paid if the Naval Board are satisfied that:

a. the allowance has not been or will not be applied to the payment of the costs of or in relation to the secondary education of the child at the nominated school or institution;

b. the attendance, conduct or progress of the child at school is not satisfactory.

4. The allowance may be paid direct to the member once in each school term and may commence from the date of departure of the member or his wife from Australia, whichever is the later. Where the child does not attend school for a full school term pro-rata payment will be made.

5. The amount of allowance shall be in respect of each child for whom the allowance is approved, respectively:

a. Where the child is enrolled at a secondary school outside the Territory and which school charges tuition fees—at the rate of $480 per year.

b. Where the child is enrolled at a secondary school outside the Territory, which school whether conducted by a Government or otherwise does not charge tuition fees—at the rate of $290 per year.

c. Where the child is enrolled at a Territory high school having an Australian curriculum and the child because of distance from home is compelled to live away from home in order to attend High School—at the rate of $290 per year.

6. For the purposes of this allowance 'Child' means a child who has reached the age of nine years but has not, at the beginning of the school year in question reached the age of 19 years, and who is wholly dependent on the member or the costs of whose education the member is obliged to meet. Subject to the approval of the Naval Board, payment of the allowance may be continued for a school year in which a child attains the age of 19 years in order that the child may complete secondary education. Further, 'child' does not include a child who has passed a matriculation examination.

7. Bursaries, Scholarships or any other similar endowment schemes are not taken into consideration when determining the rate of Territory Education Allowance.

8. Education Allowance and Territory Education Allowance may not be paid concurrently.

9. Applications are to be submitted in accordance with the form shown hereunder and should be accompanied by:

a. Evidence of date of birth of the child.

b. Certificate of Headmaster/Headmistress that the child is undergoing full time secondary education and that tuition fees are/are not charged, as appropriate.

For the purpose of qualification for the higher rate of $480 per year, a member is to provide evidence that the school charges tuition fees other than miscellaneous fees for hire of books, sport and recreation, etc.

Application for Territory Education Allowance

Name in full.....Rank.....Personal No.....

HMAS.....Date of Posting.....

1. I hereby claim payment of Territory Education Allowance from.....

2. I was posted to.....on.....

3. My wife travelled to.....at Departmental expense and departed from Australia on.....

4. Name of Child.....

Date of Birth.....

Address.....

Education Standard Reached.....

5. My child is enrolled and will be attending.....

.....

(Name and address of school or college)

from.....

and tuition fees are/are not charged.

6. He/she has not passed matriculation examination or equivalent and has/has not resided in Australia continuously since my family departed.....

Visit of Child to Parents

10. Once in each financial year a child in respect of whom Territory Education Allowance is paid may travel by tourist or economy class air travel student concession rate between the school at which the child is enrolled and the place of residence of the member in the Territory. First class travel may be granted for any journey or part thereof for which a tourist or economy class fare is not provided or is not reasonably available on a particular occasion or proposed journey and an application for air travel has been made for the child as soon as reasonably practicable beforehand.

11. Departmental liability of travel is limited to the cost of the fare to and from Sydney or the airport nearest the school, whichever is the lesser cost.

12. In lieu of an air passage from or to the place of residence in the Territory, the Naval Board may, at the request of the member, pay the cost of sea travel for any journey or part thereof by the child, provided that the total cost of the journey to or from the members place of residence does not exceed the limit in Paragraph 11.

13. The financial year is the 12 months period commencing on 1 July and ending on 30 June next ensuing.

14. When a child commences secondary education at or near the beginning of a school year, the air passage to which the child shall be entitled in that financial year shall be limited to a single and not a return passage.

15. Statutory cover is required before payment of this allowance, etc, may be made. Signalled advice will be furnished when this authority is obtained.

16. NPI should be noted pending inclusion of these instructions.

(252/4/188 HPB)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

258/71—Officers Joint Warfare Courses

1. The courses detailed in Annex A to this order are sponsored by the Royal Australian Air Force.

2. It is desirable that all RAN vacancies on these courses are taken up.

3. Nominations for these courses are to be made to ACNB at least six weeks before commencement of the course.

ANNEX A

Course	Location	Aim of Course	Duration (Days)	Start Date	Completion Date	Remarks
Joint Warfare (JOINTWAR)	ASU Williamstown	To train selected officers of all services in the command, staff, organisational and operational aspects of joint warfare	15	2.8.71 7.2.72	20.8.71 25.2.72	4 RAN per course. Lieutenant/ Lieutenant-Commander
Forward Air Controllers (FACONT)	ASU Williamstown	To train selected RAN and RAAF officers for forward air controller/ air liaison officer duties	10 or A/R	23.8.71 28.2.72	1.9.71 17.3.72	1 RAN per course. Sub Lieutenant or Lieutenant. To have previously completed a jointwar course and be qualified fighter ground attack pilots
Joint Warfare Theatre Indoctrination (Vietnam)	ASU Williamstown	To inform the students of the techniques, procedures and command structure used in joint operations in the Vietnam theatre	5	11.10.71 5.6.72	15.10.71 9.6.72	3 RAN per course. Up to Lieutenant-Commander who are likely to serve in units operating in the Vietnam theatre or will participate in local joint operations which are Vietnam oriented
Senior Officers Joint Warfare Study Period (SEN OFF JWSP)	ASU Williamstown	To study joint warfare concepts and to promote study and discussion of joint tactical operations with particular reference to the employment of the joint command and control structure	4	29.6.71 27.6.72	2.7.71 30.6.72	4 RAN per course. Commander and above
Command Joint Warfare Study Periods (Comm JWSP)	Northern HQAMB Southern HQSCOMD Tasmanian HQTCOMD Eastern HQRIC Central HQCCOMD Western HQWCOMD	To introduce officers of all services to appropriate aspects of joint warfare as a basis for further joint warfare training	4	13.9.71 8.11.71 15.11.71 6.12.71 10.4.72 17.4.72	16.9.71 11.11.71 18.11.71 9.12.71 13.4.72 20.4.72	7 RAN per course. Lieutenant/ Lieutenant-Commander including Reserve officers

(312/1/66 D of T)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

259/71—Accounting for Stores in HMA Ships—Transfer of Responsibility to Supply Officer

Navy Order 120/71 is to be amended as follows:

a. in line 4—after the word 'except' *insert* 'Ships Libraries (ABR 4, Appendix 26 (20) refers,';

b. in line 5—after the word 'except' *insert* 'Ships Libraries (ABR 4, Appendix 26 (20) refers),'.

(303/3/36 DSUA)

(*Navy Order 120/71*)

UNCLASSIFIED

260/71—Ammunition—Gaine No 10 Mark IN Lot 271 Filled VAD 9/43 and Lot 523 Filled BR 9/43—Withdrawn from Service

1. *Authorities Concerned* .. HMA Ships and RAN Armament Depots.

2. *Item Concerned* .. Gaine No 10 Mark IN Lot 271 Filled VAD 9/43 and Lot 523 Filled BR 9/43.

3. *Action to be Taken* .. a. By HMA Ships—Gaines, loose and in shell, are to be returned to RAN Armament Depots at the first opportunity and replacements demanded. Shells are not to be unfuzed. Shells and Fuzes are to be packed by RAN Armament Depot Staff (by request) before return.

b. By RAN Armament Depots—report for disposal to Navy Office.

4. *Where Found* .. Gaines to be withdrawn may be found in service:

a. *Fitted in:*

33734712—Shell 4.5 inch HE
337533011—Shell 4.5 inch Marker

b. *With:*

35809211—Fuze DA No 230 and exploder
35809212—Fuze DA No 230
35809214—Fuze DA No 230 and exploder
35809215—Fuze DA No 230
35809219—Fuze DA No 230
35809219—Fuze DA No 230

5. *Safety Category* .. BR 862 Article 1705, Category 'dd'. Dangerous if used.

(729/56/105 DAS)

UNCLASSIFIED

261/71—Dangerous Substances—Mercury—Packaging and Marking for Consignment

1. Mercury and Instruments containing mercury constitute hazardous cargo, especially when transported by air. Examples of items known to have mercury content are: Gyro compasses, switches, thermometers, barometers, mercury vapour tubes, manometers.

2. Mercury is poisonous and corrosive and acts as a solvent to metals, particularly aluminium, and special precautions are necessary for identification, packaging and transportation of mercury and manufactured articles or apparatus of which metallic mercury is a component.

3. For transport purposes, items containing mercury as a component part shall be packed in a suitably lined outer container (leak proof, puncture resistant case liners or bags that are impervious to mercury) to prevent the leakage of mercury in the event of breakage or leakage. In equipments where it is possible, the mercury content is to be packed and identified in separate containers as part of the consignment.

4. The mercury shall be packed in earthenware jugs, glass bottles or suitable plastic containers of not more than 2.5 kgs (5 lb) capacity individually wrapped in a polythene envelope (minimum thickness 0.005 inch) heat sealed and over-packed in an outer container with sufficient cushioning to prevent leakage. The outer container shall be sufficiently strong and securely closed to retain mercury in the event of leakage.

5. In addition to other required markings, namely 'POISONOUS' and 'CORROSIVE' labels each outer container shall be marked either by label, stencil or printing with the words 'MERCURY METALLIC'.

(400/1/1565 DSUS)

RESTRICTED

262/71—Helmet, Steel RAC and Helmet, Soldiers Steel M1—Revised Allowances

Navy Order 9/71 as *amended* by Navy Order 169/71, is to be further *amended* to *delete* entirely the allowances indicated for HMAS WATERHEN and HMAS PLATYPUS.

(710/51/274 DAS)

(*Navy Orders 9/71 and 169/71*)

UNCLASSIFIED

263/71—Machinery and Plant—Annual Proposals

1. The general standard of presentation of proposals for Machinery and Plant being made in accordance with RI Chapter 58 can be substantially improved.

2. Many requirements recently received:

a. Were insufficiently substantiated.

b. Appeared to have been superficially investigated by Administrative Authorities (and General Managers) before being forwarded.

c. Did not comply with RI Article 5803 2 (b) and 3 (a) in that they could not be regarded as being required for essential service.

d. Did not indicate precisely what equipment was required.

e. Were accompanied by inadequate specifications.

f. Did not provide details of the Department of Works component of the installation as required by RI Article 5805.

3. All concerned with the investigation and preparation of future proposals should carefully observe the instructions given in RI Chapter 58.

4. With reference to RI Article 5802 future annual proposals are to reach Navy Office by 31 October.

5. RIs will be amended in due course.

(1100/51/46 ACS)

UNCLASSIFIED

264/71—Naval Stores—Photographic Equipment—Group/Class 0553 Care and Return of Stores

1. It has been brought to notice that various items of photographic equipment are being returned by users to Naval Stores minus components. These components are often very expensive and sometimes irreplaceable, thus making the major item beyond repair.

2. It has been stated that, in numerous instances, cameras and lenses are returned without protective leather cases and lenses are without protective caps. The items are often damaged in transit resulting in costly repairs. Many of the photographic items returned to store also show lack of regular maintenance.

3. It is the responsibility of users of all types of photographic equipment to ensure that proper care is taken of items held and that the necessary maintenance is effected whilst in their custody. It is also essential that when items are returned to Naval Stores, they are complete with components and are suitably packaged to safeguard items during transit and to ensure safe delivery into store.

(519/56/802 DNS)

UNCLASSIFIED

265/71—Portable Fire Extinguishers—Tag, Servicing Record

1. Tag, Servicing, Record, 9905-66-039-9651 for fire extinguishers is being introduced into service to conform with the requirements of CFB Circular No 41.

2. The new tag has provision for recording pressure tests in addition to recording six year routine inspection, whereas only five year routine inspections are provided for by the existing tag.

3. This item has been added to the authorised list of consumable Naval stores. Demands should be lodged on the Superintending Victualling Store Officer.

(1446/1/39 DSUS)

RESTRICTED

266/71—Stabiliser Flexible Hoses—Fire Risk

(DCI (RN) 193/71)

1. It has been established that a recent major fire in a Y136 Leander Class Frigate was caused by the failure of a flexible hose on the stabiliser equipment. High pressure hydraulic oil escaping from the burst hose penetrated lagging on a hot steam drain pipe, ignited, and started a fire which gutted the engine room.

2. Layout of stabiliser hoses in a number of cases is unsatisfactory. Hoses are prone to:

a. Distortion by twisting and tension effects.

b. Damage by chafing on other hoses, fittings and ships structure.

c. Damage by exposure to excessive temperatures from external sources such as steam pipes.

d. Damage by incorrect techniques employed in local assembly of hoses and fittings.

3. Ships are to examine stabiliser flexible hoses at frequent intervals for signs of failure. Planned maintenance schedules refer. Particular attention is to be paid to those parts normally obscured by floor plates. Failure of hoses are to be dealt with by URDEF procedure and reported on Form TM179.

4. Until stabiliser hose arrangements can be modified by re-design, sources of potential danger including those listed in Paragraph 2 are to be reduced as far as practicable. Such steps should include:

a. Ensure that hoses are not twisted or distorted.

b. Installation of suitable hose brackets and clamps as restraint against chafing.

c. Shielding or cladding of heat sources adjacent to stabilisers.

d. Proper supervision and inspection during local assembly of replacement hoses and hose fittings.

5. The above instructions will be included in an amendment to BR 3000 Chapter 6 Part 3.

(1446/1/48 DFM)

Section 7

CANCELLED LIST

UNCLASSIFIED

267/71—Cancellation of Navy Orders

The following Navy Orders, having been incorporated in RI (ABR 5016) by amendments Nos 25 and 26, are hereby cancelled:

	Navy Order Cancelled	*Superseded by RI Article*
1969	111/69	4502
	231/69	1741
	477/69	0468
	659/69	1041
	732/69	0234
	748/69	2909

	Navy Order Cancelled	*Superseded by RI Article*
1970	228/70	Appendix 10D
	250/70	0885
	253/70	1601A, 5244
	281/70	1832, 1876
	404/70	1003
	458/70	0946, 0947, 0948, 0949
	470/70	Explanation of Terms, 0235, 0235A, 0235B, 0236, 0237
	482/70	4460
	494/70	4489
	496/70	5606

(465/7/4 CEO (GS))

16018/71—3 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 268/71-273/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 July 1971.

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

CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

268/71—EDP Personnel Reporting—Rejects and Queries

1. A considerable number of EDP reports relating to the promotion and movement of naval personnel continue to be rejected at the EDP Centre. At present queries arising as a result of rejects are referred back to ships or establishments by letter for investigation and appropriate action.

2. In an endeavour to expedite the clearance of rejects the facilities of EDP Data Transcription Offices and Data Communication Centres have been used to pass messages concerning queries between Navy Office and the following establishments:

HMAS ALBATROSS	HMAS NIRIMBA
HMAS CERBERUS	HMAS PENGUIN
HMAS CRESWELL	HMAS PLATYPUS
HMAS KUTTABUL	HMAS WATERHEN
HMAS LONSDALE	HMAS WATSON

3. It has now been decided to extend the system to all ships and establishments by the use of signals.

4. Standard messages for varying types of movements and promotion queries have been prepared and identifying codes allocated. These are shown in Annexes 'A' and 'B'. To facilitate transmission, the signals will contain the identifying code only, plus the appropriate details, as follows:

MOV. 10.

STUBBS J B ABUC R90674 ANZAC
TO
ALBATROSS
20 APR 71 (BILLET)

5. Establishments mentioned in Paragraph 2 are to continue using the facilities referred to. However, it is to be noted that two additional codes have been introduced, namely, MOV 12 and MOV 13.

6. A reply, if required, should be sent back via the same method in the following format:

FROM: .....

TO: ACNB

FOR HPB. YOUR MOV 10. 20 APR 71 STUBBS J B 349
(CODE) (DATE) (NAME) MESSAGE NO)

7. It is intended that the extended service (Paragraph 3) will be implemented on 31 July 1971.

ANNEX A

Types of Queries and Codes Allocated

Code	*Type of Query*
MOV1Ø	Form PB2 required for Posting Gain.
MOV11	Form PB2 required for Non-posting Gain.
MOV12	Form PB2 required for Non-posting Gain (Rejoin).
MOV13	Form PB2 required for Non-posting Gain (Rejoin ex SSICK).
MOV2Ø	Form PB13 required for Posting Loss.
MOV21	Form PB13 required for Non-posting Loss.
MOV3Ø	Forms PB2 and PB13 required for Non-posting Gain and Loss.
MOV4Ø/	Form PB6 required for Posting Transfer.
MOV5Ø	Form PB3 required for Posting Departure on Leave.
PROM1Ø	Form PE5 required for particular Course.
PROM11	Form PE5 required for particular Course with reference to a Form PA54.
PROM12	Amending Form PE5 required.
PROM2Ø	Form PA6 required for particular Qualification.
PROM21	Form PA6 required for particular Qualification with reference to a Form PA54.
PROM3Ø	Form PA54 required for Category Change.
PROM31	Amending Form PA54 required.

ANNEX B

CODE : PROM1Ø

Promotion report has been received for following sailor but no record is held of his having passed the pre-promotion course/test listed. Request investigation and if pass confirmed Form PE5 be raised at an early date.

RANK NAME P/N COURSE

CODE : PROM11

Reference: Your Form PA54 hereunder

No record is held of the following sailor having passed the pre-promotion course/test listed. Request investigation and if pass confirmed Form PE5 be raised at an early date.

FORM PA54 RANK NAME P/N COURSE

CODE : PROM12

Reference: Your Form PE5 hereunder

The amount of time gained awarded to the following sailor as shown hereunder, is not in accordance with ABR 10 having regard to the percentage gained. Request amending Form PE5 be raised at an early date.

FORM PE5 RANK NAME P/N COURSE

Time Gained *Percentage*

ANNEX B—*continued*

CODE : PROM2Ø

Promotion report has been received for following sailor but no record is held of his having been awarded the pre-promotion qualification listed. Request investigation and if confirmed Form PA6 be raised at an early date.

RANK NAME P/N QUALIFICATION

CODE : PROM21

Reference: Your Form PA54 hereunder

No record is held of the following sailor having been awarded the pre-promotion qualification listed. Request investigation and if confirmed Form PA6 be raised at an early date.

FORM PA54 RANK NAME P/N QUALIFICATION

CODE : PROM3Ø

Reference: Your Form hereunder

No record is held of change of category for the following sailor. Request Form PA54 be raised at an early date.

FORM RANK NAME P/N

CODE : PROM31

Reference: Your Form PA54 hereunder

Date of promotion of the following sailor does not agree with Navy Office records, Date due for promotion is as shown. If agreed request amending Form PA54 at an early date.

FORM PA54 RANK NAME P/N DATE OF PROMOTION

Time Gained *Due Date for Promotion*

CODE : MOV1Ø

Form PB2 Movement Gain has not been received in respect of posting hereunder. Request form be raised at an early date or if this action already taken, message number be advised.

NAME RANK P/N POSTING

CODE : MOV11

Form PB13 (N Loss) received from HMA Ship/Establishment hereunder indicates following member was lost to your establishment on date shown. Form PB2 (N Gain) has not yet been received from you. Request form be raised at an early date or if this action already taken message number be advised.

ANNEX B—*continued*

HMA SHIP/
ESTABLISHMENT DATE NAME RANK P/N

CODE : MOV12

Form PB13 (N Loss) received from HMA Ship/Establishment hereunder indicates following member was due to REJOIN on or shortly after date shown. Form PB2 (N Gain Rejoin) has not yet been received from you. Request this form be raised at an early date or if this action already taken message number be advised.

HMA SHIP/
ESTABLISHMENT DATE NAME RANK P/N

CODE : MOV13

Form PB13 (N Loss) received from you indicates member lost to SSICK on date shown. Request advice whether member has rejoined and message number Form PB2 (N Gain) if not, present whereabouts and anticipated date of rejoin.

DATE NAME RANK P/N

CODE : MOV2Ø

Form PB13 Movement Loss has not been received in respect of posting hereunder. Request form be raised at an early date or if this action already taken message number be advised.

NAME RANK P/N POSTING

CODE : MOV21

Form PB2 (N Gain) received from HMA Ship/Establishment hereunder indicates following member joined temporarily on date shown. Form PB13 (N Loss) has not yet been received from you. Request form be raised at an early date or if this action already taken message number be advised.

HMA SHIP/
ESTABLISHMENT DATE NAME RANK P/N

CODE : MOV3Ø

Forms PB2 (N Gain) and PB13 (N Loss) received from HMA Ship/Establishment hereunder, indicate following member was on board temporarily for period shown. To date corresponding N Loss and N Gain have not been received from you. Request forms be raised at an early date or if this action already taken message numbers be advised.

HMA SHIP/
ESTABLISHMENT PERIOD NAME RANK P/N

CODE : MOV4Ø

Form PB6 Movement Transfer has not been received in respect of posting hereunder. Request form be raised at an early date or if this action already taken message number be advised.

NAME RANK P/N POSTING

CODE : MOV5Ø

Form PB3 (Leave Report) has not been received in respect of posting hereunder. Request form be raised at an early date or if this action already taken message number be advised.

NAME RANK P/N POSTING

(178/1/180 HPB)

UNCLASSIFIED

269/71—Members Serving Overseas—Child Education Allowance

1. With effect from 1 January 1971, the Category 'A' rate of Child Education Allowance has been increased to $1,445 per academic year.

2. Eligible members should claim adjustments from Navy Office. Claims should be accompanied by evidence of expenditure.

3. NPI 105/303 should be noted pending amendment.

4. Navy Order 462/70 is hereby cancelled. (252/10/9 HPB)

(*Navy Order 462/70*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

270/71—Marking of Contaminated or Dangerous Land Areas

1. The following amendments are to be made to Navy Order 645/69. The changes up date Seastag 2002 (First Revision) to Seastag 2002 (Edition No 2):

Amendments

Paragraph 2, line 1:

Change to read: '2. Seastag 2002 (Edition No 2) *supersedes* Seastag 2002 (First Revision) and . . .'.

Annex A:

Paragraph 2, lines 2 and 3: *delete* 'minefields (or barriers) other than chemical, booby trapped areas and'.

Paragraph 4, line 1:

Change 'agreement' to 'Agreement'.

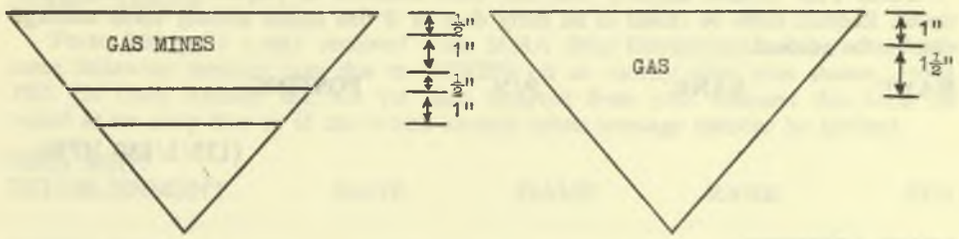
Paragraph 5, second table:

Unexploded Munition/Marking: *change* 'Stripe' to 'Bomb'.

Paragraph 13, line 3:

Change 'existance' to 'existence'. *Insert* new Paragraph 23 as follows:

23. The dimensions of lettering and width of stripes should be as specified below:



2. Renumber old Paragraphs 23-26 to become new Paragraphs 24-27.

(1600/202/154 DUR)

(*Navy Order 645/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

271/71—Ammunition—596379 Cartridges A/S 11-oz 44 grains and 596483 Cartridge A/S 1,900 grains—Withdrawal of Primer Electric N38 Mark 1 of Lots 39, 41 and 43

Purpose .. .. To inform all concerned that Primers Electric N38 Mark 1 of Lots 39 filled CY5/66, 41 and 43 filled CY 6/66, contained in 596379 Cartridges A/S 11-oz 44 grains and 596483 Cartridges A/S 1,900 grains have been withdrawn from service.

Information .. Due to adverse proof results which revealed that both guncotton and gunpowder charges in Primers Electric N38 Mark 1 of Lots 39 filled CY 5/66 and Lots 41 and 43 filled CY 6/66 were below standard weight it has been decided to withdraw primers of these lots from service. The affected primers have been sentenced (ff), ie, not dangerous, but may be subject to a percentage of failures to function (BR 862 (NMER) Part iv Article 2607 refers).

Action Required .. *HMA Ships and Establishments.* Examine all stocks held of 596379 Cartridges A/S 11-oz 44 grains and 596483 Cartridges A/S 1,900 grains. Any cartridges fitted with primers of the above lot numbers are to be returned to the nearest Armament Depot at the first opportunity and replacement stock drawn in lieu.

RAN Armament Depots. The affected primers are to be removed from the Cartridges A/S and together with any loose affected stock, declared for disposal on Disposal Form No 1.

(729/51/106 DAS)

UNCLASSIFIED

272/71—Naval Stores (General)—Gymnastic and Sporting Equipment—Scale of Issue

1. The scale of Gymnastic and Sporting equipment shown as attachment to Navy Order 445/70 is to be amended as follows:

Under 'Cricket'

Delete:	7810-66-019-1617	Ball, Cricket, 2 piece ..	2 No (per annum)
Insert:	7810-66-019-1617	Ball, Cricket, 2 piece practice only	10 No (per annum)
	7810-66-031-3212	Ball, Cricket, 4 piece match play only	10 No (per annum)

Under 'Football'
Balls:

Amend:	7810-66-031-3214	Football, Rugby *to read:*
	7810-66-031-3214	Football, Rugby Union.

2. RANAL (CAT) 49 will be amended in due course.

(138/6/86 DSUS)

(*Navy Order 445/70*)

UNCLASSIFIED

273/71—Stores (General)—Priority Demands

1. A situation occurred recently whereby an urgent demand from an establishment was not accorded the necessary attention by the relevant Supply Depot, because, it had, among other things, been placed with routine requirements on a multiline EDP Stores Demand (Form SX15). This resulted in the routine remarks being printed against every line item on the demand and as such the significance of the urgent requirement was lost.

2. To ensure that problems of this nature do not occur in future, all items included on one multiline stores demand are to have the same degree of urgency or priority for supply. This applies to Stores Demands (Forms SX14 and SX15) Supply Requirement Notes (Forms SX18 and SX19) and Issue Orders (Forms SX10 and SX11).

(400/1/413 DSUA)

16296/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 274/71-277/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
14 July 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

274/71—List of Navy Orders Affecting RI

With reference to page IV of RI, the following list shows those Navy Orders in force on 31 March 1971 which amend or amplify RI (as corrected up to amendment No. 26):

RI Article	*Navy Order*
0558	80/70
0888	426/69 631/69 64/70
0946 0949	458/70
1002	628/70
1063	426/69
1301 1305 1307	141/70
1452	192/70
1525	613/70
1661	29/71
2981	385/69 535/69
3251 3252 3253	322/70
4962	218/70
4963	330/70
Chap 53	22/69
5605	443/70 34/71

(465/3/4 CEO (GS))

Section 2

PERSONNEL

UNCLASSIFIED

275/71—Leave Before Discharge

1. Under revised regulations an officer discharged to shore upon resignation or a sailor discharged on his own request before completion of his engagement may be granted pro-rata leave accrued at date of discharge or may be paid in lieu of leave accrued.

2. RI 0957 should be noted and will be amended by deleting Paragraph 3.
3. Navy Orders 458/70 and 460/70 also refer.

(465/3/268 HPB)

(*Navy Orders 458/70 and 460/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

276/71—Guns—QF 4.5-inch Mark 5—Air Blast Equipment Introduction of Plug 141396

(*DCI (RN) 1463/70*)

1. *Information*	It has been found that the modification of Plugs 141383 to Drawing NOD 3175/31 Item 4, in accordance with Navy Order 304/70, has prevented adequate tightening down on the Dowty Seal, and new plugs have been manufactured to overcome this problem.
2. *New part required*	141396 Plug.
3. *Schedule of modifications* ..	QF 4.5-inch Mark 5—Serial No 44 is cancelled and No 45 is added.
4. *Parts affected*	141012 and 141025 Valve Assemblies.
5. *Nature of modification* ..	Replace 141383 Plug with 141396 Plug.
6. *By whom to be done* ..	To be carried out by RAN Weapon Equipment Depot Staff.
7. *When to be done*	a. Depot stocks—as convenient but before issue. b. HMA Ships—at the next series inspection or any earlier opportunity. c. Mod No 45 is to be carried out concurrently with Mod No 42.
8. *Authority*	Navy Order 276/71.
9. *Drawings*	NOD 3175/31 Item No 4A dated 16 February 1970.
10. *Publications*	a. Catalogue of Naval Armament Stores is being amended. b. Navy Order 304/70 is hereby cancelled.

(706/51/194 DAS)

(*Navy Order 304/70*)

UNCLASSIFIED

277/71—Tubes—Electronic (Including Semi-conductor Devices)—The Services List of Preferred Electronic Tubes—DEF (Aust) 3800A

1. Electronic tubes for use in Service equipment of Australian design should be selected as far as possible from those listed in the latest revision of Australian Defence Standard DEF (Aust) 3800A 'Electron Tubes and Semi-conductors'. The lists of electronic tubes and semi-conductor devices included in DEF (Aust) 3800A are reviewed at appropriate intervals and kept up to date, in line with best modern tubes practices.

2. The objects of publishing DEF (Aust) 3800A are:
   a. to ensure that only modern and readily available tubes are used in Service equipment of Australian design; and
   b. to prevent the unnecessary addition of new types of tubes as items of Service stores.

3. Ordering authorities are to ensure that every invitation to tender for any equipment which might involve a new design employing electronic tubes (including radio tubes, cathode ray tubes, photo cells, voltage regulator tubes, magnetrons, klystron gas switch tubes, semi-conductor devices) stipulates that a report in the form of Appendix 'A' to DEF (Aust) 3800A shall accompany the tender. This report requires the provision of a list of the electronic tubes the tenderer intends to use in the design. Copies of these reports are to be forwarded to DNEP Branch for approval prior to placing the order. Authorities responsible for preparing procurement specifications for equipment which might involve electronic tubes, etc, are to ensure that appropriate reference is made to DEF (Aust) 3800A in the text of the specification.

4. Copies of DEF (Aust) 3800A may be obtained by authorities concerned from The Manager, Central Drawing Office, Department of Supply, Maribyrnong, Victoria 3032.

5. Navy Order 318/68 is hereby cancelled.

(519/54/41 DNS)

(*Navy Order 318/68*)

16737/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 278/71-285/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16 July 1971.

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

By direction of the Naval Board,

S. Randau.

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

FOR OFFICIAL USE ONLY

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

278/71—Medical—Dental—Administration of Antibiotics

Navy Order 174/71 is to be amended as follows:

Paragraph 1, line 3:

Delete 'comprising,' *insert* 'compromising'.

(327/54/126 MDG)

(*Navy Order 174/71*)

Section 2

PERSONNEL

UNCLASSIFIED

279/71—Education Allowance—Members Serving in Australia

1. The maximum rate of Category 'A' rate of Education Allowance payable per academic year in accordance with NPI 122 has been increased from $1,300 to $1,445 effective from 1 January 1971.

2. The increased rate cannot be paid until Statutory Authority is obtained. Further advice will then be promulgated.

(252/10/2 HPB)

UNCLASSIFIED

280/71—Family Services Scheme

1. In December 1969, the RAN Central Canteens Board agreed to subsidise the cost of the Family Services Scheme, which was created in answer to a long established need of RAN families, for assistance in times of crisis through illness and other emergencies, especially but not exclusively, when the member is away from home. Since its inception the scheme has operated most satisfactorily and the following information is repromulgated for the information of all personnel.

What it is

2. The Family Services Scheme will help Naval families to obtain emergency house-keepers from existing organisations in the community and will provide a subsidy so that the cost to all RAN families will be the same: a dollar a day.

How to apply

3. When Naval families require assistance, they must first of all contact the nearest Naval social worker, whose address is given below. The Naval social worker will discuss the request, explain the operation of the Scheme and decide whether the use of the Family Services Scheme can be authorised. The Naval social worker will maintain contact with the family and will be available for advice.

In Country Areas

4. Families in country areas may not be able to contact the social worker before engaging a house-keeper, but failure to do so, as soon as possible, may effect the date from which reimbursement is made.

Use of Existing House-keeper Services

5. If there is an existing house-keeper service in the local community and suitable help can be made available to the family then this service is to be used.

In Exceptional Circumstances

6. If there is no house-keeper service then another person designated by the social worker may be used, but the amount reimbursed under the Family Services Scheme will not be more than that paid under the house-keeper service.

28 Day Duration

7. Reimbursement is limited to a total period of 28 days in any one instance. This may be spread over a period if the Naval social worker considers this is appropriate; for example, if a doctor advises a wife not to do heavy housework, the service could be used for two days a week for 14 weeks.

8. If alternative plans cannot be made before the end of this period and the house-keeper is still needed, then a special request for the period to be extended may be made to the social worker, who will refer it to the RAN Central Canteens Board for decision.

Payment of Accounts

9. When the account is rendered by the house-keeping service, it should, if possible, be paid in full by the member. The receipted account should then be forwarded without delay to the social worker.

Reimbursement

10. All costs over a dollar a day will be met by the Family Services Scheme. In other words, the total cost to the member will be a dollar for every day a house-keeper is used.

11. When the receipted account is received, reimbursement of the amount in excess of a dollar a day will be made by the Family Services Scheme within a few days.

Please Note

12. The Family Services Scheme is designed to meet the needs of Naval families and as much flexibility as possible will be maintained in its administration.

13. In exceptional circumstances, do not hesitate to contact the Naval social worker to discuss the problem.

14. Difficulties may arise when no house-keeper is available as there is a general shortage in the community and it is not possible to guarantee a service at all times, but social workers will endeavour to assist families who apply as it is only by meeting the needs of families that the Family Services Scheme can fulfil its purpose.

Also

15. This Scheme is available on a voluntary basis to Naval families only at their request.

16. It is not a substitute for normal service leave when the members presence at home is considered essential.

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

Naval Social Workers and Agents

Canberra	Navy Office Canberra ACT Phone 653244
Sydney	Command Welfare Office Wembley Chambers 104 Hunter Street Sydney NSW Phone 221-1677
Nowra	RAN Air Station Nowra NSW Phone 20381 Ext 267
Melbourne	Department of the Navy Ground Floor, 'N' Block Victoria Barracks St Kilda Road Melbourne VIC Phone 690440 Ext 202, 425
Fremantle	HMAS LEEUWIN Fremantle WA Phone 391522
Adelaide	HMAS ENCOUNTER Port Adelaide SA Phone 495511
Brisbane	Naval Staff Office Edward Street Brisbane QLD Phone 311611
Hobart	Naval Staff Office Franklin Wharf Hobart TAS Phone 237054
Darwin (Agent only) ..	HMAS MELVILLE Darwin NT Phone 6451

18. Navy Order 717/69 is hereby cancelled.

(302/2/83 PSW)

(*Navy Order 717/69*)

UNCLASSIFIED

281/71—Travelling Allowance Members on Long and Intermediate Term Duty

1. The Rates of Long and Intermediate Term Duty Travelling Allowance notified in accordance with Navy Order 119/71 have been varied. Allowances payable for ARGENTINA, BELGIUM, BRAZIL, BRITAIN, BURMA, CEYLON, CHILE, DENMARK, FINLAND, GHANA, GREECE, IRAN, ITALY, KHMER REPUBLIC (CAMBODIA), LAOS, MALAYSIA, MEXICO, PERU, SPAIN, TRINIDAD and TOBAGO, THE UNION OF SOVIET SOCIALIST REPUBLICS and YUGOSLAVIA have been varied with effect from the dates shown and are included in the Tables attached as Annex A to this Navy Order.

2. Conditions of payment of the above rates are contained in NPI 105/375.

3. Navy Order 119/71 is hereby cancelled.

ANNEX A

TABLE A

Country	Effective Date of Change	Currency of Payment	Rates of Payment per Day: LCDR or Relative Rank, Officers of Lower Rank and Sailors	CAPT, CMDR or Relative Rank	CDRE and Above
Argentina	15.12.70	$A	17.00	19.00	21.00
Belgium	6.11.70	Francs	835	940	1045
Brazil—					
Brazilia	21.12.70	$A	22.00	24.00	28.00
Elsewhere	21.12.70	$A	20.00	22.00	24.00
Britain	20.2.70	£Sterling	5.00	6.50	8.25
Ceylon	19.10.70	Rupees	92	96	100
Chile	23.12.70	$A	9.00	9.50	10.00
UAR—Egypt	15.5.70	£Eg	6.000	7.000	8.000
Finland	14.1.69	F Mks	75	90	105
Ghana	3.2.71	New Cedis	15.00	17.00	18.00
Greece	17.12.70	Drachmae	410	510	610
India—					
New Delhi	—	Rupees	125	130	135
Bombay	—	Rupees	150	155	160
Calcutta	—	Rupees	135	140	145
Elsewhere—*See* Table B.					
Iran—					
Abadan and Isfahan	21.1.71	Rials	1620	1690	1760
Elsewhere	21.1.71	Rials	1280	1350	1420
Ireland	8.6.70	£Irish	5.00	6.25	7.50
Israel	15.5.70	£Is	55	66	80
Kenya	—	EA Shgs	134	143	151
Lebanon	15.5.70	£Leb	40	45	50
Malaysia	23.11.70	$M	24	30	36
Mauritius	—	Rupees	77	89	101
Netherlands	—	Florins	55	60	66
Pakistan—					
Islamabad	—	Rupees	120	130	140
Karachi	—	Rupees	130	140	150
Dacca	—	Rupees	125	135	145
Elsewhere—*See* Table B.					
Peru	24.12.70	Soles	680	730	820
South Africa	—	Rand	13.00	14.30	15.60
Spain	14.1.71	Pesetas	800	900	1000
Tanzania	—	EA Shgs	125	135	145
Timor	—	$A	7.00	7.50	8.00
Trinidad and Tobago—					
Within Trinidad and Tobago	21.12.70	$TT	40.00	47.00	54.00
Elsewhere—Caribbean Area—					
15 December to 15 April	—	$A	19.50	22.00	24.50
16 April to 14 December	—	$A	15.00	17.50	20.00
Turkey—					
Ankara, Bursa, Istanbul, Izmir	—	T Lira	240	275	310
Elsewhere	—	T Lira	120	130	140
Yugoslavia	23.10.70	New Dinars	160	210	260

TABLE B

Country	Effective Date of Change	Currency of Payment	Rates of Payment per Day: LEUT or Relative Rank, Officers of Lower Rank and Sailors	CAPT, CMDR, LCDR or Relative Rank	CDRE and Above
Austria	—	Schillings	175	205	225
Burma	29.4.70	Kyats	45	50	55
Canada	4.1.71	$Can	13.00	15.00	17.00
Denmark	8.10.70	Kroner	70	75	80
Fiji	17.4.70	$F	5.50	6.00	6.50
France	27.2.70	Francs	42	47	52
Germany	—	D Marks	35	40	45
India—Elsewhere	—	Rupees	30	35	40
Italy—					
Rome, Milan, Venice, Turin, Florence, Genoa, Naples, Bologna	—	Lire	5450	6600	7750
Elsewhere	18.12.70	Lire	4850	5950	7050
Japan	7.9.70	Yen	4000	4700	5400
Laos	26.2.71	$A	7.00	8.00	9.00
Malta	26.2.71	£Stg	3.3.0	3.13.0	4.3.0
Mexico	24.12.70	Pesos	150	170	200
New Caledonia	17.4.70	CFP Francs	800	860	980
New Zealand	17.4.70	$NZ	6.50	7.50	8.50
Nigeria	15.5.70	£N	3.0.0	3.10.0	4.0.0
Pakistan—Elsewhere	—	Rupees	40	45	50
Philippines	25.6.70	Pesos	39	44	48
South Korea	25.6.70	Won	2500	2700	2900
Sweden	—	Kroner	45	51	57
Switzerland	27.2.70	Francs	32	36	40
Taiwan	25.6.70	$NT	260	275	290
Thailand	—	Baht	150	160	170
USSR—					
Moscow, Leningrad	11.7.70	Roubles	11.50	12.50	13 50
Elsewhere	11.7.70	Roubles	9 50	10.50	11 50
USA	4.1.71	$US	13 00	15 00	17.00

TABLE C

Country	Effective Date of Change	Currency of Payment	Rates of Payment per Day: LEUT or Relative Rank, Officers of Lower Rank and Sailors	CAPT, CMDR, LCDR or Relative Rank	CDRE and Above
Indonesia	—	$A	2.00	2.50	3.00
Khmer Republic (Cambodia)	26.2.71	$A	2.00	2.50	3.00
South Vietnam	17.8.70	Piastres	475	525	575
Other Countries	—	$A	2.00	2 50	3 00

(252/4/177 HPB)

(Navy Order 119/71)

UNCLASSIFIED

282/71—Vaccination and Immunisation

Navy Order 182/70 is to be amended as follows:

Paragraph 74:

First line, *delete* 'Combined Cholera El Tor' and *insert* 'Cholera Vaccine BP'.

(327/54/87 MDG)

(*Navy Order 182/70*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

283/71—Anti-submarine Aircraft Controllers

1. In order that ASW aircraft receive efficient control during ASW operations, ships are complemented with RP sailors who are qualified Anti-submarine Aircraft Controllers (ASACs). In addition, Direction Officers and certain SDPR Officers are qualified ASACs.

Qualifications

2. Anti-submarine aircraft control qualifications are as follows:

a. *ASAC2*

(1) Officers and sailors who successfully complete the ASAC2 Course (No 903290) at HMAS WATSON.

(2) Officers and sailors who successfully complete the USN ASAC Course (No 903300) and the ASAC Conversion Course (No 901481) at HMAS WATSON.

(3) SDPR Officers who have obtained a helicopter control qualification in the United Kingdom and satisfactorily complete the ASAC Conversion Course.

b. *ASAC1* (*Qualification No 03180*)

(1) Direction Officers.

(2) SDPR Officers who complete Course No 901481 and because of their experience and ability are able to sit and pass the ASAC1 test.

(3) ASAC2s who have logged at least 60 hours ASW helicopter and 20 hours ASW fixed wing live aircraft control in an ASW environment, and who pass the test for ASAC1.

Note: The test for ASAC1 is to be conducted by a Direction Officer or SDPR ASAC1 on the Fleet Staff or ND School Staff.

3. When a controller assumes control of an aircraft he is to advise that aircraft what grade ASAC the controller is.

Control Rules

4. ASW aircraft operate under either Positive Control or Self Control.

5. On qualification, ASACs are capable of the following:

a. *ASAC2*

(1) controlling three ASW aircraft, of which no more than two are to be helicopters, simultaneously under VMC, except during close A/S action;

(2) controlling two ASW aircraft simultaneously under IMC, except during close A/S action;

(3) controlling two aircraft simultaneously for gunnery exercises, SAR operations, equipment checks and helicopter transfers;

(4) providing surveillance for an NGS air spot aircraft.

b. *ASAC1*

(1) controlling four ASW aircraft, of which no more than three are to be helicopters, simultaneously under all conditions;

(2) supervising and instructing ASAC2s.

6. For the purposes of this order, the following definitions apply:

Control	Pass the necessary orders to an aircraft to enable that aircraft to fly a required flight path with safety and carry out the necessary actions to fulfil its task.
Surveillance ..	Tracking an aircraft on radar and providing sufficient information for the aircraft captain to safely fulfil his mission.
Positive Control ..	An aircraft is under positive control when it receives mandatory orders which affect its movements. This immediately transfers the prime responsibility for the safe movement and navigation of the aircraft from its captain to the person issuing such orders.
Self Control ..	An aircraft is under self control when it receives orders or information which may cause the captain of the aircraft to alter its movements but which do not relieve him of his prime responsibility for its safe movement and navigation. The person issuing these orders must, however, ensure the safety of the aircraft to the best of his ability.

Complements

7. Schemes of Peace Complement will have the following ASAC billets noted in the remarks column alongside RP sailors borne:

HMAS MELBOURNE	6 ASAC2
HMA Ships BRISBANE, HOBART, PERTH ..	2 ASAC2
HMA Ships VAMPIRE, VENDETTA, DUCHESS, PARRAMATTA, YARRA, STUART, DERWENT, SWAN, TORRENS	1 ASAC1, 2 ASAC2
Fleet Training Group	1 ASAC1
HMAS WATSON	2 ASAC1, 5 ASAC2

8. Posting instructions for HMA Ships STALWART and MORESBY will show that one ASAC2 is to be borne when aircraft are embarked.

9. The ASAC requirement for HMA Ships ANZAC and QUEENBOROUGH is to be met by loan from HMAS WATSON as required.

Training

ASAC2 Course

10. Course No 903290 is conducted by HMAS WATSON and includes a period at sea for live control. It is restricted to a maximum of six students. On successful completion of course, graduates are issued with Aircraft Controllers Log Book in which they are to record all live and synthetic aircraft control achieved. Recommended volunteers from LSRPs and ABRPs qualified for LSRP are to be reported to Navy Office on Form PE137. Sailors will not be posted to course until they are promoted to leading seaman.

Continuation Training

11. To remain current, an ASAC must achieve at least 48 hours live or synthetic ASW aircraft control each 12 months, counting from his date of qualifying or requalifying. To enable continuation training to be planned, and out of date controllers to be included in future requalifying courses, the Flag Officer Commanding Australian Fleet will ascertain from ships each quarter the names of air controllers borne and the numbers of hours control carried out during the quarter.

Requalification Course

12. HMAS WATSON will maintain records of control hours achieved by individual controllers. ASACs who do not achieve 48 hours control in 12 months in accordance with Paragraph 10 will be required to undergo Course No 903190 of five days at HMAS WATSON, dates of which will be included in the Sailors Course Programme Navy Order. On advice from HMAS WATSON, Navy Office will take the necessary action to lend officers and sailors for the course. Controllers who fail the requalification course will lose their ASAC qualification. The course is restricted to a maximum of four students.

Conversion Training for Helicopter Controllers

13. Officers and sailors qualified HC2 or HC1 or USN ASAC will be lent HMAS WATSON for Course No 901481 for conversion to ASAC.

Reporting Results

14. HMAS WATSON is responsible for reporting results of courses; HMAS WATSON or FOCAF for reporting upgrading to ASAC1. Forms PE5 are to be used.

15. ABR 27 and Schemes of Complement will be amended.

(312/201/42 D of T)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

284/71—Dressing Ship—Policy for HMA Ships

Navy Order 527/70 detailed the policy for dressing ship in the RAN. Approval for HMAS KIMBLA has subsequently been given to dress ship with foredown and masthead ensign only. Paragraph 4 of Navy Order 527/70 is to be noted accordingly.

(12/1/54 D of C)

(*Navy Order 527/70*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

285/71—BR 227 (2)—Establishment of Spare Parts, Tools and Accessories for Underwater Weapons—RAN Amendment

The following RAN Amendment is to be incorporated in the above publication:

RAN Amendment to BR 227 (2):

Section F: Index 259.

Column 2: Amend EAC No V16629 *to read* EAC No V16629/16.

Column 9: Delete remark.

(465/1/1651 D of V)

Navy Orders 167/68 to 336/68 are now over three years old and may be disposed of accordingly.

16881/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 286/71-295/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 July 1971.

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

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

286/71—Fleet and Command Full Time Security Officers

1. The need for full time Fleet and Command Security Officers has long been recognised. Billets of Command Security Officer to Flag Officer Commanding East Australia Area and Fleet Security Officer have therefore been approved.

2. The Fleet Security Officer will be directly responsible to FOCAF for the following duties:

a. Advice and assistance on all matters of security within the Fleet.

b. Advise and assist Commanding Officers and Ships Security Officers on internal security matters.

c. Advise on ships security education programmes.

d. To advise and assist Boards of Inquiry investigating security breaches in ships. The Fleet Security Officer will examine the Boards report and advise FOCAF of recommended action.

e. Liaison with the Command Security Officer and other internal and external Security Organisations.

f. Constant liaison through FOCAF with DNI on all security matters which require Navy Office attention.

g. Special security duties as required by FOCAF through Navy Office.

h. The Fleet Security Officer will assist with the Security and Charge Books components of FOCAF inspections.

i. To advise FOCAF and where directed advise and assist ships Commanding Officers on matters of personnel security.

3. The Command Security Officer, East Australia Area, will be directly responsible to FOCEA for the following duties:

a. Advice and assistance on all matters of security within the Command.

b. To advise and assist Commanding Officers of commissioned establishments on internal security matters including full scale reviews of internal security arrangements. ABR 337 Article 0205 requires a security inspection of establishments to be made at least annually. Commanding Officers are to forward requests for such inspections to FOCEA or alternatively inspections are to take place at the same time as FOCEAs annual 'Walk Round' of the establishment.

c. Overall planning of security education within the Command. Assist individual establishments Security Officers in the preparation of security training within their establishments. The Command Security Officer is available to deliver specialised lectures in establishments additional to that training required of the Establishment Security Officer.

d. To advise on the security requirements throughout the planning stages of new buildings and alterations (in accordance with ABR 337 Article 0457) and arrange for Navy Office Security Inspection Surveys (in accordance with ABR 337 Article 0460 and ACB 0337 Article 0101).

e. To advise and assist Boards of Inquiry investigating security breaches in the Command as required. The Command Security Officer will examine the Boards report advising FOCEA of recommended action.

f. Liaison with the Fleet Security Officer and other internal and external Security Organisations.

g. Advise to FOCEA and Commanding Officers of Naval establishments on matters of personnel security.

h. Ensuring the current Instructions for receipt, delivery, distribution and protection of Safe Hand mail between ships and establishments in the East Australia Area are enforced.

i. Constant liaison through FOCEA with DNI on all security matters which require Navy Office attention or action.

j. Special security duties as required by FOCEA through Navy Office.

k. The Command Security Officer will assist with the Security and Charge Books components of FOCEAs inspections.

4. The appointment of these Security Officers does not remove the requirement for Commanding Officers to forward direct to the Director of Naval Intelligence reports required in accordance with ACB 0328 Chapters 4, 5 and 10.

5. Except for circumstances as dictated by Paragraph 4 above, Commanding Officers requiring advise or assistance on matters of security are to request the services of either the Fleet or Command Security Officer through normal administrative channels.

6. The short title for the Fleet Security Officer will be FSECO and that for the Command Security Officer will be CSECO.

7. The duties set out in Paragraphs 2 and 3 above will be incorporated as an Annex to ABR 337.

(333/4/149 (DNI))

RESTRICTED

287/71—Security Brief Cases

1. Navy Order 159/71 advised that the combination locks fitted to Security Brief Cases currently in use were insecure, and give details of new approved types of cases.

2. New type cases will not normally be issued on a personal basis. The general basis of issue will be to Ships, Establishments, Branches or Directorates, one or more according to the individual requirement and are to be held by one issuing officer or authority so that control can be exercised over the issue and return of the cases and keys. However, in exceptional circumstances, eg, Safe Hand Officers or other officers who are involved in the continual carriage of classified matter, they may be issued on a personal basis.

3. Navy Order 159/71 is to be amended as follows:

Width of 8460-66-039-3609 Security Case *to read* 7¼ inches *instead* of 17¼ inches.

(514/56/122 SEO (S))

(*Navy Order 159/71*)

UNCLASSIFIED

288/71—Training Research Organisation

1. The Training Research Organisation was introduced to improve the standards and methods of training. It is to ensure that the RAN training programme is continually kept abreast of the latest trends with respect to the design of courses so that timely guidance can be provided for school administration, syllabus development and instruction. The activities of the Training Research Organisation are co-ordinated by the Co-ordinator of Training Research on the staff of the Director-General of Training.

2. The Training Research Organisation will carry out, under the direction of the Director-General of Training, research into all aspects of training within the RAN. In particular the organisation may be called upon to investigate the following matters with respect to the implementation of the RAN Training System (Navy Order 157/71 refers):

a. *Instructional Methods and Standards*

(1) Research and evaluation of new instructional methods.

(2) Development of new instructional methods.

(3) Quality control of instructional standards.

(4) Investigation into climate studies as applied particularly to the introduction of new training methods.

b. *Training Technology*

(1) An advisory service in the application of RANTS.

(2) The objective statement of skills and procedures as required by the RAN (job analysis, job specification and Course Training Standards).

(3) Design of courses.

(4) Selection and use of training methods and media.

(5) The evaluation and validation of training.

c. *Training Devices*

(1) Production of training devices.

(2) Study of existing training devices.

(3) Compilation of specifications and cataloguing of audio visual aids (including CCTV).

(4) Methods of use of training devices.

d. *Software Manufacture*

(1) The production of programmes for newly installed training devices.

(2) Advice on the use of programmed learning.

(3) Compilation of lists of programmes available in the RAN.

e. *Testing and Examination Technique*

(1) Research and development of examination and testing methods.

(2) Marking procedures.

(3) Test/examination analysis.

3. Specific tasks for units of the Training Research Organisation are shown as Annexes to this order as follows:

a. Co-ordinator of Training Research—Annex A.

b. Training Research Unit No 1—Annex B.

c. Training Research Unit No 2—Annex C.

4. The training Research Units are responsible directly to the Co-ordinator of Training Research at Navy Office for their performance of approved tasks. They are to be administered by the establishment in which they are located.

5. Navy Order 861/68 is hereby cancelled.

ANNEX A

The Co-ordinator of Training Research

The Co-ordinator of Training Research at Navy Office is engaged in the following:

a. A joint Instructor Research Project with the University of New England.

b. Conducting Job Analyses and investigating methods of writing job specification and Course Training Standards.

c. Advice in the implementation of RANTS.

d. Production of the RAN Training System Manual.

ANNEX B

Training Research Unit No 1

1. Training Research Unit No 1 was established in February 1969 at HMAS CERBERUS and initially:

a. Investigated methods of standardising objective type examinations and assessing techniques in Branch Technical Tests.

b. Designed standard proforma for objective type examination and associated analysis technique to be used in Branch Technical Tests.

c. Produced a pamphlet to explain the setting, marking and anaylsis processes in objective type testing.

d. Assisted RAN schools on request to convert their written Branch Technical Tests for Leading Rank to objective type tests.

2. The principal areas of work for this Unit are to remain in the field of practical skill testing and the allied study of examinations and testing methods required in the RANTS. The tasks now engaged upon are:

a. To investigate the methods of practical performance testing suitable for the RAN training programme.

b. Assist RAN Schools on request to implement modern practical performance testing techniques.

c. To produce a pamphlet to explain the methods of producing and assessing practical performance tests appropriate to the RAN training programme.

ANNEX C

Training Research Unit No 2

1. The establishment of Training Research Unit No 2 has been approved and it will be located initially at HMAS WATSON. This Unit is expected to commence work in July 1971. Its principal tasks will be to carry out course design and apply new training methods within the RAN Training System at the following Schools:

a. The TAS School HMAS WATSON.

b. The ND School HMAS WATSON.

c. The EW School HMAS WATSON.

d. The Schools at HMAS PENGUIN.

2. In addition to the precise application of RANTS in the above areas this Unit will be called upon to investigate certain of the matters listed in Paragraph 2, namely:

a. 2a (4).

b. 2b (1), (2), (3), (4) and (5).

c. 2c (1), (2), (3) and (4).

d. 2d (1), (2) and (3).

(311/4/335 DGT)

(Navy Orders 861/68 and 157/71)

Section 2

PERSONNEL

UNCLASSIFIED

289/71—Minor War Vessels Coxswains Bridge Watchkeeping Certificate

1. Of necessity only two or three officers will be borne in most RAN Minor War Vessels 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, seaman chief petty officers and petty officers may qualify for a Minor War Vessels Coxswains Bridge Watchkeeping Certificate.

Form of Certificate

2. The Minor War Vessels Coxswains Bridge Watchkeeping Certificate is to state that the sailor concerned:

'is competent to take charge of a watch at sea in a Minor War Vessel.'

Conditions of Award

3. The following conditions are applicable to the award of a Minor War Vessels Coxswains Bridge Watchkeeping Certificate:

a. Successful completion of Course 902490 in HMAS WATSON.

b. A minimum of four months sea experience performing the duties of Coxswain of a Minor War Vessel, for watchkeeping from sunrise to sunset only.

c. A further two months sea experience for the award of a full certificate to include night watchkeeping.

d. The certificate is only to be awarded by the Commanding Officer of a Minor War Vessel.

Provisional Certificates

4. If COMAUSMINPABFOR, NOCNA or NOICPNG considers that a particular sailor serving in a Minor War Vessel has the necessary experience and ability, but cannot be made available for Course 902490 for the time being, the Commanding Officer of the sailors ship may use his discretion to award a Provisional Watchkeeping Certificate to that sailor. A provisional certificate issued in this way is only valid while the sailor is serving under the Commanding Officer who awarded it. To obtain a permanent certificate the sailor must pass Course 902490; but the seatime required by Paragraph 3 of this order can be waived if the sailor has served the required period with the provisional certificate.

Responsibilities

5. The responsibilities of a sailor performing the duties of Officer of the Watch are those laid down for the Officer of the Watch in Regulations and Instructions for the RAN, Chapter 31 Section III, and in the Manual of Seamanship Volume 3.

General

6. Commanding Officers may employ sailors holding Minor War Vessel Coxswains Bridge Watchkeeping Certificates as they see fit.

7. 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 Minor War Vessels.

8. Navy Order 79/70 is hereby cancelled.

(303/21/154 D of T)

(*Navy Order 79/70*)

UNCLASSIFIED

290/71—Rothmans National Sport Foundation

1. Rothmans National Sport Foundation has been formed with the following objects:

a. to develop and encourage public participation in all forms of amateur sport;

b. to raise the standards of skill in amateur sports by providing expert training and knowledge in such sports;

c. to foster and encourage in the general public a deeper interest in and appreciation of amateur sport;

d. to initiate and support research activities in relation to amateur sports; and

e. to foster the exchange of information and personnel with other countries.

2. In general the foundation will provide specialised expert sporting instruction on the request from an association or club and these facilities are available to ships and establishments of the Royal Australian Navy.

3. Coaches and instructors will demonstrate, lecture and participate in sports. They may comment on the general standard of the particular sport in the area, and make suggestions and recommendations.

4. The Foundation will meet all costs associated with training programmes including the services of experts and their travelling and accommodaton costs.

5. Almost every amateur sport is covered, and the Foundation will welcome suggestions and inquiries about any sport.

6. Application for assistance which may take the form of specialised expert instruction, the making and provision of training films and other training aids may be made by Commanding Officers through administrative authorities to the administrative offices of the Foundation at the following addresses:

The Secretary Rothmans National Sports Foundation,

Sydney: Box 2690, GPO, NSW 2001.
Melbourne: Box 4575, GPO, VIC 3001.
Brisbane: Box 31, PO, CORINDA 4075.
Adelaide: Box 643F, GPO, SA 5001.
Perth: Box 29, PO, RIVERVALE 6103.
Hobart: 215 Liverpool Street, TAS 7000.

7. Navy Order 499/68 is hereby cancelled.

(138/6/65 DPS)

(*Navy Order 499/68*)

UNCLASSIFIED

291/71—Uniform—Physical Training Sailors—Introduction of New Style Gymnastic Clothing

1. A two-piece stretch nylon track suit has been introduced for wear by Physical Trainer Sailors. The suit (white jacket and blue trousers) will replace the gymnasium sweater and blue serge trousers which are currently required to be provided by these sailors from the gratuities payable in acordance with NPI 176/1. At the same time the football trunks maintained by these sailors will be replaced by general purpose trunks, and the gymnastic belt will become obsolete.

2. On commencement at the School of Physical Training sailors will be required to provide themselves with the new rig, from the outfit allowance payable, to the following scale:

Group Class	*Catalogue No*	*Description*	*Qty*
—	—	Track suit, stretch nylon	2 No
V2	23715-22	Undershirt, mans, gymnasium	6 No
V5	61021-6	Trunks, general purpose, white	2 Pr

Serving Physical Trainers may continue to wear their existing gymnastic clothing until normal replacement of worn-out garments is required or until 31 December 1972 at the latest.

3. Stocks of the track suit will not be maintained, and requirements are to be purchased direct from the manufacturer by arrangement with the Officer-in-Charge of the School of Physical Training.

(930/51/214 D of V)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

292/71—Ammunition—Aircraft—Power Cartridges Shelf and Installed Lives

Navy Order 110/71 is to be amended as follows:

Annex A Cartridges of British Origin

a. *Amend* the installed life of Items 1, 2 and 3 *to read* 60 WEEKS.

b. *After* Item 2 *add* new Item 2A:

2A	369677	CARTRIDGE OFE No 3 Mark 3 (2 Pin)	7 YEARS	60 WEEKS (*See note*)

(727/58/205 DNOI)

(*Navy Order 110/71*)

UNCLASSIFIED

293/71—Introduction of AMF Type Gaiter

a. *Introduction* .. .. (1) The Anklets, web, currently in service in the RAN are to be replaced by the AMF type Gaiter, which will be available for issue shortly. It is intended to utilise the old type Anklet, web, for RANR and ASCC requirements, until Store Depot stocks are exhausted.

(2) The AMF Gaiter will be supplied undyed, and in black. The undyed gaiters are to be painted white on receipt from the Store Depot, and are to be used only for ceremonial purposes. The black gaiters are to be utilised at all other times.

b. *Description* .. .. (1) Details of the AMF Gaiter Stock Numbers and sizes are as follows:

Stock No	*Acctg Classification*	*Description*	*Denom of Qty*
8440-66-013-4404	P	Gaiter, canvas, AMF type, dyed black, operational use, size 4	PR
8440-66-013-4405	P	Gaiter, canvas, AMF type, dyed black, operational, size 5	PR

Stock No	*Acctg Classification*	*Description*	*Denom of Qty*
8440-66-039-3389	P	Gaiter, canvas, AMF type, undyed, ceremonial use, size 4	PR
8440-66-039-3390	P	Gaiter, canvas, AMF type, undyed, ceremonial use, size 5	PR

(2) Size 3 Gaiters will also be available in both colours, however, these items will be reserved for exclusive use at HMAS NIRIMBA and LEEUWIN for junior recruits/apprentices. Stock numbers are as hereunder:

Stock No	*Acctg Classification*	*Description*	*Denom of Qty*
8440-66-013-4403	P	Gaiter, canvas, AMF type, dyed black, operational use, size 3	PR
8440-66-039-3388	P	Gaiter, canvas, AMF type, undyed, ceremonial use, size 3	PR

c. *Allowances* .. .. (1) HMA Ships (Including Submarines)—allowances remain unchanged from those shown in Warrants of Naval Armament Stores, for the old type Anklet, web.

(2) HMA Establishments—Allowances are detailed in Annex A to this order.

d. *Action by Ships and Establishments* Issue of the AMF type Gaiters will be made without demand. On receipt, all old type Anklets, web, are to be returned to the nearest RAN Armament Depot. HMA establishments concerned with RANR activities are to retain sufficient quantities of Anklets, web, to provide for immediate requirements for that function. ASCC and RANR School Cadet Units are to continue to demand Anklets, web, to complete allowances as per Navy Order 128/70, Annex D, until Store Depot stocks are exhausted (*see* Paragraph e below).

e. *Action by RANAWEDs* On receipt of supplies of the AMF type Gaiter, arrangements are to be made for their issue in accordance with allowances. Issue of sizes of the same colour Gaiter are to be made on an approximate 40 per cent to 60 per cent basis, sizes 4 and 5 respectively, except when specific size allowances are indicated in Annex A. Stocks

of serviceable Anklets, web, are to be retained to satisfy future RANR (including School Cadet Units) and ASCC requirements. Only when stock of Anklets, web, are exhausted, should issues of AMF Gaiters be made to these services.

f. *Changing of Gaiter Colours* — Under no circumstances should the colour of an AMF type Gaiter be changed from white to black, or vice versa, without prior Navy Office approval.

ANNEX A

Allowances of Gaiters, AMF Type

Establishment	*Gaiter, AMF type, Black*	*Gaiter, AMF type, Undyed*
CERBERUS	1,500	400
LEEUWIN	900*	180*
LONSDALE	20	50
PENGUIN	120	40
HUON	30	Nil
WATSON	120	110
ENCOUNTER	30	30
HARMAN	25	20
KUTTABUL	22	22
TARANGAU	65	30
MORETON	20	20
PLATYPUS	Nil	5
CRESWELL	200	75
ALBATROSS	130	200
NIRIMBA	100*	200*
WATERHEN	Nil	Nil
MELVILLE	50	40 (includes HMAS COONAWARRAs requirements)

* HMAS LEEUWIN and NIRIMBAs specific size allowances are as follows:

HMAS LEEUWIN

Gaiters, black, size 3	700 prs
size 4	200 prs
Total	900 prs
Gaiters, undyed, size 3	135 prs
size 4	45 prs
Total	180 prs

HMAS NIRIMBA

Gaiters, black, size 3	30 prs
size 4	60 prs
size 5	10 prs
Total	100 prs
Gaiters, undyed, size 3	60 prs
size 4	130 prs
size 5	10 prs
Total	200 prs

(710/51/276 DAS)

(*Navy Order 128/70*)

UNCLASSIFIED

294/71—Transfer of Supply Division Records to EDP (NAVSTOK)

1. All accounts held for General, Electrical and Victualling Stores, except fresh provisions, have now been transferred to the EDP Supply System, NAVSTOK.

2. Promulgated for information as Annex A to this order is a consolidated list of all Group Classes (under their relevant Supply Depot code) now on EDP.

3. Navy Order 504/69 is hereby cancelled.

ANNEX A

Group Classes Within The Supply Division Sydney which have been Transferred to EDP

Group Class	*Store Depot Code*	*Group Class*	*Store Depot Code*	*Group Class*	*Store Depot Code*
Forms	5819	0216	0027	0249	0027
Hydro	0094	0218	0027	0251	0027
V1	0124	0221	0027	0252	0027
V2	0124	0222	0027	0253	0027
V3	0124	0223	0027	0254	0027
V4	0086	0231	0027	0255	0027
V5	0124	0232	0027	0256	0027
V6	0086	0241	0027	0257	0027
V7	0086	0242	0027	0258	0027
V8	0086	0243	0027	0259	0027
0100	0027	0244	0027	0261	0027
0211	0027	0245	0027	0262	0027
0212	0027	0246	0027	0263	0027
0213	0027	0247	0027	0264	0027
0214	0027	0248	0027	0265	0027

Group Class	Store Depot Code	Group Class	Store Depot Code	Group Class	Store Depot Code
0266	0027	0551	0094	0731	0027
0267	0027	0552	0094	1045	0027
0268	0027	0553	0094	1075	0094
0269	0027	0554	0094	1285	0337
0271	0027	0556	0094	1430	0337
0272	0027	0558	0094	1660	0086
0273	0027	0559	0094	1670	0086
0274	0027	0561	0337	1710	0027
0275	0027	0562	0094	1720	0027
0276	0027	0564	0094	1940	0027
0277	0027	0565	0094	1945	0027
0278	0027	0566	0094	2010	0027
0281	0027	0567	0094	2020	0027
0282	0027	0568	0094	2030	0027
0283	0027	0569	0094	2040	0027
0284	0027	0573	0094	2050	0027
0289	0027	0576	0337	2090	0027
0310	0124	0581	0094	2090	0094
0330	0124	0582	0094	2090	0124
0340	0124	0583	0094	2910	0094
0350	0027	0584	0094	2915	0027
0411	0027	0585	0094	2920	0094
0412	0027	0611R	0337	3010	0094
0413	0027	0611WT	0337	3020	0094
0414	0027	0612	0094	3030	0027
0415	0027	0621	0337	3040	0094
0421	0124	0624	0337	3110	0027
0422	0124	0625	0337	3120	0027
0423	0124	0626	0337	3130	0027
0431	0027	0627	0337	3433	0027
0432	0027	0628	0337	3439	0027
0433	0027	0629	0337	3439	0094
0434	0027	0631	0337	3455	0027
0435	0027	0632	0337	3460	0027
0441	0027	0633	0094	3510	0124
0442	0027	0634	0337	3540	0027
0443	0027	0637	0337	3540	0094
0444	0027	0638	0337	3610	5819
0445	0027	0642	0094	3680	0027
0451	0124	0655	0337	3740	0027
0461	0027	0657	0337	3895	0027
0462	0027	0671	0094	3920	0027
0471	0027	0674	0337	3940	0027
0472	0027	0675	0337	3990	0027
0473	0027	0711	0027	4010	0027
0474	0027	0721	0027	4020	0027
0475	0027	0722	0027	4020	0124
0476	0027	0723	0027	4030	0027
0477	0027	0725	0027	4140	0094
0481	0027	0726	0027	4210	0027

Group Class	Store Depot Code	Group Class	Store Depot Code	Group Class	Store Depot Code
4220	0027	5815	0337	6530	0027
4240	0027	5820	0337	6605	0094
4320	0027	5821	0337	6625	0337
4440	0027	5825	0337	6630	0027
4450	0094	5826	0337	6630	0337
4510	0027	5830	0094	6640	0027
4540	0094	5831	0337	6645	0094
4710	0027	5835	0094	6650	0094
4720	0027	5840	0337	6655	0094
4730	0027	5841	0337	6660	0094
4820	0027	5845	0094	6665	0094
4930	0027	5850	0094	6670	0027
4931	0094	5855	0094	6675	0027
4940	0027	5895	0337	6680	0027
4940	0094	5905	0337	6685	0027
5110	0027	5910	0337	6710	0094
5120	0027	5914	0337	6720	0094
5130	0027	5915	0337	6730	0094
5130	0094	5920	0094	6740	0094
5133	0027	5925	0094	6750	0094
5136	0027	5930	0094	6760	0094
5140	0027	5935	0094	6810	0027
5180	0027	5940	0094	6830	0027
5210	0027	5945	0337	6840	0027
5220	0027	5950	0337	6850	0027
5305	0027	5955	0337	6910	0027
5306	0027	5960	0337	6910	0337
5307	0027	5961	0337	6920	0027
5310	0027	5962	0337	6930	0337
5315	0027	5965	0094	6940	0337
5320	0027	5970	0094	7110	0027
5325	0027	5975	0027	7110	0124
5330	0027	5975	0094	7125	0027
5335	0027	5977	0094	7195	0124
5340	0027	5985	0337	7210	0124
5345	0027	5990	0094	7220	0124
5350	0027	5995	0337	7240	0027
5355	0094	5999	0094	7290	0124
5360	0027	6130	0337	7330	0086
5360	0337	6135	0094	7340	5819
5365	0027	6140	0094	7360	0027
5440	0027	6145	0337	7420	5819
5510	0027	6150	0094	7430	5819
5530	0027	6210	0094	7440	5819
5610	0027	6220	0094	7440	0337
5620	0027	6230	0094	7460	5819
5640	0027	6240	0094	7490	5819
5670	0027	6250	0094	7510	5819
5805	0094	6320	0094	7520	0027
5810	0337	6350	0094	7520	5819

Group Class	Store Depot Code	Group Class	Store Depot Code	Group Class	Store Depot Code
7530	5819	8135	0027	9340	0027
7690	0027	8140	0124	9350	0027
7690	5819	8305	0124	9390	0027
7720	0124	8310	0124	9505	0027
7810	0027	8315	0124	9510	0027
7830	0027	8340	0124	9515	0027
7910	0094	8345	0124	9520	0027
7920	0027	8415	0086	9525	0027
7930	0027	8430	0086	9530	0027
8010	0027	8460	0027	9535	0027
8020	0027	8465	0027	9540	0027
8030	0027	8465	0086	9545	0027
8040	0027	8465	0124	9620	0027
8105	0027	8475	0086	9640	0027
8105	0124	9150	0027	9650	0027
8110	0027	9160	0027	9905	0027
8115	0027	9309	0027	9905	5819
8120	0027	9310	5819	9920	0027
8125	0027	9320	0027		
8130	0337	9330	0027		

(178/1/170 DSUA)

(*Navy Order 504/69*)

UNCLASSIFIED

295/71—Uniform and Clothing Issuing Prices—Annual Revision

1. The issuing prices of uniform and clothing have been revised with effect from 1 July 1971. 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. Navy Order 607/69 is hereby cancelled.

(930/52/44 D of V)

(*Navy Order 607/69*)

17154/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 296/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
3 August 1971.

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

By direction of the Naval Board,

S. Randau.

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

FOR OFFICIAL USE ONLY

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

296/71—Naval Stores (General)—Introduction and Allowances—Internal Mechanical Cleaning of Boilers

1. An evaluation of internal mechanical boiler cleaning equipment has been undertaken with the object of providing a more effective method of performing this task in the RAN. Following this evaluation which included the performance of the equipment provided in RAN DDGs, it has been decided to introduce the 'Wilson' mechanical boiler cleaning gear as standard equipment throughout the RAN. This equipment consists essentially of a brush driven through a short shaft called a 'Whip' by a directly coupled small air motor. The brush, whip, air motor and the associated air supply hose are fed through the boiler tubes during the cleaning operation.

2. Annex A, Sections A and B, to this order, lists the components of the boiler cleaning equipment and their applicability in the RAN.

3. Operating instructions for the new type air driven equipment are contained in Annex D and augment the information shown in the handbooks to be issued with the equipment to each ship. Attention is drawn to the following points:

a. Reference should be made to Annex A of this order to ensure that the correct equipment is used for each size and type of tube to be cleaned.

b. During the operation of the tube cleaner, care should be taken not to let the tool run out of the end of the tube and the precautions referred to in Paragraph 4 (b) of the instructions should be observed.

c. The supply of automatic water lubricators for the air motors of this equipment is still under investigation and further advice will be forwarded at an early date. In the interim, particular care should be taken to adhere to the method of lubrication for the motors as stated in Paragraph 4 g of Annex D to this order and for replacement of motors after cleaning 200 tubes. The exclusion of oil from the water sides of boilers must be strictly observed.

4. Annex B to this order lists components of equipment allowed as first outfit items, including maintenance spares, for all HMA ships. RAN DDGs and HMAS SUPPLY have already been supplied with certain of the equipments and those items which have been superseded are to be returned by HMAS SUPPLY on receipt of the replacement items as detailed in Annex C to this order. All other HMA ships except DDGs are to return superseded items of existing Boiler Cleaning Equipment to the appropriate Superintending Store Officer, Sydney, on receipt of the new equipments. For RAN DDGs only, it should be noted that some items of equipment as originally issued have been allocated new part numbers by the maker to cover minor manufacturing changes for these items. These new numbers (asterisked) have been incorporated in Annexes A and B to this order and future demands for these items should quote the new Stock and Part numbers. Existing items with the old Part numbers should continue to be used until these become unserviceable.

ANNEX A

Tube Specifications — **List of Components—Section A**

Location (1)	*Length* (2)	*Size* (3)	*Bore* (4)	*Min. Rad.* (5)	*Note* (6)	*Motor* (7)	*Spare Rotor Blades* (8)	*Hose, Flexible* (9)	*Hose, Rubber* (10)	*Hose Assembly* (11)	*Air Valve* (12)
Type AO—Vessel with 3 Babcock Boilers—HMAS SUPPLY											
Fire Row	11′	2″ x .192″	1.616″	Straight	(a)	4940-66-035-0002	4940-66-035-0014	—	—	4940-66-035-0022	4940-66-035-0034
					(b)	EP162	3946	—	—	8974/25	8654
Generator	11′	1¼″ x .128″	.994″	Straight	(a)	4940-66-035-0003	4940-00-391-4541	—	—	4940-66-035-0023	4940-66-035-0035
					(b)	MS4	2767	—	—	8971/25	3789
Downcomer	25′	4″ x .276″	3.448″	1′ 3″	(a)	4940-66-035-0004	4940-66-035-0015	—	—	4940-66-035-0024	4940-66-035-0034
					(b)	UECT262	4034	—	—	8974/35	8654
Uprisers	22′	4¼″ x .300″	3.900″	6″	(a)	4940-66-035-0004	4940-66-035-0015	—	—	4940-66-035-0024	4940-66-035-0034
					(b)	UECT262	4034	—	—	8974/35	8654
Outer Wall	13′	3¼″ x .276″	2.698″	Straight	(a)	4940-00-516-5617	4940-66-035-0016	—	—	4940-66-035-0025	4940-66-035-0036
					(b)	EPB262	2036	—	—	8975/25	8647
Superheater	39′	1½″ x .160″	1.180″	3″	(a)	4940-00-964-0821	4940-00-391-4552	4940-00-393-3906	4940-00-413-5053	4940-66-035-0026	4940-66-035-0035
					(b)	C6	2787	4331	2791	8972/50	3789
Type DE—4 Vessels each with 2 Babcock Boilers—HMA Ships YARRA, PARRAMATTA, STUART and DERWENT											
Fire Row	13′	2″ x .128″	1.744″	10″	(a)	4940-66-035-0005	4940-00-413-5047	4940-00-393-3907	4940-00-413-5053	4940-66-035-0027	4940-66-035-0035
					(b)	C10	2803	4333	2791	8972/25	3789
Intermediate	14′	1½″ x .116″	1.268″	10″	(a)	4940-00-964-0821	4940-00-391-4552	4940-00-393-3906	4940-00-413-5053	4940-66-035-0027	4940-66-035-0035
					(b)	C6	2787	4331	2791	8972/25	3789
Generator	15′	1″ x .104″	.792″	6″	(a)	4940-66-035-0006	4940-00-391-4599	4940-00-393-3911	4720-00-595-0938	4940-66-035-0028	4940-66-035-0037
					(b)	M2	4171	4401	4172	8830/25	3783
Downcomer	14′	4½″ x .232″	4.036″	1′ 3″	(a)	4940-66-035-0047	4940-00-391-4573	—	—	4940-66-035-0029	4940-66-035-0038
					(b)	UCT-412	3131	—	—	8976/25	8669
Economiser	7′	4″ x .212″	3.576″	1′ 3″	(a)	4940-66-035-0051	4940-00-391-4573	—	—	4940-66-035-0029	4940-66-035-0038
					(b)	UCT-362	3131	—	—	8976/25	8669
Superheater	11′	1¼″ x .116″	1.018″	2¼″	(a)	4940-66-035-0007	4940-00-391-4541	4940-00-393-3905	4720-66-035-0055	4940-56-035-0030	4940-66-035-0037
					(b)	C4	2767	4329	2771	7040/25	3783

ANNEX A—*continued*

Location (*1*)	*Length* (*2*)	*Size* (*3*)	*Bore* (*4*)	*Min. Rad.* (*5*)	*Note* (*6*)	*Motor* (*7*)	*Spare Rotor Blades* (*8*)	*Hose, Flexible* (*9*)	*Hose, Rubber* (*10*)	*Hose Assembly* (*11*)	*Air Valve* (*12*)
Type DE (Queenborough Class)—1 Vessel with 2 Yarrow Boilers—HMAS QUEENBOROUGH											
Fire Row	11′	1¾″ x .128″	1.494″	2′ 3″	(a)	4940–66–035–0008	4940–00–391–4558	4940–66–035–0019	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C8	2797	4332	2791	8972/25	3789
Intermediate	11′	1⅛″ x .116″	.893″	2′ 3″	(a)	4940–66–035–0009	4940–00–391–4537	4940–00–393–3904	4720–00–639–9171	4940–66–035–0030	4940–66–035–0037
					(b)	C3	2759	4328	2762	7040/25	3783
Generator	11′	1″ x .105″	.79″	2′ 3″	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0030	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/25	3783
Types CV and AP—2 Vessels each with 4 Yarrow Boilers (*Note:* There are no Downcomers in Type AP Boilers)—HMA ships MELBOURNE (CV) and SYDNEY (AP)											
Fire Row	11′	1¾″ x .128″	1.494″	4′	(a)	4940–66–035–0008	4940–00–391–4558	4940–66–035–0019	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C8	2797	4332	2791	8972/25	3789
Intermediate	11′	1⅛″ x .116″	.893″	4′	(a)	4940–66–035–0009	4940–00–391–4537	4940–00–393–3904	4720–00–639–9171	4940–66–035–0030	4940–66–035–0037
					(b)	C3	2759	4328	2762	7040/25	3783
Generator	12′	1″ x .104″	.792″	2′	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0030	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/25	3783
Downcomer (Type CV only) ..	13′	4½″ x .300″	3.900″	2′	(a)	4940–66–035–0011	4940–66–035–0017	4940–66–035–0020	4720–66–035–0062	4940–66–035–0029	4940–66–035–0038
					(b)	ECT–400	4545	4551	4340	8976/25	8669
Type AGOR—With 2 Yarrow Boilers—HMAS DIAMANTINA—Type AD with 1 Yarrow Boiler—HMAS STALWART—Type TCV—With 2 Yarrow Boilers—COLAC											
Fire Row	10′	1½″ x .116″	1.268″	2′	(a)	4940–00–964–0821	4940–00–391–4552	4940–00–393–3906	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C6	2787	4331	2791	8972/25	3789
Intermediate	10′	1⅛″ x .116″	.893″	2′	(a)	4940–66–035–0009	4940–00–391–4537	4940–00–393–3904	4720–00–639–9171	4940–66–035–0030	4940–66–035–0037
					(b)	C3	2759	4328	2762	7040/25	3783
Generator	11′	1″ x .104″	.792″	2′ 4″	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0030	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/25	3783

ANNEX A—*continued*

Location (*1*)	*Length* (*2*)	*Size* (*3*)	*Bore* (*4*)	*Min. Rad.* (*5*)	*Note* (*6*)	*Motor* (*7*)	*Spare Rotor Blades* (*8*)	*Hose, Flexible* (*9*)	*Hose, Rubber* (*10*)	*Hose Assembly* (*11*)	*Air Valve* (*12*)
Type DD—3 Vessels each with 2 Foster Wheeler Boilers—HMA ships VAMPIRE, VENDETTA and DUCHESS											
Fire Row	17′	2″ x .144″	1.712″	2′	(a)	4940–66–035–0005	4940–00–413–5047	4940–00–393–3907	4940–00–413–5053	4940–66–035–0031	4940–66–035–0035
					(b)	C10	2803	4333	2791	8972/35	3789
Intermediate	14′	1⅛″ x .116″	.893″	2′	(a)	4940–66–035–0009	4940–00–391–4537	4940–00–393–3904	4720–00–639–9171	4940–66–035–0032	4940–66–035–0037
					(b)	C3	2759	4328	2762	7040/35	3783
Generator	24′	1″ x .104″	.792″	1′	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0032	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/35	3783
Downcomer	17′	—	5.000″	1′ 6″	(a)	4940–66–035–0047	4940–00–391–4573	—	—	4940–66–035–0033	4940–66–035–0038
					(b)	UCT–412	3131	—	—	8976/35	8669
Superheater Support	15′	3¼″ x .250″	2.750″	3′	(a)	4940–00–964–1705	4940–66–035–0015	4940–00–393–3910	4720–66–035–0066	4940–66–035–0025	4940–66–035–0036
					(b)	ECT262	4034	4926	4109	8975/25	8647
Superheater (*VAMPIRE* and *VENDETTA* only)	13′	1″ x .104″	.792″	3¾″	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0030	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/25	3783
Type DD—1 Vessel with 2 Yarrow Boilers—HMAS ANZAC											
Fire Row	13′	1¾″ x .128″	1.494″	2′	(a)	4940–66–035–0008	4940–00–391–4558	4940–66–035–0019	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C8	2797	4332	2791	8972/25	3789
Intermediate	12′	1⅛″ x .116″	.893″	2′	(a)	4940–66–035–0009	4940–00–391–4537	4940–00–393–3904	4720–00–639–9171	4940–66–035–0030	4940–66–035–0037
					(b)	C3	2759	4328	2762	7040/25	3783
Generator	13′	1″ x .104″	.792″	2′	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0030	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/25	3783
Downcomer	14′	—	6.000″	2′ 10″	(a)	4940–66–035–0012	4940–66–035–0018	4940–66–035–0021	4720–66–035–0062	4940–66–035–0029	4940–66–035–0038
					(b)	ECT600	4339	4341	4340	8976/25	8669
Downcomer	16′	5¼″ x .252″	4.746″	2′ 10″	(a)	4940–66–035–0013	4940–66–035–0018	4940–66–035–0021	4720–66–035–0062	4940–66–035–0029	4940–66–035–0038
					(b)	ECT475	4339	4341	4340	8976/25	8669
Downcomer	16′	4½″ x .232″	4.036″	2′ 10″	(a)	4940–66–035–0011	4940–66–035–0017	4940–66–035–0020	4720–66–035–0062	4940–66–035–0029	4940–66–035–0038
					(b)	ECT400	4545	4551	4340	8976/25	8669

ANNEX A—*continued*

Location (1)	Length (2)	Size (3)	Bore (4)	Min. Rad. (5)	Note (6)	Motor (7)	Spare Rotor Blades (8)	Hose, Flexible (9)	Hose, Rubber (10)	Hose Assembly (11)	Air Valve (12)
Type DDG—3 Vessels each with 4 Foster Wheeler Boilers—HMA ships PERTH, HOBART, BRISBANE											
Generator	14′ 6″	1″ x .095″	.810″	7″	(a)	4940–66–035–0010	4940–00–391–4528	4940–00–393–3903	4720–66–035–0059	4940–66–035–0030	4940–66–035–0037
					(b)	C2	2749	4327	2753	7040/25	3783
Waterwall	15′	2″ x .165″	1.670″	10″	(a)	4940–66–035–0008	4940–00–391–4558	4940–66–035–0019	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C8	2797	4332	2791	8972/25*	3789
Downcomer	13′ 9″	6⅝″ x .432″	5.761″	2′	(a)	4940–66–035–0047	4940–00–391–4573	—	—	4940–66–035–0029	4940–66–035–0038
					(b)	UCT412	3131	—	—	8976/25*	8669
Type DE—2 Vessels each with 2 Babcock Boilers—HMA ships SWAN and TORRENS											
Fire Row	13′	2″ x .128″	1.744″	10″	(a)	4940–66–035–0005	4940–00–413–5047	4940–00–393–3907	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C10	2803	4333	2791	8972/25	3789
Intermediate	14′	1½″ x .116″	1.268″	10″	(a)	4940–00–964–0821	4940–00–391–4552	4940–00–393–3906	4940–00–413–5053	4940–66–035–0027	4940–66–035–0035
					(b)	C6	2787	4331	2791	8972/25	3789
Generator	15′	1″ x .092″	.816″	6″	(a)	4940–66–035–0006	4940–00–391–4599	4940–00–393–3911	4720–00–595–0938	4940–66–035–0028	4940–66–035–0037
					(b)	M2	4171	4401	4172	8830/25	3783
Downcomer	14′	4½″ x .176″	4.148″	1′ 3″	(a)	4940–66–035–0047	4940–00–391–4573	4940–00–393–3911	—	4940–66–035–0029	4940–66–035–0038
					(b)	UCT412	3131	4401	—	8976/25	8669
Economiser	7′	4″ x .212″	3.576″	1′ 3″	(a)	4940–66–035–0051	4940–00–391–4753	—	—	4940–66–035–0029	4940–66–035–0038
					(b)	UCT362	3131	—	—	8976/25	8669

Notes:

(a) Stock No.

(b) Part No.

ANNEX A—*continued*

Tube Specifications — **List of Components—Section B**

Location (1)	Length (2)	Size (3)	Bore (4)	Min. Rad. (5)	Note (6)	Shaft Drive Flexible (7)	Ball Stud (8)	Adaptor Flexible Holder (9)	Brush, Wire, Boiler Tube (10)	Brush, Section Set, Boiler Tube (11)	Expanding Brush Range (12)	Motor Rotor Wrench (13)
Type AO—Vessel with 3 Babcock Boilers—HMAS SUPPLY												
Fire Row	11′	2″ x .192″	1.616″	Straight	(a)	4940–00–529–5737	—	—	5130–00–062–1185	5130–00–062–1195	1.429″–1.660″	5120–66–042–1584
					(b)	C2296	—	—	2484	2485–7–12		3951
Generator	11′	1¼″ x .128″	.994″	Straight	(a)	4940–00–528–7785	—	—	5130–66–035–0048	5130–66–035–0063	.982″–1.002″	5120–66–042–1578
					(b)	C2279	—	—	2463	2464–16–7	—	2016
Downcomer ..	25′	4″ x .276″	3.448″	1′ 3″	(a)	4940–66–035–0039	5120–66–039–9498	—	5130–66–035–0049	5130–66–035–0064	2.875″–3.932″	5120–66–042–1583
					(b)	UV4873	5430	—	4824	4827–0040	—	2375
Uprisers	22′	4½″ x .300″	3.900″	6″	(a)	4940–66–035–0039	5120–66–039–9499	—	5130–66–035–0050	5130–66–035–0065	3.500″–5.000″	5120–66–042–1583
					(b)	UV4873	4877	—	4829	4832–0040	—	2375
Outer Wall ..	13′	3¼″ x .276″	2.698″	Straight	(a)	—	—	—	5130–00–260–8254	5130–00–260–6006	2.417″–2.885″	5120–66–042–1580
					(b)	—	—	—	3456	3458–10–17	—	2137
Superheater ..	39′	1½″ x .160″	1.180″	3″	(a)	4940–00–529–1691	—	—	5130–66–035–0052	5130–66–035–0067	.983″–1.204″	5120–66–042–1579
					(b)	C2285	—	—	2664	2665–8–9	—	2028
					(a)	4940–00–343–6615	—	—	—	—	—	—
					(b)	SC2289	—	—	—	—	—	—
Type DE—4 Vessels with 2 Babcock Boilers each—HMA ships YARRA, PARRAMATTA, STUART, DERWENT												
Fire Row	13′	2″ x .128″	1.744″	10″	(a)	4940–00–529–5737	—	—	5130–00–062–1185	5130–66–035–0068	1.549″–1.780″	5120–00–318–9084
					(b)	C2296	—	—	2484	2485–11–12	—	2031
Intermediate ..	14′	1½″ x .116″	1.268″	10″	(a)	4940–00–529–1691	—	—	5130–66–035–0053	5130–66–035–0069	1.142″–1.302″	5120–66–042–1579
					(b)	C2285	—	—	2470	2471–12–9	—	2028
Generator	15′	1″ x .104″	.792″	6″	(a)	4940–00–529–5727	—	—	5130–00–277–3075	5130–00–260–6026	.661″– .802″	5120–00–318–9081
					(b)	C2265	—	—	2456	2457–12–5	—	2001
Downcomer ..	14′	4½″ x 232″	4.036″	1′ 3″	(a)	4940–66–035–0040	—	5130–00–084–7820	5130–66–035–0057	5130–66–035–0071	3.649″–4.153″	5120–66–042–1582
					(b)	SA8608	—	6919	4060	3458–5–23	—	2168
Economiser ..	7′	4″ x .212″	3.576″	1′ 3″	(a)	4940–66–035–0040	—	5130–00–084–7820	5130–66–035–0057	5130–00–260–6016	3.321″–3.825″	5120–66–042–1582
					(b)	SA8608	—	6919	4060	3458–6–21	—	2168
Superheater ..	11′	1¼″ x .116″	1.018″	2¼″	(a)	4940–00–529–0006	—	5130–00–969–0546	5130–00–277–3092	5130–00–260–6044	.856″–1.042″	5120–66–042–1578
					(b)	SC2281	—	2548	2657	2658–12–7	—	2016

ANNEX A—*continued*

Location (*1*)	*Length* (*2*)	*Size* (*3*)	*Bore* (*4*)	*Min. Rad.* (*5*)	*Note* (*6*)	*Shaft Drive Flexible* (*7*)	*Ball Stud* (*8*)	*Adaptor Flexible Holder* (*9*)	*Brush, Wire, Boiler Tube* (*10*)	*Brush, Section Set, Boiler Tube* (*11*)	*Expanding Brush Range* (*12*)	*Motor Rotor Wrench* (*13*)
Type DE—1 Vessel with 2 Yarrow Boilers—HMAS QUEENBOROUGH												
Fire Row	11′	1¾″ x .128″	1.494″	2′ 3″	(a)	4940-00-529-5737	—	—	5130-66-035-0056	5130-66-035-0074	1.330″-1.530″	5120-00-318-9084
					(b)	C2296	—	—	2477	2478-11-11	—	2031
Intermediate ..	11′	1⅛″ x .116″	.893″	2′ 3″	(a)	4940-00-529-5730	—	—	5130-00-277-3075	5130-00-260-6028	.786″- .927″	5120-00-318-9080
					(b)	C2271	—	—	2456	2457-11-6	—	2013
Generator	11′	1″ x .105″	.790″	2′ 3″	(a)	4940-00-529-5727	—	—	5130-00-277-3075	5130-00-260-6026	.661″- .802″	5120-00-318-9081
					(b)	C2265	—	—	2456	2457-12-5	—	2001
Types CV and AP—2 Vessels each with 4 Yarrow Boilers—(*Note:* There are no Downcomers in Type AP Boilers) HMA ships MELBOURNE (CV) and SYDNEY (AP)												
Fire Row	11′	1¾″ x .128″	1.494″	4′	(a)	4940-00-529-5737	—	—	5130-66-035-0056	5130-66-035-0074	1.330″-1.530″	5120-00-318-9084
					(b)	C2296	—	—	2477	2478-11-11	—	2031
Intermediate ..	11′	1⅛″ x .116″	.893″	4′	(a)	4940-00-529-5730	—	—	5130-00-277-3075	5130-00-260-6028	.786″- .927″	5120-00-318-9080
					(b)	C2271	—	—	2456	2457-11-6	—	2013
Generator	12′	1″ x .104″	.792″	2′	(a)	4940-00-529-5727	—	—	5130-00-277-3075	5130-00-260-6026	.661″- .802″	5120-00-318-9081
					(b)	C2265	—	—	2456	2457-12-5	—	2001
Downcomer (Type CV only)	13′	4½″ x .300″	3.900″	2′	(a)	4940-66-035-0041	—	4940-66-035-0222	5130-66-035-0057	5130-66-035-0076	3.489″-3.993″	5120-66-042-1581
					(b)	A5725	—	4021	4060	3458-1-23	—	2149
Type AGOR—1 Vessel with 2 Yarrow Boilers—HMAS DIAMANTINA—Type AD—1 Vessel with 1 Yarrow Boiler HMAS STALWART and TCV Colac with 2 Yarrow Boilers												
Fire Row	10′	1½″ x .116″	1.268″	2′	(a)	4940-00-529-1691	—	—	5130-66-035-0053	5130-66-035-0069	1.142″-1.302″	5120-66-042-1579
					(b)	C2285	—	—	2470	2471-12-9	—	2028
Intermediate ..	10′	1⅛″ x .116″	.893″	2′	(a)	4940-00-529-5730	—	—	5130-00-277-3075	5130-00-260-6028	.786″- .927″	5120-00-318-9080
					(b)	C2271	—	—	2456	2457-11-6	—	2013
Generator	11′	1″ x .104″	.792″	2′ 4″	(a)	4940-00-529-5727	—	—	5130-00-277-3075	5130-00-260-6026	.661″- .802″	5120-00-318-9081
					(b)	C2265	—	—	2456	2457-12-5	—	2001

ANNEX A—*continued*

Location (*1*)	*Length* (*2*)	*Size* (*3*)	*Bore* (*4*)	*Min. Rad.* (*5*)	*Note* (*6*)	*Shaft Drive Flexible* (*7*)	*Ball Stud* (*8*)	*Adaptor Flexible Holder* (*9*)	*Brush, Wire, Boiler Tube* (*10*)	*Brush, Section Set, Boiler Tube* (*11*)	*Expanding Brush Range* (*12*)	*Motor Rotor Wrench* (*13*)
Type DD—(Daring) 3 Vessels each with 2 Foster Wheeler Boilers—HMA ships VENDETTA, VAMPIRE and DUCHESS												
Fire Row	17′	2″ x .144″	1.712″	2′	(a)	4940-00-529-5737	—	—	5130-00-062-1185	5130-00-062-1194	1.493″-1.724″	5120-00-318-9084
					(b)	C2296	—	—	2484	2485-9-12	—	2031
Intermediate ..	14′	1⅛″ x .116″	.893″	2′	(a)	4940-00-529-5730	—	—	5130-00-277-3075	5130-00-260-6028	.786″- .920″	5120-00-318-9080
					(b)	C2271	—	—	2456	2457-11-6	—	2013
Generator	24′	1″ x .104″	.792″	1′	(a)	4940-00-529-5727	—	—	5130-00-277-3075	5130-00-260-6026	.661″- .802″	5120-00-318-9081
					(b)	C2265	—	—	2456	2457-12-5	—	2001
Downcomer ..	17′	—	5.000″	1′ 6″	(a)	4940-66-035-0042	—	4940-66-035-0223	5130-66-035-0058	5130-66-035-0077	4.437″-5.500″	5120-66-042-1582
					(b)	A2328	—	3511	3500	2173-437	—	2168
Superheater Support	15′	3¼″ x .250″	2.750″	3′	(a)	4940-66-035-0043	—	—	5130-00-260-8254	5130-66-035-0078	2.459″-2.867″	5120-66-042-1583
					(b)	A2318	—	—	3456	3458-4-18	—	2375
Superheater (VAMPIRE and VENDETTA only)	13′	1″ x .104″	.792″	3¾″	(a)	4940-00-529-6820	—	—	5130-00-277-3089	5130-00-260-6040	.716″- .810″	5120-00-318-9081
					(b)	SC2268	—	—	2648	2649-13-5	—	2001
Type DD—1 Vessel with 2 Yarrow Boilers—HMAS ANZAC												
Fire Row	13′	1¾″ x .128″	1.494″	2′	(a)	4940-00-529-5737	—	—	5130-66-035-0056	5130-66-035-0074	1.330″-1.530″	5120-00-318-9084
					(b)	C2296	—	—	2477	2478-11-11	—	2031
Intermediate ..	12′	1⅛″ x .116″	.893″	2′	(a)	4940-00-529-5730	—	—	5130-00-277-3075	5130-00-260-6028	.786″- .927″	5120-00-318-9080
					(b)	C2271	—	—	2456	2457-11-6	—	2013
Generator	13′	1″ x .104″	.792″	2′	(a)	4940-00-529-5727	—	—	5130-00-277-3075	5130-00-260-6026	.661″- .802″	5120-00-318-9081
					(b)	C2265	—	—	2456	2457-12-5	—	2001
Downcomer ..	14′	—	6.000″	2′ 10″	(a)	4940-66-035-0041	—	4940-66-035-0224	5130-66-035-0060	5130-66-035-0077	5.437″-6.500″	5120-66-042-1581
					(b)	A5725	—	2709	3504	2173-437	—	2149
Downcomer ..	16′	5½″ x .252″	4.746″	2′ 10″	(a)	4940-66-035-0041	—	4940-66-035-0222	5130-66-035-0061	5130-66-035-0080	4.125″-5.000″	5120-66-042-1581
					(b)	A5725	—	4021	3497	2173-500	—	2149
Downcomer ..	16′	4½″ x .232″	4.036″	2′ 10″	(a)	4940-66-035-0041	—	4940-66-035-0222	5130-66-035-0057	5130-66-035-0071	3.649″-4.153″	5120-66-042-1581
					(b)	A5725	—	4021	4060	3458-5-23	—	2149

ANNEX A—*continued*

Location (1)	*Length* (2)	*Size* (3)	*Bore* (4)	*Min. Rad.* (5)	*Note* (6)	*Shaft Drive Flexible* (7)	*Ball Stud* (8)	*Adaptor Flexible Holder* (9)	*Brush, Wire, Boiler Tube* (10)	*Brush, Section Set, Boiler Tube* (11)	*Expanding Brush Range* (12)	*Motor Rotor Wrench* (13)
Type DDG—3 Vessels each with 4 Foster Wheeler Boilers—HMA ships PERTH HOBART and BRISBANE												
Generator	14′ 6″	1″ x .095″	.810″	7″	(a)	4940–00–529–5727	—	—	5130–00–277–3075	5130–00–260–6025	.689″– .830″	5120–00–318–9081
					(b)	C2265	—	—	2456	2457–13–5	—	2001
Waterwall	15′	2″ x .165″	1.670″	10″	(a)	4940–00–529–5737	—	—	5130–00–062–1185	5130–00–062–1194	1.493″–1.724″	5120–00–318–9084
					(b)	C2296	—	—	2484	2485–9–12	—	2031
Waterwall	15′	2″ x .165″	1.670″	10″	(a)	4940–66–035–0044	—	—	5130–00–277–3096	5130–00–260–6054	1.281″–1.680″	5120–00–318–9084
					(b)	U2342	—	—	2678	2679–8–12	—	2031
Downcomer ..	13′ 9″	6⅝″ x .432″	5.761″	2′	(a)	4940–66–035–0045	—	4940–66–035–0223	5130–66–035–0058	5130–66–035–0077	4.437″–5.500″	5120–66–042–1582
					(b)	A8505	—	3511	3500	2173–437	—	2168
Type DE—2 Vessels each with 2 Babcock Boilers—HMA ships SWAN and TORRENS												
Fire Row	13′	2″ x .128″	1.744″	10″	(a)	4940–00–529–5737	—	—	5130–00–062–1185	5130–66–035–0068	1.549″–1.780″	5120–00–318–9084
					(b)	C2296	—	—	2484	2485–11–12	—	2031
Intermediate ..	14′	1½″ x .116″	1.268″	10″	(a)	4940–66–529–1691	—	—	5130–66–035–0053	5130–66–035–0069	1.142″–1.302″	5120–66–042–1579
					(b)	C2285	—	—	2470	2471–12–9	—	2028
Generator	15′	1″ x .092″	.816″	6″	(a)	4940–00–529–5727	—	—	5130–00–277–3075	5130–00–260–6025	.681″– .830″	5120–00–318–9081
					(b)	C2265	—	—	2456	2457–13–5	—	2001
Downcomer ..	14′	4½″ x .176″	4.148″	1′ 3″	(a)	4940–66–035–0040	—	5130–00–084–7820	5130–66–035–0057	5130–66–035–0083	3.740″–4.233″	5120–66–042–1582
					(b)	SA8608	—	6919	4060	3458–7–23	—	2168
Economiser ..	7′	4″ x .212″	3.576″	1′ 3″	(a)	4940–66–035–0040	—	5130–00–084–7820	5130–66–035–0057	5130–00–260–6016	3.321″–3.825″	5120–66–042–1582
					(b)	SA8608	—	6919	4060	3458–6–21	—	2168

Notes:

(a) Stock No.

(b) Part No.

ANNEX B

Stock No (1)	*Description* (2)	*Part No* (3)	*CL* (4)	*HMAS MELBOURNE* CV (5)	*HMAS SYDNEY* AP (6)	*HMAS STALWART* AD (7)	*HMAS SUPPLY* AO (8)	*HMA Ships VAMPIRE, VENDETTA* DD (9)	*HMAS DUCHESS* DD (10)	*HMAS ANZAC* DD (11)	*HMA Ships YARRA, PARRAMATTA, STUART DERWENT* DE (12)	*HMA Ships SWAN, TORRENS* DE (13)	*HMAS QUEENBOROUGH* DE (14)	*HMAS DIAMANTINA* AGOR (15)	*HMAS COLAC* TCV (16)	*HMA Ships PERTH, HOBART, BRISBANE* DDG (17)
4940–66–035–0002	Air motor-tube cleaner	EP162	P	—	—	—	3	—	—	—	—	—	—	—	—	—
4940–66–035–0003	Air motor-tube cleaner	MS4	P	—	—	—	3	—	—	—	—	—	—	—	—	—
4940–66–035–0004	Air motor-tube cleaner	UECT262	P	—	—	—	2	—	—	—	—	—	—	—	—	—
4940–00–516–5617	Air motor-tube cleaner	EPB262	P	—	—	—	1	—	—	—	—	—	—	—	—	—
4940–00–964–0821	Air motor-tube cleaner	C6	P	—	—	1	1	—	—	—	2	2	—	2	2	—
4940–66–035–0005	Air motor-tube cleaner	C10	P	—	—	—	—	2	2	—	2	2	—	—	—	—
4940–66–035–0006	Air motor-tube cleaner	M2	P	—	—	—	—	—	—	—	2	2	—	—	—	—
4940–66–035–0047	Air motor-tube cleaner	UCT412	P	—	—	—	—	1	1	—	1	1	—	—	—	2
4940–66–035–0051	Air motor-tube cleaner	UCT362	P	—	—	—	—	—	—	—	1	1	—	—	—	—
4940–66–035–0007	Air motor-tube cleaner	C4	P	—	—	—	—	—	—	—	1	—	—	—	—	—
4940–66–035–0008	Air motor-tube cleaner	C8	P	4	4	—	—	—	—	2	—	—	2	—	—	4
4940–66–035–0009	Air motor-tube cleaner	C3	P	4	4	1	—	2	2	2	—	—	2	2	2	—
4940–66–035–0010	Air motor-tube cleaner	C2	P	4	4	1	—	3	2	2	—	—	2	2	2	4
4940–66–035–0011	Air motor-tube cleaner	ECT400	P	2	—	—	—	—	—	1	—	—	—	—	—	—
4940–00–964–1705	Air motor-tube cleaner	ECT262	P	—	—	—	—	1	1	—	—	—	—	—	—	—
4940–66–035–0012	Air motor-tube cleaner	ECT600	P	—	—	—	—	—	—	1	—	—	—	—	—	—
4940–66–035–0013	Air motor-tube cleaner	ECT475	P	—	—	—	—	—	—	1	—	—	—	—	—	—
4940–66–035–0014	Blade, rotor	3946	C	—	—	—	3	—	—	—	—	—	—	—	—	—
4940–00–391–4541	Blade, rotor	2767	C	—	—	—	6	—	—	—	1	—	—	—	—	—
4940–66–035–0015	Blade, rotor	4034	C	—	—	—	2	1	1	—	—	—	—	—	—	—
4940–66–035–0016	Blade, rotor	2036	C	—	—	—	2	—	—	—	—	—	—	—	—	—
4940–00–391–4552	Blade, rotor	2787	C	—	—	1	1	—	—	—	2	2	—	2	2	—
4940–00–413–5047	Blade, rotor	2803	C	—	—	—	—	2	2	—	2	2	—	—	—	—
4940–00–391–4599	Blade, rotor	4171	C	—	—	—	—	—	—	—	4	4	—	—	—	—
4940–00–391–4573	Blade, rotor	3131	C	—	—	—	—	1	1	—	2	2	—	—	—	2

ANNEX B—*continued*

Stock No	Description	Part No	CL	HMAS MELBOURNE	HMAS SYDNEY	HMAS STALWART	HMAS SUPPLY	HMA Ships VAMPIRE, VENDETTA	HMAS DUCHESS	HMAS ANZAC	HMA Ships YARRA, PARRAMATTA, STUART DERWENT	HMA Ships SWAN, TORRENS	HMAS QUEENBOROUGH	HMAS DIAMANTINA	HMAS COLAC	HMA Ships PERTH HOBART, BRISBANE
				CV	AP	AD	AO	DD	DD	DD	DE	DE	DE	AGOR	TCV	DDG
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
4940-00-391-4558	Blade, rotor	2797	C	4	4	—	—	—	—	2	—	—	2	—	—	4
4940-00-391-4537	Blade, rotor	2759	C	4	4	1	—	2	2	2	—	—	2	2	2	—
4940-00-391-4528	Blade, rotor	2749	C	8	8	2	—	5	4	4	—	—	4	4	4	4
4940-66-035-0017	Blade, rotor	4545	C	2	—	—	—	—	—	1	—	—	—	—	—	—
4940-66-035-0018	Blade, rotor	4339	C	—	—	—	—	—	—	2	—	—	—	—	—	—
4940-00-393-3906	Hose, flexible	4331	C	—	—	1	1	—	—	—	2	2	—	2	2	—
4940-00-393-3907	Hose, flexible	4333	C	—	—	—	—	2	2	—	2	2	—	—	—	—
4940-00-393-3911	Hose, flexible	4401	C	—	—	—	—	—	—	—	4	4	—	—	—	—
4940-00-393-3905	Hose, flexible	4329	C	—	—	—	—	—	—	—	1	—	—	—	—	—
4940-66-035-0019	Hose, flexible	4332	C	4	4	—	—	—	—	2	—	—	2	—	—	4
4940-00-393-3904	Hose, flexible	4328	C	4	4	1	—	2	2	2	—	—	2	2	2	—
4940-00-393-3903	Hose, flexible	4327	C	8	8	2	—	5	4	4	—	—	4	4	4	4
4940-66-035-0020	Hose, flexible	4551	C	2	—	—	—	—	—	1	—	—	—	—	—	—
4940-00-393-3910	Hose, flexible	4926	C	—	—	—	—	1	1	—	—	—	—	—	—	—
4940-66-035-0021	Hose, flexible	4341	C	—	—	—	—	—	—	2	—	—	—	—	—	—
4940-66-035-0022	Hose assembly	8974/25	P	—	—	—	3	—	—	—	—	—	—	—	—	—
4940-66-035-0023	Hose assembly	8971/25	P	—	—	—	3	—	—	—	—	—	—	—	—	—
4940-66-035-0024	Hose assembly	8974/35	P	—	—	—	2	—	—	—	—	—	—	—	—	—
4940-66-035-0025	Hose assembly	8975/25	P	—	—	—	1	1	1	—	—	—	—	—	—	—
4940-66-035-0026	Hose assembly	8972/50	P	—	—	—	1	—	—	—	—	—	—	—	—	—
4940-66-035-0027	Hose assembly	8972/25	P	4	4	1	—	—	—	2	4	4	2	2	2	4
4940-66-035-0028	Hose assembly	8830/25	P	—	—	—	—	—	—	—	2	2	—	—	—	—
4940-66-035-0029	Hose assembly	8976/25	P	2	—	—	—	—	—	3	2	2	—	—	—	2
4940-66-035-0030	Hose assembly	7040/25	P	8	8	2	—	1	—	4	1	—	4	4	4	4
4940-66-035-0031	Hose assembly	8972/35	P	—	—	—	—	2	2	—	—	—	—	—	—	—
4940-66-035-0032	Hose assembly	7040/35	P	—	—	—	—	4	4	—	—	—	—	—	—	—
4940-66-035-0033	Hose assembly	8976/35	P	—	—	—	—	1	1	—	—	—	—	—	—	—
4940-66-035-0034	Valve, air	8654	P	—	—	—	3	—	—	—	—	—	—	—	—	—
4940-66-035-0035	Valve, air	3789	P	8	—	1	4	2	2	2	4	4	2	2	2	8
4940-66-035-0036	Valve, air	8647	P	—	—	—	1	1	1	—	—	—	—	—	—	—
4940-66-035-0037	Valve, air	3783	P	8	8	2	—	5	4	4	3	2	4	4	4	4
4940-66-035-0038	Valve, air	8669	P	2	—	—	2	1	1	3	2	2	—	—	—	2
4940-00-529-5737	Shaft-drive, flexible	C-2296	P	12	12	—	9	6	6	6	6	6	6	—	—	24
4940-00-528-7785	Shaft-drive, flexible	C-2279	P	—	—	—	18	—	—	—	—	—	—	—	—	—
4940-66-035-0039	Shaft-drive, flexible	UV-4873	P	—	—	—	4	—	—	—	—	—	—	—	—	—
4940-00-529-1691	Shaft-drive, flexible	C-2285	P	—	—	3	3	—	—	—	6	6	—	6	6	—
4940-00-343-6615	Shaft-drive, flexible	SC-2289	P	—	—	—	3	—	—	—	—	—	—	—	—	—
4940-00-529-5727	Shaft-drive, flexible	C-2265	P	20	20	5	—	10	10	10	10	10	10	10	10	24
4940-66-035-0040	Shaft-drive, flexible	SA-8608	P	—	—	—	—	—	—	—	4	4	—	—	—	—
4940-00-529-0006	Shaft-drive, flexible	SC-2281	P	—	—	—	—	—	—	—	6	—	—	—	—	—
4940-00-529-5730	Shaft-drive, flexible	C-2271	P	12	12	3	—	6	6	6	—	—	6	6	6	—
4940-66-035-0041	Shaft-drive, flexible	A-5725	P	6	—	—	—	—	—	9	—	—	—	—	—	—
4940-66-035-0042	Shaft-drive, flexible	A-2328	P	—	—	—	—	3	3	—	—	—	—	—	—	—
4940-66-035-0043	Shaft-drive, flexible	A-2318	P	—	—	—	—	3	3	—	—	—	—	—	—	—
4940-00-529-6820	Shaft-drive, flexible	SC-2268	P	—	—	—	—	3	—	—	—	—	—	—	—	—
4730-00-969-0546	Adaptor, flexible holder	2548	C	—	—	—	—	—	—	—	3	—	—	—	—	—
5130-00-062-1185	Brush, wire, boiler tube	2484	C	—	—	—	6	4	4	—	4	4	—	—	—	6
5130-66-035-0048	Brush, wire, boiler tube	2463	C	—	—	—	15	—	—	—	2	—	2	—	—	—
5130-66-035-0049	Brush, wire, boiler tube	4824	C	—	—	—	2	—	—	—	—	—	—	—	—	—
5130-66-035-0050	Brush, wire, boiler tube	4829	C	—	—	—	2	—	—	—	—	—	—	—	—	—
5130-00-260-8254	Brush, wire, boiler tube	3456	C	—	—	—	3	2	2	—	—	—	—	—	—	—
5130-66-035-0052	Brush, wire, boiler tube	2664	C	—	—	—	2	—	—	—	—	—	—	—	—	—
5130-66-035-0053	Brush, wire, boiler tube	2470	C	—	—	2	—	—	—	—	4	4	—	4	4	—
5130-00-277-3075	Brush, wire, boiler tube	2456	C	20	20	5	—	10	10	10	6	6	10	10	10	19
5130-00-084-7820	Adaptor	6919	C	—	—	—	—	—	—	—	4	4	—	—	—	—
5130-00-277-3092	Brush, wire, boiler tube	2657	C	—	—	—	—	—	—	—	2	—	—	—	—	—
5130-66-035-0056	Brush, wire, boiler tube	2477	C	8	8	—	—	—	—	4	—	—	4	—	—	—
4940-66-035-0222	Adaptor	4021	C	4	—	—	—	—	—	4	—	—	—	—	—	—
5130-66-035-0057	Brush, wire, boiler tube	4060	C	4	—	—	—	—	—	2	4	4	—	—	—	—
4940-66-035-0223	Adaptor	3511	C	—	—	—	—	2	2	—	—	—	—	—	—	1
5130-66-035-0058	Brush, wire, boiler tube	3500	C	—	—	—	—	2	2	—	—	—	—	—	—	1
5130-00-277-3089	Brush, wire, boiler tube	2648	C	—	—	—	—	2	—	—	—	—	—	—	—	—
4940-66-035-0224	Adaptor	2709	C	—	—	—	—	—	—	2	—	—	—	—	—	—
5130-66-035-0060	Brush, wire, boiler tube	3504	C	—	—	—	—	—	—	2	—	—	—	—	—	—
5130-66-035-0061	Brush, wire, boiler tube	3497	C	—	—	—	—	—	—	2	—	—	—	—	—	—
5130-00-062-1195	Brush, section set	2485-7-12	C	—	—	—	9	—	—	—	—	—	—	—	—	—
5130-66-035-0063	Brush, section set	2464-16-7	C	—	—	—	48	—	—	—	—	—	—	—	—	—
5130-66-035-0064	Brush, section set	4827-0040	C	—	—	—	5	—	—	—	—	—	—	—	—	—
5130-66-035-0065	Brush, section set	4832-0040	C	—	—	—	5	—	—	—	—	—	—	—	—	—

ANNEX B—*continued*

Stock No	Description	Part No	CL	HMAS MELBOURNE	HMAS SYDNEY	HMAS STALWART	HMAS SUPPLY	HMA Ships VAMPIRE, VENDETTA	HMAS DUCHESS	HMAS ANZAC	HMA Ships YARRA, PARRAMATTA, STUART DERWENT	HMA Ships SWAN, TORRENS	HMAS QUEENBOROUGH	HMAS DIAMANTINA	HMAS COLAC	HMA Ships PERTH, HOBART, BRISBANE
				CV	AP	AD	AO	DD	DD	DD	DE	DE	DE	AGOR	TCV	DDG
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
5130-00-260-6006	Brush, section set	3458-10-17	C	—	—	—	13	—	—	—	—	—	—	—	—	—
5130-66-035-0067	Brush, section set	2665-8-9	C	—	—	—	7	—	—	—	—	—	—	—	—	—
5130-66-035-0068	Brush, section set	2845-11-12	C	—	—	—	—	—	—	—	14	14	—	—	—	—
5130-66-035-0069	Brush, section set	2471-12-9	C	—	—	7	—	—	—	—	14	14	—	14	14	—
5130-00-260-6026	Brush, section set	2457-12-5	C	52	52	13	—	26	26	26	26	—	26	26	26	—
5130-66-035-0071	Brush, section set	3458-5-23	C	—	—	—	—	—	—	3	3	—	—	—	—	—
5130-00-260-6016	Brush, section set	3458-6-21	C	—	—	—	—	—	—	—	3	3	—	—	—	—
5130-00-260-6044	Brush, section set	2658-12-7	C	—	—	—	—	—	—	—	7	—	—	—	—	—
5130-66-035-0074	Brush, section set	2478-11-11	C	28	28	—	—	—	—	14	—	—	10	—	—	—
5130-00-260-6028	Brush, section set	2457-11-6	C	28	28	7	—	14	14	14	—	—	14	14	14	—
5130-66-035-0076	Brush, section set	3458-1-23	C	4	—	—	—	—	—	—	—	—	—	—	—	—
5130-00-062-1194	Brush, section set	2485-9-12	C	—	—	—	—	14	14	—	—	—	—	—	—	30
5130-66-035-0077	Brush, section set	2173-437	C	—	—	—	—	3	3	3	—	—	—	—	—	5
5130-66-035-0078	Brush, section set	3458-4-18	C	—	—	—	—	3	3	—	—	—	—	—	—	—
5130-00-260-6040	Brush, section set	2649-13-5	C	—	—	—	—	7	—	—	—	—	—	—	—	—
5130-66-035-0080	Brush, section set	2173-500	C	—	—	—	—	—	—	3	—	—	—	—	—	—
5130-00-260-6025	Brush, section set	2457-13-5	C	—	—	—	—	—	—	—	—	26	—	—	—	76
5130-66-035-0083	Brush, section set	3458-7-23	C	—	—	—	—	—	—	—	—	3	—	—	—	—
4720-00-595-0938	Hose, rubber	4172	P	—	—	—	—	—	—	—	8	8	—	—	—	—
4720-66-035-0055	Hose, rubber	2771	P	—	—	—	—	—	—	—	2	—	—	—	—	—
4720-66-035-0059	Hose, rubber	2753	P	16	16	4	—	10	8	8	—	—	8	8	8	8
4720-66-035-0062	Hose, rubber	4340	P	4	—	—	—	—	—	6	—	—	—	—	—	—
4720-66-035-0066	Hose, rubber	4109	P	—	—	—	—	2	2	—	—	—	—	—	—	—
4940-00-413-5053	Hose, rubber	2791	P	8	8	2	2	4	4	4	8	8	4	4	4	8
4720-00-639-9171	Hose, rubber	2762	P	8	8	2	—	4	4	4	—	—	4	4	4	—
5120-00-318-9081	Wrench, open end, fixed	2001	C	4	4	1	—	3	2	2	2	2	2	2	2	4
5120-00-318-9080	Wrench, open end, fixed	2013	C	4	4	1	—	2	2	2	—	—	2	2	2	—
5120-66-042-1578	Wrench, open end, fixed	2016	C	—	—	—	3	—	—	—	1	—	—	—	—	—
5120-66-042-1579	Wrench, open end, fixed	2028	C	—	—	1	1	—	—	—	2	2	—	2	2	—
5120-00-318-9084	Wrench, open end, fixed	2031	C	4	4	—	—	2	2	2	2	2	2	—	—	4
5120-66-042-1580	Wrench, open end, fixed	2137	C	—	—	—	1	—	—	—	—	—	—	—	—	—
5120-66-042-1581	Wrench, open end, fixed	2149	C	2	—	—	—	—	—	3	—	—	—	—	—	—
5120-66-042-1582	Wrench, open end, fixed	2168	C	—	—	—	—	1	1	—	2	2	—	—	—	2
5120-66-042-1583	Wrench, open end, fixed	2375	C	—	—	—	2	1	1	—	—	—	—	—	—	—
5120-66-042-1584	Wrench, open end, fixed	3951	C	—	—	—	3	—	—	—	—	—	—	—	—	—
	Special Items for DDGs only															
4940-66-035-0044	Shaft, drive, flexible	U2342	P	—	—	—	—	—	—	—	—	—	—	—	—	4
4940-66-035-0045	Shaft, drive, flexible	A8505	P	—	—	—	—	—	—	—	—	—	—	—	—	12
5130-00-277-3096	Brush, wire, boiler tube	2678	C	—	—	—	—	—	—	—	—	—	—	—	—	1
5130-00-260-6054	Brush, section, set	2679-8-12	C	—	—	—	—	—	—	—	—	—	—	—	—	5
	Special Items for HMAS SUPPLY (AO)															
5120-66-039-9498	Ball, stud	5430	C	—	—	—	4	—	—	—	—	—	—	—	—	—
5120-66-039-9499	Ball, stud	4877	C	—	—	—	4	—	—	—	—	—	—	—	—	—
	Stowage Boxes for Boiler Cleaning Gear															
5140-66-040-3973	Tool box, size 1	—	P	8	8	2	4	5	4	4	3	2	4	4	4	4
5140-66-040-3974	Tool box, size 2	—	P	4	4	1	6	2	2	2	4	4	2	2	2	4
5140-66-040-3975	Tool box, size 3	—	P	—	—	—	—	1	1	—	2	2	—	—	—	2
5140-66-040-3976	Tool box, size 4	—	P	2	—	—	—	1	1	3	—	—	—	—	—	—

ANNEX C

HMAS SUPPLY

Superseded Items which are to be returned

Downcomer Cleaning Equipment

1 x Model UCT-362 Air Motor
1 x Type 'SA' Flexible holder, Cat* 8608
1 x Expanding brush assembly, consisting of:
  1 x Body assembly, Cat* 3471
  1 x Cartridge refills, Cat* 3473-2-21

1 set spares for above kit, consisting of:
  1 set Rotor blades, Cat* 3131
  1 x Type 'SA' Flexible holder, Cat* 8608
  1 x Expanding brush body assembly, Cat* 3471
  2 sets Cartridge refills, Cat* 3473-2-21

Upriser Cleaning Equipment

1 x Model UCT-412 Air Motor
1 x Type 'SA' Flexible holder, Cat* 8608
1 x Expanding brush assembly, consisting of:
  1 x Body assembly, Cat* 4060 with adaptor* 6919
  1 set Cartridge refills, Cat* 3458-1-23

2 sets spares for kit each consisting of:
  1 set Rotor blades, Cat* 3131
  1 x Type 'SA' Flexible holder, Cat* 8608
  1 x Expanding brush body assembly, Cat* 4060 with adaptor *6919
  2 sets Cartridge refills, Cat* 3458-1-23

Replacement Equipment

Downcomer Equipment

1 x Model UECT-262 Air Motor (*4402) 4940/66-035-0004
1 x Type 'UV' Flexible holder, Cat* 4873 4940/66-035-0039
1 x Swing frame type expanding brush assembly consisting of:
  1 x Body assembly, Cat* 4824 5130/66-035-0049
  1 set Cartridge refills, Cat* 4827—$\frac{13}{32}$ inch 5130/66-035-0064

1 set spares for above kit, consisting of:
  1 set Rotor blades, Cat* 4034 4940/66-035-0015
  1 x Type 'UV' Flexible holder, Cat* 4873 4940/66-035-0039
  1 x Swing frame brush body assembly, Cat* 4824 5130/66-035-0049
  2 sets Cartridge refills, Cat* 4827—$\frac{13}{32}$ inch 5130/66-035-0064

ANNEX C—*continued*

Upriser Tubes

1 x Model UECT-262 Air Motor (*4402) 4940/66-035-0004
1 x Type 'UV' Flexible holder, Cat* 4873 4940/66-035-0039
1 x Swing frame type expanding brush assembly consisting of:
  1 x Body assembly, Cat* 4829 5130/66-035-0050
  1 set Cartridge refills, Cat* 4832—$\frac{13}{32}$ inch 5130/66-035-0065

1 set spares for above kit, consisting of:
  1 set Rotor blades, Cat* 4034 4940/66-035-0015
  1 x Type 'UV' Flexible holder, Cat* 4873 49/66-035-0039
  1 x Swing frame brush body assembly, Cat* 4829 5130/66-035-0050
  2 sets Cartridge refills, Cat* 4832—$\frac{13}{32}$ inch 5130/66-035-0065

ANNEX D

Operating Instructions for Air Driven Cleaners

1. Recommend air pressure for operating the Air Motor gear is 90 psi although the gear may be operated over a pressure range of 60 to 100 psi.
2. Reference should be made to Annex A of this order to ensure the correct equipment is used for each size and type of tube to be cleaned.
3. *Setting-up the tube cleaner:*
   a. Blow out air line before attaching operating hose in order to remove all dirt, rust or other foreign matter.
   b. Connect hose.
   c. Blow out the air line and hose again.
   d. Connect the tube cleaner air valve to the hose.
   e. Attach motor, making sure connections are spanner tight, but not jammed, to prevent air leakage.
   f. Screw universal joint or flexible holder to motor.
   g. Attach the cleaning or brushing tool.
4. *Operating the tube cleaner:*
   a. Insert the cleaning tool into the tube, then open the air valve and feed the motor into the tube slowly enough to properly clean the tube.
   b. Care should be taken not to let the cleaning tool run out of the end of the tube, otherwise the tool may be damaged. To reduce the likelihood of possible overrun of the tool, mark the operating hose with tape or other visible marking to indicate the exact length of the tube. Hose marking is to be reset for each row of tubes.
   c. Keep the motor running when pulling it back through the tube.
   d. Shut off the air and stop the motor before taking it out of the tube.
   e. If cleaning tool jams in deposit, pull motor back gently to release it. Continue cleaning.

ANNEX D—*continued*

f. Motors are to be replaced after cleaning 200 tubes.

g. Strip replaced motor and clean all parts, including the rotor blades, with kerosene. Re-assemble the motor and apply a few drops of SAE 10 oil into the exhaust parts of the motor. Turn the motor by hand to distribute the oil, then run the motor in air to remove any excess oil before the motor is used in the boiler.

h. If motor functions improperly, it is probably due to faulty or lack of lubrication or dirt in the air line. Strip motor, clean all parts, including the rotor blades, with kerosene, re-assemble and then lubricate as in Paragraph 4 g.

5. *Prevention of rust and corrosion in storage:*

a. Before storing a tube cleaner, clean and oil it thoroughly with machine oil to prevent rusting.

b. The best method of storing straight tube motors is to keep them in oil.

c. Suspend curved tube motors in oil keeping the hose piece above level of the oil as the hose piece will not stand prolonged immersion in oil.

6. *Use of motors after storage:*

Wipe off excess oil from the body of the motor. Run the motor in air to check its operation and to remove any excess oil from the working parts. Blow out the motor to remove any residual traces of oil before the motor is used in the boiler.

(506/71/687 DSUS)

17156/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 297/71-312/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 August 1971.

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

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

297/71—RAN Training System (Short Title RANTS)

Navy Order 157/71 is to be amended as follows:

In the heading:

Amend Shore Title *to read* Short Title.

(311/4/323 DGT)

(*Navy Order 157/71*)

Section 2

PERSONNEL

UNCLASSIFIED

298/71—Gowrie Scholarships—1972

1. The Naval Board have been advised that the following awards for the year 1972 will be made from the Gowrie Scholarship Trust Fund:

   a. Post-graduate Research Travelling Scholarships, for two years, of $2,000 per annum (two per annum).

   b. University or similar Scholarships for duration of course of $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 as follows:

   a. *For Post-graduate Scholarships*—to the Registrar of the University of Graduation in Australia by 30 September.

   b. *For other Scholarships*—to Secretary, The Gowrie Scholarship Trust Fund, Box E5, PO St James, NSW, by 30 September.

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 459/70 is hereby cancelled.

(134/1/4 HPB)

(*Navy Order 459/70*)

UNCLASSIFIED

299/71—Instructor Officers—Employment with State Education Departments on Retirement

1. State Education Departments have been requested to indicate what recognition each will grant to Instructor Officers when they leave the Service.

2. Recognition granted by each State is shown in general terms below, though in every case detail must be finalised by negotiation between the officer and the Education Department.

3. Before retirement, officers will be issued with a statement of their Naval service which will include subjects taught and levels of instruction, for use in negotiations with a future employer.

Recognition by State Education Departments

4. a. *New South Wales.* Instructor Officers who are trained teachers and who have served in RAN educational establishments will be offered half credits for years of Naval service. Half credit is equated to full years. An officer with four years of Naval service will be given two salary increments; one who has served for five years will be given two salary increments. It will be necessary for an officer to have served for six years to secure three salary increments.

b. *South Australia.* Full or almost full recognition is given for years of Naval service. Officers with a degree, teaching qualification, and at least three years experience would probably be offered a position as Assistant A.

c. *Victoria.* Half credit for years of Naval service is allowed. Salary on entry is dependent on academic qualification and length of service.

d. *Western Australia.* Only trained teachers are accepted. No teacher over 50 years of age can be appointed to the permanent staff. One salary increment is given for each of the first four years of teaching experience, and one increment for each two years in excess of the first four. A salary bar, three increments from the top of the graduate scale exists for teachers who have not satisfied the requirements of the Teachers Higher Certificate. However, no teacher can progress beyond grade 15 until efficiency requirements are satisfied.

e. *Tasmania.* Half credit for years of Naval service is offered.

f. *Queensland.* Former Queensland teachers will be credited for their total service less one year, of certified teaching in HMA Ships CRESWELL, LEEUWIN, NIRIMBA or CERBERUS. Teachers who entered the Navy from other States and who wish to reside in Queensland on leaving the Service, may gain the same recognition as former Queensland teachers provided their teaching qualifications are recognised by the Queensland Education Department.

(347/1/12 DNES)

UNCLASSIFIED

300/71—Officers—Zones for Promotion with the Royal Australian Navy

Navy Order 532/70 is to be amended as follows:

1. **Paragraph 4 j (4)**

Amend to read:

(4) 'To Second Officer—promotions are made after two years service or the age of 23½ years where this is later, subject to recommendation. For officers not promoted at this time recommendations are to be forwarded in accordance with RI Article 1052. *See also* RI 1042 (6).'

2. **Paragraph 4 k (3)**

Amend to read:

(3) 'To Senior Sister—as for promotion to Second Officer WRANS. *See* j (4). Eighteen months (or 23 years) reports are required under the conditions of RI 1042 (6).'

(316/4/99 DAPO)

UNCLASSIFIED

301/71—Promotion Signals in the RAN

Attention of all personnel is drawn to the following:

a. The Royal Australian Navys half yearly promotion signals will be transmitted at 0500Z on the days before the effective dates of promotions which are 1 April, 30 June, 1 October and 31 December. Transmission dates will therefore be 31 March, 29 June, 30 September and 30 December except where one of these days falls on a weekend or public holiday common to all states when the signal will be issued at the same time on the last preceding normal working day.

b. RN Promotion signals will be re-promulgated throughout the RAN.

(316/1/8 HPB)

UNCLASSIFIED

302/71—Rules for The Award of The Reserve Decoration and The Naval Reserve Long Service and Good Conduct Medal

Navy Order 780/69 is to be amended as follows:

Add new Paragraph 17A

'A clasp will be granted to a Reservist who holds the Royal Naval Volunteer Reserve Long Service and Good Conduct Medal and who completes 12 years qualifying service after the award of the medal. A second clasp will similarly be granted for a subsequent 12 years qualifying period.'

(38/1/35 HPB)

(*Navy Order 780/69*)

UNCLASSIFIED

303/71—University Courses for Instructor Officers—Civil Schooling Scheme

1. This order details the Civil Schooling Scheme whereby Instructor Officers may improve their academic qualifications at Departmental expense. The rules provide opportunities for officers to gain qualifications which will be of assistance in the performance of their duties, and equally important is the gain in efficiency by the Service when as many officers as possible have achieved high standard of education.

2. Instructor Officers may apply to undertake study at Departmental expense as follows:

a. Full-time, part-time or own-time courses to complete the requirements of a Science Degree.

b. Part-time or own-time courses to complete the Diploma of Education.

c. Part-time or own-time courses to undertake single subjects in the faculties of Science, Arts or Education,

provided such study meets Service requirements.

Applications

3. Applications for selection for such training must be made through the normal channels to reach Navy Office three months prior to the commencement of the annual courses or semester courses applied for. The application must include the following details:

a. Title or description of the course.

b. University at which it is desired to study.

c. Aim of the course (a short statement of the officers qualifications and plan of subjects for the completion of his degree).

d. Whether full-time, part-time or own-time (if part-time, the number of hours per week that will be required off normal duty).

e. Approximate costs (fees. textbooks, instruments).

f. Dates:

(1) for enrolment;

(2) for commencement.

Methods of Selection

4. The number of officers obtaining approval for full-time or part-time training will be limited by the needs of the Service, training commitments, and after due consideration of the worthiness of the applicant to undertake the course at Departmental expense. It should be noted that it is not the intention to sponsor the full period of courses; it is expected that applicants will have shown their worthiness by having achieved certain units towards a qualification in their own time and at their own expense.

Fees

5. Fees payable by the Department will be all fees levied by the university without payment of which the member would not be permitted to undertake the course for which enrolled. These can include:

a. Entrance and matriculation fees.

b. Lecture and demonstration fees.

c. Library fees.

d. Examination fees.

e. Supplementary examination fees for one subject only in each year.

f. Tutorial fees (other than those tutorials included within the course of lectures and covered by lecture fees) to an affiliated College, but only in special cases upon the recommendation of the institution.

g. Laboratory and experiment fees, including charges for materials, but only upon the recommendation of the institution authorities.

h. Union fees and compulsory fees in respect of any other student body.

i. Sports Union fees.

Textbooks

6. When approval for a course of study is received, officers are to forward as soon as possible a list of the prescribed textbooks to the Director of Naval Education Service. Textbooks will be issued to Central Reference Libraries for issue on loan to the approved student for the duration of the course, and must be returned to the Library on completion or cancellation of the course.

Residence

7. Full-time or part-time course students will be appointed to a Naval training establishment in the vicinity of the university to be attended, will attend the lectures as part of their Naval duties, and will be subject to normal Naval discipline, administration, leave, etc. Full-time students may reside at a Naval establishment, in college, or at home if it is conveniently near the place of study, but must carry out training duties at the Naval training establishment during university vacations.

Vacation Schools

8. Approval is given for Instructor Officers, who are enrolled under this order for courses which demand attendance at vacation schools, to attend those schools, and to be issued with duty travel warrants for the journey to and from the university. Officers will be considered to be on duty during the period of these schools. This does not apply to Instructor Officers serving in HMA ships, or to officers in HMAS LEEUWIN who undertake external studies courses with institutions in the Eastern States. Further, it does not apply to officers in HMAS TARANGAU, except for those enrolled with the University of Queensland for subjects in which vacation schools are conducted in New Guinea.

Progress of Course and Results

9. Commanding Officers of the establishments to which Instructor Officers students are posted are to report the results of examinations as soon as they are known, and to make recommendations on the continuation of the course at Departmental expense. Instructor Officer students failing to make satisfactory progress may be withdrawn from the course at any time.

Further Service

10. Officers who have been selected for full-time or part-time training under this order will be required to give return of service after the expiration of courses as laid down in RI Article 0347 (6)(v). For the assessment of return of service for part-time courses, each 40 hours of time off during working hours will be deemed to be equivalent to one week of full-time training; ie, part-time courses of up to 400 hours will require no return of service, 401-800 hours will require a return of one year, and so on. No return of service will be required for own-time courses.

11. Navy Order 143/70 is hereby cancelled.

(311/4/285 DNES)

(Navy Order 143/70)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

304/71—Officers Course Programme 1971

1. The Annex to this order details alterations to be made to Navy Orders 621/70 and 197/71.

2. The amendment list to the parent order is to be noted with this Navy Order.

ANNEX A

Officers Course Programme—1971

EDP No	*Course*	*Location*	*Duration (Days)*	*Dates*	*Remarks*
	Aircrew				
901711	Basic Air Training Course ..	CERBERUS ..	55	7.6.71— 6.8.71	BATC 2/71 Both dates amended
				16.8.71—29.10.71	BATC 3/71 Both dates amended
901102	Observer	RAAF EAST SALE	235	30.6.71— 16.6.72	Duration and both dates amended
901100	Pilot	RAAF PT COOK and PEARCE	—	9.8.71— 15.9.72	Ex BATC 2/71 Both dates amended
				1.11.71— 8.12.72	Ex BATC 3/71 Both dates amended
901106	Quadradar	RAAF EAST SALE	30	19.7.71— 3.9.71	Completion date amended
				13.9.71—29.10.71	Completion date amended
				1.11.71—17.12.71	Completion date amended
901110	Advanced Navigation ..	RAAF EAST SALE	95	3.5.71— 17.9.71	Completion date amended
901130	Helicopter Conversion ..	RAAF FAIRBAIRN	60	19.7.71— 1.10.71	—
				27.9.71—17.10.71	
	NBCD				
901194	MO NBCD	PENGUIN ..	10	13.9.71— 24.9.71	Amended duration and completion date
99302	Combined Services MONBCD	PENGUIN ..	5	1.11.71— 5.11.71	Amended duration and completion date
	Weapon Electrical Engineering				
901173	Junior WEEO Acquaint ..	CERBERUS EAA	10	5.7.71	—

(312/3/156 D of T)

(Navy Orders 621/70 and 197/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

305/71—Coveralls, Safety, Industrial—Introduction of New Design

1. New design coveralls, safety, industrial, have been introduced as follows:

Catalogue No	*Description*
20915 to 20929	Coverall, safety, industrial, blue
30390 to 30404	Coverall, safety, industrial, white
42800 to 42814	Coverall, safety, industrial, blue (loan
42820 to 42834	Coverall, safety, industrial, white (loan)

2. The design variations between the old and new styles are detailed in Annex A.

3. Stocks of the new coveralls are now available from Royal Edward Victualling Yard. Outstanding demands for old patte n coveralls should be cancelled and new demands raised based on the size range shown in Annex B.

ANNEX A

Coveralls, Safety, Industrial—Variations between Old and New Patterns

Specification Requirement	*New Pattern*	*Old Pattern*
Front closure ..	Slide fastener ..	Press studs and buttoned fly
Pocket closures ..	Slide fastener ..	All open except right breast pocket with press studs
Cuffs	Double buttoned ..	Press stud
Waist adjustment ..	Elastic hook and Pile tape (internal)	Strap and buckle (external)
Pockets	Combination side and hip	Hip
Pencil pocket ..	Incorporated in left breast patch pocket	Nil
Rule or torch pocket ..	On back half of right leg	On back half of right leg
Hammer loop ..	Nil	Adjacent to hip pocket
Access to undergarments	Slide fastener left side ..	Slit on right side
Back	Pleated and shaped ..	Plain and full
Collar peaks ..	3¼ inches	4 inches
Ventilation	Three (3) worked eyelets under back armpit	Nil

ANNEX B

Coveralls, Safety, Industrial—Measurements

Catalogue Numbers				Measurements of Wearer				Measurements of Finished Garments															
Loan		Repayment																					
Blue	White	Blue	White	Size	Height	Chest	Waist	Chest	Waist	Seat	Width of back	Length of Sleeve from Centre Back	Elbow	Width of Cuff Buttoned	Collar Seam to Waist Seam	Outside Leg Seam	Inside Leg Seam	Collar Along Seam	Width of Bottoms	Length of Slide Fastener
42800	42820	20915	30390	1	4′ 11″ to 5′ 0″	30–32	26–28	29	34	44	15½	28½	16	8½	16	36½	27½	14½	17	23
42801	42821	20916	30391	2	5′ 1″ to 5′ 2″	31–32	27–29	40	35	45	16	29¼	16	8½	16½	37	28	14¾	17	23
42802	42822	20917	30392	3	5′ 3″ to 5′ 5″	32–34	28–30	41	36	46	16½	30	16½	9	17	38	28½	14¼	17	24
42803	42823	20918	30393	4		35–37	31–33	44	39	49	17	30½	16½	9	17	38	28½	15¼	18	24
42804	42824	20919	30394	5	5′ 6″ to 5′ 8″	34–36	30–32	43	38	48	17	31	16½	9	17½	39½	29½	15	17	25
42805	42825	20920	30395	6		37–39	33–35	46	41	51	18¼	32	17	9	17½	39½	29½	15¼	18	25
42806	42826	20921	30396	7	—	39–41	36–38	48	44	54	18¾	32	17	9	17½	39½	29½	16¼	18	25
42807	42827	20922	30397	8	5′ 9″ to 5′ 10″	36–38	32–34	45	40	50	18	32	17	9	18	41	30½	15½	18	26
42808	42828	20923	30398	9		39–41	35–37	48	43	53	18¾	33	17½	9	18	41	30½	16¼	19	26
42809	42829	20924	30399	10	5′ 11″ to 6′ 0″	38–40	34–36	47	42	52	18½	33	18	9¼	18½	42½	31½	16	18	27
42810	42830	20925	30400	11		40–42	36–38	49	44	54	19½	33¼	18	9½	18½	42½	31¼	16¼	19	27
42811	42831	20926	30401	12	6′ 1″ to 6′ 2″	38–40	34–36	47	42	52	18½	34	18	9½	19½	44	32½	16	18	27
42812	42832	20927	30402	13		41–43	37–39	50	45	55	19¾	34	18	9½	19½	44	32½	16¾	19	27
42813	42833	20928	30403	14	—	42–44	38–40	51	46	56	20	34¼	18	9½	19½	44	32½	17	20	27
42814	42834	20929	30404	Made-to-Measure			—	—	—	—	—	—	—	—	—	—	—	—	—	—

(917/90/138 D of V)

UNCLASSIFIED

306/71—Naval Stores—G/C 6850—Introduction of Oil Slick Remover—Amendment to Authorised Holdings

1. The authorised holdings for OIL SLICK REMOVER, SOLVENT-EMULSIFIER 6850-66-038-3982 as listed in Navy Order 139/71 are to be amended to include 50 gallons to be held at HMAS PLATYPUS.

2. Distribution of initial holdings will be effected without demand by SGSO, Sydney.

(512/51/92 DNS)

UNCLASSIFIED

307/71—Naval Stores (General)—Stores for NBCD Purposes, Usages and Allowances

Navy Order 619/70 is to be amended as follows:

Annex A, page 14, last item:

Amend Group Class 6065 *to read* 6665.

(501/251/39 DSUS)

(*Navy Order 619/70*)

UNCLASSIFIED

308/71—Officers Mess Traps—Replacement Allowances—1971-72

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 1971-72 are as follows:

	In Stationary Ships and Establishments	*In Sea-going Ships*
Mess:		
	$	$
Flag Officer	—	606.32
Commodore or Captain	290.72	348.88
Flag Captain	—	180.16
Commander in command of a seagoing ship	—	179.36
Wardroom:		
Mess of one officer	43.76	52.52
Mess of two officers	81.36	97.64
For every officer in excess of two	20.60	24.72

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 1971.

3. Replacement allowances are to be calculated in accordance with ABR 93, Article 2214.

4. Navy Order 327/70 is hereby cancelled.

(914/52/142 D of V)

(*Navy Order 327/70*)

UNCLASSIFIED

309/71—RAN Aircraft—Change in Maintenance Levels Terminology

1. As RAN aircraft maintenance policies have been developed to meet the demands of more complex equipments, it has been found necessary to modify the terminology of maintenance levels applied. The revised terminology delineating the general levels of maintenance applied within the RAN Fleet Air Arm organisation is defined in this order.

2. Information on the level of maintenance to be applied to a particular item of equipment is contained in the Technical Maintenance Plan (TMP). The TMP is prepared by aircraft type and forms the basis for the development of the Allowance List of tools, test equipment and spares and the Unit scheme of Complement; these documents collectively indicating the level of maintenance applied and the resources to be provided to achieve the assigned level.

3. On receipt of this instruction the terminology, first, second, third and fourth line maintenance levels is to be discontinued and the following adopted:

a. *Operating Level.* Operating level maintenance is that normally assigned to a unit which operates equipment and is supported by the facilities of a ship or air station.

b. *Intermediate Level.* Intermediate level maintenance is that normally assigned to the facilities of a ship or air station.

c. *Depot Level.* Depot level maintenance is that normally assigned to a civilian repair organisation or special facility within a ship or Service establishment.

4. AP (RAN) 140 'Royal Australian Naval Aircraft Maintenance Manual' will be amended.

(1313/1/833 DAE)

UNCLASSIFIED

310/71—Sailors Mess Utensils—Replacement Allowances—1971-72

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 1971-72 up to the following amounts:

	$
Chief Petty Officers and Petty Officers	6.28
Other sailors	4.40
Wrans when messed separately	6.28
Apprentices and Junior Recruits when messed separately	4.40

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' of 1 July 1971.

3. Replacement allowances are to be calculated in accordance with ABR 93, Article 2214.

4. Navy Order 328/70 is hereby cancelled.

(914/52/142 D of V)

(*Navy Order 328/70*)

UNCLASSIFIED

311/71—Stores General—Office Machinery

1. Modern office machinery has recently diversified to such an extent that ABR 4 Appendix 13 does not now cover all categories which are likely to be used in the RAN.

2. Annex A details an expanded list of items to be treated as office machines and is promulgated to enable users to more readily recognise those items which are to be processed through Director of Methods in accordance with ABR 4 Article 3005.

3. ABR 4 Appendix 13 will be amended.

ANNEX A

Items of Equipment, which for the purposes of ABR 4 Article 3005, are Classed 'Office Machines'

Accounting machines (including analysis and dissecting machines and ledger posting machines)
Adding and listing machines
Addressing machines and associated embossing equipment (excluding plates, frames and furniture)
Calculating machines
Cash registers
Change issuing machines
Cheque writing and/or signing devices (including pin-point typewriters)
Coin counting machines
Dictating and transcribing machines
Drafting equipment (stands, boards, machines and scales) used by Drawing Sections in the production of drawings, etc
Duplicating and reproducing machines
Envelope sealing and/or opening machines
Facsimile equipment
Form folding and/or inserting machines
Franking machines
Internal Communication Systems other than PMG installations
Laminating machines (non-industrial) office type
Microfilm equipment including cameras, film processing, film mounting, copiers, readers and reader/printers
Paper shredding machines used in general offices
Perforating and punching machines
Photocopying machines and similar equipment

Photographic process cameras (lithographic platemaking)—and ancillaries
Plan printing equipment used by Drawing Sections in connection with the production of drawings, etc
Planning and control boards
Printing and ancillary equipment (as defined below)
Punched card equipment
Sorting machines, specialised filing equipment, visible index systems, mobile shelving, rotary index systems, motorised card filing cabinets
Tape recorders used in general offices
Ticket issuing machines
Time recorders
Typewriters including electric, varitype, pin-point and others not of standard type or performance.

(462/51/43 DSUA)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

312/71—Stores Accounting and Demand Registration

1. The following procedures apply in HMA ships and commissioned establishments for filing vouchers for transactions with Supply Depots:

a. *VOUCHERS REGISTERED PRIOR TO 1 JAN 71*

These vouchers are to continue to be filed according to the procedure currently prescribed in ABR 4 Article 1820 and ABR 93 Article 1520. Ledger postings are to continue to refer to the store depot registration number.

b. *VOUCHERS REGISTERED FROM 1 JAN 71*

(1) These vouchers are to be filed in numerical sequence of ships registration number.

(2) Although Forms SX27 and SX28, Stores Returns (RSV) and Forms SX25, Stores Return Vouchers (RET) are registered under Form Code E, separate files are to be maintained.

(3) All demand, status and issue vouchers are to be kept in one of two files, ie, the Material Outstanding File or the Material Completed File. (*See* Paragraphs 2 and 3.) Vouchers are to be transferred to the Material Completed File upon receipt of the stores listed.

(4) Ledger postings are to refer to the ships registration number.

2. a. The Materials Outstanding File should consist of the ships copy of each demand form and appended to each, the relevant Form SX21 (Advance Copy of Issue Voucher), Form SX29 (Deferred Supply Advice) and Form SO124 (Stores Demand Observations or Rejection Note).

b. When the No 4 copy of Form SX20 (Issue Voucher) is received in advance of the stores it is to be temporarily filed in the Materials Outstanding File pending receipt of the stores. Upon receipt of the stores, it is to be acquitted and returned to the consignor.

c. When the No 4 copy of Form SX20 (or SX22) is received with the stores it is not to be filed but is to be acquitted and returned to the consignor as soon as possible.

3. The Materials Completed File should consist of the No 3 copy of Form SX20 (or SX22), Form SO124 (Cancellations and Rejections) and Form SX29 (Cancellations). Ships copies of demands and Forms SX21 (Advance Copy of Issue Voucher) may be destroyed when all items demanded have been received or cancelled.

4. In lieu of using the binders specified in ABR 4 Article 1820 (2) and ABR 93 Article 1520 (2), the Material Outstanding and Material Completed Files may be housed in open trays. The trays should be fabricated locally and measure approximately 6 inches deep, 13 inches wide and be of suitable length with dividers as required.

5. The following changes to demand registration and procedures are required from receipt of this order to maintain uniform filing and posting of vouchers:

a. *Signal Demands*

(1) A Form SX13 (or SX15) is to be raised 'for record purposes' at the time of raising a signal demand. This form is to be allocated a ships registration number which is to be quoted in the signal under new Item I of the format promulgated in Navy Order 763/69 (pending amendment to ABR 4 Article 0618) together with the ships source code, eg, I. 1082/V/97532 will refer.

(2) A copy of the signal is to be attached to the 'Record Only' Form SX13 (or SX15) and filed in the Materials Outstanding File in the ships registration number sequence.

(3) When Form SX22 (Local Issue Voucher) is being raised at the Store Depot in response to the signal demand the ship registration number is to be inserted in the 'back reference' book.

(4) Ledger postings are to refer to the ships registration number.

b. *Issue Vouchers Raised by Store Depots without Demand*

(1) A ships registration number is to be allocated by ships staff when the first advice is received regarding an Issue Voucher raised by a Store Depot in response to a directive from a source other than the ship. The store depot registration number is to be clearly cross-referenced in the ships register.

(2) If the stores are not received with the first advice of the impending issue the voucher is to be filed in the Materials Outstanding File in ships registration number sequence.

(3) Ledger postings are to refer to the ships registration number.

6. ACNB message DTG 230001Z DEC 70, 050134Z JAN 71 and 180148Z JAN 71 are cancelled from receipt of this order.

7. ABR 93 Article 1520, ABR 4 Article 0618, 1818 and 1820 will be amended.

(400/1/1394 DFSD)

(*Navy Order 763/69*)

17538/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 313/71-324/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 August 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

313/71—RAN Corrosion Committee—Terms of Reference and Membership

1. The continuing requirement for high performance and efficiency of ships and equipment coupled with the need for economic use of personnel and materials during all stages in the life of HMA ships remains essential. Corrosion and fouling are considerable obstacles which prevent these requirements being achieved, due to:

a. Lowered performance and high running costs due to increases in resistance to hull movement.

b. A reduction in design and functional efficiency of ships structures and equipment because of the need for allowances for corrosion in certain areas.

c. The large effort required by HMA ships staff and dockyards in maintenance and repair work on structures and equipment.

Formation of Committee

2. With this in mind, the Naval Board formed the RAN Corrosion Committee in 1957 with the main task of investigating ways of overcoming or reducing the effects of corrosion and fouling. It consists of a main committee which is responsible generally for all its activities, together with four sub-committees with responsibilities to direct and execute detailed work programmes for particular aspects of corrosion. The sub-committees are:

a. *Machinery and Equipment Sub-committee.* Responsible for the survey of the incidence of corrosion, the metallurgical aspects, and for features of design (including materials) which influence corrosion pertaining to HMA ships machinery and associated equipment.

b. *Hull and Structural Sub-committee.* Responsible for the survey of the incidence of corrosion, the metallurgical aspects, and for features of design (including materials) which influence corrosion pertaining to HMA ships hull and structure.

c. *Cathodic Protection Sub-committee.* Responsible for investigations of methods of cathodic protection and their application to HMA ships and equipment.

d. *Underwater Paints and Fouling Sub-committee.* Responsible for investigation into the prevention of fouling, and for underwater paints. Because of its structure, this sub-committee is largely independent, but is linked with the RAN Corrosion Committee for administrative purposes.

e. *Constitution.* The terms of reference and membership of the RAN Corrosion Committee—Main Committee and Sub-committees—have been revised and are now as shown in Annexes A to E of this order.

Responsibility

4. The RAN Corrosion Committee is responsible for recommending necessary action to the appropriate Directors but the responsibility for taking executive action on these recommendations lies with the Director concerned.

Operation

5. To enable the RAN Corrosion Committee to operate effectively it is required that:

a. Commanding Officers, Directors and Heads of Establishments including Dockyards, keep the Committee informed of the problems encountered, the action taken, costs and suggestions for alleviation.

b. Naval establishments, dockyards and HMA ships be visited by Main and Sub-committee members as necessary to facilitate investigation of corrosion and fouling problems. All problems encountered and actions taken are to be reported through official channels using Forms TM179 and TG118 where appropriate. Authorities concerned are to give every assistance to members of the Committee and its Sub-committees carrying out investigations in their commands.

Exchange of Information

6. One important function of the RAN Corrosion Committee is to take note of advances in other technologies and to disseminate all applicable information as widely as possible, consistent with security regulations, so that unnecessary duplication of effort is avoided. To do this the RAN Corrosion Committee will:

a. Provide liaison with Ministry of Defence (Navy) United States Navy, Royal Canadian Forces and Royal New Zealand Navy.

b. Send minutes of its meeting, reports or appropriate extracts to interested parties.

c. Collect, interpret, utilise and supplement data received from overseas and research establishments and to improve the effectiveness of RAN Corrosion preventive activities.

Co-operation

7. It is emphasised that the value to the Navy of the RAN Corrosion Committee depends on the Committee being informed of the Navy's corrosion and fouling problems. All comments or suggestions which may have a bearing on the corrosion problems of the Navy would be appreciated by the Committee.

ANNEX A

RAN Corrosion Committee—Constitution of Main Committee

Membership:

The Director-General Dockyards and Maintenance ..	(DGDM)
The Director of Fleet Maintenance	(DFM)
The Director of Dockyards	(DOD)
The Director of Ship Design	(DSD)
The Director of Marine Engineering Design	(DMED)
The Director of Weapons and Electrical Design ..	(DWED
The Director of Aircraft Engineering	(DAE)
The Superintendent of Naval Scientific Services	(SNSS)
Chief Staff Officer (Technical) to FOCAF)	(CSO (T)) to FOCAF
The General Manager, Garden Island Dockyard ..	(GMGID)
The Superintendent Garden Island Dockyard Laboratory ..	(SUP GID LAB)
The General Manager Williamstown Dockyard	(GMWD)

ANNEX A—*continued*

The Superintendent Williamstown Dockyard Laboratory ..	(SUP WD LAB)
The Marine Engineer Officer, HMAS CERBERUS ..	(MEO CERBERUS)
The Royal Navy Technical Liaison Officer	(RNTLO)
The Defence Standards Laboratories	(DSL)
The Department of Works	(D of W)
The Australian National Line	(ANL)
The Director of Naval Quality Assurance (and General Secretary)	(DNQA)
A Minute Secretary from the Naval Technical Services Branch, Navy Office.	

Terms of Reference:

a. To investigate the incidence of corrosion and fouling problems in HMA ships, establishments, and their associated equipment.

b. To examine existing and potential methods for the prevention of corrosion and fouling for the reduction of its effects and for the correction of conditions arising from corrosion.

c. To institute sub-committees to investigate in detail by service trials and laboratory evaluations and literature survey, particular corrosion and fouling problems.

d. To co-ordinate all work in the RAN on corrosion and fouling, to co-operate with other interested scientific and technical authorities, and to propose items for extra-mural research.

e. To receive reports from its sub-committees and to guide work as necessary.

f. To report annually to the Chief of Naval Technical Services.

g. To disseminate knowledge gained as widely as possible in an appropriate manner.

h. To control financial expenditure and report status as required.

ANNEX B

Hull and Structural Sub-committee—Constitution

Membership:

Director of Dockyards—Chairman

Representatives from each of the following:

General Manager, Garden Island Dockyard
General Manager, Williamstown Dockyard
Flag Officer Commanding Her Majestys Australian Fleet
Director of Submarine Maintenance and Repair
Fleet Painting Instructor
Director of Naval Quality Assurance
Director of Ship Design
General Overseer and Superintendent of Inspection East Australia Area
Defence Standards Laboratories
A Secretary from the Naval Technical Services Branch, Navy Office.

ANNEX B—*continued*

Terms of Reference:

a. To carry out the tasks set down by and to report annually (or as required) to the RANCC.

b. To determine the incidence and relative importance of corrosion pertaining to HMA ships hull and superstructure.

c. To examine paint and other protective coatings, systems and procedures for use in HMA ships, establishments and associated equipment.

d. To assess the causes and the most likely method of combating such corrosion (ie, cathodic protection, protective coatings, design or material improvements or any other method).

e. To investigate and recommend means of preventing corrosion by design or material improvements and the use of special coatings and initiate the preparation of relevant specifications and procedures of the RANCC.

f. To co-opt additional members (where necessary from outside the Department) to deal with specific problems.

ANNEX C

Machinery and Equipment Sub-committee—Constitution

Membership:

Director of Dockyards—Chairman

Representatives from each of the following:

General Manager, Garden Island Dockyard
General Manager, Williamstown Dockyard
Flag Officer Commanding Her Majestys Australian Fleet
Director of Naval Quality Assurance
Director of Ship Design
Director of Marine Engineering Design
Director of Submarine Maintenance and Repair
General Overseer and Superintendent of Inspection East Australia Area
Defence Standards Laboratories
A Secretary from the Naval Technical Services Branch, Navy Office.

Terms of Reference:

a. To carry out the tasks set down by and and to report annually (or as required) to the RANCC.

b. To determine the incidence and relative importance of corrosion pertaining to HMA ships machinery and associated equipment.

c. To recommend painting or coating systems appropriate to the surface to be protected.

d. To acquaint themselves with new material and to make recommendations and to initiate both laboratory evaluations and service trials of selected materials or products to assess their suitability for Naval service.

e. To co-operate with all sub-committees of the RANCC.

f. To co-opt additional members (where necessary from outside the Department) to deal with specific problems.

ANNEX D

Cathodic Protection Sub-committee—Constitution

Membership:

Director of Fleet Maintenance—Chairman

Representatives from each of the following:

General Manager, Garden Island Dockyard
General Manager, Williamstown Dockyard
Flag Officer Commanding Her Majesty's Australian Fleet
Director of Weapons and Electrical Engineering Design
Director of Naval Quality Assurance
Director of Ship Design
Defence Standards Laboratories
A Secretary from the Naval Technical Services Branch, Navy Office.

Terms of Reference:

a. To carry out the directions of and to report annually (or as required) to the RAN Corrosion Committee.

b. To investigate and recommend means of preventing corrosion in HMA ships, establishments and their associated equipments by the use of cathodic protection methods with impressed current and galvanic systems.

c. To investigate and recommend means of preventing corrosion caused by stray electrical currents.

d. To co-operate with all sub-committees of the RAN Corrosion Committee.

e. To co-opt additional members (where necessary from outside the Department) to deal with specific problems.

ANNEX E

Underwater Paints and Fouling Sub-committee—Constitution

Membership:

Director of Fleet Maintenance—Chairman

Representatives from each of the following:

General Manager, Garden Island Dockyard
General Manager, Williamstown Dockyard
Flag Officer Commanding Her Majestys Australian Fleet
Director of Naval Quality Assurance
Director of Ship Design
Defence Standards Laboratories
Australian National Line
Representatives of Commercial Shipping Interests
A representative of the Commonwealth Paint Committee
A Secretary from Garden Island Dockyard Laboratory.

Terms of Reference

a. To co-ordinate the work on underwater paints and fouling of all the bodies represented on the Sub-committee.

b. To create a pool of expert knowledge on underwater paints and fouling from which recommendations could be issued to these bodies.

ANNEX E—*continued*

c. To report annually (or as necessary) to the RAN Corrosion Committee.

d. To co-opt additional members (where necessary from outside the Department) to deal with specific problems.

(8/1/430 DNQA)

Section 2

PERSONNEL

UNCLASSIFIED

314/71—Education of Children of Service Personnel Posted for Long Term Duty to Singapore

Present Situation

1. Dependent school-aged children who accompany members posted to Singapore currently attend British Army Childrens Schools on the island.

2. These schools teach to modified British syllabi, follow the British school year (September to July) and employ manly UK-based teachers. They provide education in Infants, Junior and Secondary schools for children aged 5 to 6 years, 7 to 11 years and 12 to 18 years respectively. The upper secondary forms prepare children for British General Certificate of Education 'O' level (sub-matriculation) and General Certificate of Education 'A' level (matriculation) examinations.

3. Members who are posted for long term duty to Singapore and who elect to leave one or more of their dependent school-aged children in Australia are eligible to receive Child Education Allowance under the provisions of NPI 105/303.

Situation from September 1971

4. From September 1971, all dependent school-aged children who are with their parents in Singapore will attend ANZ Childrens Schools which are to be established on the island.

5. These schools will teach to Australian syllabi modified by New Zealand requirements. They will follow the Australian school year (February to December) and will employ Australian and New Zealand teachers. They will provide education in all Infants and Primary school grades and in Forms 1 to 4 inclusive for Secondary school students. Australian Secondary school children will be prepared for New South Wales School Certificate examinations at the end of fourth form. The ANZ Secondary school will NOT provide education for fifth or sixth form students.

6. From the date of opening of the ANZ Childrens Schools, members who:

a. are posted for long term duty to Singapore; and

b. have fifth and/or sixth form children; or

c. have children who will attain the age for entry to fifth form (sub-matriculation) during the period of their posting,

are strongly advised to make arrangements for such children to remain behind to continue their education in Australia.

7. Parents who intend to follow this advice should study Naval Pay Instruction 105/303 relating to Child Education Allowance.

8. Parents who do not intend to follow this advice will be required to make necessary arrangements with their State Education Department for enrolment of the child/children in appropriate fifth/sixth form correspondence courses. None of the costs associated with such courses will be reimbursed by the Commonwealth and no special arrangements will be made to assist with dispatch and receipt of correspondence assignments. Fifth and sixth form correspondence students will not have access to the ANZ Secondary school and no provision will be made for ANZ teachers to assist them in their correspondence course studies.

(134/1/81 DNES)

UNCLASSIFIED

315/71—Furlough Extended Leave, Payment in Lieu

1. The present forms for payment in lieu of furlough and extended leave have been abolished.

2. The following new forms will replace the existing forms:

Description	*Existing Form*	*New Form*
Application for furlough or extended leave ..	E	PA222
Statement by member or ex member (Statutory Declaration)	E1	PA221
Application for furlough or extended leave by widow or other dependent	F	PA223

3. The new forms are shown in Annex A to this Navy Order.

4. The forms should be obtained from Superintending Victualling Stores Officer (SVSO)—the denomination of quantity is sheets.

5. Navy Order 332/70 should be amended. An amendment to NPI 250/4 will be issued in due course.

ANNEX A

PAYMENT IN LIEU OF FURLOUGH OR EXTENDED LEAVE PA221 (1971)

STATEMENT BY MEMBER OR EX-MEMBER

(Naval Pay Instruction 250/4)

Surname	Given Names	Rank

1. Have you previously been granted furlough, extended leave or pay in lieu thereof in respect of a period of prior service with the Commonwealth, a State of the Commonwealth, a Territory of the Commonwealth or an Authority of the Commonwealth or of a State? Answer Yes or No. [ ]

2. If the answer to question 1 above is 'Yes', give the following details of the period for which you have been granted furlough, extended leave or pay in lieu thereof:

Department or Authority by which previous grant	Period of Service for Grant	
	From	To

.....
Signature of Member or Ex-Member

Commonwealth of Australia — Statutory Declaration

I.....of.....
(Full name) (Address)

.....
(Occupation)

do solemnly and sincerely declare that the answers to the questions and the particulars supplied by me in the above Statement are true and correct to the best of my knowledge and belief.

And I make this solemn declaration by virtue of the Statutory Declaration Act 1959–1966, and subject to the penalties provided by that Act for the making of false statements in statutory declarations, conscientiously believing the statements contained in this declaration to be true in every particular.

.....
Signature of person making declaration

Declared at this day of 19 before me

.....
Signature of person before whom declaration is made

.....
Title of person before whom declaration is made

NOTE: 1. All questions must be answered in the applicant's own handwriting. Where any question or part of a question does not apply to your case, write 'NOT APPLICABLE' in the space provided. A stroke will not be accepted.

2. A person who wilfully makes a false statement in a statutory declaration under the Statutory Declarations Act 1959–1966 is guilty of an offence against that Act, the punishment for which is a fine not exceeding $200 or imprisonment for a term not exceeding six months or both if the offence is prosecuted summarily, or imprisonment for a term not exceeding four years if the offence is prosecuted upon indictment.

PA222 (1971)

COMMONWEALTH OF AUSTRALIA—ROYAL AUSTRALIAN NAVY

NAVAL PAY INSTRUCTION 250/4

APPLICATION FOR FURLOUGH OR EXTENDED LEAVE†

I hereby apply for furlough or extended leave which may be due to me in respect of my service in the Royal Australian Navy and in respect of such other periods of service as may be admissible.

DETAILS OF SERVICE

Name and location of Commonwealth or State Department Service or Authority by which employed	Rank or Designation last held	Period of Service	
		From	To

NOTE: All prior service with the Commonwealth or a State, or a Territory of the Commonwealth, or an Authority of the Commonwealth or of a State should be included.

...../...../.....
Date — Signature of Applicant

PARTICULARS TO BE FURNISHED BY THE COMMANDING OFFICER

Name of Applicant	Rank	Personal No

Where Serving	Date of ceasing duty or proposed date of commencement of furlough	Reason for retirement

If member not retiring, reason for furlough (Statement to be attached)

(NOTE: The grant of furlough during a member's service will be subject to the exigencies of the service.)

Can member's duties be performed by other members of staff in his absence without relief?

Recommendation of Commanding Officer:

...../...../.....
Date — Commanding Officer

† To be accompanied by statutory declaration as set out in Form PA221.

ROYAL AUSTRALIAN NAVY

PA223
(1971)

PAYMENT IN LIEU OF FURLOUGH OR EXTENDED LEAVE
APPLICATION AND STATEMENT BY WIDOW OR OTHER ADULT DEPENDENT

(See Notes on back)

Full Name of Deceased Member	Rank	Lately Serving in	Date and Place of Death

APPLICATION

I,.....of .....
(Full name) (Address)

....
(Occupation)

HEREBY MAKE APPLICATION for payment to me of the pay in lieu of *furlough / extended leave due to the abovenamed deceased member.

* Delete as applicable.

STATEMENT BY ADULT DEPENDENT OTHER THAN SPOUSE (See note 1 on back of form)

Relationship to Deceased	Was the Deceased Married?	Is his/her spouse still alive?

State the full names and date of birth of ALL living children of the deceased member.

Full Name	Date of Birth

Were you wholly dependent on the deceased member for support? Write 'WHOLLY' or, if not, state average weekly value of support received.

Have you any income other than the amount received from the deceased member? If so, state the amount of income and the source.

Give particulars below of any other person other than yourself dependent upon the deceased member for support at the time of his death.

Full Name	Relationship	Age	Address	Extent of Dependency

...../...../..... .....
Date Usual Signature

COMMONWEALTH OF AUSTRALIA (See note 2 on back of form)

STATUTORY DECLARATION

I,.....of .....
(Full name) (Address)

....., ...do solemnly
(Occupation)

and sincerely declare that the answers to the questions and the particulars supplied by me in the above Statement are true and correct to the best of my knowledge and belief.

And I make this solemn declaration by virtue of the Statutory Declarations Act 1959–1966, and subject to the penalties provided by that Act for making of false statements in statutory declarations, conscientiously believing the statements contained in this declaration to be true in every particular.

.....
Signature of Person making Declaration

Declared at.....this.....day of

.....19.....before me.....
Signature and title of person before whom declaration is made

NOTES

1. All questions must be answered in the applicant's own handwriting. Where any question or part of a question does not apply to your case, 'NOT APPLICABLE' should be written in the space provided. A stroke will not be accepted.

2. A person who wilfully makes a false statement in a statutory declaration under the Statutory Declarations Act 1959–1966 is guilty of an offence against the Act, the punishment for which is fine not exceeding $200 or imprisonment for a term not exceeding six months, or both if the offence is prosecuted summarily, or imprisonment for a term not exceeding four years if the offence is prosecuted upon indictment.

(464/76/195 HPB)

(Navy Order 332/70)

UNCLASSIFIED

316/71—Household Effects and Baggage of Naval Personnel Returning From Overseas—Customs and Quarantine Clearance

1. There have been cases recently of serious delays occuring in the clearance and final delivery of household effects and baggage of personnel returning from overseas. Investigations have disclosed that, in some instances, these delays have been brought about through ignorance on the part of Naval personnel of the procedures involved in arranging customs and quarantine clearance, and of the steps which they should take to assist in the handling of their effects. Action is to be taken, therefore, to ensure that, prior to departure from overseas, Naval personnel are informed of the regulations regarding Australian Customs and Excise Quarantine.

2. A summary of the procedures to be followed in Australia in regard to Customs and Quarantine clearance is promulgated hereunder for guidance.

Effects Carried as Accompanied Baggage

3. Where a member is arriving in Australia from an overseas posting and his effects are carried as accompanied baggage on the same aircraft or ship, he will be expected to attend personally to customs and quarantine formalities on arrival. It is in the members own interest to prepare an inventory of all accompanied baggage and to have this and keys to locked baggage readily available to facilitate clearance through Customs. Transport and other assistance will be provided by the Naval Authority at the port of disembarkation.

Effects Shipped Separately or Carried as Freight in the Ship in which the Member and/or His Family are Travelling

4. In all cases where the effects are to be shipped separately, or carried as freight by the same vessel on which the member and/or his family will travel, the member should submit an application for removal in accordance with NPI 231/24, as soon as practicable after receiving notice of posting. Inventories, with all items to be moved individually listed and valued, are to be prepared at the same time with particular attention being paid to the following:

a. If more than one delivery point (eg, a combination of storage and residence deliveries) is involved separate inventories are to be provided.

b. Goods likely to attract payment of import duty or which may be subject to some form of restriction by customs should be packed in crates and baggage clearly identifiable from the inventory.

It is the members responsibility to ensure that his effects do not include goods which fall within the category of hazardous or prohibited imports.

5. On arrival in Australia a member will be required to complete a Statutory Declaration for customs and quarantine purposes. A copy of the form of Declaration is attached as the Annex to this order.

6. The following removal procedures apply in Australia:

a. If the member is in Australia and has completed the Statutory Declaration and provided keys for locked baggage, the Department of Supply will arrange clearance of the effects and remove the goods from the wharf to the place nominated.

b. If the consignment precedes the members arrival, the Department of Supply will pay shipping company and wharfage charges and have the goods placed in bond store. After the member has arrived in Australia and completed the Statutory Declaration the Department of Supply will clear the effects from bond and arrange delivery to the place nominated.

7. Navy Order 391/68 is hereby cancelled.

ANNEX

STATUTORY DECLARATION

(1) Here insert name, address and occupation of person making the declaration.

I,[1] .....

.....

do solemnly and sincerely declare:

(2) Here insert name of ship or aircraft.

That I travelled as a passenger by[2] ..... to the Commonwealth (accompanied by my wife and ..... children), landing at ..... on .....

That the ..... packages marked .... which arrived in Australia per ..... reported ..... contain only:

(a) Personal effects previously in my/our possession valued at approximately $..... and which are imported for my/our own use, and are not intended for gift, sale, exchange or trade.

(b) Household effects which have been in my/our actual use for at least one year, valued at approximately $.....

(3) Delete this statement if inapplicable.

That I/We [3] have not previously imported household effects into Australia,

or

(4) Delete this statement if inapplicable.

[4] have previously imported household effects into Australia to the value of $.....

That I/We have not imported in the aforesaid packages any of the goods listed on the back hereof, except those goods shown hereunder:

.....

.....

.....

And I make this solemn declaration by virtue of the *Statutory Declarations Act* 1959, and subject to the penalties provided by that Act for the making of false statements in Statutory Declarations, conscientiously believing the statements contained in this declaration to be true in every particular.

(5) Signature of person making the declaration.

[5] .....

Declared at ..... the ..... day of ..... 19...., before me

(6) Signature of person before whom the declaration is made.

[6] .....

(7) Here insert title of person before whom the declaration is made.

[7] .....

Note: Any person who wilfully makes a false statement in a Statutory Declaration is guilty of an indictable offence, and is liable to imprisonment with or without hard labour for four years.

LIST REFERRED TO ON DECLARATION FACE

(1) Goods which are being landed for any other person;
(2) Fur apparel, excluding apparel trimmed with fur;
(3) Cigarettes, cigars and tobacco;
(4) Spirituous liquors;
(5) Machinery, plant or equipment;
(6) Cinematograph (movie) films;
(7) Firearms or other dangerous weapons, including air pistols, spring bladed knives, daggers, bludgeons, coshes, knuckle dusters, and swordsticks;
(8) Narcotic drugs;
(9) Essences of wine or essences of spirituous liquors;
(10) Saddles, bridles, horse rugs, or horse brushes;
(11) Animals or animal products (including meats, samali, sausage, cheese, skins, wool, hair, horns, hoofs, bones, dried blood, and feathers);
(12) Germ cultures, microbes, viruses, vaccines, or bacterial cultures;
(13) Insects at any stage of development;
(14) Plants, parts of plants, fruits or seeds;
(15) English Bank notes.

(187/1/240 HPB)

(*Navy Order 391/68*)

UNCLASSIFIED

317/71—The Peter Mitchell Prizemen

1. As stated in Navy Order 76/71, Annex B, there will be two major prizes of $1,000 each to be awarded annually, one for officers and one for sailors. The first awards will be made in 1971.

2. Commanding Officers are to forward a citation (as shown in the Annex to this order) on suitable candidates through their Administrative Authorities to Navy Office. Citations are to be accompanied by a special report on Form PP101 or PP1 as appropriate. Nominations are to reach Navy Office no later than 15 September annually. The 'Prizemen' will be announced in November each year.

3. It is stressed that only outstanding officers and sailors are to be nominated. It is envisaged that the maximum number of nominations would be one in 50 officers and one in 200-250 sailors. At the same time Commanding Officers of small ships and establishments are not prevented from nominating outstanding personnel.

ANNEX A

STAFF-IN-CONFIDENCE

The Peter Mitchell Trust

1. The following officer/sailor is nominated as a candidate for the Peter Mitchell Prize for.....(year).....

(Rank, Name and Personnel No)

.....

2. I consider him to be an outstanding officer/sailor and his attributes are detailed as follows:

Academic Ability

Professional Attainment

Sporting Proclivities

Character

Leadership

HMAS..... (Sig).....

(Rank).....

Commanding Officer

(This proforma is to be forwarded through the Administrative Authority to the Chief of Naval Personnel accompanied by a Special Report on Form PP101 or PP1 as appropriate.)

STAFF-IN-CONFIDENCE

(38/6/25 DAPO)

(Navy Order 76/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

318/71—Ammunition—Marine Sound Signal Mark 1—Introduction

1. *Item* .. .. The following item is being introduced into Navy Service: 393011—Marine Sound Signal Mark 1.

2. *Superseded Item* .. The new item will replace in due course the Grenade Hand, No 36 M HE, with seven seconds detonator, for underwater signalling purposes.

3. *Reason for Introduction* The Marine Sound Signal is far safer to use than the Grenade No 36 M and cannot damage a submarine pressure hull.

4. *Description of Store* ..

a. The Marine Sound Signal has been developed by Messrs Albright and Wilson Ltd in conjunction with the Ministry of Defence (Navy Department).

b. The signal is of robust metal construction, cylindrical in shape, with a removable end closure cap at one end. It is 3 inches (7.6 cm) in diameter, 5½ inches (14 cm) in length and weighs 1¾ lb (0.8 Kg).

c. The signal operates approximately six seconds after being thrown into the sea.

d. The Marine Sound Signal contains the following units:

(1) A Hydrostatic Pressure Switch which operates at 35 feet with a tolerance of ± 5 feet.

(2) A 1.5 volt battery (Mallory Duracell single cell alkaline battery—type MN 1500).

(3) An Electrolytic Bridge.

(4) A Fail Safe Timing Unit, which operates in approximately five minutes if the sound signal is flooded with sea water but has not reached its operating depth.

(5) A Hydrostar Detonator and 1.1 oz Pentolite Charge.

(6) A Radio Hazard Shield.

Units (1) to (4) are connected in series and successful operation of the Sound Signal therefore depends on each individual unit being in the 'GO' state.

e. The Hydrostatic Pressure Switch comprises a corrugated pressure diaphragm which is moved by sea pressure to complete part of the electrical circuit. Until the sound signal is required for use a ball valve excludes pressure from the pressure switch; this ball valve can only be opened after the end closure cap has been removed.

4. *Description of Store*—continued

f. The battery provides the necessary energy to activate the detonator. The battery is isolated from the electrical circuit by a Tufnol safety clip which can only be withdrawn after the end closure cap has been removed. The battery has a minimum life of two years.

g. The Electrolytic Bridge interrupts the electrical circuit until it has been flooded with sea water. Then electrolytic action between a coil of magnesium wire and a central pole of silver plated brass completes the electrical circuit and enhances the electro-magnetic force of the battery.

h. The Fail Safe Timing Unit is a reed switch held in the closed position by a permanent magnet. The magnet is held between a spring and a soluble pellet. If the sound unit is flooded with sea water for more than five minutes, the pellet dissolves and the spring moves the magnet allowing the reed switch to open. This interrupts the electrical circuit.

j. Electrical Circuit. *See* diagram in Annex A to this instruction.

k. The Radio Hazard Shield is a metal plate fixed to the open end of the Marine Sound Signal and protects the signal from any radio or radar transmissions.

5. *Sequence of Operation* . .

a. Remove end closure cap.

b. Pull out ball valves and Tufnol safety clip with the cords attached to the end closure cap.

c. Throw signal into sea.

d. Sea water floods the Electrolytic Bridge.

e. Sea pressure closes the Hydrostatic Pressure Switch.

f. Sound Signal explodes.

6. *Safety Measures* . .

a. Hydrostatic Pressure Switch:

(1) Protected in storage and transport by a ball valve which can withstand an external pressure up to 750 psi.

(2) Ball valve can only be opened after removal of end closure cap.

b. Battery:

(1) Isolated from the electrical circuit by a Tufnol safety clip.

(2) Tufnol safety clip can only be removed after removal of end closure cap.

c. Electrolytic Bridge:

Only operates if flooded with sea water. Accidental flooding by spray or being dropped into a scupper does not activate the store as the hydrostatic pressure switch is still open.

6. *Safety Measures*—continued

d. Fail Safe Timing Unit:

If the sound signal is accidentally flooded, or lodges in a submarine structure at less than the store operating depth, the soluble pellet dissolves in approximately five minutes and the electrical circuit is broken.

e. End Closure Cap:

This is secured in position by a retaining band. The cap cannot be loosened or removed from the store until the retaining band has been removed.

7. *Life of Store in Naval Service*

a. Signal, exclusive of battery—five years.

b. Battery—two years.

c. The basic six-digit Store Reference Number 393011 will be extended by the addition of seventh and eighth digits (eg, 39301*11*) to indicate the date of manufacture of the signal, and of the battery fitted, to enable withdrawal/replacement to be controlled. Replacement batteries will be fitted in RAN Armament Depots.

8. *Packaging* . . . .

a. The Marine Sound Signal will be packed for Naval Service in the Box Ammunition H50—each box will hold 10 signals.

b. First supplies will be packed to an interim method of packing design, utilising millboard, rubber and wooden packing fitments in the Box H50.

c. Later supplies will be packed in moulded polystyrene fitments in the Box H50.

9. *Explosive Category* . .

a. In HMA Ships—Group 6.

b. Ashore—Group 6 Category X.

10. *Allowances* . . . .

The following allowances are applicable for the present:

	Outfits	*Annual Allowance*
Darings	50*	70
River Class DE . .	50*	70
DDGs	50*	70
ANZAC	50	50
QUEENBOROUGH . .	50	60

* Increased to 120 No per ship when deployed off the Australia Station.

Remaining ships will continue to use No 36 M Grenades and Detonators Seven Second for underwater signalling purposes.

It is intended in due course, when the stock position of grenades warrants it, to supply all ships with Marine Sound Signals and allowances will be promulgated by amendments to Warrants of Naval Armament Stores when applicable.

11. *Ready Use Stowage* .. In due course, specially designed Bridge ready-use lockers, holding 12 sound signals will be provided on a scale of two lockers per sonar-fitted ship. These will replace the No 36 Grenade ready-use lockers now fitted.

Until the new lockers are available, ships will have to make ad hoc arrangements, and the Boxes Ammunition H50 will be utilised.

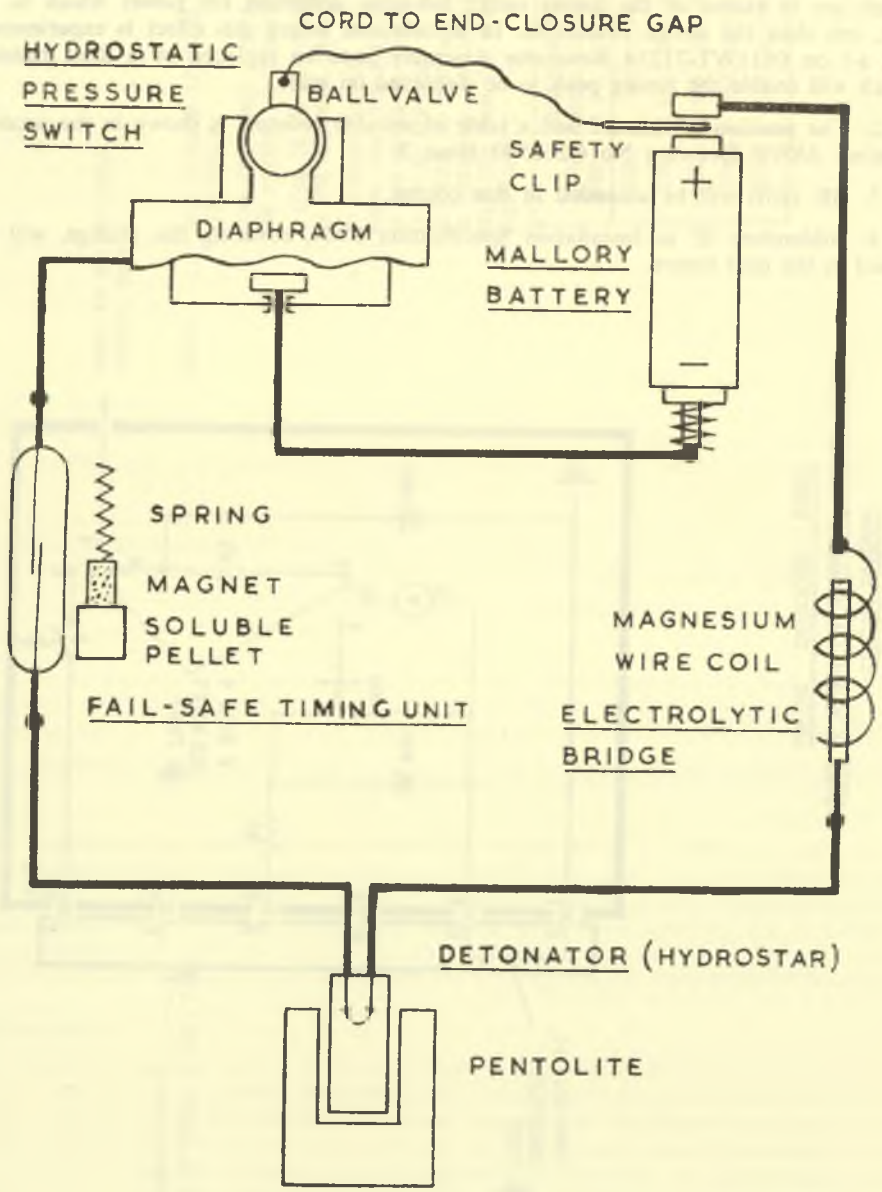
12. *Priority of Supply* .. Procurement action for Marine Sound Signals Mark 1 has been initiated, and arrangements will be made for the exchange of Grenades No 36 M HE and Seven Second Detonators as soon as stocks become available.

13. *RAN Armament Depots* A Circular Letter (P) will be forwarded in due course.

ANNEX A

MARINE SOUND SIGNAL MARK 1

ELECTRICAL CIRCUIT



(728/51/96 DAS)

UNCLASSIFIED

319/71—Communications—Wireless Equipment—Transceiver Type 696—Tuning Meter Readings

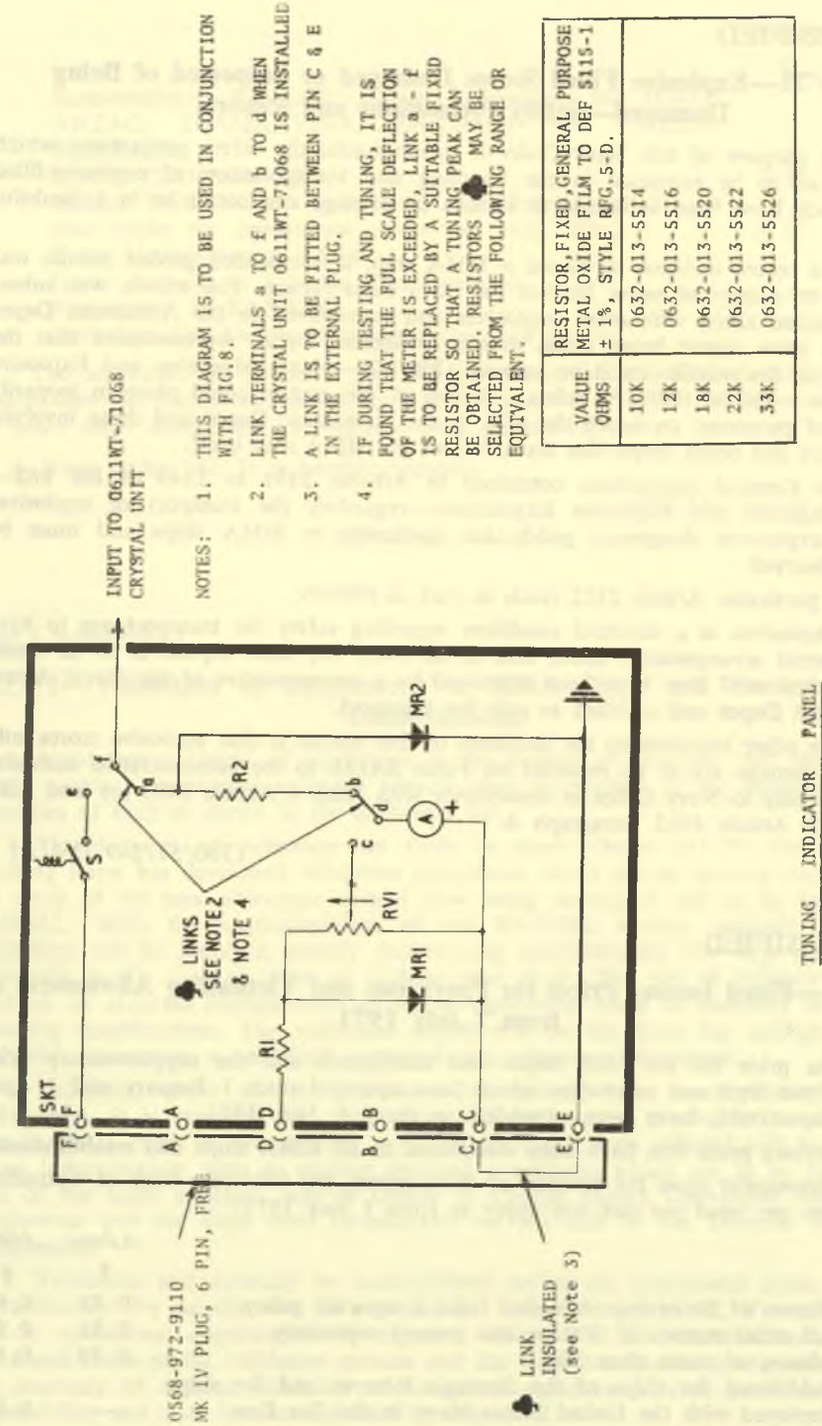
(DCI (RN) 328/71)

1. Component variations in 0611WT-71068 Crystal Unit may cause readings which are in excess of the tuning meter full-scale deflection for power which is, in fact, less than the design maximum. In installations where this effect is experienced, link a-f on 0611WT-71234 Resonator Assembly is to be replaced by a fixed resistor which will enable the tuning peak to be displayed on scale.

2. The position of link a-f and a table of suitable resistors is shown in the accompanying ASWE Drawing No C262540 Issue 3.

3. BR 1610 will be amended in due course.

4. Addendum 'E' to Installation Specification B904, covering this change, will be issued in the near future.



(518/52/1742 DWED)

UNCLASSIFIED

320/71—Explosive Filled Stores Damaged or Suspected of Being Damaged—Safety Precautions and Reports

1. The purpose of this Navy Order is to emphasise the safety precautions which are required to be exercised in the handling and transportation of explosive-filled stores which have been subjected to knocks or damage and could be in a doubtful condition.

2. In a recent incident on board a HMA ship, a war-headed guided missile was subjected to a drop of some 30 feet due to a hoist failure. The missile was subsequently landed along with other explosives and transported to the Armament Depot without a prior report being made to the Armament Depot representative that the condition of the missile could be suspect (BR 862—Naval Magazine and Explosive Regulations—Article 1808 (7) refers). Action of this nature could place in jeopardy the lives of personnel on board the ship, at the Armament Depot and those involved in transport and could jeoparidse the safety of the HMA ship itself.

3. The General instructions contained in Articles 2331 to 2340 of BR 862—Naval Magazine and Explosive Regulations—regarding the transport of explosives and non-explosives dangerous goods are applicable to HMA ships and must be strictly observed.

4. In particular Article 2332 reads in part as follows:

> 'Explosives in a doubtful condition regarding safety for transport are to have special arrangements made, and in no event are such explosives to be transported until they have been examined by a representative of the Naval Armament Depot and certified as safe for transport.'

5. One other requirement for incidents of this nature is that explosive stores subjected to damage are to be reported on Form SA116 to the administrative authority for forwarding to Navy Office in accordance with ABR 4 Article 1403 (c) and ABR 5016 (RI) Article 4962 Paragraph 4.

(700/51/249 DSUA)

UNCLASSIFIED

321/71—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 July 1971

1. The price list for fresh meats and smallgoods and the supplementary price list for fresh fruit and vegetables which have operated since 1 January and 1 April 1971, respectively, have been amended as from 1 July 1971.

2. Revised price lists have been distributed to all HMA ships and establishments.

3. Consequent upon the revision of those prices, the following rates of victualling allowances per head per day will apply as from 1 July 1971:

	Ashore	*Afloat*
	$	$
Messes of 50 or less victualled from a separate galley ..	0.83	0.86
All other messes of 300 or less messed separately ..	0.81	0.84
Messes of more than 300	0.79	0.82
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 HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	—	0.01
HMAS COONAWARRA	0.85	—
HMAS TARANGAU and small craft (messes of 50 or less) under the operational control of NOIC PNG ..	0.87	—
Cadet Midshipmen at RANC	0.90	*
Junior Recruits at Training Establishments		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses ..		

* The allowance of 90 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets is increased to 93 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 182/71 is hereby cancelled.

(903/51/175 D of V)

(*Navy Order 182/71*)

UNCLASSIFIED

322/71—Validation of Equipments in HMA Ships and Commissioned Establishments

1. Validation of items of equipment is the process of ensuring that the equipments installed correspond with the identification description of the equipment and quantities of each as shown in the allowance list.

2. Under terms of reference set forth in Navy Order 213/70 the COSAL Working Party has developed validation procedures which are an inetgral part of the life cycle of the new allowance system now being developed and to be known as RANSAL. With the implementation of the RANSAL system, periodic physical validations will be required, usually commencing approximately 300 days prior to a main refit in the case of ships on a three year cycle. The aim of validation is to establish an accurate configuration record of equipment down to assembly level and including modifications. The validation report will be the basis for publishing the RANSAL document, a combined technical and allowance document.

3. Validation under adopted procedures has already been accomplished in two HMA ships. It is expected that other ships will be selected to conduct a validation later in 1971. Prior to commencing a validation, those ships selected will be visited by an indoctrination team to explain required procedures which are to be followed. Two of the team members will be Officer in Charge Supply Operations Assistance Programme and the ships class co-ordinator on the staff of the Director of Fleet Maintenance.

4. Validation will normally be accomplished during the operational cycle, but as approximately five months will be provided for completion, minimal, if any, disruption to operational requirements is expected. Because of the technical complexity and broad scope of the validation process and the requirements for timely completion and accuracy of results, validation of on board equipments is to be a command responsibility and is to be accomplished by ships staff.

5. Validation of equipments at commissioned establishments will be arranged at a later date but will follow similar procedures.

6. Contents of this Navy Order will be incorporated in a new ABR which will be published in due course.

(465/1/1546 DFSD)

(Navy Order 213/70)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

323/71—Receipt of Stores—Introduction of Form SI110 Report of Discrecancy/Damage in Transit

1. This form is introduced for the reporting and adjustment of discrepancies in consignments of stores received by HMA ships and establishments from supply depots.

2. Form SI110 Report of Discrepancy/Damage in Transit is to be used as a report of discrepancy/damage in transit and provides for subsequent submission to competent authority where write-off and down-grading action is necessary. The procedure for the use of this form is as follows:

a. After investigation of discrepancies/damage on receipt of stores the consignee is to amend Copy No 3 of relevant Issue Voucher or Local Issue Voucher (IV or LIV), take on charge stores in the quantity and condition as received and endorse this voucher with the registration number of the Form SI110.

b. Consignee is to complete two copies of Form SI110 and forward the original to the consignor with a copy No 4 of the IV or LIV, amended as appropriate. The duplicate copy is to be retained and filed in numerical sequence of registration number.

c. On receipt of the Form SI110 by the consignor the discrepancy is to be investigated and the results endorsed on the reverse side of the form.

d. If the results of the investigation show that an error was made in the Supply Depot, consignor is to raise appropriate adjustment voucher, note registration number and date on the Form SI110 and process the adjustment to the Supply Depot store account.

e. In the case of discrepancies not admitted as errors at the Supply Depot details of value are to be inserted in the appropriate column of the Form SI110. The form is to be submitted to competent authority for approval to the proposed action, in accordance with the prescribed procedures for loss or damage to stores.

3. After forwarding the Form SI110 to the consignor the consignee is not required to undertake further action unless further information is required by the consignor in the course of his investigation.

4. Forms SI110 will be supplied in pads each containing 100 sheets and are to be demanded in the usual manner from:

VICTUALLING STORE DEPOT
NORTHGATE HOUSE
KENT STREET
SYDNEY 2000
SOURCE CODE 5819.

5. Completion of Form SI110 is self-explanatory, however, the following amendments (which will be reflected in a future reprint of the form) should be made:

a. Between the 'GROUP/CLASS' and 'CONSIGNORS REGISTRATION' boxes, *insert* the name of the ship or establishment.

b. From column five (5) headed 'D of Q' *delete* word 'Cond' and *insert* word 'cond' in column nine (9) headed 'RECEIVED'.

c. In the section headed 'ANY OTHER REMARKS' the estimated cost of repair should be *inserted* where applicable.

6. ABR 4 and ABR 93 will be amended in due course.

(400/1/388 DSUA)

UNCLASSIFIED

324/71—Stores Return Label and Repair Record Form SI105—Introduction

1. The purpose of this Navy Order is to introduce Stores Return Label and Repair Record Form SI105 for the purposes of ready identification of stores returned by ships and establishments to Stores Depots and acceleration of the processes of their fault identification, repair and return to service. The layout of the form, which is produced as a tie-on envelope, is illustrated in Annex A.

2. Form SI105 has been developed from the old label AS559—Equipment Survey Label—which has been found to be inadequate for the speedy repair of complex modern equipment.

Scope

3. Form SI105 is to be used for return of the following categories of stores:

General Stores
Electrical Stores
Machinery
Armament Stores (except Explosives).

It is not applicable to Air Stores, as Form TA118 is already in use for this purpose. Currently, the printed form indicates use for victualling rather than Armament Stores and also a reference to Form TM180 instead of TM200. These will be rectified at next reprint.

4. The form is to be used by all HMA ships, establishments and dockyards when returning General, Electrical, Machinery or Non-explosive Armament Stores of the following types for repair:

a. Mechanical, electrical or electronic items which are components of an equipment system or item of equipment.

b. Portable tools or test equipment.

c. Repairable items with any defect which is not easily identifiable from visual inspection only.

The form need not be used for simple, easily identifiable, items of common usage such as cabin chairs, fire hose nozzles, etc, however if there is any possibility that the Repair Authority will have difficulty in indentifying the item or its defect(s), the form is to be used. Form SI105 is not to be used for:

a. Non-repairable stores returned for any reason.

b. Victualling, Air or Explosive Armament Stores.

Features

5. Features of the new form are as follows:

a. It allows for full identification of the item of equipment and details of the fault to be established at the source of the failure, ie, on the ship or establishment where the item of equipment is in service, and where all the necessary technical and identification documentation is readily available.

b. It permits the details of identification and defects together with other information provided by the user to remain with the item of equipment until it is returned to service, thus saving many valuable hours in survey and investigation at the various stages through which the stores pass.

c. It provides a cross reference to the serial number of the Defect Report (where the fault was reported), thus facilitating investigation of the defect and maintaining the identity of the item of equipment to which the report refers.

d. It provides a record on the reverse side for recording repair and inspection information as well as a 'remarks' panel for recording significant technical details, eg, the use of oversize components, preferred alternative spares, identification of matched items of equipment, etc.

e. The label takes the form of a stout 'Sisalkraft' type envelope which can accommodate technical records and associated stores documentation to facilitate processing and repair.

Procedure

6. The front side of the label, down to 'Defect Record Serial No' is to be completed by the technical department returning the item and is to be signed by the appropriate technical officer or his representative. The remainder of this side is to be completed by the Supply Department. The reverse of the form is for use by the Supply and Technical Authorities concerned with the repair.

7. It is important that all relevant information concerning the defect(s) is provided. If the space on the front of the label is insufficient, a Form TM200 with an 'S' series serial number is to be raised and copy 4 is to be placed inside Form SI105 (Navy Order 129/71 ANNEX P refers). If the item being returned is the subject of a report on Form TM179, the Stores Authority copy of the report is to be placed inside Form SI105.

8. Other information to be enclosed will depend on the nature and complexity of the item being returned, any information of value to the Repair Authority or subsequent user should be included. Examples of such information are:

a. Extract or photocopy of modification records (assemblies and items of equipment).

b. Wear records.

c. Drawing No.

d. Previous major defect history.

e. Details of any deviations from standard—eg, oversize parts, etc.

f. LB 163—Modification Advice Tag—for assemblies returned for modification.

9. Form SI105 is to accompany the item from the time it is raised until the serviceable item is re-issued for use. After the information it contains is incorporated into the appropriate technical records, the form is to be destroyed by the Authority receiving the re-issued item.

Date of Effect

10. From the date of receipt of this order.

Source of Supply

11. Stocks are available and should be demanded from the Superintending Victualling Stores Officer, Stationery Section, Sydney (Source Code 5819).

FACE

STORES RETURN LABEL AND REPAIR RECORD
(TO BE COMPLETED BY SHIP OR ESTABLISHMENT)

TYPE OF STORES: NAVAL, MACHINERY, ARMAMENT. SI. 105 (1970)

PUBLICATION REFERENCE	DATE
DESCRIPTION OF ITEM	
H.M.A.S.	PART No.
GROUP CLASS	CATALOGUE No.
EQUIPMENT/SYSTEM	
SUB ASSEMBLY	
DESCRIPTION OF DEFECT	
USERS ASSESSMENT ☐ REPAIRABLE ☐ BEYOND REPAIR	
SIGNATURE OF TECHNICAL OFFICER	
DEFECT RECORD SERIAL No. (TM 179/TM 200)	
RETURN VOUCHER No.	
SIGNATURE OF RETURNING OFFICER	
RANK	DATE
* Delete as required	

REVERSE

TO BE COMPLETED BY SUPPLY AND TECHNICAL DIVISIONS

☐ REPAIRABLE	☐ BEYOND ECONOMICAL REPAIR
SALE CATEGORY	
DATE ISSUED FOR REPAIR	
TENDER No.	ORDER No.
CONTRACTOR OR REPAIR FACILITY	
INSPECTING AUTHORITY	
INSPECTION CERTIFICATE	
DATE OF RELEASE TO ORDERING AUTHORITY	
DATE OF RECEIPT INTO STORE	
REMARKS	

(464/77/200 DSUA)

17747/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANO 325/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
18 August 1971.

The enclosed order is 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

RESTRICTED

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

325/71—Instructional Films Held in the RAN Film Library, Sydney

1. The Annex to this order lists all 16 MM instructional films available on loan from the RAN Film Library, Sydney. The list will be renewed annually and repromulgated in Navy Orders.

2. The procedure to be followed in obtaining loans of films from the RAN Film Library, Sydney, is contained in ABR 4 Naval Storekeeping Manual, Appendix 26.

ANNEX A

16 MM Instructional Films Held by the RAN Film Library, Sydney, as at 1 January 1971

All inquiries should be made by contacting the RAN Film Centre, Potts Point, or contacting Garden Island, Extension 459.

Catalogue No	*Title*	*Part Nos and/or Reels*
	Anti-Submarine Warfare	
A57	Asdic—Theory of	—
A150	Asdic—Equipment Care and Maintenance	Pts 1–3, Pt 4
A151	Cables Handling and Maintenance	—
A453	Hydrophone Effect and Procedure	Pts 1–2
A521	Type 170 Asdic and the A/S Mortar Mark 10 (Confidential)	Pts 1–2
A641	Asdic Contact (Confidential)	Rls 3
A672	This-Is-TAS	Pt 1
A1270	Asdic—Operation Principles	Rls 3
A1401	Asdic—Elementary Theory	Rls 4
A1651	Sonar Type 193 Classification	—
A1860	The Under Sea War	Rls 3
A1978	Sonar Type 184 Introduction (Confidential)	Pts 1–2
C5696	Sonobuoy	—
MN6561	Anti-Submarine—Close Search—Operation Duet (Confidential)	—
MN7980	Hunter Killer Operations	—
MN8321A	The Sonobuoy Indicator Group An-AQA/1 (Confidential)	—
MN8322A	The Echo Ranging Sonobuoy—Operation AN-SSQ-15	—
MN8322B	The Echo Ranging Sonobuoy—Preparation for Use (Confidential)	—
MN8497	Explosive Echo Ranging ASW 'Operation Julie' (Confidential)	—
MN8644	HSS-IN, Instrument and Control System	—

Catalogue No	*Title*	*Part Nos and/or Reels*
	Atomic Warfare	
A485	Atomic—Explosion (Bikwi)	—
A519	Protection in Atomic Warfare	Pts 1–2
A1203	Nuclear Explosion	Rls 1
A1396	Nuclear Defence—Radiological Counter-Measures	—
BC1089	Atomic Weapons on Troops in the Field	Rls 3
C1166	Nuclear Fission	Rls 1
D580	Operation Hurricane—Atomic Explosion—Monte Bello Island	Rls 1–3
E681	The Atom Bomb (Its Effects and How to Meet Them)	Pts 1–5
E819	The H Bomb	—
E924	Operation Buffalo—Explosion Records	—
E1445	Radio Active Fallouts	Pts 1 and 2, Pt 3
SFR177	Exercise Desert Rock (Effects of Atomic Bomb in Field Warfare)	Rls 3
WD1428	Radiological Defence—Protection Residual Effects	—
WD1502	Nuclear Fusion	—
14L–6835	Special Safety—'The Hazard'	Pt 1
14L–6835	Special Safety—Fire Fighting Procedure	Pt 2
L60139	'Operation Buffalo'—Atomic Tests at Maralinga (Confidential)	—
	Aviation	
A32	Aircraft Recognition Short No 8 Part No 147 The F80	—
A118(a)	Fighter Tactics Reel 4 only	—
A124	Aircraft Gun Maintenance	Pts 1–6
A163	How an Aircraft Flies	—
A246	Carrier Flying (Obsolescent)	Rls 4
A278	Bomb Supply	Rls 3
A323	Naval Air Reconnaissance (Obsolescent)	Pts 1–2
A325	Aircraft Fire Fighting	Pts 5–7
A460	Embalming of Aircraft (Obsolescent)	Rls 2
A464	Aircraft Handling Ashore	Rls 3
A477	Aircraft Accident Flashes Series 1 to 8	Rls 1–2
A481	Air Weapon Training Series	Pts 1–2
A490	Naval A/C Hydraulics—The Dowty Live-line System	Pts 1–5
A493	Ditching of Aircraft	Rls 2
A526	Use of Oxygen in Flight	—
A581	Aircraft Gas Turbine Pts 1 and 3 only	Rls 3, Pt 1, Pt 3
A643	Incidents in Runaway Control	—
A670	Operation of A/S Helicopters (Confidential)	Pts 1–2
A1057	Maintaining Aircraft—The Right Way	—

Catalogue No	Title	Part Nos and/or Reels
	Aviation—*continued*	
A1295	Launch and Recover	—
A1296	Hands to Flying Stations	—
A1394	Steam Catapult Components	—
A1635	Living with Aircraft	Pts 1–2
A1758	Helicopter Handling Small Ships	Pts 1–3
A1869	Corrosion in Naval Aircraft	—
C449	Dowty Hydraulic System	Rls 3
C4600	Packing for the RAF	Rls 6
C5594	Atmospheric Pressure and Winds	Rls 2
C5619	Maintenance, Storage and Handling of RAF Explosives	Rls 1–3
C5810	Gannet	—
C6134	Aircraft Recognition—Bison	—
C6136	Aircraft Recognition—Badger	—
C6138	Aircraft Recognition—Flora	—
C6140	Aircraft Recognition—Fresco	—
C6142	Aircraft Recognition—Mystere	—
C6144	Aircraft Recognition—Thunder Streak	—
C6146	Aircraft Recognition—Scorpion	—
C6148	Aircraft Recognition—Canuck	—
C6283	Aircraft Recognition—Brittania	—
C6285	Aircraft Recognition—Super Sabre	—
C6287	Aircraft Recognition—B66	—
CNI–167	Sea Hawks RN	—
E634	Air Parade	—
E635	History of the Helicopter	—
E638	Single Point Fuel Injectors	—
E680	Spotlight on the Flying Sailors (Obsolescent)	—
E699	Powered Flight—The Story of the Century	Rls 4
E784	The Crescent Wing (Wing Development)	Rls 2
FN8909	Danger Stacked Deck—'Flight Deck Safety'	—
FTA545	Safety in Purging Aircraft Fuel System	Rls 1–2
MN84B	Fighter Combat Tactics	—
MN2731A–C	Loran—Basic Principles—Airborne Operation and BC Shipboard Operation (Confidential)	—
MN7969	Story of Naval Aviation	—
MN8432A–C	Helicopter ASW Operations	—
MN8645B	Principles of Airborne CIC (Confidential)	—
MN9325A–B and E	Scouting Instructions Detection Theory of Search Reconnaissance	—
MN9345E	Protective Measures—Tactical Instructions	—
MN10131	Flight Deck Safety—Hazards of the Flight Deck	Rls 1–2
TF46–2997	Helicopter Flight with External Loads	—
14C171	Air Navigation	—
14C172	Air Navigation	—
14C173	Air Navigation	—

Catalogue No	Title	Part Nos and/or Reels
	Aviation—*continued*	
14L–314	Daily Inspection of Spitfires	Pts 1–5
14L–3476	Lucero—General	—
14L–3480	Lucero—W ASV Mark 3	—
14L–3484	Lucero—W/Al Mark 8B	—
14L–3718	Gee Mark II	Pts 1–3
14L–3830	AGLT	Rls 3
14L–5087	Accident—Prevention Flashes Series 1	Set 1
14L–5088	Accident—Prevention Flashes Series 1	Set 2
14L–5089	Accident—Prevention Flashes Series 1	Set 3
14L–5091	Accident—Prevention Flashes Series 1	Set 5
L60100	Aircraft Handling—Hand to Hand Power by Lansing and Bagnall Truck	—
L60114	Flying Careers in the RAN	—
L60118	Accident—Prevention Flashes, Taxi-ing Brake Pressure and Accidents	—
L60148	RAM Jets	—
L60158	Rescue by Helicopter	—
L60168	Wings Over the Navy	—
	Character Guidance	
H529	Story of 'Abide with Me'	Rls 2
H530	From Fear to Faith	Rls 2
H531	Ruth	Rls 4
H533	God of Creation	—
H534	God of the Atom	—
H535	Voice of the Deep	—
H538	Dust or Destiny	—
H541	Hidden Treasurers	—
H542	The Prior Claim	—
H544	Time and Eternity	—
H555	Shield of Faith	—
H564	Bible Background	—
H1112	Glass Eyes that See	—
H1113	Experiences With an Eel	—
H1229	The Mystery of the Tree Clocks	—
H1374	Windows of the Soul	Pts 1–2
H1416	The Singapore Story	—
H1442	The Orange Tree	—
H1506	The Red River of Life	Pts 1–2
H1633	God of the Atom (Revised)	—
MN5321A	For Which We Stand—Men of the World	—
MN5321B	For Which We Stand—Lets Get it Straight	—
MN5321C	For Which We Stand—To be held in Honour	—

Catalogue No	Title	Part Nos and/or Reels
	Character Guidance—*continued*	
MN5321D	For Which We Stand—Pulling Your Weight	—
MN5321E	For Which We Stand—Religion in the Navy	—
MN5321F	For Which We Stand—You Think It's Luck	—
MN5321G	For Which We Stand—The Golden Moment	—
MN8751A	The Navy Goes to Church—Thine is the Power	—
MN9243	For Which We Stand—The Chaplain Comes Aboard	—
L60113	Facts or Faith	—
L60202	City of Bees	—
6910–66–TSN–9851	The Lovers (Insight)	Rls 1–3
6910–66–TSN–9852	Boss Toad (Insight)	Rls 1–3
	Communication	
A233	Ships Internal Communications	—
A235	Beam Telephony	Pts 1–2
A452	Practical Visual Signalling	—
A624	Introduction to Naval Communications	—
A2008	Plain Speaking	Rls 1–2
AM1512	Propagation of EM Waves by the IONOSPHERE	—
MN73	Flashing Light Signal	—
MN10088	Naval Communications Security (Secret)	—
	Damage Control	
A1395	Ships Safety	Rls 1–2
E800	Float and Flight	
MN61B	Damage Control—School of Fire Fighting	Rls
MN61F	Damage Control—Elements of Stability	—
MN61G	Damage Control—Effects of Weight on Stability	Rls 1–4, Pt 1
MN61H	Damage Control—Weight Additions	Rls 1–2, Pt 2
MN61I	Damage Control—The Metacenter Instability	Rls 1–2, Pt 1
MN61J	Damage Control—The Metacenter Instability	Rls 1–2, Pt 2
MN61L	Damage Control—100SC Water in Intact Spaces (Stabilisation)	—
MN61M	Damage Control—Loose Waters Open to Sea (Stabilisation)	—
	Defence	
A238	Smoke-screening at Sea	Pts 1–5, Pt 3
A472	Defence Against Chemical Warfare (Restricted)	Pts 1–2
A565	A/A Defence on Ships (Restricted)	Pts 1–2

Catalogue No	Title	Part Nos and/or Reels
	Defence—*continued*	
A595	Interception Technique	Pts 1–5
BC984	Visual Training Contract General Principles	—
BC985	Visual Training Observation Training	—
BC986	Visual Training Observation Binoculars	—
BC987	Visual Training Value of Background	—
C1160	The Vigilant Anti-Tank GW	—
MN932A	Surface Screens for a Combatant Force at Sea (Confidential)	—
L60244	Sea-Cat (Secret)	—
	Electricity and Electronics	
A1169	Electronic Warfare-in-the-AIO (Confidential)	Pts 1–2
FTA514	Electric and Electronic Safety	Rl 1
MN1135	Chemical Effects of Electricity	—
MN2104A	Cathode Ray Tube	Pt 1
MN8263A	Signal Presentation and Analysis	—
MN8479A	Transistors RN Junction—Fundamentals	Rls 1
TF1–213A	Basic Electricity	Rls 2
L60105	Chemical Effects of Electricity	—
L60145	Primary Cell	—
L60147	The Printed Circuit Story	Rls 1–3
L60161	The Transistor—Its Principles and Equivalent Circuits	—
L60162	The Junction Transistor in Radio Receivers Design of An1F Amplifier	Pt 1
L60162	The Junction Transistor in Radio Receivers The Complete Receiver	Pt 2
L60163	Principles of the Transistor	—
L60170	The World of Semi-conductors	—
	Engineering, Steam and Electricity—Tools and Machine Shop Methods	
A27	Inside Story of Lubrication	Pt 1
A89	The Diesel Engine	Pts 1–5
A116	Boiler Cleaning	—
A119	Browns Hydraulic System of Telemotor and Steering Control	Pts 1–4
A122	The Ford V8 Marine Engine Care and Maintenance	Rls 2
A153	The Lead Acid Battery	Pts 1–4
A347	Armature Winding	Pts 1–4
A417	Turbine Blading	Rls 2
A420	Oil Fuel Combustion	Rls 3

Catalogue No	Title	Part Nos and/or Reels
	Engineering, Steam and Electricity—Tools and Machine Shop Methods—*continued*	
A454	Centimetric Oscillators	Pts 1–3
A637	Four-Fives-The ERA Goes to Sea	—
A1525	Boiler Cleaning	Pts 1–2
BC60	Battery and Dynamo	Pts 1–3
BC888	Brakes Elementary Principles of Hydraulic Giring System	—
C52	Currents of Electricity	Rls 2
C56	Brakes	Rls 2
C210	Internal Combustion Engine—Claudel Hobson Carburettor	Rls 4
C211	1C Engine—Principles of (Ignition)	—
C246	1C Engine—Principles of	—
E620	Truing and Dressing of Grinding Wheels	—
E641	Machining of Metals	Rls 2
E724	Elementary—Principles of Lubrication	—
E725	Lubrication of Petrol Engine	—
E729	Ignition	—
E730	How to File	—
E733	The Acid Test	—
E735	Hammers, Chisels, Punches and Drifts	—
E736	Files and Filing	—
E737	Spanners, Screwdrivers and Pliers	—
E738	Tapes, Dies and Reamers	—
E739	Hacksaws, Sheers and Vice Clamps	—
E763	Bronze Welding and Cast Iron	—
E764	Depositing Stellite with Oxy-acetylene Flame	—
E765	Fabrication of Steel Parts	—
E766	Oxy-acetylene Welding in Automobile Engineering	Rls 2
E767	Elementary Instruction in Oxy-acetylene Welding	Rls 4
E768	Advanced Oxy-acetylene Welding Techniques	Rls 4
E769	Oxygen in Industry—The High Temperature Flame	Rls 4
E775	CO_2 and Draught	—
E785	How a Motor Car Works	Pts 1–2
E787	The Gas Turbine	—
E817	Principles of Gas Making	—
E1754	The Hydraulic Transmission of Power	—
F734	Super Charger Altitude and Engine Trouble	—
MC1445A–D	The Cray Marine Diesel Goes to War	—
MN42A	Diesel Engine Introduction	—
MN44A–B	The Diesel Engine Governors	Pts 1–2
MN45A	Diesel—Lubrication and Cooling System	—
MN47	Marine Diesel Engine for Power Boats	Rls 2
MN6732B	Naval Steam Turbine—How the Turbine Works	Rls 1–2
MN6732C	Steam Turbines Casualties Pt 3	Pt 3
MN6741	Ships Pump Various Types	—
MN7407A	Marine Gas Turbines—Principles of Operations	—

Catalogue No	Title	Part Nos and/or Reels
	Engineering, Steam and Electricity—Tools and Machine Shop Methods—*continued*	
MN8095	The Davis Taylor Model Basin (Shipbuilding)	—
MN8489A–C	Piping Fabrication for Ship Yard High Temperature	—
MN9223K2	Boilers and Their Operation	—
MN9223M2	Boilers and Their Operation	—
MN9223N	Boilers and Their Operation	—
MN9356A–B	De-aerating Feed Tanks—Theory of Operation	Pts 1–2
OE385	Squirrel Cage Rotor Principles (Electrical Machinery No 3)	Rls 1
OE386	Split-phase Motor Principles	—
OE391	Wound Rotor Controllers	—
TF10–568	Automotive Trouble Shooting	—
USOE1	Machine Shopwork Measurement in Metal Work Industry	—
USOE2	Machine Shopwork (Micrometers)	—
USOE–3	Precision Measurement—Fixed Gauges—Positive	—
USOE–4	Machine Shop Work (Vernier Scale)	—
USOE–19	Machine Shop Work (Cutting a Keyway)	—
USOE–20	Machine Shop Work (Machining a Cast Iron Rectangular Block)	—
USOE–21	Machine Shop Work (Machining at Tool Steel 'V' Block)	—
USOE–22	Machine Shop Work (Drilling and Tapping Cast Steel)	—
USOE–23	Machine Shop Work (Drilling to a Layout and Spot Facing a Cast Iron Valve Body)	—
USOE–24	Shipbuilding Skills—Repairing and Setting a Reel Block and Bottom Cradle	—
USOE–25	Shipbuilding Skills—Interbottom Section Closed and Opened Floor	—
USOE–26	Shipbuilding Skills—Setting Up Floors and Longitudinals	Rls 1–2
USOE–27	Shipbuilding Skills—Side Frames	Rls 1–2
USOE–28	Shipbuilding Skills—Deck Girders Sub-Assembly	Rls 1–2
USOE–29	Shipbuilding Skills—Setting of Web Frames and Transverse Beams	Rls 1–2
USOE–30	Shipbuilding Skills—Laying of the Boundary Stiffeners—Water Lines and Buttack Lines	—
USOE–31	Shipbuilding Skills—Setting a Transverse and Water Tight Bulkhead Into The Hull	—
USOE–32	Shipbuilding Skills—Laying of and Fitting Centre Lines Stiffeners	—
USOE–33	Shipbuilding Skills—Deck Plates—Regulating and Setting	—
USOE–36	Bench Work—Fitting and Scraping Small Bearings	—
USOE–39	Machine Shop Work (Centuring Small Stock)	—
USOE–40	Machine Shop Work (Laying Out Castings)	—
USOE–41	Machine Shop Work (Fundamentals of Filing)	—
USOE–44	Shipbuilding Skills—Turning a Taper with the Tail Stock Set Over	—
USOE–46	Machine Shop Work (Drilling a Hole in a Pin)	—

Catalogue No	Title	Part Nos and/or Reels
	Engineering, Steam and Electricity—Tools and Machine Shop Methods—*continued*	
USOE–48	Machine Shop Work—Counter Sinking—Counter Boring and Spot Facing	—
USOE–361	Machine Shop Work (Into to Vectors-Co-Planner and Concurrent Forces)	—
USOE–362	Machine Shop Work (Principles of Movement)	—
USOE–363	Principle of Gearing	—
USOE–365	Principle of Dry Friction	—
USOE–392	DC Motor—Mechanical Overhaul	Pt 1
USOE–393	DC Motor—Mechanical Overhaul	Pt 2
USOE–394	Split-phase Motor—Rewinding	—
USOE–395	Three-phase Motor—Preparing to Rewind	Pt 1
USOE–396	Three-phase Motor—Rewinding	Pt 2
USOE–397	Repulsion Induction Motor	—
L60120	Diesel Story	—
L60121	Dishing of Pressure Vessel End Plates	—
L60124	Generation of Metallic Bearing Surfaces	—
L60138	Opening up HP and LP Turbines for Inspection	—
L60143	Power Unit	Pts 1–2
L60159	Testing of Cables	—
L60160	Testing of IC Engines	—
L60209	Naval Steam Turbine Manufacture of a Rotor Forging	Pt 1
L60209	Naval Steam Turbine—Manufacture and Assembly of a Turbine	Pt 2
L60215	EB Insert Method of Welding Steam Pipes	—
L60231	Elementary Instruction in Oxy-acetylene Welding New Version BOC	—
L60248	Built for the Job Lubrication for Machinery	—
6910–00–TSN–0003	On, Solder (Colour)	—
6910–00–TSN–0036	Simple Machines and Their Application (Tools and Their Uses)	Rls 1
6910–00–TSN–0090	Machine Shop Work (No 3 Straddle Milling)	—
	Fire-Fighting and Prevention	
A53	Fire-Fighting (Shore Establishment)	Pts 1–3–5
A325	Aircraft Fire-Fighting	Pts 5–7
A1634	Fire	Pts 1–2
C131	Fire Prevention	Rls 1–2
L60123	Fire-Below (Negligence)	Rls 3

Catalogue No	Title	Part Nos and/or Reels
	General Interest	
A106	Close Combat	—
A189	Use of Instructional Film and Film Strips	—
A359	Drivers Beware of Aircraft (Safety Precautions)	Rls 4
A457	Aid to Civil Power	Rls 3
A469	Action—Information—Organisation—Direction (Obsolescent)	Rls 2
A470	Naval Salutes	Rls 2
A515	Stabilisation	Pts 1–2
A588	Rock Climbing	Rls 4
A589	Cliff Assault	Rls 4
A593	Spithead Review	Rls 2
A594	Hints to Instructors	Rls 3
A596	Coronation Procession	—
A634	The Commando Rifle Troop in Encounter Battle	—
A659	Exercise Sleeping Beauty (Reserve Fleet Preservation)	—
A1064	Fleet Work Study	Pts 1–2
A1205	On Patrol	—
A1400	His First Draft	—
A1527	Make a Signal	—
A1636A–D	Instructional Techniques (Why It) (The New Instructor) (A Class of Your Own Visual Aid)	—
B104	Principles of Height Finding	—
BC1056	Road Sense	Pt 4
BC7464	Alliance for Peace	—
C285	We Serve	—
C433	House to House Fighting	—
C955	The German A4 Rocket	—
C1134	Keeping the Peace (Restricted)	Pt 1
C1154	Keeping the Peace (Restricted)	Pt 3
C5728	Instructional Technique	Pts 1–2
D535	Desert Victory	—
D569	Hong Kong	—
D576	The Colonies and Britain	—
E627	Wealth of the World (Oil)	—
E674	Rugger Football Training	Pts 1–3
E682	The British Monarchy	—
E697	The Queens Navy	—
E722	Transfer of Power	—
E773	Calling All Motor Cyclists	—
E782	Building a Nation 'Israel'	—
E793	The English Criminal Justice	—
E796	The Wildcat (Oil Drilling)	—
E934	Sir Francis Drake	—
E940	Why NATO	—
E941	Introducing West Germany	—

Catalogue No	Title	Part Nos and/or Reels
	General Interest—*continued*	
E1489	Six Candles (Road Safety)	—
E1497	Kinetics—In Manual Handling of Bags, Barrels, Drums and Boxes	—
E1887	The Laws of Rugby Union Football (New Film)	—
FN8801	Co-ordinated Shiphead Allowances	—
H98	True Glory	Rls 9
H108	Burma Victory	—
H1416	The Singapore Story	—
MN1027A–C	Hand to Hand Combat	Pts 1–3
MN8165	The Importance of Personal Leadership	Rls 1–3
MN8829B	Effective Naval Leadership—Use of discussion	—
MN8969C–F	Digital Computer Techniques	—
TF1–206	Telegraphic Printers—The Printer	—
TF1–207	Telegraphic Printers—General Principles	—
TF1–208	Telegraphic Printers—Transmitting Mechanism	—
TF1–209	Telegraphic Printers—Mechanic	—
TF1–210	Telegraphic Printers—Assembly and Installation	—
TF19–2749	Geneva—Conventions—Rights and Obligations of Prisoners-of-War	—
TF30–2562	Resist (North Korea—Return of POW)	—
L60102	Background of Tradition (Colour Sect)	—
L60103	Background of Tradition (Black and White and Colour)	—
L60104	Call of the Sea (Colour) (Taken at Leeuwin)	—
L60106	Coronation Cruise of HMAS SYDNEY	—
L60107	Course Set for Tomorrow (Guided Missiles of US Warships)	—
L60115	The Frogmen	Rls 10
L60119	Chilean Navy	—
L60126	Human Reproduction	—
L60127	Its the Navy	—
L60131	Kokoda Trail	—
L60133	Mechanised Patrolling	—
L60136	Naval Occasions—Editions 1–14	—
L60149	The RAN College	—
L60150	Ready at Sea	—
L60151	Royal Salute	—
L60153	The Salvage of the RMS Empress of Canada	—
L60155	The Senior Service	—
L60156	Silent Battle	—
L60157	Skilled Hands at Sea (Taken at Nirimba)	—
L60166	Watchdogs of the Pacific	—
L60167	Welcome Aboard (Taken at Creswell)	—
L60169	Women in the Navy	—
L60185	English Newsreels	—
L60229	Projecting Ideas on the Overhead Projector	—

Catalogue No	Title	Part Nos and/or Reels
	General Interest—*continued*	
L60241	Indonesia	—
L60242	South-East Asia	—
6910–00–TSN–0027	Pre-Historic Times—Animal Life of the Sea	—
6910–00–TSN–0028	West Germany—Land and Their People	—
6910–00–TSN–0033	Age of Discovery (English, French and Dutch Exploration)	—
6910–00–TSN–0034	Age of Discovery (Spanish and Portugese Exploration)	—
6910–00–TSN–0035	Western Europe—Introduction	Rls 1
6910–00–TSN–0037	Mozart and his Music	Rls 1–2
6910–00–TSN–0040	Germany—Fuedal States to Unification	—
6910–00–TSN–0092	Middle East—Cross Roads of three Continents	Rls 1–2
6910–00–TSN–0093	The French Revolution	Rls 1–2
6910–00–TSN–0094	English Literature—Chaucer and Medieval Period	Rls 1–2
6910–00–TSN–0095	English Literature—The Victorian Period	Rls 1–2
6910–00–TSN–0096	China—The Land and the People	Rls 1–2
6910–00–TSN–0098	English Literature—The Romantic Period	Rls 1–2
6910–00–TSN–0099	Literature—Appreciation—English Lyrics	Rls 1
6910–00–TSN–0100	English History—The Tudor Period	Rls 1
6910–00–TSN–9000	How to Drive—Remembering it all	Pt 12, Rls 1
6910–00–TSN–9001	How to Drive—Automatic Cars	Pt 13
6910–00–TSN–9002	How to Drive—Skidding	Pt 9, Rl 1
6910–00–TSN–9003	How to Drive—In Dense Traffic	Pt 10, Rl 1
6910–00–TSN–9004	How to Drive—Night Driving	Pt 11, Rls 1
6910–00–TSN–9841	Lets go Sailing No 3—The Tactics of Racing	Rls 1–2
6910–00–TSN–9992	How to Drive—Understanding Your Car	Pt 1, Rls 1–2

Catalogue No	Title	Part Nos and/or Reels
	General Interest—*continued*	
6910-00-TSN-9993	How to Drive—Inspecting Your Car	Pt 2, Rl 1
6910-00-TSN-9994	How to Drive—Starting Up, Moving Off, Stopping	Pt 3, Rl 1
6910-00-TSN-9995	How to Drive—Steering, Gear Changing, Braking	Pt 4, Rl 1
6910-00-TSN-9996	How to Drive—Moving Off on Hills, Reversing, Parking	Pt 5, Rl 1
6910-00-TSN-9997	How to Drive—Road Observation	Pt 6, Rl 1
6910-00-TSN-9998	How to Drive—Driving to a System	Pt 7, Rls 1–2
6910-00-TSN-9999	How to Drive—Cornering, Overtaking	Pt 8, Rls 1–2
	Gunnery and Weapons—Demolitions	
A56	Eye Shooting	Pts 1–5, Pts 9–13
A79	2 inch Rocket Weapon	Pts 1–6
A123	Bofors Gun—40 mm Mark IV	Pts 1–3
A126	The Hedgehog Apparatus	Pts 1–5
A139	Spreads	Rls 2
A145	Gyro Gunsight Type 6 Mark II	Rls 3
A154	Depth Charge Pistols, Functioning and Safety Tests	Rls 2
A164	Introduction to Naval Gunnery	Pts 1–3 and 5, Pts 9–11
A209	Naval Demolitions	Pts 1–3
A221	Depth Charge Pistols—The Primer Safety Gear	—
A269	Gyro Rate Unit (Obsolescent)	Rls 2
A272	Hydraulics	Pt 1
A307	Depth Charges Pt 1	Rls 2
A425	Attack by ATW—The Approach—Directing the Weapon	Pts 1–2
A455	The Torpedo	Pt 1, Rls 2
A456	The Squid	Pts 1–3
A473	AA Gun Discipline	Pts 1–2
A496	Naval Bombardment	Pts 1–3
A540	Care of Gunnery Explosives	Rls 2
A600	Gun Auto System (Testing and Tuning)	Pts 1–4
A626	CRBFD and STAAG	—
A633	Anti-surface Ship Torpedo Firing	Pts 1–3
A1058	Medium Range System Mark 8	—
A1162	Sea Slug—The System (Confidential)	—
A1163	The Two Range Decca System	—

Catalogue No	Title	Part Nos and/or Reels
	Gunnery and Weapons—Demolitions—*continued*	
A1357	The Buccaneer Weapon System (Confidential)	Pts 1–2
A1524	Going Great Guns	—
A1658	The Sea-cat Weapons	—
A1892	Sea-cat in the Surface Role (Confidential)	—
A2053	Explosives and Demolitions	Pts 1–2
C160	Thermionic Valve	—
C853	Bren—IMG	—
C1158	Surface to Air Guided Weapon	Rls 1–2
E1380	Rockets—How They Work	—
E1382	Earth Satellites	—
MF45-8354	Guided Missiles	—
MN1452	A/S Projector Mark 20 Mousetrap and Ammunition	Pts 1–3
MN1452C	A/S Projector Mark 10 (Hedgehog)	—
MN1547A	USN 20 mm AA Machine Gun	Pts 1–2
MN8136	Terrier (Confidential)	—
MN9161B–C	Guided Missiles—Theory of Operation (Confidential)	—
MN9400B	Man and the FBM	—
MN9659A–C	20 mm A/C Gun MK12 Mod '0'	Pts 1–3
TF9–1952	GM Propellants—Basic Characteristics (Colour)	Rls 1–3
TF9–2222	GM Propellants—Fire Hazards and Extinguishment (Colour)	—
14L–5028	Browning Gun	Pt 1
14L–5030	Browning Gun	Pt 2
L60142	Pistol Bullseyes	—
L60165	Vickers GO Gun	Pts 1–2
L60249	Fundamental of Rifle Shooting	Rls 1–6
	Intelligence and Security	
A128	Jig-saw (Obsolescent)	Rls 4
A237	Design for Murder (Obsolescent)	Rls 4
A516	On Guard	Rls 3
A608	Somebodys Listening Now (Restricted)	—
A665	The Risks You Run (Confidential)	Rls 2
A1061	Operation Awkward (Confidential)	—
A1861	Compromised	Rls 3
A2138	Eastern Approaches	Rls 1–5
BC1093	All Informed—Communications—Voice (Restricted)	Pt 1
BC1103	All Informed—Communications—Morse (Restricted)	Pt 2
C1131	Captured	Rls 1–6
C4933	Check on Your Security	—
C5440	Broadcast Control (Secret)	Rls 3
E950	The NATO Security Film	—
E1550	It Cant Happen To Me (Restricted)	—

Catalogue No	Title	Part Nos and/or Reels
	Intelligence and Security—*continued*	
MN10088	Naval Communications—Security (Secret) (On Loan USN)	—
14L6993	I Cannot Answer That Question (Confidential)	Rls 1–6
L60171	Personna-non-grata	—
L60182	The Traitors	Rls 1–7
L60205	Legal—Resident	—
6910–99–TSN–9849	The Lecture	Rls 1–3
	Medical	
A338	Its Up To You (Naval Rehabilitation Centre)	—
A339	Orthopaedic Rehabilitation	Pts 1–2
A602	Treatment of Dental Emergencies by Medical Officer	Pts 1, 2, 4
A1521	Emergency Resuscitation	Pts 1–4
A1868	Dangerous Noise—(Listen While You Can) (Medical Aspects of Hearing Conversation) (Hear Your Enemy)	Pts 1–3
A2054	Dont Let Him Die	Rls 1–2
BC3002	Borne on Two Wings (War against Mosquitos)	Rls 2
BC3006	Six Little Jungle Boys (War Against Mosquitos)	—
BC3007	Tommys Double Trouble (Hygiene in Tropical Area)	—
BC3025	Sams Guardian Angel (Hygiene in Tropical Area)	—
C2466	In Your Interest	Rls 2
C3081	The Choice Is Yours (VD)	Rls 1–3
MA8402	The Employment of Toxic Chemical Agents	—
MN1511C	Care of the Sick and Injured	—
MN7484	Artificial Respiration	—
MN8181–A2	First Aid—Asphixia	Rls 1–3
MN8965	Prevention of Heat Casualties	—
PMF5349	Introduction to Respiratory and Cardiac Resuscitation	—
USC200	Its Up To You (VD)	—
L60126	Human Reproduction	—
L60140	Oxygen	—
L60146	Primary Wound Closure	—
6910–66–TSN–9023	No Roses for Michael (Drugs)	Rls 1–3
	Meteorology—Oceanography	
A645	Effects of Weather on Warning Radar	Rls 3
E670	Ocean Weather Ship	Rls 2
MN119D	Aerology—Air Masses and Fronts	Pt 4
MN119F	Aerology—The Warm Front	—
MN119H	Aerology—Flying the Weather Map	—

Catalogue No	Title	Part Nos and/or Reels
	Meteorology—Oceanography—*continued*	
MN119L	Aerology—Aerology Weather and Radar	—
MN3111A	Aerology—Weather at War (Confidential)	—
MN7304A	Aerology—For Fog and Low Stratus Clouds	—
MN7304C	Aerology—Flight Planning	—
MN7304D	Aerology—Flight Planning Jets	—
MN8857	Introduction to Underwater Sound	Rls 1–2
MN9728	Meteorology and Oceanography	—
MN10021	Challenge of the Sea	—
14L–3849	Radar Weather (Confidential)	Pt 1
14L–3931	Radar Weather (Confidential)	Pt 2
6910–00–TSN–9847	What Is Under The Ocean	Rls 1–2
6910–00–TSN–9848	Sounds In The Sea (TAS Training)	Rls 1–2
	Mines—Minelaying—Minesweeping	
A73	Magnetic Minesweeping—The LL Sweep	Pts 1–4
A108	Depth Charge—Care and Maintenance	—
A109	Depth Charges—Release Gear	—
A377	Minelaying	Pts 1–2
A1523	Mine Hunting System (Confidential)	Pt 1, Pt 2
A1640	Minesweeping (Confidential)	Pts 1–4
MN8914	Magnetic Protection of Mine Warfare Ships	—
OA1391	Mine Investigation (Secret)	—
	Navigation and Seamanship	
A110	Gyro Compass	Pts 1–4
A121	(Ship Control) Handling Ships	Pts 1–10
A176	Silhouettes for Landing Craft Crews	Rls 2
A433	Relative Velocity	Pts 1–2
A463	Charting the Seas	—
A471	Surfing in Small Boats	—
A474	Mooring work	—
A531	Ship Handling in Ice	—
A539	Coastal Navigation and Pilotage (Revised)	—
A614	Boats and Boatwork	Pts 1–9, 1–7
A1170	AGM 6 and Pattern 5005 Compass	Pts 1–4
A1217	Duties of the Helmsman	Rls 4
A1402	Duties of Lookouts	—
A1519	Anchors and Cables	Pts 1–3
A1526	Basic Fleetwork	Pts 1–2
BC910	Care and Maintenance of Ropes 'CORDAGE'	—

Catalogue No	Title	Part Nos and/or Reels
	Navigation and Seamanship—*continued*	
E825	British Tides	—
E1597	Lets go Sailing—The Racing Rules (No 2)	—
E1786	Mastery at Sea	—
MH8486	Rigid Inflatable Reconnaissance Boats	—
MN83A	Celestial Navigation 'The Earth'	—
MN202A	Rules of the Nautical Road—'The Halifax Incident'	Rls 3, Pt 1
MN202C	Rules of the Nautical Road—'Ordinary Running Lights'	Pt 4, Rls 2
MN202E	Rules of the Nautical Road—Towing Lights	Pt 7
MN202F	Rules of the Nautical Road—Lights 'Vessels being Towed'	Pt 8
MN202G	Rules of the Nautical Road—Special Lights	Pts 9–10
MN202H	Rules of the Nautical Road—Quiz on Lights and Day Signals	Pt 12, Rls 2
MN202I	Rules of the Nautical Road—Visual Day Signals	Pt 14
MN202I	Rules of the Nautical Road—Surveying Vessels	Pt 15
MN202J	Rules of the Nautical Road—Whistle Signals, for Approaching Vessels	Pt 16
MN202K	Rules of the Nautical Road—Meeting Steam Vessels	Pt 18
MN202M	Rules of the Nautical Road—Meeting at Night	Pt 21
MN202N	Rules of the Nautical Road—Overtaking Situation	Pt 23
MN202Q	Rules of the Nautical Road—Overtaking at Night	Pt 27
MN202R	Rules of the Nautical Road—Crossing Steam Vessels	Pt 28
MN202U	Rules of the Nautical Road—Crossing at Night	Pt 34
MN202V	Rules of the Nautical Road—Rules in Fog	Pt 35
MN202X	Rules of the Nautical Road—Special Circumstances	Pt 36
MN202Z	Rules of the Nautical Road—Special Steering and Sailing Rules	Pt 37
MN1792CDE	The Gyro Compass (Principles of the Gyroscope)	—
MN7465A	The Gyro Compass Earth Rates	—
TF1–204	Celestial Navigation—Position Finding on Earth	—
TF1–290	Celestial Navigation—Location of Points on Celestial Sphere	—
TF1–544	Celestial Navigation—Bearings Single Line of Position and Fixed	—
TF1–545	Celestial Navigation—Latitude by Polaris	—
TF1–546	Celestial Navigation—Time	—
TF1–547	Celestial Navigation—Star Identification	—
US1228	Naval Control of Shipping (Confidential)	—
L60157	Skilled Hands at Sea	—
L60173	The Restless Sea	Pts 1–2

Catalogue No	Title	Part Nos and/or Reels	Production Date
	Navy Public Relations Films		
L60102	Background of Tradition (Colour Sect) (History of the RAN)	10 Min	1961
L60103	Background of Tradition (B and W and Colour) (History of the RAN)	30 Min	1961
L60104	Call of the Sea (Life at HMAS LEEUWIN)	20 Min	1964
L60107	Course Set for Tomorrow (Features Ships and Equipment)	20 Min	1964
L60137	Navy in Focus (Naval Activities Historical Interest) Editions 1–7	15 Min	1962–68
L60148	Ram Jets (Vampire Jets Aerobatics)	7 Min	1960
L60150	Ready-at Sea (ASW Exercise with Wessex Helicopters)	10 Min	1964
L60152	Sailors in the Making (Recruits at HMAS CERBERUS)	12 Min	1960
L60157	Skilled Hands at Sea (Life at HMAS NIRIMBA)	15 Min	1963
L60167	Welcome Aboard (The RAN College)	10 Min	1960
L60188	The New Ship (HMAS PERTH)	26 Min	1965
L60189	Its so Easy (Safety in Small Boats)	20 Min	1967
L60207	Prepare to Dive (On Oberon Submarine)	18 Min	1966
L60213	Island Sailors (PNG Division of the RAN)	18 Min	1966
L60232	5, 4, 3, 2, 1, Birds Away (Tartan Missiles HMAS HOBART)	5 Min	1967
L60233	National Anthem	—	—
L60240	Looking at Leeuwin	10 Min	1968
L60245	Sailor (Life of Sailors of the RAN)	23 Min	1968
L60246	Their Campus the Sea (Life of Cadets at RAN College)	8 Min	1967
L60251	HMAS STALWART (Her Role with the RAN)	7 Min	1968
L60252	Sailors in Japan (HMA Ships MELBOURNE and DERWENT Visit Japan)	18 Min	1968
L60253	Changing the Fleet (ABC 'Four Corners' Report on Todays RAN)	30 Min	1968
L60257	Island Patrol (on Patrol in the Waters of Papua-NG)	13 Min	1968
6910–66–TSN–0026	On the Gun Line (HMAS PERTH at War in Vietnam)	13 Min	1969
6910–66–TSN–0041	Navigating the Sepik (HMA Ships AITAPE and LAVADA)	10 Min	1969
6910–66–TSN–0042	Officer RAN (Join the RAN as Officer Cadets)	20 Min	1969
6910–66–TSN–9033	Supplying the Fleet (Replenishment Operation at Sea)	4 Min	1970
6910–66–TSN–9034	Sea and Air Power (Flying Operations on Board Aircraft Carrier)	4 Min	1970

Catalogue No	Title	Part Nos and/or Reels	Production Date
	Navy Public Relations Films—*continued*		
6910-66-TSN-9035	The Music of a Modern Navy (Band of the RAN)	26 Min	1970
6910-66-TSN-9036	The Oberon Submarine	6 Min	1970
6910-66-TSN-9037	The Vung Tau Ferry (Story of HMAS SYDNEY on Way to Vietnam)	7 Min	1969

Catalogue No	Title	Part Nos and/or Reels
	Operations	
A133	Landing Crafts	Pts 4, 6, 7 and 10
A217	Ship Headquarters	—
	Radar	
A240	Radar Observation of Fall of Shot	—
A405	Radar 262	Rls 3
A572	Effects of Electronic Jamming on Radar (Restricted)	—
A573	Warning Radar Displays	Pts 1–2
A592	The Effects of Interference on Radar	—
A1056	Warning Radar	Pts 1–4
A1060	Radio and Electronic Fault Finding	—
A1167	Radar for Navigation	Pts 1–2
A1638	Jamming and Warning Radar (Restricted)	—
A1759	UA8/9 and 667 Training Intercept and Jamming (Confidential)	Pts 1–4
A1893	AEW Tacts (Confidential)	—
C780, C781, C782	Radio Location Window	Pts 1–3
MN1312	ASG Radar Interpretation	—
MN1540A	Technician Training 'Capacitance' Radar	—
MN1540C	Radio Technician Training 'RCL'	—
MN2867B	Radex ASB	Pt 2
MN6958A–K	IFF Mark 10	—
OA1062	Radar, Type 984 and the Comprehensive Display System (Confidential)	—

Catalogue No	Title	Part Nos and/or Reels
	Recruiting	
A85	One Company	Rls 4
A157	Sailors of Tomorrow	Rls 3
A484	Naval Artificer	Rls 5
D568	A Sailor is Born	Rls 2
E628	Vickers Super Marine (Progress of Fighter Aircraft)	Rls 2
L60116	Gateway to Adventure	—
L60137	Navy in Focus Editions	Pts 1, 2, 3, 4, 5, 6 and 7
L60152	Sailors in the Making	—
	Salvage	
A487	Report from the Sea Bed	Rls 2
A520	Diving	Pts 3–4
A1756	Diving	Pts 1–3
MN105A	Deep Sea Diving	—
	Scientific	
E702	Fundamentals of Acoustics	—
E751	Atomic Physics	Pts 2–4
E758	Transference of Heat	Pts 1–3
E778	Principles of Ultrasonics	—
E781	Project 074 Radio Active Materials	—
E952	Encyclopaedia Britannica Physics Course—Atomic Physics Unit VII	1–9 Lessons
E953	Encyclopaedia Britannica Physics Course—Electronic Unit VIII	1–8 Lessons
MN1192	Physics of Sound Applied to Echo Ranging Devices	—
MN1193	Technique of Echo Ranging (Confidential)	—
MN8969C–F	Digital Computer Techniques	—
US1596	Infra Red	—
L60109	Encyclopaedia Britannica Physics Course—Section E Head	1–15 Lessons
L60110	Encyclopaedia Britannica Physics Course—Section F Sound	1–11 Lessons
L60111	Encyclopaedia Britannica Physics Course—Section G Light	1–18 Lessons
L60112	Encyclopaedia Britannica Physics Course—Section H Electricity	1–24 Lessons
L60122	Distributing Heat Energy	—
6910-00-TSN-0097	Energy and Its Transformation	Rl 1
6910-00-TSN-0105	The Laws Of Gases (Theory)	Rl 1

Catalogue No	*Title*	*Part Nos and/or Reels*
	Stores and Supply—Maintenance and Performance	
A538	Replenishment at Sea	Pts 1–4
A625	Ships Husbandry	Pts 1–2
A1059	Upkeep of the Fleet	—
A1164	Its all on the Cards (Work Study)	—
A1292	Spray Painting in HM Ships	—
A1639	Replenishment at Sea	Pt 4
A1969	Upkeep (Work Study—Plan your Work to your Plan)	Pts 1–2
MA4939	Film Bulletin—Spraying and Proofing Moisture and Fungi	Rls 2
MD3572	Fighting Fit—Maintenance—On Board Ship	Rls 1–2
MN7830	Mobile Support (Supply)	Rls 2
MN8079	Service to the Fleet	—
MN9464	Supply Overhaul	—
US1133	Mess Personnel—Profit and Loss in the Kitchen	Rls 2
L60129	Keeping the Fleet at Sea	—
	Submarines	
A505	Submarine Control	—
A616	Submarine Escape Training	—
A1860	The Under Sea War	Rls 3
MC9938	Goblin on the Door Step	—
MN8593B	Sonar Systems for Submarines (Confidential)	—
	Survival	
A465	Survival	—
A635	Survival at Sea	Pts 1–2
A1104	Under-Water Trials of Martin-Baker Ejection Seat	—
FTA279E	Survival Training Map and Compass	Rls 1
FTA279R	Survival Training—Fire and Survival	Rls 1
FTA279S	Survival Training—Improvised Signalling Method	Rls 1
FTA279V	Survival Training—River Travel	Rls 1
FTA279W	Survival Training—Shelter	Rls 1
MA2627	Land and Life in the Arctic	—
MN1145	Abandon Ship	—
TF1–5376	Tropical Sea Coast Survival	Rls 1–3

(519/256/135 DNS)

17746/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 326/71-333/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
26 August 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

326/71—RAN Life Saving Committee

1. The RAN Life Saving Committees terms of reference are:
   a. review from time to time all aspects of life saving and survival at sea, and submit proposals to the Naval Board;
   b. state the requirements for all life saving and associated equipment in the RAN (except those for the Fleet Air Arm) including maintenance and overhaul aspects;
   c. make recommendations for the introduction into, or withdrawal from, service of life saving and associated equipment and to co-ordinate action for the supply of approved items of equipment with the procurement divisions;
   d. initiate trials of new and modified equipment and the development of new items of equipment to the prototype stage (appropriate funds to be included in GMGID estimates);
   e. promulgate all information by means of Navy Orders, ABRs, etc;
   f. maintain a close liaison with the Director of Naval Air Policy regarding life saving and survival equipment for the Fleet Air Arm; and
   g. maintain a close liaison with the Safety Equipment and Survival School regarding the training of personnel in the use and maintenance of life saving and survival equipment.

2. The Committee will not normally concern itself with individual ships but will confine its work to items or principles which have a general application. The Committee will not have executive powers, and responsibilities for executive action to effect improvements remain as at present.

3. The Committee is under the chairmanship of the Co-ordinator of Naval Safety, and the following are represented:

Director of Navigation and Staff Duties
Director of Naval Aviation Policy
Director of Manning and Training
Medical Director-General
Director of Submarine Maintenance and Repair
Director of Naval Stores
Director of Victualling
Director of Ship Design
Director of User Requirements
General Manager Garden Island Dockyard
OIC School of Safety Equipment and Survival, HMAS ALBATROSS
Director of Transportation, Department of the Army.

(8/204/50 CONS)

UNCLASSIFIED

327/71—Ships Names, Badges and Honours

Ships, Names, Badges and Honours Committee

1. The functions of this Committee are:

a. to recommend to the Naval Board suitable names for ships and establishments to be commissioned in the RAN;

b. to determine original designs and blazons for badges of ships, Fleet Air Arm squadrons, establishments and special units for approval by the Naval Board;

c. to recommend to the Naval Board suitable mottos for adoption by commissioned ships, establishments and special units;

d. to recommend to the Naval Board the award of Battle Honours to HMA ships;

e. to approve on behalf of the Naval Board all proposed reproductions of ships badges, whether for official or commercial purposes; and

f. to recommend the acquisition of items for ultimate inclusion in a Naval Museum.

2. The following are members of the Ships Names, Badges and Honours Committee:

Director of Personal Services (Administration)—Chairman
The Naval Historian
The Director of Ship Design.

Personnel may be co-opted to advise the Committee as required by it. The Assistant DPS (A) is the Secretary of the Committee.

Naming of Ships

3. The names of all ships of destroyer size and above are approved by the Governor-General, as the personal representative of the Queen, on the recommendation of the Naval Board. The names of smaller ships and of establishments are approved by the Minister for the Navy.

4. Small tenders not in commission may be allocated names by the Naval Board where this is considered desirable.

Badges

General

5. All commissioned ships and establishments whose Commanding Officers are appointed by the Naval Board are eligible to wear a badge.

6. The Director of Ship Design is responsible for preparing drawings of approved badges designs and for the production and keeping of a Certified Sealed Pattern. A facsimile of the Sealed Pattern will be issued without demand for insertion in the Ships Book or other appropriate record. No departure from the official design is to be made without Naval Board approval.

7. Badges are prepared by the dockyards from approved drawings. The original carving for the badge of each new ship is to be submitted through official channels for approval by the Ships Names, Badges and Honours Committee prior to manufacture.

Standard Badge Surrounds

8. Badges approved for ships exceeding 120 feet in length, FAA squadrons and commissioned establishments will be placed in the Standard Surround shown in Annex A.

9. Badges approved for non-commissioned establishments, auxiliaries and special units will be placed in the Standard Surround shown in Annex B.

10. Badges approved for ships 120 feet in length or less will be placed in the Standard Surround shown in Annex C.

11. Boats badges will be placed in the Standard Surrounds shown in Annex D or E.

12. Badges on Gun Tampions will conform to the design approved for the ships badge, placed within a rope circle only.

Obsolete Badge Surrounds

13. Ships and ships boats, establishments, Fleet Air Arm squadron, auxiliaries and special units displaying badges set in surrounds other than those depicted in Annexes A, B, C, D and E will continue to wear them until fair wear and tear makes replacement necessary.

Transfers—Badge Designs

14. Transfers for ships badges and names for use on lifebuoys, vehicles, etc, are available for issue to HMA ships. The dimensions of the transfers are as follows:

a. Size of ships badge ..	Maximum height 5 inches.
b. Design of lettering ..	Block letters maximum height 4½ inches, tapered to fit between two circles of radius 9½ inches and 14 inches respectively.

After application, transfers should be covered with a coat of clear varnish to aid preservation. Demands for requirements for ships in commission should be lodged with the SNSO, Sydney.

Replacement Boats Badges

15. GMGID will manufacture one aluminium master mould of the approved boats badge design as a charge to the current annual repair and refit allocation of each HMA ship in commission. Moulds will be manufactured without demand and on issue are to be taken on charge in Shipwrights Equipment Lists. Issue of a mould will be made for all new construction ships for which a badge has been approved as part of the initial outfit of equipment.

Presentations Badges

16. Within his authority to incur expenditure FOCAF may approve of Commanding Officers of HMA ships issuing presentation badges at public expense.

Reproductions—Badge Designs

17. A list of official approved RAN badges is held by:

The Officer-in-Charge
Naval Historical Section
Victoria Barracks
MELBOURNE VIC 3004.

18. Black and white copies of any design named in the list of approved badges are obtainable for the following charges:

a. Commercial and Private Interests:
Size 8½ inches × 6½ inches—58 cents per print.
Size 10 inches × 8 inches—84 cents per print.

b. Members of the Commonwealth Naval Forces:
Size 8½ inches × 6½ inches—53 cents per print.
Size 10 inches × 8 inches—77 cents per print.

Copyright

19. RAN badges designs are Crown Copyright and must not be reproduced without the permission of the Naval Board. Commercial organisations granted permission to reproduce the design of RAN badges are required to submit a sample of each design to the Ships Names, Badges and Honours Committee for approval prior to manufacture for sale to the public.

Accounting

20. Badges in HMA ships, Fleet Air Arm squadrons and commissioned establishments are to be accounted for as follows:

Ships Badges	In the Shipwrights or Barrackmasters List of equipment.
Fleet Air Arm Squadron Badges	As Squadron Mobile Equipment in accordance with ABR 4, Chapter 19.
Boats Badges	In the Naval Stores Account on Permanent Loan.
Moulds—Boats Badges ..	In the Shipwrights Equipment List.

Disposal of Badges

21. Ships, boats and gun tampion badges on issue are not to be sold, presented or retained for private use. When no longer required for Service use they are to be returned to the Chief Superintendent of Supply, Sydney, to be taken on charge at a professional valuation for possible future re-issue. Notwithstanding that sale is prohibited, the professional valuation should be based on the expected saleable price.

Battle Honours

22. Battle Honours awarded to ships of the RAN are listed in Navy Orders. A Battle Honour Scroll, of which the ships badge forms an integral part as shown in Annex F, is supplied without demand to entitled ships and establishments. The Director of Ship Design is responsible for the design of all RAN Battle Honour Scrolls.

23. Instructions for the disposal of badges set out in Paragraph 21 also apply to Battle Honour Scrolls.

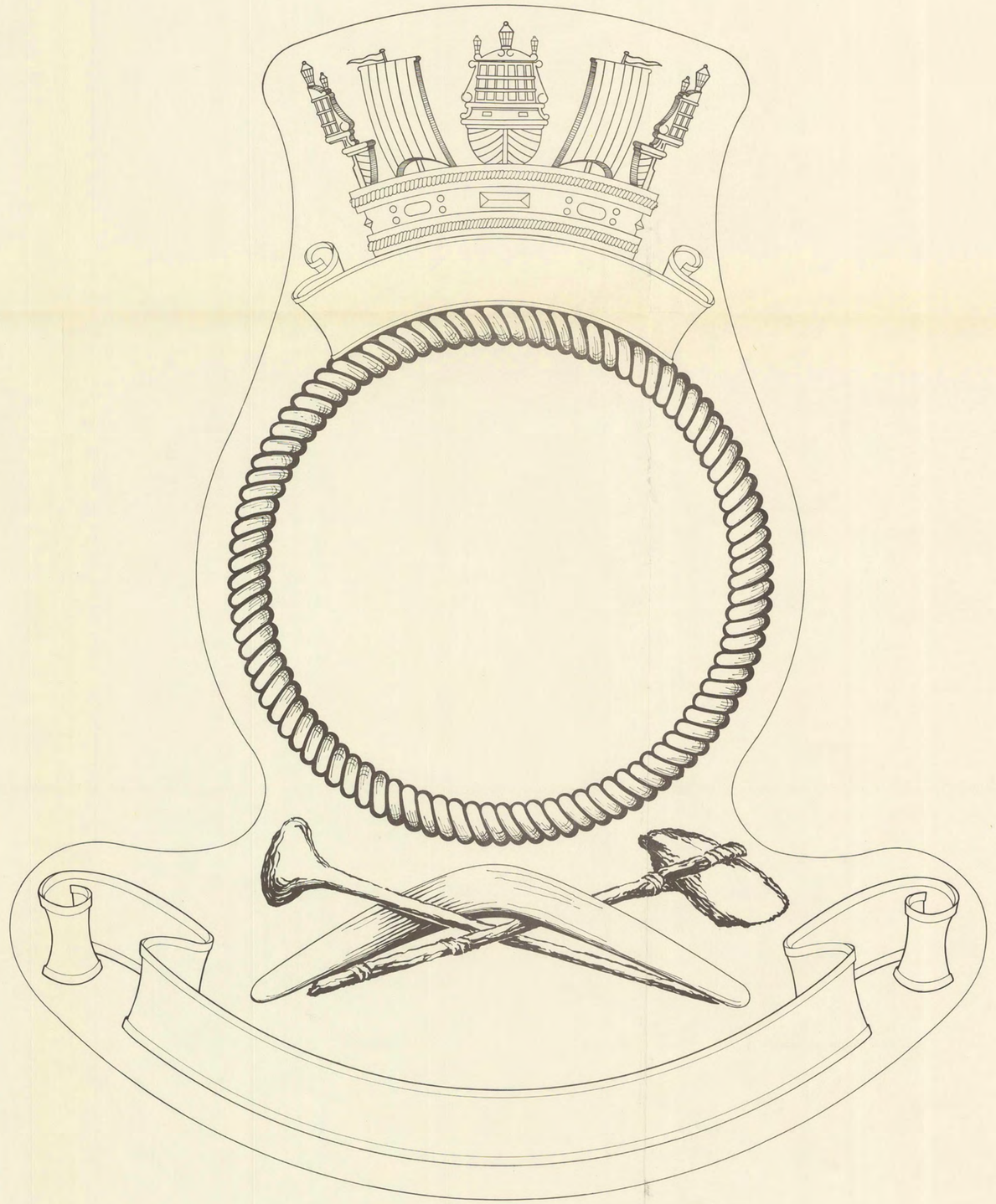
Correspondence

24. All correspondence concerning ships names, badges and honours is to be submitted through normal Service channels to the Secretary, Department of the Navy, Canberra, ACT 2600.

ANNEX A

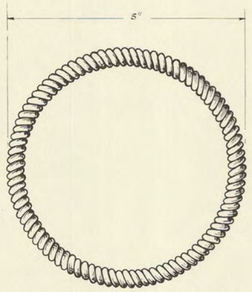
STANDARD BADGE SURROUND

FOR SHIPS EXCEEDING 120 FT. LONG,
F A A SQUADRONS & COMMISSIONED
SHORE ESTABLISHMENTS.

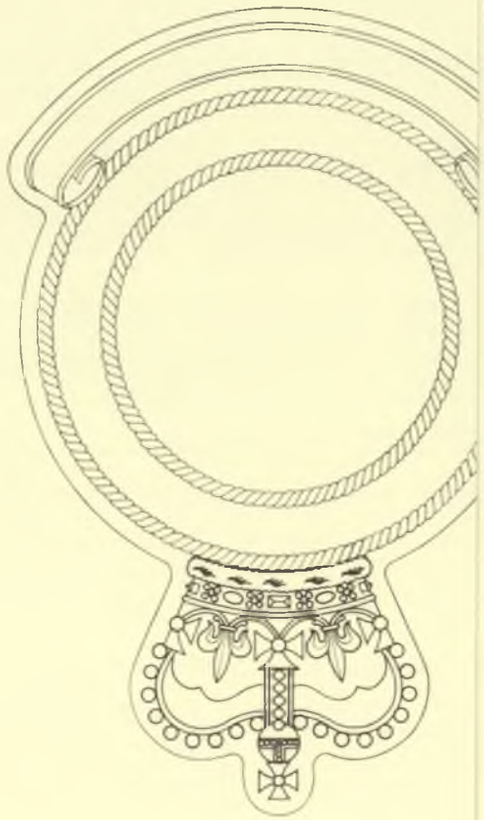


LETTERING FORMAT FOR
SHIP'S NAME SCROLL

LETTERING FORMAT FOR
MOTTO SCROLL



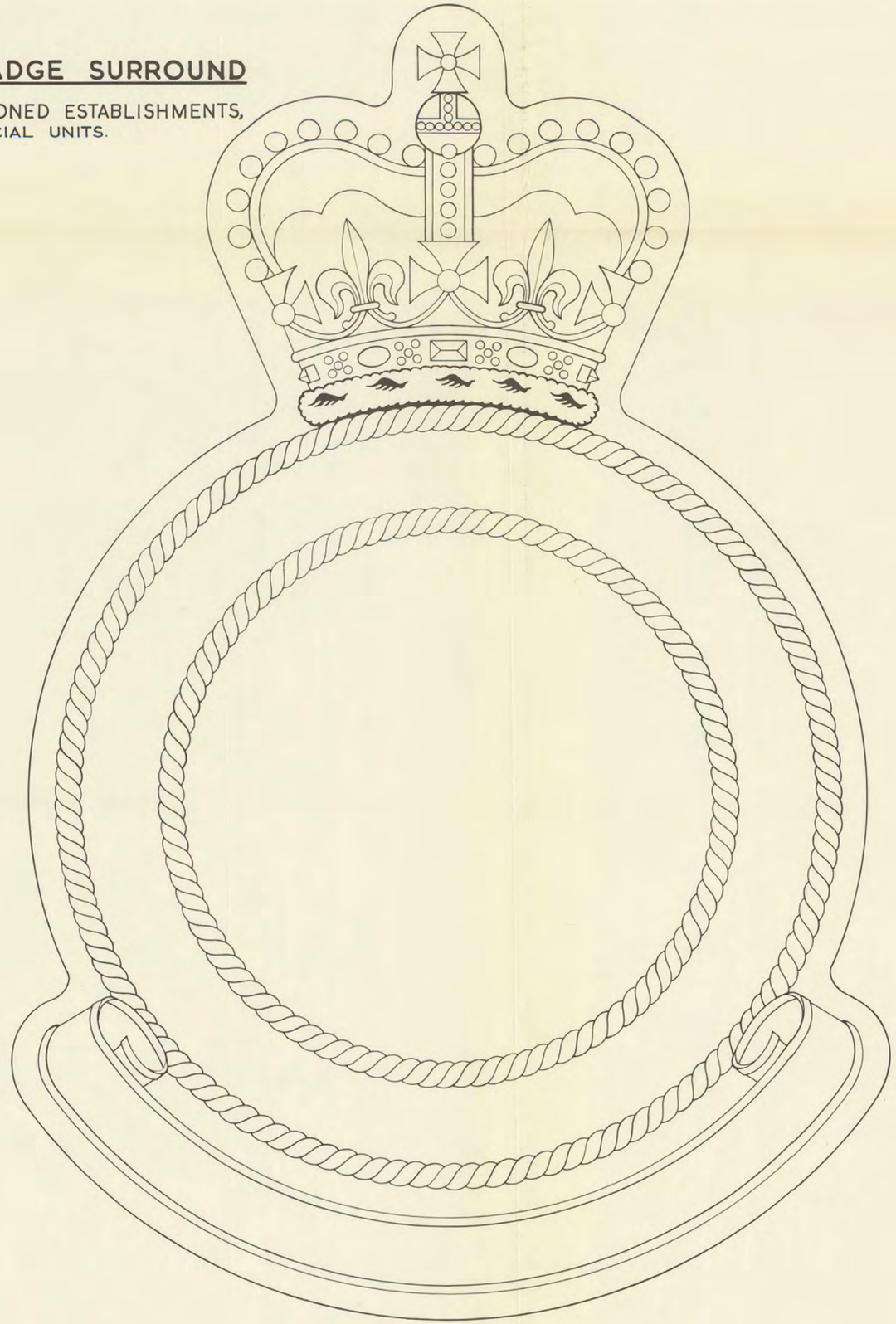
GUN TAMPION BADGE

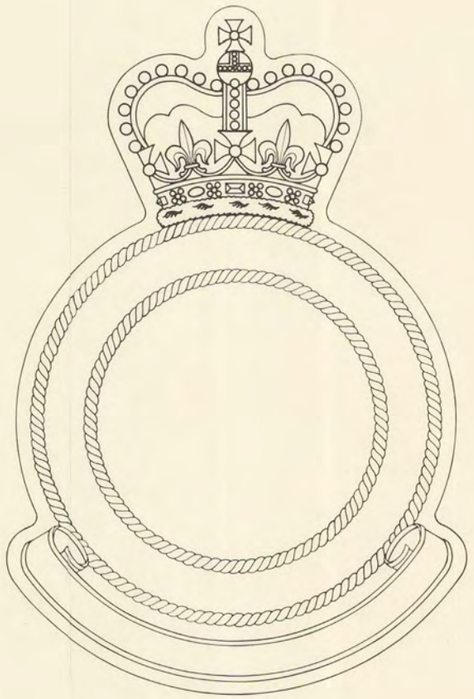


ANNEX B

STANDARD BADGE SURROUND

FOR NON-COMMISSIONED ESTABLISHMENTS,
AUXILIARIES & SPECIAL UNITS.





ANNEX

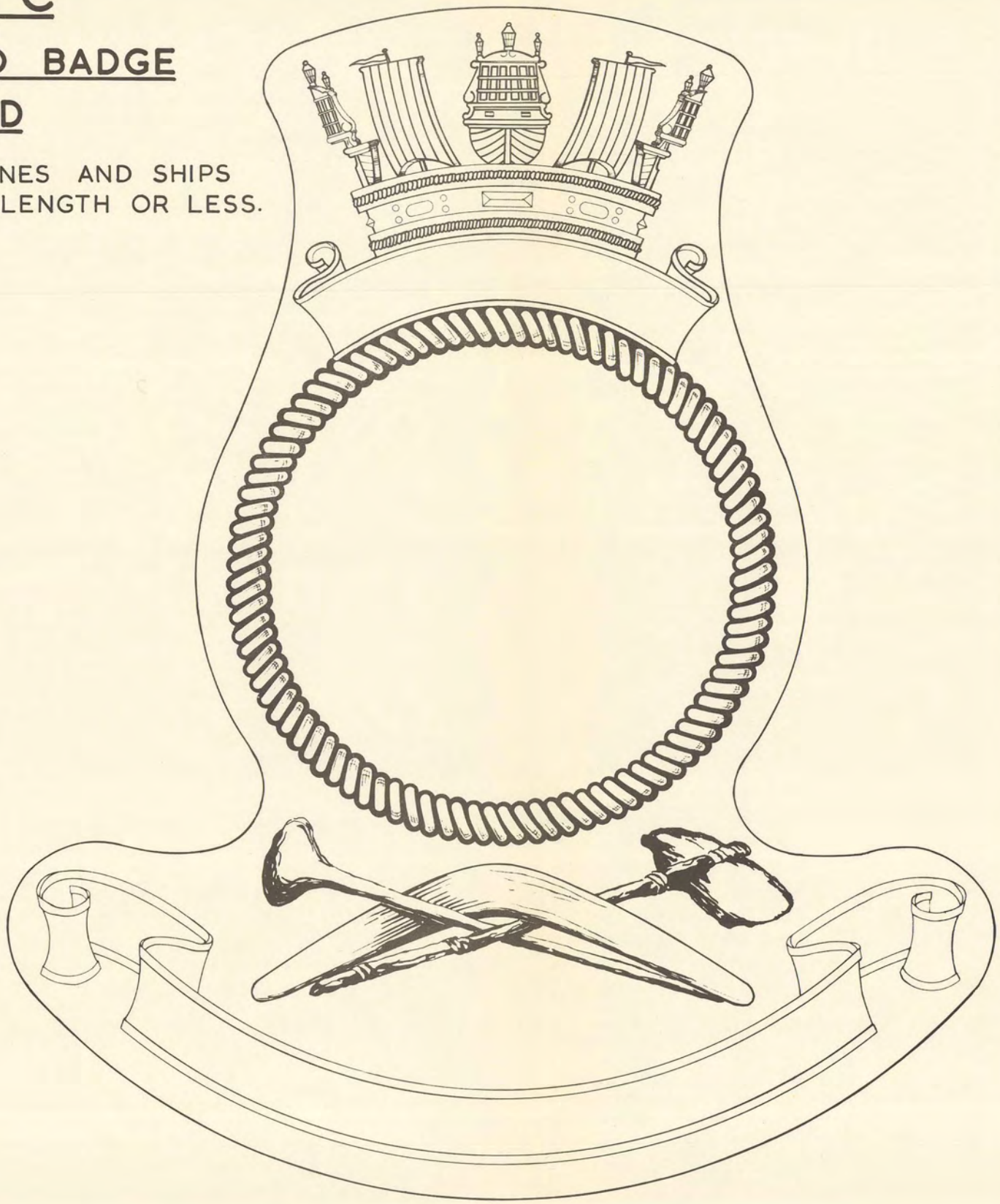
STANDARD
SURROUND

FOR SUBMARINE
120 FEET IN LE

ANNEX C

STANDARD BADGE SURROUND

FOR SUBMARINES AND SHIPS
120 FEET IN LENGTH OR LESS.



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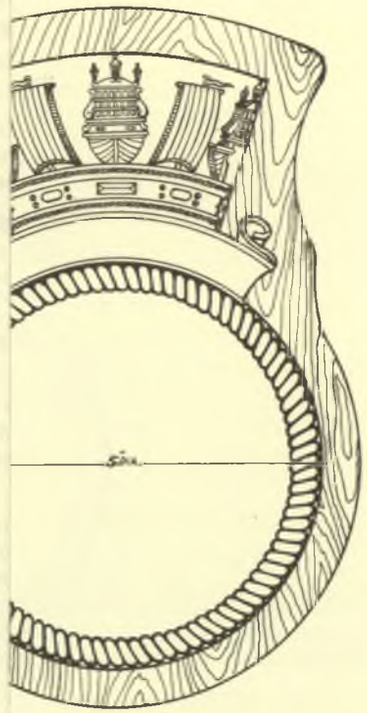
THE SIZE (
WILL BE D
SITING OF
SIZE AND
PARTICULA

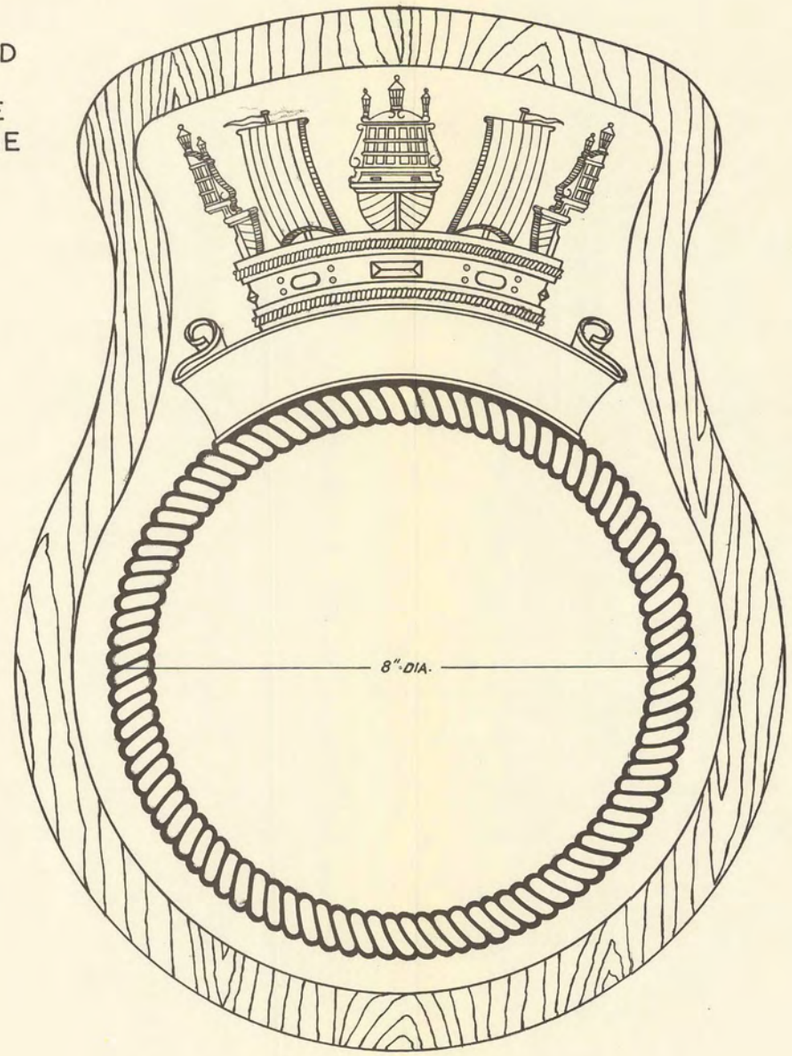
ANNEX E



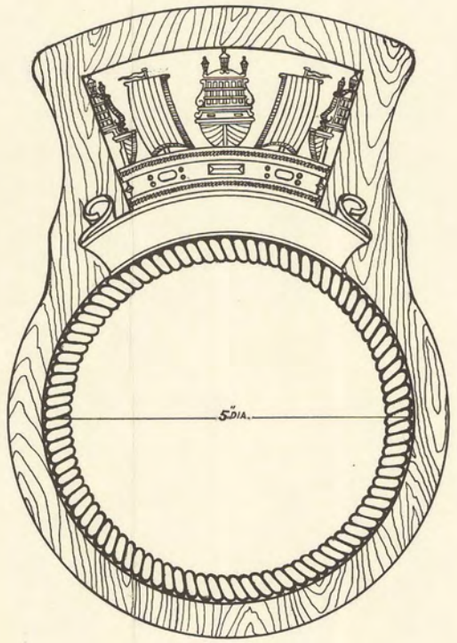
ANNEX D

STANDARD BOATS BADGE SURROUNDS

THE SIZE OF BADGE TO BE FITTED WILL BE DEPENDANT UPON THE SITING OF THE BADGES AND THE SIZE AND CONFIGURATION OF THE PARTICULAR BOAT.



ANNEX E



UNCLASSIFIED

328/71—Signal Messages on Supply Matters Preparation

1. Difficulty is being experienced in determining the correct action authority of signals addressed to ACNB or CSS on supply matters.

2. There are six main Supply management categories of stores within the RAN, namely:

Air Stores
Armament Stores
Electrical Stores
General Stores
Machinery and Spares
Victualling.

It would be of great assistance in the internal routing of signals if these categories could be indicated early in the text of the message, for example—'request urgent supply Electrical Stores included in my demand.....'

3. In addition, where signal details relate to particular items of supply, distribution of the signal to the stock control section dealing with that particular group/class is facilitated if the full stock number of the item concerned is given in the text of the signal. For example:

'The following Armament Stores have become "life-expired" 1377-00-754-4784'.

4. To implement this policy as far as signalled demands are concerned, it will be necessary for Article 0618 of ABR 4—Storekeeping Manual—and Navy Order 763/69 to be amended so that the Supply management category of the stores concerned is the first item of data to appear on the signal demand. Action is being taken accordingly.

5. Supply Officers and other originators of signals dealing with supply aspects of materiel are therefore to ensure that such signals contain details of the Supply Management Category and full stock number of the items concerned.

(400/251/29 DSUA)

Section 2

PERSONNEL

UNCLASSIFIED

329/71—Requests for Information Concerning The Movements of Naval Personnel and their Personnel Details

1. Considerable publicity recently has been given to the collection of personal particulars for use by various unofficial agencies. A recent press article inferred details of sailors postings could be readily obtained 'at a price'.

2. Whilst such information is not classified it is nevertheless official information within the meaning of the Crimes Act and must not be divulged to an unauthorised person.

3. Information concerning Naval personnel movements and other personal details, if in the wrong hands, could cause unnecessary embarrassment or concern to both a serviceman and his family. It could also be used for subversive purposes.

4. All personnel, service and civil, having access to Naval personnel records are to ensure that requests for personal details of officers and sailors are passed through the proper official channels and not released to unidentified unauthorised inquirers.

(333/3/101 DNI)

UNCLASSIFIED

330/71—Travelling Allowance—Members on Intermediate and Long Term Duty Oversea

Navy Order 281/71, relating to Long Term Duty Travel should be amended by inserting the following new Paragraph Three (3) and renumbering existing paragraphs:

'Following the Category B rate of Travelling Allowance becoming applicable to North America, the following schedule is to be used as a guide to the appropriate standard of hotel accommodation to be used by RAN personnel serving on long term duty in and when travelling within, the United States or Canada:

USA	*LCDR and Below and Equivalents*	*CAPT, CMDR and Equivalents*	*CDRE and Above*
Washington ..	Executive House	Executive House	Embassy Row
New York ..	Roger Smith	Park Sheraton Barbizon Plaza	Gotham
Chicago	La Salle	Conrad Hilton	Palmer House
Seattle	Washington Plaza (Benjamin Franklin Annex)	Washington Plaza Tower	Washington Plaza Tower
San Francisco ..	Manse	Sir Francis Drake	St Francis
Los Angeles ..	Gaylord	Ambassador	Ambassador
Honolulu ..	Kaimana Beach	Ilikei	Royal Hawaiian
Elsewhere ..	As a guide to an appropriate standard of accommodation the Holiday Inn Hotel Chains would be suitable for officers of Lieutenant-Commander and lower rank and sailors and the Western Hotel chain for Commanders and above		

Canada	*LCDR and Below and Equivalents*	*CAPT, CMDR and Equivalents*	*CDRE and Above*
Ottawa	Lord Elgin	Skyline	Chateau Laurier Skyline
Montreal ..	Park Sheraton	Queen Elizabeth	Chateau Champlain
Vancouver ..	Georgian Towers	Georgian Towers	Hotel Vancouver
Toronto	King Edward	Hotel Royal York	Hotel Royal York
Elsewhere in Canada	Hotels of comparable standard and cost to the above should be used		

(252/4/177 HPB)

(Navy Order 281/71)

Section 3

OPERATIONAL AND TRAINING

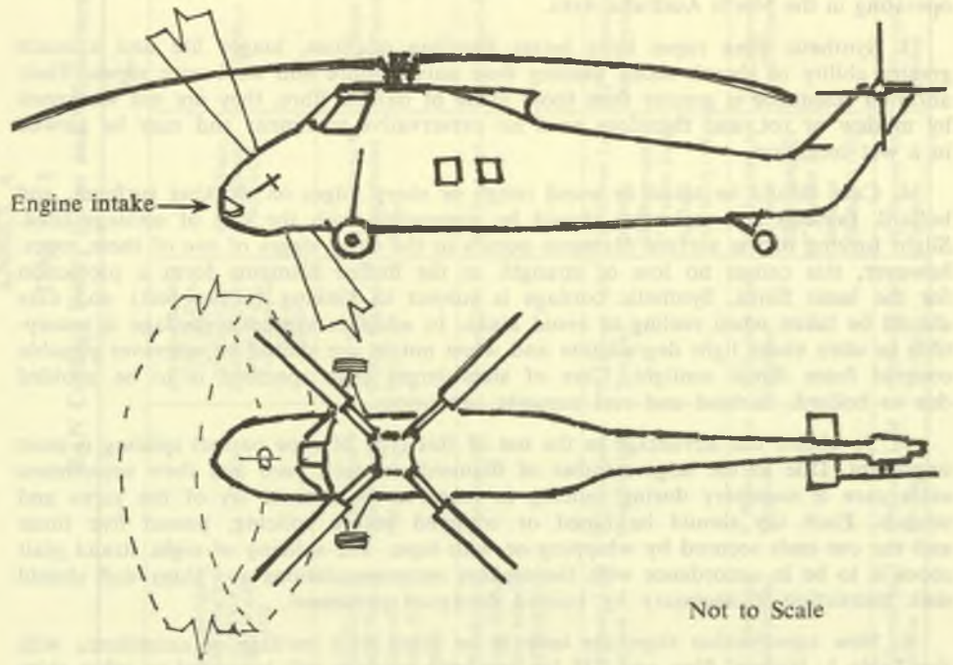
UNCLASSIFIED

331/71—Helicopter Transfer Operations at Sea Flight Safety and Fire Precautions

The following amendment to Navy Order 223/71 is required:

Add Annex A as shown below:

ANNEX A



Turbine Disintegration Zone Wessex Mark 51A and 51B

(1313/1/396 DUR)

(Navy Order 223/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

332/71—Synthetic Cordage—General Fleet Use

1. Synthetic fibre ropes were first introduce into service use in 1963, for use as berthing lines, tow lines, and boats falls. Since then, the performance, durability and appearance of these ropes has been good, and it has been decided to further extend the use of these ropes in general fleet use. For certain services composite steel/terylene ropes have been adopted as berthing lines where strength/size/weight ratio is important.

2. Details of the cordage types and sizes to be used by ships and submarines are shown on the attached Table 1. Rigging warrants are to be amended to accord with this table. Attention is drawn to special requirements applying to Patrol Boats operating in the North Australia Area.

3. Synthetic fibre ropes have better handling qualities, longer life and a much greater ability to absorb shock loading than natural fibre and steel wire ropes. Their abrasion resistance is greater than those made of natural fibre, they are not weakened by mildew or rot, and therefore need no preservative treatment and may be stowed in a wet condition.

4. Care should be taken to avoid rough or sharp edges on working surfaces, and bollard, fairlead and reel sizes should be compatible with the size of cordage used. Slight fuzzing of the surface filaments occurs in the early stages of use of these ropes; however, this causes no loss of strength as the fluffed filaments form a protection for the inner fibres. Synthetic cordage is subject to kinking (crows feet) and care should be taken when reeling to avoid kinks. In addition synthetic cordage is susceptible to ultra violet light degradation and when not in use should be wherever possible covered from direct sunlight. Uses of sizes larger than specified is to be avoided due to bollard, fairlead and reel capacity limitations.

5. To obtain full advantage in the use of this type of rope correct splicing is most important. Due to the large number of filaments in each yarn and their smoothness extra care is necessary during splicing to preserve the natural lay of the yarns and strands. Each lay should be taped or whipped before splicing, passed five times and the cut ends secured by whipping or with tape. The splicing of eight strand plait ropes is to be in accordance with the makers recommendations and ships staff should seek instruction if necessary by trained dockyard personnel.

6. New construction ships are only to be fitted with cordage in accordance with the Table 1. Natural fibre and RH lay synthetic cordage will be issued to other ships until stocks are exhausted then issue of new type cordage will be made. Hawsers and cordage at present held are to be retained until unserviceable.

ANNEX A

Table No 1

RAN Cordage Policy (Ships and Submarines)

Rope Function	*Ships*							
	MELBOURNE, SYDNEY, SUPPLY, STALWART, AOE	*DDGs*	*Darings, Battles, Type 12 DEs, QUEEN-BOROUGH, DIAMANTINA, MORESBY, Oceanographic Ship, DDLs*	*MCM Ships, Hydrographic Ship, LCH*	*KIMBLA*	*Patrol Boats TRVs, Diving Tenders*	*BASS, BANKS, PALUMA*	*Remarks*
Towing Hawser	8" Sq. Rope 8 Strand Plaited Nylon with Galvd. End Links	7" Sq. Rope 8 Strand Plaited Nylon	7" Sq. Rope 8 Strand Plaited Nylon	4½" Sq. Rope 8 Strand Plaited Nylon	4½" Sq. Rope 8 Strand Plaited Nylon	3" Hawser Laid Nylon (4½" for North Aust. Area) Patrol Boats	3" Hawser Laid Nylon	—
Harbour Tug Ropes ..	8" Sq. Rope 8 Strand Plaited Nylon with 3½" ESFSWR Ends	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required	SYDNEY: with Thimbles MELBOURNE: without Thimbles
Head, Stern and Breast Ropes	8" Hawser Laid Terylene	5" Composite Steel/Terylene	5" Hawser Laid Terylene	3½" Hawser Laid Terylene (Hydrographic) 3" Hawser Laid Terylene (MCM) (LCH)	2½" Composite Steel/Terylene	2½" Hawser Laid Terylene (4" for North Aust. Area) Patrol Boats	3" Hawser Laid Terylene	RAN Oberons 4" HL Terylene
Springs	5" Composite Steel/Terylene	5" Hawser Laid Terylene	5" Hawser Laid Terylene	3½" Hawser Laid Terylene (Hydrographic) 3" Hawser Laid Terylene (MCM) (LCH)	2½" Composite Steel/Terylene	2½" Hawser Laid Terylene	3" Hawser Laid Terylene	RAN Oberons 4" HL Terylene
Picking Up Rope	8" Hawser Laid Terylene	5" Hawser Laid Terylene	5" Hawser Laid Terylene	3½" Hawser Laid Terylene	3½" Hawser Laid Terylene	3" Hawser Laid Terylene	3" Hawser Laid Terylene	RAN Oberons 3" ESFSWR

Table No 1—continued

Rope Function	Ships							
	MELBOURNE, SYDNEY, SUPPLY, STALWART, AOE	*DDGs*	*Darings, Battles, Type 12 DEs, QUEEN-BOROUGH, DIAMANTINA, MORESBY, Oceanographic Ship, DDLs*	*MCM Ships, Hydrographic Ship, LCH*	*KIMBLA*	*Patrol Boats TRVs, Diving Tenders*	*BASS, BANKS, PALUMA*	*Remarks*
Towing Messenger ..	3" Sq Rope (8 Strand Plait) Polypropylene	3" Sq Rope (8 Strand Plait) Polypropylene	3" Sq Rope (8 Strand Plait) Polypropylene	Not Required	Not Required	Not Required	Not Required	Colour: Green
Boom Boat Ropes	3½" Hawser Laid Terylene	3½" Hawser Laid Terylene	3½" Hawser Laid Terylene	3½" Hawser Laid Terylene	3½" Hawser Laid Terylene	Not Required	Not Required	—
Awning Tackles	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	—	—	—
Boats Falls	—	Motor Cutters and Whalers		2" Terylene	Others ESFSWR (GALVD)		—	—
Safety Nets	Hawser Laid Nylon	Hawser Laid Nylon	Hawser Laid Nylon	Hawser Laid Nylon	Hawser Laid Nylon	—	—	—
Boats Foul Weather Pendants	Hawser Laid Nylon	Hawser Laid Nylon	Hawser Laid Nylon	—	—	—	—	—
Recovery of Personnel from Sea—								
Recovery Line ..	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	—	—	—	—
Swimmer Safety Line ..	½" Braided Terylene	½" Braided Terylene	½" Braided Terylene	½" Braided Terylene	—	—	—	—
Diving Life-Line ..	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	1⅛" Braided Terylene	—
Hose Lines	2½" Hawser Laid Terylene	—	—	—	—	—	—	MELBOURNE, SYDNEY, SUPPLY
Personnel Jack Stay Lines	4" Hawser Laid Manila	4" Hawser Laid Manila	4" Hawser Laid Manila	4" Hawser Laid Manila	4" Hawser Laid Manila	4" Hawser Laid Manila	4" Hawser Laid Manila	All Ships
RAS—								
Distance Lines	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	All Ships
Messengers	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	All Ships
Gun Line Messengers ..	1½" Hawser Laid Terylene	1½" Hawser Laid Terylene	1½" Hawser Laid Terylene	1½" Hawser Laid Terylene	1½" Hawser Laid Terylene	1½" Hawser Laid Terylene	1½" Hawser Laid Terylene	All Ships
In Haul/Out Haul ..	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	Hawser Laid Terylene	—
Twine (General Use) ..	No 7 Hemp or Flax	No 7 Hemp or Flax	No 7 Hemp or Flax	No 7 Hemp or Flax	No 7 Hemp or Flax	No 7 Hemp or Flax	No 7 Hemp or Flax	—
Signal Halyards—								
Ensign and Jack Staff ..	⅞" Hawser Laid Terylene	⅞" Hawser Laid Terylene	⅞" Hawser Laid Terylene	⅞" Hawser Laid Terylene	⅞" Hawser Laid Terylene	⅞" Hawser Laid Terylene	⅞" Hawser Laid Terylene	—
Yards and Mast	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	1⅛" Hawser Laid Terylene	—
Aircraft Crash Barrier Nets ..	Nylon Webbing	—	—	—	—	—	—	—
Dan Buoy Mooring Pendants	GSWR or Hawser Laid Terylene	GSWR or Hawser Laid Terylene	GSWR or Hawser Laid Terylene	GSWR or Hawser Laid Terylene	GSWR or Hawser Laid Terylene	—	—	—
High Speed Target Tow Lines	Cross Braided Polypropylene	—	—	—	—	—	—	To be supplied with Target
Dressing Ship Lines—								
Jackstay	ESFSWR	ESFSWR	ESFSWR	ESFSWR	ESFSWR	—	—	—
Flag Lines	HL Nylon	HL Nylon	HL Nylon	HL Nylon	HL Nylon	—	—	—

(510/56/44 DSD)

332/71

UNCLASSIFIED

333/71—Victualling Stores—Toilet Paper

1. Toilet paper, V6-55072, has been adopted for general use in HMA ships and establishments to replace toilet paper, V6-51622 and V6-55073. The new item is crepe tissue in 10 oz rolls, has a high solubility rate and is suitable for use in ships fitted with Marine Defecamat Units.

2. The use of toilet paper, two ply, V6-51623 to meet the special requirements of submarines is to continue.

3. The Fixed Issuing Price List for Mess Gear is to be amended by the deletion of:

'V6-51622 Paper, toilet .. .. roll 0.12'

and the following inserted:

'V6-55072 Paper, toilet .. .. roll 0.12'

(914/80/22 D of V)

18023/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 334/71-338/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 August 1971.

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

Section 2

PERSONNEL

UNCLASSIFIED

334/71—Members on Intermediate and Long Term Duty Oversea Reimbursement of Cost of Insurance

1. Where a member is required to travel oversea on intermediate or long term duty, he may insure his baggage and personal effects, up to the value of $A750, against loss or damage and be reimbursed the amount paid by him for the insurance.

2. Fragile items belonging to these members should be professionally packed under departmental arrangements, on the understanding that insurance companies will not provide cover unless the items are professionally packed.

3. This approval is effective from 20 July 1971, however Statutory authority is required before the approval may be implemented. Advice will be issued when statutory cover is obtained.

4. NPI 194 2 (b) should be noted pending amendment.

(252/4/168 HPB)

UNCLASSIFIED

335/71—Travelling Allowance Members on Short Term Duty Oversea

The rates and conditions for payment of Short Term Duty Travelling Allowance shown in Navy Order 251/71 have been varied as follows:

Table A

1. Delete those rates shown for BRITAIN, FINLAND, GERMANY, IRAN, IRELAND and SPAIN and insert the following rates in their place:

Country	*Effective Date of Variation*	*Currency of Payment*	*Rates of Payment per Day*		
			LCDR or Relative Rank, Officers of Lower Rank and Sailors	*CAPT, CMDR or Relative Rank*	*CDRE and Above*
Britain	8.6.70	$Stg.	6.75	9.00	11.25
Finland	14.1.71	F Mks	105	120	135
Germany	12.5.71	D Marks	84	92	103
Iran	21.1.71	Rials	1800	2030	2260
Ireland	8.6.70	$Irish	6.75	8.75	11.00
Spain	14.1.71	Pesetas	1080	1250	1420

b. Insert the following new Paragraph THREE (3) and renumber existing paragraphs:

'Following the Category B rate of Travelling Allowance becoming applicable to North America, the following schedule is to be used as a guide to the appropriate standard of hotel accommodation to be used by RAN personnel serving on short term duty in and when travelling within, the United States or Canada:

USA	*LCDR and Below and Equivalents*	*CAPT, CMDR and Equivalents*	*CDRE and Above*
Washington ..	Executive House	Executive House	Embassy Row
New York ..	Roger Smith	Park Sheraton Barbizon Plaza	Gotham
Chicago	La Salle	Conrad Hilton	Palmer House
Seattle	Washington Plaza (Benjamin Franklin Annex)	Washington Plaza Tower	Washington Plaza Tower
San Francisco ..	Manse	Sir Francis Drake	St Francis
Los Angeles ..	Gaylord	Ambassador	Ambassador
Honolulu ..	Kaimana Beach	Ilikai	Royal Hawaian
Elsewhere ..	As a guide to an appropriate standard of accommodation the Holiday Inn Hotel Chains would be suitable for Officers of Lieutenant-Commander and lower rank and sailors and the Western Hotel Chain for Commanders and above		

Canada	*LCDR and Below and Equivalents*	*CAPT, CMDR and Equivalents*	*CDRE and Above*
Ottawa	Lord Elgin	Skyline	Chateau Laurier Skyline
Montreal ..	Park Sheraton	Queen Elizabeth	Chateau Champlain
Vancouver ..	Georgian Towers	Georgian Towers	Hotel Vancouver
Toronto	King Edward	Hotel Royal York	Hotel Royal York
Elsewhere in Canada	Hotels of comparable standard and cost to the above should be used'		

(252/4/168 HPB)

(Navy Order 251/71)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

336/71—Sailors Course Programme 1971

1. The alterations and additions shown in Annexes A and B to this order are promulgated as Amendment No 3 to Navy Order 568/70. The previous amendment was published as Navy Order 152/71.

2. The amendment list shown at Paragraph 6 of the parent order should be noted with this third amendment order number.

ANNEX A
Alterations

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Air Electrical Promotion	917910	POEAW ..	ALBATROSS ..	TBD	—	5.7.71	TBD	—	Cancelling CER-BERUS Support
	917920	POEAC	ALBATROSS ..	TBD	—	5.7.71	TBD	—	Cancelling CER-BERUS Support
Miscellaneous WRANS Promotion	902350	IT ..	CERBERUS ..	10	E	6.9.71	17.9.71	—	At NIRIMBA only
	937760	WRSBA SECT 2 PART 2	PENGUIN ..	60	—	23.8.71 15.11.71	12.11.71 25.2.72	3–20	Amended location Amended location

ANNEX B
Additions

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engagement Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Recruits/New Entries	901700	Adult Male Recruit	CERBERUS ..	57	—	7.7.71 21.7.71 4.8.71 18.8.71 1.9.71 15.9.71 29.9.71 13.10.71 27.10.71 10.11.71 24.11.71 8.12.71	24.9.71 8.10.71 22.10.71 5.11.71 19.11.71 3.12.71 17.12.71 7.1.72 21.1.72 4.2.72 18.2.72 3.3.72	40	—

ANNEX B—*continued*

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Re-engage-ment Category*	*Start Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Musicians Promotion	921990	CPOMUSICIAN ..	CERBERUS ..	210	A	18.10.71	22.9.72	—	Conservatorium Programme
Sick Berth Promotion	918710	SBA ..	CERBERUS ..	185 (includes 5 NBCD)	—	26.7.71	28.4.72	—	—
Miscellaneous	902340	PO Leadership ..	CERBERUS ..	20	E	19.7.71 16.8.71 20.9.71 18.10.71 15.11.71	13.8.71 10.9.71 15.10.71 12.11.71 9.12.71		—

(312/21/118 D of T)

(Navy Orders 568/70 and 152/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

337/71—Ammunition—Cartridge QF 40mm Break-up Shot—Gauging Before Use and Precautions

1. Cartridges QF 40mm break-up shot at present in service are fitted with shot Mks 10, 10/1 and 10/2. Quantities of this shot have been found oversize and instances reported of shot found fractured round the cannelure or loose in the cartridge case. These defects are due to the growing properties of plastics when in a humid atmosphere.

Gauging Before Use

2. HMA ships concerned are to arrange for cartridges 40mm break-up shot to be examined for shot fractures or looseness and gauged before firing. Gauge INO 13747 is to be used for this purpose and the whole shot including the driving band should pass through. Any rounds found defective are to be landed at the nearest Armament Depot and replacements drawn in lieu. One gauge per ship is allowed for ships using this ammunition.

Precautions

3. The lead filling of the shot leaves the barrel with a total energy comparable to that of an ordinary shell and though it very soon loses its initial velocity, at very close ranges it is capable of inflicting serious damage to anything in its way and especially, of course, to personnel. The greatest care must therefore be taken to ensure that the gun does not fire into own ships structure or personnel. A clear range of at least 100 yds at 15° from the muzzle is necessary. Firing at 'live' targets must not be continued when the range becomes less than 200 yds.

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

a. Firing is never to be carried out on such a bearing that the smoke blows back over personnel; and

b. should smoke blow back over personnel during firing, fire is to be checked.

It is however, only continuous or repeated exposure to absorption that is dangerous to personnel.

5. It has been found that the use of break-up shot increases the rate of barrel wear and causes uneven wear. A pool of Mark 1 barrels for practice firings with break-up shot has been provided in the RAN and whenever possible HMA ships, should obtain barrels from this pool. However, when ships are operating off the Australia Station or when it desired to fire twin gun units, a maximum of 200 rounds of break-up shot per barrel may be fired. One round of break-up shot is to be assessed as three equivalent full charges. Separate arrangements have been made for firing of break-up shot at training establishments.

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

7. Navy Order 531/68 is hereby cancelled.

(726/66/75 DAS)

(Navy Order 531/68)

UNCLASSIFIED

338/71—Revised Procedures for Ledger Page Controls

1. Under the new allowance system being developed and known as RANSAL, it is now possible to produce ledger pages by computer. Simultaneously, a computer print-out is produced, listing all of the items for which ledger pages have been prepared. Under this new procedure, controls will be available which will render redundant the requirement to number ledger pages and maintain a separate register for the great majority of allowed spares.

2. New ledger pages and the listing will be produced for a ship during its scheduled SOAP programme. These two computer products will be identical in content, with the listing serving as a register and known as Register of Ledger Pages (RLP). In lieu of sequential numbering of the ledger pages and line items on the RLP, the controlling factor will be the assigned stock number. For the purpose of inspections and audits and for maintaining day-to-day control it will be necessary to produce an active or dead ledger page for each item on the RLP.

3. As items may be added to a ships allowance between the SOAP/refit cycle, a procedure has been devised to control the issuance of new ledger pages without maintaining a manual numbering system:

a. Following preparation of the ledger pages and RLP, a bank of blank pages will also be pre-printed with the ships accounting number and also a sequential serial number.

b. To accompany the blank, pre-numbered pages, a register will be produced listing the pre-printed ledger page numbers in a series of columns.

c. When a new item is added to stock or an established page is filled, a new pre-numbered ledger page will be raised. the Stock Number will then be entered to the corresponding number on the register, and, for an established page, disposition will be noted in the appropriate column of the RLP in which it appears.

d. Should the supply of blank ledger pages described in a. above become exhausted, additional cards may be requested from Senior Inspector (Stores) Sydney, allowing a one month lead time for supply. The new batch of cards will be forwarded directly to the ship from Navy EDP Centre.

4. The procedure for transfer of ledger pages to the dead ledger or between Group/Classes, etc, as set out in ABR 4 articles 1807 (1) i. and j., 1809 and 1815 remains unchanged, except that the disposal of the pages is to be noted on the RLP instead of Form SA254 (AS155C).

5. The foregoing procedures will be implemented in individual ships at the next regularly scheduled SOAP. Commissioned Establishments will not be converted to the system until introduction of the RANSAL system at a later date.

6. It is emphasised that for ships and establishments in which the new procedure is not implemented, the existing procedure as set out in ABR 4 Article 1807 is to continue.

7. ABR 4 will be amended to reflect the foregoing.

(178/1/242 DFSD)

18416/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 339/71-343/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1 September 1971.

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

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

339/71—EDP Stores Accounting System Cost Recovery Transactions and Dockyard Costing Transactions

1. In order to overcome audit objections that not all cost recovery transactions are resulting in the necessary invoicing action being taken, and not all dockyard costing transactions are being correctly applied, it has been decided that the completion of 'Cost Recovery Code' and 'Main Job No' and 'Sub Job No.' boxes of EDP supply vouchers will be made mandatory (instead of optional as hitherto) as detailed in the following paragraphs.

Those Involved

2. All personnel involved in the raising of supply vouchers detailed in Paragraphs 3 and 9 below, namely:

Dockyards.
Other civil establishments who do not operate retail store accounts.
Supply Depots.
Supply Directorates.

Cost Recovery Transactions

3. The vouchers concerned are:

	Forms
a. Issue Order (I0)	SX8, 9 and 11
b. Local Issue Voucher (LIV)	SX22
c. Store Adjustment Voucher (SAV)	SX32

4. From 30 August 1971 it will be mandatory for the 'cost recovery' box of these vouchers to be completed with one of the following codes:

Code

1—Repayment Transaction.
(Indicating that the Area Finance Office is required to raise an account on a Navy Debtor in respect of the transaction).

2—Vote Transfer.
(Indicating that the Superintendent of Supply Administration Sydney is to initiate a transfer of funds in respect of the transaction from a stores vote to a new construction project).

3—No Cost Recovery Involved.
(When neither of the above codes are applicable to the transaction).

5. The failure to insert one of these codes will result in the automatic rejection of the transaction by EDP as detailed in Paragraph 14 below.

Standardisation of Vote Transfer Information

6. To further assist in the recording of Vote Transfer particulars on the vouchers listed in Paragraph 2 where CR code '2' is used, a standardised form of remarks has been devised to identify the project to which the funds are to be transferred. This is to be inserted in the 'Remarks' box of the voucher whenever CR code '2' is used and is to be in the following format:

EA.....(denoting Expenditure Authority Number)
PROJ....(denoting Project Number)
CH.....(denating Cost Heading)
.....(brief description of project up to a total of 40 characters overall).
Example EA910321 PROJ2214 CH304-3-H5 PI DARINGS.

7. As a result of the new system of CR codes, EDP will produce daily reports (namely—Repayment Transactions and Vote Transfer Transactions) listing transactions which have occurred. These reports will be printed in sections appertaining to the Supply Depot issuing or receiving the stores. The Repayment Transactions report will be used to assist Area Finance Office in the raising of invoices on Navy debtors and the Vote Transfer Transaction report to assist Superintendent of Supply Administration in the transfer of funds to new construction projects.

8. Action will be taken with these reports as follows:

Repayment Transaction Report

Copy 1—To Area Finance Office as a control.
2—To the appropriate Supply Depot for attachment of copies of the vouchers listed in the report (or for explanations in cases of unexecuted or cancelled vouchers). Then to Area Finance Office for recovery action.

Vote Transfer Transaction Report

Copy 1—To Superintendent of Supply Administration as a control.
2—To the appropriate Supply Depot for attachment of copies of the vouchers listed in the report (or for explanations in cases of unexecuted or cancelled vouchers). Then to Superintendent of Supply Administration for transfer action.

Dockyard Costing Transactions

9. The vouchers concerned are:

		Forms
a.	Issue Order (IO)	SX 8, 9 and 11
b.	Supply Requirement Note (SRN)	SX 16, 17 and 19
c.	Local Issue Voucher (LIV)	SX 22
d.	Internal Return Voucher (INRV)	SX 23
e.	Repair Issue Voucher (RIV)	SX 24
f.	Store Adjustment Voucher (SAV)	SX 32

10. From 30 August 1971 it will be mandatory for the 'Main Job No' and 'Sub Job No' boxes of the above vouchers to be dealt with as follows:

a. *If the transaction is to be charged to a Dockyard Job—*
by insertion of the Main Job number and Sub Job Number in the appropriate box.

b. *If the transaction is NOT to be charged to a Dockyard Job—*
by inserting one of the following codes in the 'Main Job No' box of the voucher:
Code 3—if the voucher is originated by any source other than the Dockyard.
1-7—if the voucher is originated by the Dockyard.
In these circumstances, the 'Sub Job No' box of the voucher is to be left blank.

11. Dockyard originators of vouchers will use any of the following codes to indicate a non job number transaction and these will also assist in the internal dockyard control:

Code	*Type of Transaction*
1	Naval Board Supply Item
2	Ships Equipment Item
3	Office Supplies
4	Office Equipment
5	Factory Tools and Floating Plant
6	Items on Loan
7	Tools for Apprentices

12. Failure to insert the main job or sub-job number itself or one of the non-job-number codes will result in automatic rejection of the transaction by EDP as indicated below.

13. This will mean in some cases that the physical transfer of the stores will not be able to be effected until after the input has been corrected, resulting in delays which can often be critical.

14. To assist in the early recognition of incorrectly applied codes, the computer will print out with each daily batch of transactions processed, a rejection notice referring to this Navy Order, giving details of how codes have been incorrectly applied. These transactions should be re-entered under the correct code without delay.

15. The above procedures will operate on transactions input to EDP as from Monday 30 August 1971.

(400/1/1517 DSUA)

Section 2

PERSONNEL

UNCLASSIFIED

340/71—Indulgence or Reduced Fare Air Passages in Service Aircraft Flying Between UK and Australia

1. Some relatives of RAN personnel have planned visits to the UK hoping to be able to obtain an indulgence or reduced fare air passage in UK Ministry of Defence aircraft flying between the UK and Australia.

2. UK Ministry of Defence Instructions do not allow the carriage of families or relatives of RAN personnel in UK Service Aircraft or aircraft operated on behalf of the UK Forces. Personnel concerned should, therefore, be informed that their relatives must expect to pay a full commercial fare for the return journey to Australia.

3. Navy Order 487/68 is hereby cancelled.

(187/1/266 DMD)

(Navy Order 487/68)

UNCLASSIFIED

341/71—Travelling Allowance—Members on Long and Intermediate Term Duty Oversea

Navy Order 281/71, relating to long term duty travel, should be amended as follows:

1. By *deleting* from Tables B and C, those headings under 'Rates of payment per day' and *inserting* the following in their stead:

LCDR or Relative Rank, Officers of Lower Rank and Sailors	*CAPT; CMDR or Relative Rank*	*CDRE and above*

2. By *deleting* that rate shown in Table A in respect of Malaysia and *inserting* the same rate in Table B.

(252/4/177 HPB)

(Navy Order 281/71)

UNCLASSIFIED

342/71—Programme of RAN Educational Tests During 1972

1. The following will be the programme of educational tests in the RAN during 1972:

a. *Services General Certificate of Education (SGCE)*

(1) *SGCE—April 1972*

	Forenoon	*Afternoon*
Monday 10 April	English Expression	English Literature
Tuesday 11 April	Mathematics I Modern Mathematics I	Social Studies
Wednesday 12 April	Mathematics II Modern Mathematics II	Modern History
Thursday 13 April	Physics	Geography
Friday 14 April	Economics	—
Monday 17 April	Navigation	Asian History

(2) *SGCE—October 1972*

	Forenoon	*Afternoon*
Monday 16 October	English Expression	English Literature
Tuesday 17 October	Mathematics I Modern Mathematics I	Modern History
Wednesday 18 October	Mathematics II Modern Mathematics II	Geography
Thursday 19 October	Physics	Chemistry
Friday 20 October	Economics	—
Monday 23 October	Navigation	Asian History
Tuesday 24 October	Social Studies	—

b. *LEEUWIN Educational Tests (LET)*

28 February to 6 March

15 May to 22 May

28 August to 4 September

13 November to 20 November

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

(325/1/25 DNES)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

343/71—Supply Functions—Terms and Definitions

1. A Joint Study Team comprising representatives of each department of the Defence Group has been appointed by the Defence Procurement Steering Committee to develop, inter alia, a set of standard terms and definitions relating to supply functions of the departments within the Group.

2. Annex A to this order lists terms and definitions developed by the Joint Study Team and approved, to date, for Joint Service use. These terms and definitions will be included, in due course, in the Joint Services Staff Manual: Glossary—JSP(AS)101.

3. A number of the terms included in Annex A concern the identification of materiel (stores) in the Service Departments. An explanation of the co-relation of certain terms and equipment build-up is given in Annex B of this order.

4. The terms and definitions listed in Annex A will in future apply to all supply functions and should be used when compiling instructions, documents, forms, etc, relating to supply functions and when communicating with departments of the Defence Group.

5. ABR 4 will be amended in due course.

ANNEX A

Accessory

An item of supply, for use in conjunction with or to supplement an Item of Equipment, contributing to its effectiveness without extending or otherwise changing the basic function of the item of equipment.

* *See also* Item of Equipment; Item of Supply.

Acquisition

* *See* Procurement.

Administrative Lead Time

The period which elapses from the beginning of the requirement determination process to the issue of a firm ordering document to a supplier; it comprises the sum of requirement determination lead time and contractual lead time.

* *See also* Contractual Lead Time; Requirement Determination; Requirement Determination Lead Time.

Assembly

A number of parts or sub-assemblies or any combination thereof joined together to perform a specific function and capable of disassembly.

* *See also* Part; Sub-assembly.

Assessment

The process of selecting items of supply or potential items of supply, and forecasting the quantities of those items deemed necessary for future needs; it is part of the requirement determination process.

* *See also* Item of Supply; Requirement Determination.

Assets

Those quantities of supplies, held or due-in, which are taken into account in requirement determination.

* *See also* Dues-in; Requirement Determination; Supplies.

Common User Item

An item of supply used by two or more departments of the Australian Defence Group.

* *See also* Item of Supply.

Common Item

An item of supply applicable to two or more types of equipment.

* *See also* Equipment; Item of Supply.

Contractual Lead Time

The period which elapses from the issue of a document authorising procurement to the issue of a firm ordering document to a supplier; it is part of administrative lead time.

* *See also* Administrative Lead Time; Procurement.

ANNEX A—*continued*

Coproduction

An agreement, applicable to the procurement of materiel of overseas origin whereby, in return, the overseas supplier arranges to purchase from Australian Industry for supply to other customers, quantities of assemblies, sub-assemblies or parts being manufactured under a part-production agreement; it is a form of reciprocal purchasing.

* *See also* Assembly; Materiel; Part; Part-production; Procurement; Reciprocal Purchasing Sub-assembly.

Delivery Lead Time

The period which elapses from the availability for delivery at the suppliers premises of a quantity (whether partial or complete) of materiel ordered to the receipt of that quantity at the final destination stated in the contract.

* *See also* Materiel.

Disposal

The process of transferring or abandoning ownership by the Commonwealth of property and materiel which has been approved by competent authority as surplus to, or unsuitable for, the requirements of a department.

* *See also* Materiel.

Distribution

The management processes and physical functions associated with the issue and transportation of supplies to the user.

* *See also* Supplies.

Dues-In

The quantities of materiel expected to be received against procurement documents and other supply requisitions or from automatic replenishment.

* *See also* Materiel; Procurement.

Dues-Out

The quantities of items of supply recorded as outstanding for issue.

* *See also* Item of Supply.

Earmarks

Those quantities of assets which are committed to specific future uses or contingencies.

* *See also* Assets.

End Item

A final combination of end products, component parts and/or materials which is ready for its intended use.

Equipment

All articles needed to outfit an individual or organisation.

ANNEX A—*continued*

Equipment System

A combination of items of equipment used to perform a specific function; it may or may not be an item of supply.

* *See also* Item of Equipment; Item of Supply.

Incentive Contract

A contract which includes conditions providing a financial incentive to the contractor to improve performance in relation to the specification under the contract or reduce costs or delivery time.

Initial Provisioning

The provisioning of equipment and other supplies required for its support and maintenance during a period immediately following its introduction into service.

* *See also* Equipment; Maintenance; Provisioning; Supplies.

Item

A non-specific term used to denote any product, including for example, materials, parts, sub-assemblies, assemblies and accessories.

* *See also* Accessory; Assembly; Part; Sub-assembly.

Item of Equipment

A collection of assemblies, sub-assemblies or parts which, when assembled, is functionally complete and constitutes a whole for supply purposes.

* *See also* Assembly; Sub-assembly; Supply.

Item of Supply

Any thing or collection or assemblage of things handed in the logistics system of a department under a unique stock number.

* *See also* Logistics.

Life of Type Provisioning

The provisioning of the total quantity of supplies deemed necessary for the support of any item of equipment for the duration of its expected service life.

* *See also* Item of Equipment; Provisioning; Supplies.

Logistics

The science of planning and carrying out the movement and maintenance of forces. In its most comprehensive sense, those aspects of military operations which deal with:

a. design and development, acquisition, storage, movement, distribution, maintenance, evacuation and disposition of materiel;
b. movement, evaluation and hospitalisation of personnel;
c. acquisition or construction, maintenance, operation, and disposition of facilities; and
d. acquisition or furnishing of services.

* *See also* Acquisition; Distribution; Materiel; Maintenance; Storage.

ANNEX A—*continued*

Maintenance (Materiel)

All action taken to retain materiel in a serviceable condition or to restore it to serviceability; it includes inspection, testing, servicing, classification as to serviceability, repair, rebuilding, and reclamation.

* *See also Materiel.*

Materiel

All items necessary for the equipment, maintenance, operation and support of military activities without distinction as to their application for administrative or combat purposes.

* *See also* Equipment; Maintenance.

Obligated Assets

* *See* Earmarks.

Offset Procurement

An agreement, applicable to the procurement of materiel of overseas origin whereby, in return, the overseas supplier or the government of the country concerned arranges for the purchase from Australian sources of goods not connected with the materiel being procured by Australia but preferably in the same field of technology; it is a form of reciprocal purchasing.

* *See also* Materiel; Procurement; Reciprocal Purchasing.

Part

A single impartible piece of an item of equipment, or two or more pieces joined together but not normally subject to disassembly without destruction or impairment of designed use.

* *See also* Item of Equipment.

Part-Production

An agreement, applicable to the procurement of materiel of overseas origin whereby, in return, the overseas supplier arranges for the manufacture in Australia of assemblies, sub-assemblies or parts of the equipment being procured by Australia; it is a form of reciprocal purchasing.

* *See also* Assembly; Equipment; Materiel; Part; Procurement; Reciprocal Purchasing; Sub-assembly.

Period Contract

A continuing offer, usually for a specified period, by a supplier under which the Commonwealth of Australia through a nominated ordering officer may from time to time order such goods or services as may be required on the terms laid down in the offer.

Prime Contract

A contract entered into by the Commonwealth of Australia through a department or procuring authority of the Commonwealth for the supply of goods or services by the other party to the contract.

ANNEX A—*continued*

Prime Contractor

A party having a prime contract with the Commonwealth of Australia.

* *See also* Prime Contract.

Procurement

The process of obtaining materiel and services from sources outside the supply organisation of a department.

* *See also* Materiel; Supply.

Procurement Determination

The management process by which the quantity of any item of supply to be procured is determined having regard to data obtained from the assessment and requirement computation processes; it is the final part of the requirement determination process.

* *See also* Assessment; Item of Supply; Procurement; Requirement Computation; Requirement Determination.

Production Lead Time

The period which elapses from the issue of a firm ordering document to a supplier to the availability for delivery at the suppliers premises of a quantity (whether partial or complete) of materiel ordered.

* *See also* Materiel.

Provisioning

All those processes necessary for the determination and procurement of requirements of materiel and services.

* *See also* Materiel; Procurement; Requirement Determination.

Provisioning Action Quantity

That pre-determined quantity of an item of supply used to generate a provisioning review statement when the assets level compared with liabilities indicates a possible need for further procurement.

* *See also* Asset; Item of Supply; Procurement; Provisioning Review.

Provisioning Lead Time

The period which elapses from the beginning of the requirement determination process to the receipt of a quantity (whether partial or complete) of materiel ordered at the final destination stated in the contract; it comprises the sum of administrative lead time, production lead time and delivery lead time.

* *See also* Administrative Lead Time; Delivery Lead Time; Materiel; Production Lead Time; Requirement Determination.

Provisioning Review

The process of collecting and analysing data as a basis for decisions on the retention, redistribution, procurement and disposal of a quantity or quantities of an item of supply.

* *See also* Disposal; Item of Supply; Procurement.

ANNEX A—*continued*

Reciprocal Purchasing

An arrangement, applicable to the procurement of materiel of overseas origin whereby, in return, the overseas supplier or the government of the country concerned agrees to part-production, coproduction, or offset procurement.

* *See also* Coproduction; Materiel; Offset Procurement; Part-production; Procurement.

Replenishment Provisioning

The provisioning of equipment and other supplies for continued support and maintenance following that provided by initial provisioning.

* *See also* Equipment; Initial Provisioning; Maintenance; Provisioning; Supplies.

Requirement Computation

The process of calculating the quantity of an item of supply proposed for procurement having regard to existing assets; it is part of the requirement determination process.

* *See also* Assets; Item of Supply; Procurement; Requirement Determination.

Requirement Determination

The process which establishes the quantity of an item of supply to be procured; it comprises assessment, requirement computation and procurement determination.

* *See also* Assessment; Item of Supply; Procurement Determination; Requirement Computation.

Requirement Determination Lead Time

The period over which the requirement determination process extends, ending with the issue of a document authorising procurement; it is part of administrative lead time.

* *See also* Administrative Lead Time; Procurement; Requirement Determination.

Review Interval

The period between programmed provisioning reviews of a range of supplies.

* *See also* Provisioning Review; Supplies.

Serviceable

The condition of materiel which is fit for its intended use.

* *See also* Materiel.

Short-of-Stock Quantity

That pre-determined quantity of an item of supply which indicates that when stocks fall to or below that quantity, special hastening of dues-in is required.

* *See also* Dues-in; Item of Supply; Stock.

ANNEX A—*continued*

Stock

(General Application).

The quantities of supplies held on stock accounts and in storage as distinct from materiel in use.

* *See also* Materiel; Storage; Supplies.

(Specific Application)

The quantities of supplies held on the stock accounts in wholesale store depots.

* *See also* Supplies.

Storage

The holding and maintenance of supplies awaiting issue.

* *See also* Maintenance; Supplies.

Stores

* *See Materiel.*

Sub-Assembly

Portion of an assembly, the portion being replaceable as a whole, but having a part or parts which are individually replaceable.

* *See also* Assembly; Part.

Sub-Contract

A contract between a prime contractor and a third party whereby the third party agrees to supply goods or services to the prime contractor specifically to enable the prime contractor to fulfil the prime contract.

* *See also* Prime Contract; Prime Contractor.

Sub-Contractor

A party having a sub-contract with a prime contractor.

* *See also* Prime Contractor; Sub-contract.

Supplies

All items of supply of whatever nature.

* *See also* Item of Supply.

Supply

The comprehensive function of providing materiel and services needed by users at the item and place required; it includes planning, financial programming, identification, requirement determination, procurement, receipt, inspection, storage, distribution, stock recording and accounting, reclamation and disposal.

* *See also* Disposal; Distribution; Materiel; Procurement; Requirement Determination; Storage.

Total Liability Quantity

That quantity of an item of supply representing the total authorised liability considered in a provisioning review.

* *See also* Item of Supply; Provisioning Review.

ANNEX A—*continued*

Two-Step Tendering

A method of obtaining tenders, in two steps, for the procurement of goods or services where the task is classified or the difficulties of specifying the requirement make normal tendering processes in-expedient. Step one consists of a request for registration of interest (generally publicly advertised) and the submission and evaluation of the capabilities of the proposer to satisfactorily fulfil the contract. Step two is a request for formal tenders from those who submitted acceptable proposals in step one.

* *See also* Procurement.

ANNEX B

Explanation of the Co-relation of Certain Terms and Equipment Build-Up

Materiel—the term adopted to describe all items dealt with in the Supply organisation.

Stores—synonymous with 'materiel', but 'materiel' is the preferred term.

Item of Supply—all 'materiel' that has a unique stock number.

Supplies—synonymous with 'item of supply'. The use of either 'supplies' or 'item of supply' depends on the particular context being discussed at any time, namely, collective (supplies) or particular (item of supply).

Item of equipment—the term adopted to describe a particular type of equipment; an item of equipment may be a part of an equipment system or may stand as an entity in its own right.

Equipment—the collective sense of all materiel needed to equip the Navy, a ship, a person, etc. For equipment in the generally accepted technical sense of machines and other operating devices, the following build up has been decided:

Part
Sub-Assembly
Assembly
Item of Equipment
Equipment System

Definitions of the above terms are included in Annex A.

Accessory—Whilst not considered to be part of the equipment build up detailed above, it can be seen from the definition in Annex A that this is an associated term.

(400/1/1293 DSUP)

18624/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 344/71-352/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
9 September 1971.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

344/71—General Overseers and Superintendents of Inspection (GOSI) Terms of Reference

1. The main function of GOSI is to ensure that orders placed on contractors are progressed to specified standards. In order to achieve this the GOSIs are responsible for the inspection and acceptance of all materials and equipment, excluding Armament, Victualling, Medical and Air stores, manufactured and/or repaired by contractors (other than HMA Naval Dockyards and areas covered by Quality Control Branch, Department of Air, on behalf of Air Engineering Branch) against orders placed by, or on behalf of, the Department of the Navy, and for ensuring that such items are manufactured or repaired in accordance with relevant drawings and/or specifications. Such orders may range from the repair or manufacture of small machinery or equipment components to new construction of ships. In addition the GOSI provide technical advice and guidance to contractors as required.

2. There are two Naval Overseeing area organisations, each headed by a General Overseer and Superintendent of Inspection with location and other details for communication as follows:

a. *The General Overseer and Superintendent of Inspection, East Australia Area,* includes:

New South Wales and Queensland
Short Title—GOSIEAA
Postal Address—Garden Island, NSW 2000
Location—Office of the General Overseer and Superintendent of Inspection
East Australia Area,
Cnr Forbes Street and Cowper Wharf Road,
Wooloomooloo NSW.
Telephones—35 5944, 35 0444.

b. *The General Overseer and Superintendent of Inspection, Victoria Area,* includes:

Victoria, South Australia, Western Australia and Tasmania
Short Title—GOSIVIC
Postal Address—PRIVATE Bag, No 8
PO Ascot Vale VIC 3032
Location—RAN Armament and Weapon Equipment Depot,
Chicago Street,
Maribyrnong VIC.
Telephone—31 7222.

3. Each Naval Overseeing Area organisation is under the Administrative Control of the local Flag or Senior Officer within the terms of RI 2757.

4. The GOSI are functionally responsible to the Director-General, Naval Production, as follows:

a. Inspect new construction, modernisations, conversions, refits, extended refits, dockings, slippings, and any other work (other than those excluded by Paragraph 1) for which orders have been placed by, or on behalf of, the Department of the Navy, except for work which is carried out in HMA Naval Dockyards, and provide technical support to contractors engaged on such work. Ensure that all work is completed to specified standards.

b. Draft, in conjunction with outside contractors, RANTAU and ships officers concerned, trials programmes for ship under construction, modernisation, conversion, extended refit and for submarine main refits at commercial yards and for the co-ordination of inspections, tests and trials at commercial yards associated with these programmes.

c. Act as the main contact with commercial shipbuilders and other outside contractors:

(1) on all matters associated with the planning and programming of inspections;

(2) for the purpose of advising the contractor of modifications to be incorporated, after the order has been placed;

(3) for the purposes of granting concessions/production permits during repair and/or manufacture;

(4) for the purpose of arranging trials;

(5) as requested by the Supply Division, for providing technical information relating to the progress of orders placed through the Supply Division;

(6) as required, providing advice to DGNP on production problems; and

(7) for advising DGNP of delays, observed during the course of each project, which may affect progress.

d. Keep Senior Officers standing by ships under construction, modernisation, conversion, extended refits and Captains of ships in refit at commercial yards fully informed of matters which may affect progress, including the supply of technical information. Arrange for the attendance of ships staff at meetings, trials, etc, as necessary.

e. Advise DGNP and the appropriate ordering authority of delays by contractors in the preparation of drawings, work on construction, manufacture, sub-contracts and programmes of inspection, tests and trials which may be likely to affect the progress of the contract. (The progressing of orders is the responsibility of the particular ordering authority who may, if desired, utilise the services of the GOSI to provide information in relation to progress.)

f. The implementation of quality assurance in accordance with the requirements contained in contract documents and for the implementation of delegated inspection to firms under the 'approved firms scheme'.

g. Inspect and ensure the adequacy of contractors safety precautions for ships, support craft and equipment against the risk of fire and flooding, and against the risk of damage during launch, docking, undocking, movements and whilst changes are being made in ships loading or structure which may affect stability or structural strength.

h. Co-ordinate visits by Department representatives and representatives of other Government Departments engaged on Navy work to commercial shipyards and other contractors as requested.

i. Inspect and survey Naval Stores (except those items for which inspection is delegated to the Department of Air, Quality Control Branch), Machinery Spares and Weapon Equipment Stores except those manufactured or repaired at HMA Naval Dockyards. Undertake inspection as required under the Major User Inspection Scheme'.

j. Provide technical advice, when requested, to storekeeping authorities upon all routine matters relating to the manufacture and repair of stores carried out by outside contractors.

k. When requested by an ordering authority:

(1) Provide recommendations on tenders received for supply or repair of machinery, equipment and store.

(2) Provide particulars of repairs required to machinery, equipment, Support Craft and stores which require preliminary survey to determine the nature and extent of such repairs.

l. Inspect and report on the installation of technical equipment in establishments at the request of the authority concerned, except where the Inspecting Authority is RANTAU.

m. Provide technical support and inspection services, as requested, to the Department of the Army in the building and maintenance of marine craft.

5. The GOSI provide, where required, services to the GMGID and GMWD for surface ship, submarine and support craft work undertaken at commercial yards, but the overall responsibility for these projects rests with the Refitting Authority.

6. The GOSIEAA is the Refitting Authority for submarine main refits.

7. The GOSI are to maintain a close liaison and are to keep each other informed of all work sub-contracted from their own area. In this regard they are to ensure that the GOSI in the area to which work has been sub-contracted receives full details of the sub-orders together with sufficient detail of the main order to ensure satisfactory overseeing.

8. Where it is decided that overseeing will not be required at the contractors works the GOSI is to notify the contractor accordingly. On each occasion that an item of an order is inspected and passed as being in accordance with 'The Requirements of Naval Inspection' the GOSI is to furnish the contractor and ordering authority, as applicable, with a certificate to the effect. Apart from the necessity for the GOSI to have some knowledge of the numbers of items or quantity being supplied by a contractor, he is not, in the case of bulk orders, required to be concerned whether the quantity purported to be delivered is correct or not.

9. GOSI are authorised to correspond direct with the Naval Technical Services Directors-General, Administrative Authorities, Commanding Officers of HMA ships and establishments and other authorities on routine technical matters in connection with overseeing and inspection.

10. Shipbuilders and contractors may correspond with the GOSI on routine matters and technical details and should not communicate direct with Navy Office on such matters. Where the correspondence concerns matters of principle, policy or alterations involving major changes to production, design or cost, communications may be passed direct between Navy Office and the contractor. Copies of all such correspondence are to be sent to the appropriate GOSI.

11. In areas where there is a Principal Overseer acting on behalf of the GOSI, Paragraph 9 will apply to the relevant Principal Overseer. In these cases, also, copies of such correspondence are to be forwarded to the GOSI.

12. Navy Order 803/68 is hereby cancelled.

(2/4/290 DGNP)

(*Navy Order 803/68*)

Section 2

PERSONNEL

UNCLASSIFIED

345/71—Competitions—Bertrand Stewart Prize Essay 1972

1. A legacy by the late Captain Bertrand Stewart provides a prize for the best essay submitted each year on a military subject selected by the Army Board of the Defence Council. The prize can be competed for by officers, sailors, soldiers or airmen who are serving, or have served, in any of the Armed Forces of the Commonwealth.

2. Entrants for this competition may choose any one of the following three subjects:

a. Both NATO and the Warsaw Pact countries regard the maintenance of large forces in Europe as fundamental to their own security. However, with likelihood of a major conflict developing between the two alliances becoming less and less probable as an act of rational policy, Soviet Russia is likely to adopt other means to improve her political and strategic position. We have seen the development of her Naval Arm and her increasing influence through a military presence in the Middle East. Discuss whether the United Kingdom, in implementing her defence priorities, is best serving the security of Europe my making her major contribution to the central front.

b. Since the end of World War II, with a world-wide deployment of our armed forces, the British Army has probably experienced a more active and varied existence than any other army. Now, due to a contraction of our commitments and a reducing Army, the opportunity for such soldiering is greatly diminished. There is a real danger that much of the knowledge and expertise required in conducting minor operations abroad will be lost to the Army of the seventies. Discuss how the Army, largely based in Europe, yet available for operations in any part of the world, could make the best use of this valuable pool of experience in its general education and training, and to the benefit of other allied forces.

c. The Soviet Union regards the use of chemical agents as a conventional weapon of war. Discuss the implications of this fact as it affects British defence policy.

3. The prizes offered by the Trustees are:

a. First prize up to £100.

b. Second prize at least £15 (subject to the essay being of the required standard).

4. The closing date for the 1972 Competition is 22 June 1972. Essays marked 'Bertrand Stewart Prize Essay' on the envelope, should be addressed direct to:

The Editor
The Army Quarterly and Defence Journal
(c/o William Clowes and Sons Ltd)
Dorland House
14 and 16 Lower Regent Street
LONDON SW1.

5. Conditions of entry:

a. The essays submitted must be not less than 5,000 or more than 10,000 words in length; they must be typewritten and submitted in quadruplicate.

b. The use of classified information must be avoided. Any such use will lead to disqualification.

c. The authorship of the essays must be strictly anonymous. Each competitor must adopt a motto and enclose with his essay a sealed envelope with his motto typewritten on the outside and his name an address inside.

d. The title and page of any published or unpublished work to which reference is made in any essay, or from which extracts are taken, must be quoted.

e. The essays will be judged by at least three referees to be appointed by the Army Board of the Defence Council. The decision of the referees (or a majority of them) will be final. If, in the opinion of the referees and Trustees (or in the opinion of the majority of them), no essay submitted to them comes up to a sufficiently high standard of excellence, they are fully empowered to withhold the prizes; or they may, if they consider such a course desirable, divide the prizes equally among two or more of the competitors.

f. The result of the competition will be made known in the Army Quarterly and Defence Journal in January 1973 and the prize essay may be published in the same issue.

g. The copyright of any essay which appears in the Army Quarterly and Defence Journal belongs to the proprietors of that review.

h. No responsibility can be held for the loss or return of any essays submitted for the competition.

(38/6/35 DNES)

346/71—Services General Certificate of Education—Scale of Supply of Question Papers

1. SGCE question papers will be forwarded to all ships and establishments in accordance with the scales set out hereunder. It will be necessary for ships to demand papers only when their requirements exceed the scale.

Group	*Ship or Establishment*	*English*	*Modern History*	*Economics*	*Geography*	*Chemistry*	*Navigation*	*Mathematics I*	*Mathematics II*	*Physics*	*Asian History*	*Mod Maths I*	*Mod Maths II*	*Social Studies*
a.	NIRIMBA	150	5	5	5	5	5	40	40	80	5	200	80	5
b.	LEEUWIN	100	5	5	100	5	60	60	30	100	5	60	10	5
c.	ALBATROSS													
	CERBERUS													
	MELBOURNE	5	5	5	5	5	5	5	5	5	5	5	5	5
	STALWART													
	SYDNEY													
d.	Destroyers													
	Frigates..													
	Other Shore Establishments	3	3	3	3	3	3	3	3	3	3	3	3	3
	SUPPLY													
e.	DIAMANTINA													
	MORESBY													
	Submarines	2	2	2	2	2	2	2	2	2	2	2	2	2
	All Other Ships													

2. Papers will only be provided for shore-based RAN personnel serving overseas if an application is submitted to Navy Office through the appropriate Authority.

3. Arrangements for the provision of papers and examination facilities for RAN personnel in Singapore will be co-ordinated by the Assistant Director of Army Education, Headquarters ANZUK Support Group, Tyersall Park, Singapore, to whom applications should be forwarded at least one month before the examination date.

4. Navy Order 266/70 is hereby cancelled.

(325/54/2 DNES)

(*Navy Order 266/70*)

347/71—Uniform—Chief Petty Officers and Petty Officers—Wearing of Collar Badges

1. Gilt collar badges of rank are at present prescribed for wear by Chief Petty Officers with Dresses Nos 2A and 10, and by the Chief Petty Officers and Petty Officers with Dresses Nos 7A and 7B.

2. They are now to be worn by Chief Petty Officers with the following additional dresses:

No 8	Action Working Dress.
No 9	Blue Coveralls.
No 10A	Tropical Working Dress.
—	White Working Dresses of Cooks, Sick Berth Attendants and Dental Assistants.

3. Commanding Officers may at their discretion order that the badges be not worn in special circumstances, eg, by sailors working on or around aircraft.

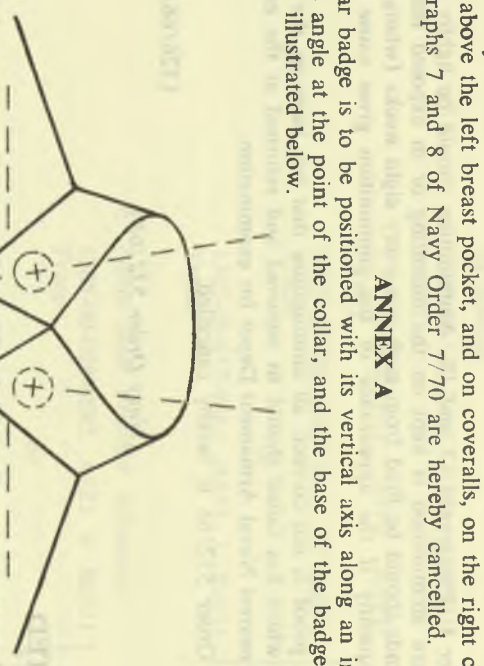
4. Current instructions prescribe two different methods of positioning collar badges worn by senior sailors, one for shirts worn with ties in Dresses Nos 7A and 7B and the other for open-necked shirts worn with Dresses Nos 2A and 10. In order to avoid the confusion which has reportedly resulted from these instructions, it has been decided that the method currently approved for tropical shirts is to be extended to all other dresses. This method is restated in Annex A to this order.

5. Chief Petty Officers are to continue to wear branch badges on action working dress shirts, above the left breast pocket, and on coveralls, on the right cuff.

6. Paragraphs 7 and 8 of Navy Order 7/70 are hereby cancelled.

ANNEX A

The collar badge is to be positioned with its vertical axis along an imaginary line bisecting the angle at the point of the collar, and the base of the badge 1 inch from the point, as illustrated below.



(930/51/199 D of V)

(*Navy Order 7/70*)

UNCLASSIFIED

348/71—Uniformity in Order of Dress between Australian Services

Annex B to Navy Order 291/70 is to be amended as follows:

4. Calling:	*RAN*	*Army*	*RAAF*
a. Vice-Regal	1 or 1W	Blue Ceremonial	2A or 2B
b. Other ..	5 or 5W	General Duty ..	1A or 1B

(301/1/23 (DPS (A))

(*Navy Order 291/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

349/71—Ammunition—Cartridges 40 mm—Prevention of Corrosion

1. Where 40 mm cartridges are stowed in letter box racks for a long period, corrosion is likely to occur unless the provisions laid down in BR 1057/1953 are complied with.

2. Chapter 1, Paragraphs 17 and 18. Ammunition should be lightly greased with LG380. Where ammunition is kept on the mounting or in exposed ready use positions, 12 rounds should be fired from each gun every eight weeks (where practicable) or more frequently if the appearance of the ammunition gives cause to doubt its serviceability.

3. If the proof is not correct, all ammunition that has been on the mounting as long as that which has failed should to removed and returned at the earliest opportunity to the nearest Naval Armament Depot for examination.

4. Navy Order 532/68 is hereby cancelled.

(726/66/95 DUR)

(*Navy Order 532/68*)

RESTRICTED

350/71—Ammunition—Cartridge .50 inch Cal, Browning, Linked Outfit and Practice Allowances

1. *Authorities Concerned* .. All HMA ships and shore establishments.
2. *Item Concerned* .. Cartridge .50 inch Cal, Browning, Linked.
3. *Purpose of Instruction* .. To promulgate the introduction of 1305-00-540-7495 A551 Cartridge .50 inch Cal, Browning, Linked, 2AP/2I/1APIT and revised outfit and practice allowances for this type of ammunition.

4. *Information* .. Due to the current unavailability of 1305-00-817-9661 A557 Cartridge .50 inch Cal, Linked, 3 ball 1 tracer W/M2 Link Grade MG and 1305-00-028-6603 A576 Cartridge .50 inch Cal, Linked, 4API M8 1APIT M20, alternative supply of 1305-00-540-7495 A551 Cartridge .50 inch Cal, Linked, 2AP/2I/1APIT has been arranged and as a result, the following revised allowances have been approved:

a. *Patrol Boat Outfits.* 2,600 rounds made up as follows:

1305-00-540-7495 A551 2AP/2I/1APIT	1,000 rounds
1305-00-028-6603 A576 4API/1APIT	800 rounds
1305-00-028-6582 A621 4 Ball/1 Tracer or 1305-00-817-9661 A557 3 Ball/1 Tracer	800 rounds

b. *Fleet Pool Outfits.* 1,500 rounds per gun, made up as follows:

1305-00-540-7495 A551 2AP/2I/1APIT	500 rounds
1305-00-028-6603 A576 4API/1APIT	400 rounds
1305-00-028-6582 A621 4 Ball/1 Tracer or 1305-00-817-9661 A557 3 Ball/1 Tracer	600 rounds

c. *Patrol Boat Practice Allowance*

1305-00-028-6582 A621 4 Ball/1 Tracer or 1305-00-817-9661 A557 3 Ball/1 Tracer	1,500 rounds per gun per year

d. *Fleet Pool Practice Allowance*

1305-00-028-6582 A621 4 Ball/1 Tracer or 1305-00-817-9661 A557 3 Ball/1 Tracer	7,000 rounds per year

4. *Information*—continued

e. *HMAS CERBERUS—Allowance for Instruction*

1305-00-028-6582 A621 4 Ball/1 Tracer or 1305-00-817-9661 A557 3 Ball/1 Tracer	7,500 rounds per year

f. *HMAS TARANGAU—Allowance for Instruction*

1305-00-028-6582 A621 4 Ball/1 Tracer or 1305-00-817-9661 A557 3 Ball/1 Tracer	2,500 rounds per year

Ships warrants will be amended to reflect revised allowances for outfits and practice allowances will be promulgated in the next annual allowance Navy Order.

The allowance shown in the warrants of Fleet escorts (1500 RPG) is to be taken as a standard guide and may be altered by COMAUSFLT to suit the ships role.

(726/51/143 DAS)

UNCLASSIFIED

351/71—Electrical—Ships Navigation Lights—Failure of Tapped Filament Lamps—Modification

(DCI (RN) 452/70)

1. Reports have indicated that the tapped filament lamps in the navigation lanterns of destroyers and frigates fail at an excessive rate. The most common forms of failure are breakage of the filament and separation of the glass envelope from the base of the lamp.

2. The failures are, in general, attributed to excessive vibration coupled with certain weaknesses in the lamps and the use of incorrect lamps.

3. Steps are being taken to improve the design of the lamp, whilst keeping within the strict limits imposed by the International Regulations for Preventing Collisions at Sea.

4. As an interim measure to improve the life of the lamps, a shock/vibration mounting has been designed and should be fitted by ships staff. This is shown in drawing DEE C37588 and copies may be obtained from Director of Fleet Maintenance, Navy Office, Canberra, ACT 2600.

5. The modified mounting employs minor items obtainable from Naval Stores and brass inserts and washers which should be made by ships staff.

6. Commanding Officers of destroyers and frigates or other classes experiencing trouble due to excessive failures of navigation lamps should arrange for the modifications to be carried out as soon as possible. Ships staffs should be instructed to ensure when fitting new lamps that they are pushed well home and that the spring retaining clips are properly engaged and clamped by the crew collar on the lamp holder. The correct lamp for 115-volt ships is 0584-996-7859 and for 220-volt ships 0584-996-9602.

7. Reports should be forwarded to Director of Fleet Maintenance, Navy Office, Canberra ACT 2600, six months after completion of the modifications stating to what extent the measures taken have been effective.

(400/1/1745 DWED)

UNCLASSIFIED

352/71—Explosive Armament Stores—0397-397028 Detonator 7 Second for Grenade 36 M HE Lot 846, filled ME 6/54

Purpose .. To inform all concerned that 0397-397028 Detonators 7 Second, for Grenade 36 M HE of Lot 846 ME 6/54 have been sentenced unserviceable and are withdrawn from service.

Information .. During 1971 Annual Inspection and Proof, a quantity of 0397-397028 Detonators 7 Second, for Grenades 36 M HE of Lot 846 filled ME 6/54, failed proof and re-proof, due to failure of Safety Fuze to ignite and weak detonation, and as a result were sentenced unserviceable—category (ff).

Action ..

a. HMA Ships and Establishments:
All stocks of 0397-397028 Detonators 7 Second, for Grenades 36 M HE of Lot 846, filled ME 6/54 are to be withdrawn from service and returned to the nearest Armament Depot, where replacements will be issued in lieu.

b. RAN Armament Depots:
Current stocks and returns from service of all 0397-397028 Detonators 7 Second for Grenades 36 M HE of Lot 846 filled ME 6/54 are to be declared for disposal on Disposal Form No 1.

(725/52/245 DAS)

Navy Orders 337/68 to 390/68 are now over three years old and may be disposed of accordingly.

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HISTORIAN

ANOs 353/71-357/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15 September 1971.

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

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PERSONNEL

UNCLASSIFIED

353/71—Alteration of Lacing of Uniforms, Etc, of RAN and RANR Officers at Melbourne and Sydney—1971-72

1. The prices applicable to alterations effected to RAN and RAN Officers Uniforms, etc, by official contractors, namely, Commonwealth Government Clothing Factory, 14 Gaffney Street, Coburg, during the period 1 July 1971 to 30 June 1972, Segrave Pty Ltd, 213 George Street, Sydney, during the period 1 July 1971 to 30 June 1972, and Evers and Cohen Pty Ltd, 16-22 Wentworth Avenue, Sydney, during the period 1 July 1971 to 30 June 1972, are detailed in Annexes A and B to this order.

2. Navy Order 450/70 is hereby cancelled.

ANNEX A

Alteration of Lacing of Uniforms, Etc, 1971-72

—	*CGCF*		*Evers and Cohen Pty Ltd*	*Segrave Pty Ltd*	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$	$
On Promotion to:					
SUB-LIEUTENANT	6.55	3.65	—	—	—
LIEUTENANT	6.30	6.30	6.40	6.70	6.53
LIEUTENANT-COMMANDER ..	7.65	4.25	7.59	7.00	7.11
COMMANDER	8.30	4.30	8.69	8.43	7.36
CAPTAIN	11.70	4.30	9.26	10.15	7.36
COMMODORE	17.50	9.00	—	19.68	—
REAR-ADMIRAL (From Captain) ..	15.15	28.50	—	—	—
REAR-ADMIRAL (From Commodore)	20.05	28.50	—	15.33	—
VICE-ADMIRAL (From Rear-Admiral)	9.00	12.05	—	19.94	—

ANNEX A—*continued*

	CGCF		Evers and Cohen Pty Ltd	Segrave Pty Ltd	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$	$
With Distinction Cloth Between Lace:					
SUB-LIEUTENANT	No additional charge		—	—	—
LIEUTENANT			6.94	7.00	6.83
LIEUTENANT-COMMANDER ..			8.11	7.30	7.41
COMMANDER			9.32	8.73	7.66
CAPTAIN			9.79	10.45	7.66
Removal of gorget patch from shoulder straps of Midshipmen and replacing to rank of A/Sub-Lieutenant	—	3.65	—	—	—
Replacement of Collar of Coat, Undress of Midshipmen:					
Cloth, Wool, Serge No 2	2.95	—	—	—	—
Cloth, Wool, Barathea No 2 ..	3.05	—	—	—	—
Replacement of Peak of Cap on promotion to:					
Commander	10.00	—	—	—	—
Rear-Admiral	12.05	—	—	—	—
Replacement and sewing on of buttons on promotion to Rear-Admiral:					
Coat, Undress	3.60	—	—	—	—
Jacket, Mess, Blue	2.60	—	—	—	—
Vest, Mess, Blue	1.35	—	—	—	—
Removal of letter 'R' from Lacing of sleeves or shoulder straps of Reserve Officers' Uniform on transfer to the RAN	0.50	0.50	—	—	—
On Reversion to:					
SUB-LIEUTENANT (From A/Lieutenant)	—	—	3.80	3.83	4.20
LIEUTENANT (From A/Lieutenant-Commander)	4.75	3.40	5.44	5.55	5.05
LIEUTENANT-COMMANDER (From A/Commander)	7.65	3.95	7.16	7.01	6.27
COMMANDER (From A/Captain) ..	8.80	3.40	4.87	3.83	4.20
CAPTAIN (From Commodore) ..	19.30	8.40	—	—	—

ANNEX A—*continued*

	CGCF		Evers and Cohen Pty Ltd	Segrave Pty Ltd	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$	$
With Distinction Cloth Between Lace:					
SUB-LIEUTENANT (From A/Lieutenant)	No additional charge		4.34	4.13	4.50
LIEUTENANT (From A/Lieutenant-Commander)			5.96	5.85	5.35
LIEUTENANT-COMMANDER (From A/Commander)			7.69	7.31	6.57
COMMANDER (From A/Captain) ..			5.41	4.13	4.50
CAPTAIN (From Commodore) ..			—	—	—
Replacement of Peak of Cap on reversion to:					
LIEUTENANT-COMMANDER (From A/Commander)	1.55	—	—	—	—
COMMODORE or CAPTAIN (From A/Rear-Admiral)	9.10	—	—	—	—
Replacement and sewing on of buttons on reversion from A/Rear-Admiral to Commodore or Captain:					
COAT, Undress	3.50	—	—	—	—
JACKET, Mess, Blue	2.60	—	—	—	—
VEST, Mess, Blue	1.85	—	—	—	—

ANNEX B

Relacing of Uniforms, Etc (Removal of Existing Lace and Relacing with all New Lace), 1971-72

—	CGCF		Evers and Cohen Pty Ltd	Segrave Pty Ltd	
	Coat, Undress and Jacket, Mess	*Shoulder Straps*	*Coat, Undress and Jacket, Mess*	*Coat, Undress and Jacket, Mess*	*Shoulder Straps*
	$	$	$	$	$
SUB-LIEUTENANT..	—	—	12.97	12.88	9.20
LIEUTENANT	12.90	9.65	15.24	17.47	10.66
LIEUTENANT-COMMANDER ..	15.50	10.80	19.13	20.67	11.86
COMMANDER	16.15	10.95	20.19	22.08	12.12
CAPTAIN	19.35	11.85	20.41	25.83	13.59
COMMODORE	17.15	11.35	—	18.12	—
REAR-ADMIRAL	19.40	—	—	23.67	—
VICE-ADMIRAL	23.00	—	—	28.29	—
With Distinction Cloth Between Lace:					
SUB-LIEUTENANT	No additional charge		13.51	13.18	9.50
LIEUTENANT			15.76	17.77	10.96
LIEUTENANT-COMMANDER ..			19.82	20.97	12.16
COMMANDER			20.82	22.38	12.42
CAPTAIN			21.19	26.13	13.89
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	0.50	—

Notes: 1. The prices of all alterations effected by the Commonwealth Government Clothing Factory include the cost of distinction cloth between the lace where required.

2. 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.

(930/52/44 D of V)

(*Navy Order 450/70*)

UNCLASSIFIED

354/71—Made-to-measure Uniforms for RANNS and WRANS Officers and WRANS at Melbourne and Sydney—1971-72

1. The Official Contractors for made-to-measure uniforms for RANNS and WRANS Officers and Wrans at Melbourne and Sydney for 1971-72 are listed in the following Annexes:

Sydney—Annex A

(RANNS and WRANS Officers and Wrans) — Bishop and White Pty Ltd 1 Lee Street Sydney NSW 2000

(Prices operative during the period 1 July 1971 to 30 June 1972)

Melbourne—Annex B

(RANNS and WRANS Officers and Wrans) — I. L. Wise of Melbourne 360 Lt Bourke Street Melbourne VIC 3000

(Prices operative during the period 19 July 1971 to 30 June 1972)

2. Commonwealth Government Clothing Factory prices for made-to-measure uniforms promulgated in Navy Order 55/70 continue to apply until further notice.

3. The terms of the contracts are as follows:

Bishop and White Pty Ltd .. 2½ per cent within 30 days.
I. L. Wise of Melbourne .. 2½ per cent within 30 days, 25 per cent of full price deposit.

4. The conditions governing the purchase of uniforms under these contracts are contained in ABR 93, Chapter 26.

5. 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.

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

7. Navy Order 451/70 is hereby cancelled.

ANNEX A

Bishop and White Pty Ltd, Sydney—Made-to-measure Uniforms for RANNS and WRANS Officers and WRANS, 1971-72

Item	*Price*
RANNS Officers:	$
Cape, womans, cloth, wool, barathea No 2	25.50
Cloak, womans, cloth, wool, gabardine	38.50
Coat, womans, cloth, wool, barathea No 1	38.25
Coat, womans, cloth, wool, barathea No 2	39.65
Skirt, womans, cloth, wool, barathea No 1	16.75
Skirt, womans, cloth, wool, barathea No 2	17.35

ANNEX A—*continued*

Item	*Price*
WRANS Officers:	$
Coat, womans, cloth, wool, barathea No 1:	
First Officer	40.20
Second Officer	40.20
Third Officer	40.20
Coat, womans, cloth, wool, barathea No 2:	
Superintendent	41.80
First Officer	40.80
Second Officer	40.80
Third Officer	40.80
Skirt, womans, cloth, wool, barathea No 1	16.75
Skirt, womans, cloth, wool, barathea No 2	17.35
Wrans:	
Coat, womans, cloth, wool, twill No 1	38.20
Skirt, womans, cloth, wool, twill No 1	15.75
Notes: 1. Additional charge for sewing on of badges and medal ribbons (badges and medal ribbons to be supplied by the individual)	3.50 per garment

2. Above prices for WRANS Officers and Wrans coats do not include shoulder flashes 'Australia'. The additional charge for supplying and sewing on shoulder flashes is $1.75 per garment.

ANNEX B

I. L. Wise of Melbourne—Made-to-measure Uniforms for RANNS and WRANS Officers and WRANS, 1971-72

Item	*Price*
RANNS Officers:	$
Coat, womans, cloth, wool, barathea No 1	32.86
Coat, womans, cloth, wool, barathea No 2	32.63
Attachment of beckets to RANNS Officers coats	0.85
Skirt, womans, cloth, wool, barathea No 1	11.83
Skirt, womans, cloth, wool, barathea No 2	11.80
WRANS Officers:	
Coat, womans, cloth, wool, barathea No 1	32.86
Coat, womans, cloth, wool, barathea No 2	32.63
Skirt, womans, cloth, wool, barathea No 1	11.83
Skirt, womans, cloth, wool, barathea No 2	11.80
Braiding of sleeves of WRANS Officers coats:	
Superintendent	8.00
Chief Officer	7.00
First Officer	6.00
Second Officer	5.00
Third Officer	4.00
Attachment of shoulder flashes 'Australia'	0.72

ANNEX B—*continued*

Item	*Price*
Wrans:	$
Coat, womans, cloth, wool, twill No 1, w/gilt buttons, CPO	30.70
Coat, womans, cloth, wool, twill No 1, w/gilt buttons, PO	29.95
Coat, womans, cloth, wool, twill No 1, w/horn buttons	29.90
Skirt, womans, cloth, wool, twill No 1	11.35
Attachment of shoulder flashes 'Australia'	0.72 per coat
Sewing on of medal ribbons	0.45 per ribbon

(Medal ribbons to be supplied by the individual)

(930/52/44 D of V)

(*Navy Order 451/70*)

UNCLASSIFIED

355/71—Made-to-measure Uniforms for Sailors, RAN, RANR and ASCC at Melbourne, Sydney, Perth and Brisbane—1971-72

1. The official contractors for made-to-measure uniforms for RAN sailors for 1971-72 are:

Sydney .. Evers and Cohen Pty Ltd 16-22 Wentworth Avenue Sydney NSW 2000

Perth .. Carter and Foley Pty Ltd 370 Murray Street Perth WA 6001

Brisbane .. M. Leiboff and Son 96 Brunswick Street Fortitude Valley Brisbane Qld 4006

2. Commonwealth Government Clothing Factory prices for made-to-measure uniforms promulgated in Navy Order 56/70 continue to apply until further notice.

3. The prices which will operate in Sydney, Brisbane and Perth during the period 1 July 1971 to 30 June 1972 are as follows:

Sailors, Class I, II and III

Item	*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 (Officer Candidate)	—	24.00	—
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, CPO	41.06	40.50	46.41

Item	Evers and Cohen, Sydney	Carter and Foley Pty Ltd, Perth	*M Leiboff and Son, Brisbane
	$	$	$
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, PO	40.68	40.00	45.85
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, w/o cuff buttons (NAA)	40.32	—	—
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, CPO (ASCC).. ..	40.32	40.50	46.41
COAT, MANS, cloth, wool, serge No 2, double breasted with gilt buttons, PO (ASCC)	40.23	40.00	45.85
COAT, MANS, drill, white, with gilt buttons, CPO ..	—	—	19.43
COAT, MANS, drill, white with gilt buttons, PO ..	15.09	—	18.47
COAT, MANS, drill, white, w/o buttons, Class I and III	14.09	15.00	17.83
JACKET, MANS, cloth, wool, serge No 1, working dress (NAA)..	24.75	—	—
JUMPER, MANS, cloth, wool, serge No 1	16.31	10.50	—
JUMPER, MANS, drill, white	12.09	—	—
TROUSERS, MENS, cloth, wool, melange, grey, Junior Recruits (Officer Candidate)	—	17.00	—
TROUSERS, MENS, cloth, wool, serge No 1, Class II	14.55	18.50	—
TROUSERS, MENS, cloth, wool, serge No 1, working dress (NAA)	18.00	—	—
TROUSERS, MENS, cloth, wool, serge No 2, Class I and III	14.55	18.00	15.08
TROUSERS, MENS, drill, white, Class I and III ..	9.91	10.00	10.58
TROUSERS, MENS, drill, white, Class II	9.91	—	—
Extra Charges:			
Sewing on of badges, etc	1.40 per garment	No charge	—
Taping on bottoms of Class II trousers	—	No charge	—
Affixing letters 'SC'	—	—	1.25 per coat
Sewing on Shoulder Flash, 'Australia'	0.82 per garment	0.50 pair	Gold—0.85 per coat Blue—0.55 per coat

Note: Evers and Cohens contract rates include the sewing on of shoulder flashes 'Australia'. If the flash is not required and the contractor advised accordingly, the amount of $0.82 is to be deducted from the contract price.

* For supply of Private Orders only.

4. Terms of the contracts are as follows:

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. 33⅓ per cent of purchase price, deposit

5. The conditions governing purchases of uniforms under these contracts are contained in ABR 93, Chapter 26.

6. 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 is incorrect uniform is worn.

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

8. Navy Order 452/70 is hereby cancelled.

(930/52/44 D of V)

(Navy Orders 56/70 and 452/70)

UNCLASSIFIED

356/71—Naval Dockyard Police—Made-to-measure Uniforms at Melbourne, Sydney and Perth—1971-72

1. Made-to-measure uniforms for Naval Dockyard Police may be obtained from 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 1971 and 30 June 1972.

2. Commonwealth Government Clothing Factory prices for made-to-measure uniforms promulgated in Navy Order 57/70 continue to apply until further notice.

3. The prices which will operate in Sydney and Perth during the above period are as follows:

—	Evers and Cohen, Sydney	Carter and Foley, Perth
	$	$
COAT, MANS, cloth, wool, serge No 2, Police, w/buttons ..	39.75	40.00
TROUSERS, MENS, cloth, wool, serge No 2, Police	—	18.00
TROUSERS, MENS, cloth, wool/polyester, khaki	13.10	—

4. Terms of the contracts are as follows:

Evers and Cohen Pty Ltd .. 2½ per cent—30 days, $2.50 deposit.
Carter and Foley Pty Ltd .. Nett, $0.50 deposit.

5. The conditions governing purchases of uniforms under these contracts are contained in ABR 93, Chapter 26.

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

7. Navy Order 453/70 is hereby cancelled.

(930/52/44 D of V)

(Navy Orders 57/70 and 453/70)

UNCLASSIFIED

357/71—RAN, RANR and ASCC, Officers and Chaplains Made-to-measure Uniforms at Melbourne, Sydney, Perth and Brisbane—1971-72

1. The official contractors for made-to-measure uniforms for RAN, RANR and ASCC Officers and Chaplains for 1971-72 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 Wentworth Avenue Sydney 2000

Perth

Annex C—RAN, RANR and ASCC Officers	Carter and Foley Pty Ltd 370 Murray Street Perth 6001

Melbourne

Annex D—RAN, RANR and ASCC Officers	I. L. Wise of Melbourne 360 Little Bourke Street Melbourne 3000

Brisbane

Annex E—RAN, RANR and ASCC Officers	M. Leiboff and Son 95 Brunswick Street Fortitude Valley Brisbane 4006

2. Terms of the contracts are as follows:

Evers and Cohen Pty Ltd ..	2½ per cent—30 days, 10 per cent deposit.
Carter and Foley Pty Ltd ..	Net, $0.50 deposit.
M. Leiboff and Son	Net, deposit 33⅓ per cent of purchase price.
I. L. Wise of Melbourne ..	2½ per cent—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. Commonwealth Government Clothing Factory prices for made-to-measure uniforms promulgated in Navy Order 59/70 continue to apply until further notice.

5. Navy Order 454/70 is hereby cancelled.

ANNEX A

Evers and Cohen Pty Ltd—Sydney
Made-to-measure Uniforms for Officers, 1971-72

—	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*			*Cloth, Wool/ Polyester, Navy Blue*
	Coat, Undress	*Coat, Undress*	*Coat, Undress, Tail*	*Jacket, Mess*	*Coat, Undress*
	$	$	$	$	$
RAN					
OFFICER (Unlaced) ..	44.38	45.70	—	—	42.00
SUB-LIEUTENANT ..	50.63	55.58	—	46.07	48.13
LIEUTENANT	55.40	59.40	—	50.08	52.90
LIEUTENANT-COMMANDER	55.49	63.00	—	51.38	53.00
COMMANDER.. ..	59.66	63.53	—	55.85	57.15
CAPTAIN	64.65	67.38	98.18	57.66	62.15
COMMODORE ..	88.00	91.00	103.00	89.00	86.00
REAR-ADMIRAL ..	66.96	70.20	100.28	62.78	64.40
VICE-ADMIRAL ..	94.00	97.00	109.00	95.00	92.00
RANR					
SUB-LIEUTENANT ..	51.04	55.69	—	46.55	48.55
LIEUTENANT	55.81	59.80	—	50.48	53.30
LIEUTENANT-COMMANDER	56.90	62.39	—	52.96	54.60
COMMANDER.. ..	60.06	63.93	—	56.26	57.60
ASCC					
SUB-LIEUTENANT ..	51.45	55.79	—	45.31	48.90
LIEUTENANT	55.93	59.90	—	48.65	53.40

Notes: 1. Above prices include cost of attaching shoulder flashes 'Australia', where appropriate. If the flash is not required and the contractor advised accordingly, an amount of $0.90 is to be deducted.

2. Addition of distinction cloth between lace when required—$0.60 per coat.

3. Addition of Decorations and Medal Ribbons (Decorations and Medal Ribbons to be supplied by Officer)—$1.40 per coat.

4. Addition of attachment for Aiguillette—$1.40 per coat.

5. Permanent creasing of trousers with SI-RO-Set process (all wool cloths only)—$0.55 per pair.

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Cotton, Marcella*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*	*Cloth, Wool/ Polyester, Navy Blue*
	$	$	$	$	$
COAT, MANS, bush, drill, white (for Commander and above)	20.00	—	—	—	—
COAT, MANS, drill, white, officer, with gilt buttons ..	15.09	—	—	—	—
COAT, MANS, drill, white, officer, without buttons ..	14.09	—	—	—	—
JACKET, MANS, cloth, wool, Serge No 2, working dress..	—	—	25.10	—	—
JACKET, MANS, mess, drill, white, officer, with gilt buttons	11.02	—	—	—	—
JACKET, MANS, mess, drill, white, officer, without buttons	10.08	—	—	—	—
TROUSERS, MENS, officer	9.96	—	14.65	16.90	13.00
TROUSERS, MENS, officer (with gold lace)	—	—	—	56.00	—
TROUSERS, MENS, mess, officer	—	—	—	16.90	—
VEST, MANS, mess, officer	—	7.56	—	11.70	—

ANNEX B

Evers and Cohen Pty Ltd—Sydney

Made-to-measure Uniforms for Naval Chaplains, 1971-72

Item	*Price*
	$
COAT, MANS, undress (without gold lace)—	
Cloth, wool, Serge No 2	44.38
Cloth, wool, Barathea No 2	45.70
Cloth, wool, Polyester, Navy Blue	42.00
TROUSERS, MENS, OFFICER—	
Cloth, wool, Serge No 2	14.65
Cloth, wool, Barathea No 2	16.90
Cloth, wool, Polyester, Navy Blue	13.00

ANNEX C

Carter and Foley Pty Ltd—Perth

Made-to-measure Uniforms for RAN, RANR and ASCC Officers, 1971-72

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*	*Cloth, Wool/ Polyester, Navy Blue*
	$	$	$	$
Coat, mans, drill, white, officer, w/o buttons	16.00	—	—	—
Coat, mans, undress, officer (unlaced) ..	—	40.50	40.50	38.60
Trousers, mens, officer	10.00	18.00	17.50	16.00

Notes: Additional costs for:

1. Affixing gold lace:

Rank	*Coat, Undress*	
	Machine Sewn	*Hand Sewn*
	$	$
Sub-Lieutenant	5.50	6.00
Lieutenant	9.00	10.00
Lieutenant-Commander	10.00	11.00
Commander	12.00	13.00
Captain	14.00	15.00

2. Alteration of lacing consequent upon promotion or reversion:

Rank	*Coat, Undress*	
	Machine Sewn	*Hand Sewn*
	$	$
Sub-Lieutenant	6.00	6.50
Lieutenant	11.00	12.00
Lieutenant-Commander	11.00	12.00
Commander	13.00	14.00
Captain	15.00	16.00

3. Affixing letter 'R' .. .. $1.50 per uniform
4. Affixing distinction cloth between lace when required .. $3.00 per strip
5. Affixing shoulder flashes 'Australia' on coats .. .. $0.50 per coat

ANNEX D

I. L. Wise of Melbourne

Made-to-measure Uniforms for RAN, RANR and ASCC Officers, 1971-72

All Ranks	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*	*Cloth, Wool/ Polyester, Navy Blue*
	$	$	$
A. *RAN and RANR—*			
Coat, mans, undress, officer (unlaced) ..	40.50	41.84	38.98
Jacket, mess, officer (unlaced)	—	41.80	—
Vest, mess, officer	—	12.90	—
Trousers, mens, officer	13.72	14.50	11.75
Trousers, mens, mess, officer	—	14.95	—
B. *ASCC—*			
Coat, mans, undress, officer (unlaced) ..	39.00	40.34	37.48
Trousers, mens, officer	13.72	14.50	11.75

Notes: Additional Costs for:

1. Affixing gold lace to Undress Coats and Mess Jackets:

	RAN and RANR	*ASCC*
	$	$
Captain	18.00	—
Commander	15.20	—
Lieutenant-Commander	13.05	15.20
Lieutenant	11.25	13.40
Sub-Lieutenant	8.35	10.50

2. Sewing on of Distinctive Cloth:

Captain	50 cents per uniform
Commander	50 cents per uniform
Lieutenant-Commander	40 cents per uniform
Lieutenant	40 cents per uniform
Sub-Lieutenant	50 cents per uniform

3. Affixing Letters 'R' to RANR Uniforms .. .. 50 cents per uniform

4. Affixing shoulder flashes 'Australia' .. .. 72 cents per uniform

5. Sewing on of Medal Ribbons (Ribbons to be provided by individual) .. .. 45 cents per ribbon

6. Affixing Gorget Patches to Midshipmens uniform .. $2.55 per uniform

ANNEX E

M. Leiboff and Son—Brisbane

Made-to-measure Uniforms for RAN, RANR and ASCC Officers, 1971-72

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*	*Cloth, Wool/ Polyester, Navy Blue*
	$	$	$	$
Coat, mans, undress, officer (unlaced) ..	—	45.91	47.34	43.03
Coat, mans, drill, white with gilt buttons..	18.83	—	—	—
Coat, mans, drill, white, without gilt buttons	17.83	—	—	—
Trousers, mens, officer	10.58	15.08	16.16	12.92

Notes:

1. Official orders may be lodged for blue undress uniforms only.
2. Additional costs for:
   a. Affixing gold lace to coat, undress:

Rank	—	*RAN and RANR*	*ASCC*
		$	$
Sub-Lieutenant	per coat	7.16	3.80
Lieutenant	per coat	10.99	7.60
Lieutenant-Commander	per coat	13.89	11.40
Commander	per coat	14.82	—
Captain	per coat	18.65	—

   b. Alteration of lacing consequent upon promotion or reversion:

Rank	—	*RAN and RANR*	*ASCC*
		$	$
Sub-Lieutenant	per coat	9.16	5.80
Lieutenant	per coat	12.99	9.60
Lieutenant-Commander	per coat	15.89	13.40
Commander	per coat	16.82	—
Captain	per coat	20.65	—

   c. Affixing Letter 'R' .. .. $1.00 per coat
   d. Affixing Shoulder Flashes 'Australia' .. .. $0.85 per coat

(930/52/44 D of V)

(Navy Orders 59/70 and 454/70)

18943/71—2 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 358/71-364/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15 September 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

358/71—ACNB General Messages

1. In accordance with Navy Order 593/68 the state of the ACNB General Messages as at 1 July is as shown in Annex A to this order.
2. Navy Order 203/71 is hereby cancelled.

ANNEX A

1. The following F messages may now be withdrawn:

1970

093 *see* ABR 5151 Change 1
114 *see* ABR 5151 Change 1
144 *see* ABR 5020 Article 105/313 Change 19
148 *see* ABR 5076 Article 0124 Change 4
149 *see* ABR 10/69 Article 1332 Change 2
153 *see* ABR 5020 Articles 76 and 76A Change 19.

1971

001 *see* ABR 5020 Change 19
002 *see* ABR 27 Vol 22 Change 8
093 *see* Navy Order 281/71.

2. As at 0001Z July the following F messages were in force:

1970

079, 080, 081, 082, 083, 084, 085, 086, 088, 089, 090, 091, 092, 094, 095, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 109, 110, 111, 112, 113, 115, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 133, 134, 136, 137, 139, 140, 141, 143, 146, 147, 150, 151, 152, 154, 155, 156, 157, 158, 160, 161, 162, 166, 167, 168, 171, 172, 173, 174.

1971

003, 004, 005, 009, 011, 012, 013, 014, 015, 016, 017, 018, 019, 022, 024, 025, 026, 027, 028, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 052, 053, 054, 055, 056, 057, 058, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 074, 075, 076, 079, 080, 081, 082, 083, 086, 087, 088, 089, 090, 091, 092, 094, 095, 096, 097, 098, 099, 100, 101.

(77/1/14 AS (NS))

(*Navy Orders 593/68, 203/71 and 281/71*)

UNCLASSIFIED

359/71—Documents Found in Security Containers and Office Furniture

1. Recent incidents have highlighted the necessity for carrying out the check of containers as required by ABR 337 'Instructions for Physical Security in the RAN, Vol 1' Article 06034.

2. It is considered a matter of good administrative practice and certainly good security to periodically check that no documents are caught up and mislaid inside or behind containers and office furniture. Commanding Officers of HMA ships and establishments and heads of Civil establishments are to arrange for such periodic checks to be carried out.

(1617/6/154 DNI)

Section 2

PERSONNEL

UNCLASSIFIED

360/71—Conditions for Training of Malaysian Service Personnel Under The Australian Aid to Malaysia Programme

Training of Malaysian Service Personnel

1. This order details terms and conditions which are to be applied to Malaysian Service Personnel training in RAN ships and establishments under the Australian Aid to Malaysia Programme.

Training Authority

2. All requests for training of Malaysian Service Personnel under this Programme should be forwarded through the Australian High Commission, Malaysia, to the Department of Defence, Canberra, which will consult this Department 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.

Payments by Malaysian Government

3. Basic pay of trainees will remain the responsibility of the Malaysian Government and will be paid direct to trainees by that Government. Payments to trainees by the Malaysian Government will also include any entitlements which may result from payments by the Commonwealth of allowances referred to in Paragraphs 5 and 6 hereunder. Inquiries by trainees of their entitlements, claims, etc, should be directed to the Malaysian High Commission, Canberra.

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 (for example, where officers are booked on the same flight as other ranks, or where accommodation in the authorised class cannot be obtained).

b. Within Australia, travel is normally by road or rail at the expense of the Australian Government. Where travel on duty by air is necessary 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 will be paid to the Malaysian 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 allowance of $A1.00 per day is payable 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 10b. below. Where a trainee spends leave or lives out for a period in other circumstances in non-Service accommodation, the living allowance payable 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 5a. will be payable. Where a trainee spends less than three months attached to any particular ship or establishment, a movement allowance of $A1.20 per day will be payable 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 5a. 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 Malaysian 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 Malaysian 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 interest 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 Malaysian 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 Malaysian and Australian Government. Adjustment with the Malaysian 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 $50.00 per year for unofficial travel, eg, travel on week-end leave. *See also* Paragraph 16b.

Baggage Allowance

8. a. Malaysian Service Personnel travelling to and from Australia for training 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 $12.50 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 is $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 5a.) 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 Defence Aid to Malaysia 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, Malaysia.

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 Malaysia 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 Malaysian 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 Malaysia in Canberra.

English

14. All trainees attending course must be able to speak good English.

Discipline

15. Malaysian Services Personnel undergoing training in RAN ships and establishments under the Australian Aid to Malaysia Programme have been formally attached to the Royal Australian Navy by order of the Naval Board made under the Defence (Visiting Forces) Act 1963. The effect of this order is to place Malaysian personnel training with the RAN outside Malaysia in any RAN ship or establishment under the Commanding Officer of that ship or establishment for disciplinary purposes to be dealt with as if they were RAN officers or sailors. This includes both trial by court martial and summary trial.

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 Defence Aid to Malaysia 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 the Defence Aid to Malaysia Programme'. ABR 5018 (Navy Accounts Manual) Article 202 should be notated accordingly.

Annex Pro Forma

17. In order to arrange adjustment of allowances with the Malaysian 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.

18. Navy Order 390/68 is hereby cancelled.

ANNEX A

Pro forma

Department of the Navy

Malaysian Aid Programme

For Director of Navy Accounts,
Navy Office,
MELBOURNE.

HMAS..... Month.....
Name.....
Rank.....

a. (1) Living Allowance (lower rate)—Assessment of Entitlement:

			$
Period: From	to	Days at	
From	to	Days at	
Total			

(2) Living Allowance (higher rate)—Assessment of Entitlement:

			$
Period: From	to	Days at	
From	to	Days at	
Total			

Details.....
.....
.....

b. Movements Allowance—Assessment of Entitlement:

			$
Period: From	to	Days at	
From	to	Days at	
Total			

Details.....
.....
.....

c. Travel Warrants (Up to $50.00 per year):

Date of Issue	Details of travel	Value $
.....		
.....		
.....		

d. Medical and Dental Treatment:

				$
Naval Hospital	From	to	Days at	
Other Hospital	From	to	Days at	
Amounts paid to civilian doctors				
Amounts paid to civilian dentists				
Total				

Details.....
.....
.....

e. 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 at

f. Other Charges, eg, fares, excess baggage (give details): $
.....
.....
.....

g. Hotel type accommodation and meals *see* Paragraph 10b. in
.....
.....at.....
necessitated by.....
.....
.....
From to Days at $

Summary of Above

	$
a.	
b.	
c.	
d.	
e.	
f.	
g.	
Grand Total	

Tuition:

Type of Course:
Period actually under tuition:
From.....to.....

(311/201/241 HPB)

(Navy Order 390/68)

UNCLASSIFIED

361/71—Flying Leave

1. Effective from 1 August 1971 flying leave will accrue as follows:

a. At the rate of 14 days per year for those who fly at the rate of not less than 100 hours or sorties per year, pro rata leave being granted on the following basis where a period of less than a year is involved—one day for each month in which 8½ or more hours are flown, plus one additional day for each completed six months flying at this rate.

b. At the rate of seven days per year for those who fly at the rate of less than 100 but not less than 50 hours or sorties per year, pro rata leave being granted on the following basis where a period of less than a year is involved—one day for each two months when less than 8½ hours, but not less than 4½ hours a month are flown.

2. Flying leave for aircrew personnel borne for duties with RAAF and for aircrew trainees has not been varied.

3. The reference in the table in RI 0947 (4) to flying leave should be noted and will be amended in due course.

(319/1/70 HPE)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

362/71—Shore Wireless Stations—Masts and Towers—Restriction to be Observed When Carrying out Maintenance

1. The following instructions are to be observed by personnel carrying out maintenance duties on masts and towers at RAN Shore Wireless transmitting stations. These precautions cover hazards likely to be caused by the presence of radio frequency power in the aerial system; they are additional to, and not a substitute for, any regulations normally observed when working at a high level concerning wind speed, low cloud, proximity of thunderstorms, the use of safety belts, etc.

2. Masts and towers supporting aerial systems associated with high power low frequency transmitters:

a. Masts and towers must not be climbed without the written permission of the Officer-in-Charge of the Wireless Station;

b. all work requiring the use of temporary stays, bosuns chair, jury rig halyards or other wires not part of the permanent structure may be undertaken only with radio frequency power to the associated aerial system switched off and the aerial system earthed. Typical of this type of work is replacement, maintenance and greasing of stays and halyards and the inspection of stay insulators;

c. painting of mast and tower structures may not be undertaken without switching off radio frequency power;

d. obstruction lighting system maintenance, lamp replacement and inspection may be undertaken only when radio frequency power is switched off and the associated aerial system is earthed; and

e. a warning notice is to be placed in a prominent position at the base of each mast station:

'MASTS MUST NOT BE CLIMBED WITHOUT PERMISSION OF THE OFFICER-IN-CHARGE.

Navy Order 362/71'

3. Masts and towers supporting high frequency aerial systems associated with high frequency transmitters exceeding 50 watts:

a. Masts and towers must not be climbed without the written permission of the Officer-in-Charge of the Wireless Station;

b. all work requiring the use of temporary stays, bosuns chair, halyards or other wire not part of the permanent structure may be undertaken only with radio frequency power switched off and the aerial system earthed;

c. painting of mast and tower structures may be carried out without switching off the radio frequency power to the associated aerial system, except when access for painting involves the use of temporary halyards for painters platforms and the like, when Paragraph 3. b. above applies; and

d. maintenance of obstruction light fittings, lamp replacement and inspection may be undertaken without restriction except when temporary halyards are necessary for access, when Paragraph 3. b. above applies.

4. A glass fronted key-box is to be provided at each transmitter station, suitably marked for aerial interlock keys for aerials being worked upon. Before permission is given to work on a mast or tower for which the nature of the work requires the radio-frequency power to be switched off, the appropriate aerial interlock keys (which must be in position in the aerial exchange to enable the EHT to be switched on) are to be removed and deposited in the key-box. The key-box is then to be locked and its key held by the Senior Hand of the Watch all the time the work is being carried out on the masts or towers.

5. The Officer-in-Charge of the Wireless Station is to ensure that all personnel are clear of the mast or tower and all temporary rigging of any kind removed or made secure before authorising re-connection of radio frequency power to the associated aerial system.

6. Station Standing Orders are to include a notice to all station staff that masts are not to be climbed other than as authorised by the Officer-in-Charge, and drawing attention to this order.

7. It should be noted that masts supporting aerial systems listed below do not constitute a hazard:

a. reception in any frequency band:

b. those associated with V/UHF transmitters whose power output does not exceed 50 watts; and

c. any other transmitters whose output does not exceed 50 watts.

8. The restrictions outlined in Paragraphs 2 and 3 above, and the relaxations outlined in Paragraph 6 apply only to aerial systems which have been approved. Aerials which have been attached to masts or towers by other authorities must be removed whilst maintenance is being carried out.

9. Navy Order 448/68 is hereby cancelled.

(1424/1/11 DWED)

(*Navy Order 448/68*)

UNCLASSIFIED

363/71—Shipment of Stores—HMA Ships Deployed in The Far East

1. The attention of Commanding Officers of HMA ships operating in the Far East is especially drawn to Navy Order 508/70 which outlines the problems associated with the urgent dispatch of stores to Asian countries.

2. It is re-iterated that delays are inherent in many countries customs procedures and clearance of consignments can be a lengthy and tedious process. ASA Manila is experiencing considerable difficulty in clearing consignments through Philippines customs and delays of up to 25 days may occur for stores required for delivery in that area. HMA ships operating with the US 7th Fleet are not affected.

3. To the extent possible, packages containing urgently required stores for delivery to Far East ports when customs clearance problems are known to exist will be dispatched in the Department of Foreign Affairs non-safe-hand diplomatic bag. However, this means of dispatch has limitations (a diplomatic bag measures 30 inches × 21 inches) in that packages must not exceed 24 lb in weight or be dimensionally beyond 16 inches × 12 inches × 8 inches approximately. Larger packages will need to be consigned commercial airfreight and, of course, will be subject to customs clearance procedures.

4. It is emphasised, therefore, that whenever possible, Commanding Officers should request for such stores to be forwarded to Singapore or Hong Kong.

(187/2/17 DSUS)

(*Navy Order 508/70*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

364/71—ABR 4—Naval Storekeeping Manual and ABR 93—Manual of Victualling Stores—Part 1

1. Change No 2 to the Naval Storekeeping Manual, ABR 4, will soon be distributed. This change will incorporate all instructions promulgated up to and including Navy Order 345/70 with the exception of Navy Order 640/69.

2. ABR 93, Part 1, is at present being completely revised to incorporate EDP procedures and bring this publication up to date. The revision is not yet complete and distribution of the revised publication will not be possible for quite some time.

3. As it is not at present possible to arrange ready printing of formal changes to these publications it has been decided to revise the method of amending them. In future two types of amendment will be issued as follows:

a. Regular interim amendments.

b. Changes, in the present format, issued at longer intervals.

Interim Amendments

4. The purpose of interim amendments is to keep ABR 4 and ABR 93 as up to date as possible. In future they will be used to introduce new material into ABR 4 and ABR 93. Normally each page amended will be replaced by two pages. One page will contain only the amended article or articles and the other will be the original page from which the original article has been deleted. Instructions will be included with interim amendments. These interim amendments will be numbered in consecutive series commencing from 1 at the beginning of each calendar year, eg, 1/71, 2/71, etc. Paper used for interim amendments will be lighter than current pages.

Changes

5. Changes will be issued in their current format, however their main purpose will be to replace interim amendment pages. Each change will nominate which interim amendments it replaces, eg, 'This change supersedes interim amendments 1/71 to 5/72'.

6. Since ABR 93 Part 1 is now being completely revised and because of the method employed in the printing of interim amendments it is not intended to update completely the current book. For this reason form numbers or EDP procedures on re-issued pages of the current ABR 93 will not normally be amended.

(465/52/711 DSUA)

(*Navy Orders 640/69 and 345/70*)

19201/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 365/71-376/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21 September 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

365/71—Five Minute Safety Talks

1. As a continuation of the current accident prevention programme it is planned to encourage sailor participation in safety discussions.

2. The implementation of this plan will best be carried out by supervisors (Chief Petty Officers, Petty Officers and Leading Hands), and to assist them it is proposed to distribute to all ships and establishments, four page pamphlets titled Five Minute Safety Talks.

3. These pamphlets will provide supervisors with information on various aspects of safety and accident prevention as it affects the sailor and his environment, both at work and at home.

4. The first Five Minute Safety Talk is an introduction to the series and indicates to the supervisor how they should be used.

5. Copies of Five Minute Safety Talks will be supplied to all ships and establishments without demand.

6. Heads of Departments are to encourage the use of Five Minute Safety Talks by supervisors to foster sailor co-operation in the safety programme.

(465/1/1805 CONS)

UNCLASSIFIED

366/71—Royal Australian Naval Emergency Reserve—Conditions of Service

Navy Order 188/70 is to be amended as follows:

ANNEX A

Pages 13, 14, 16:

After item Shirt, mans, white, double cuff and item collar, shirt, semi-stiff, fused or stiff, *add* *.

Page 17:

After last item (Undershirt, mans, cotton) *add* , * Shirt, mans, white, collar attached, may be maintained in lieu.

(302/51/59 DNRC)

(*Navy Order 188/70*)

Section 2

PERSONNEL

UNCLASSIFIED

367/71—Removal of Motor Vehicle Between Mt Isa and Charters Towers

1. The Queensland Government Railways has advised that freight charges on motor vehicles conveyed over the Queensland railway system are assessed on the basis of the weight of each motor vehicle; the weight being determined over a Departmental weighbridge.

2. The freight rate for conveyance of motor vehicles from Charters Towers to Mt Isa is $50.28 per ton, whilst motor vehicles are conveyed from Mt Isa to Charters Towers at the rate of $53.01 per ton.

3. Where a member posted from or to Darwin travels by private motor vehicle and rails his vehicle from Mt Isa to stations east thereof or from stations east of Mt Isa to Mt Isa, provided he is the owner of the vehicle and provides confirmation to the railways that he is being moved by the Department, the railways will allow a rebate of 30 per cent on the rates shown in Paragraph 2.

4. Navy Order 512/68 is hereby cancelled.

(252/4/87 HPB)

(Navy Order 512/68)

UNCLASSIFIED

368/71—Temporary Accommodation Allowance

1. Cases have arisen recently of members applying for payment of Temporary Accommodation Allowance and who owned or were purchasing premises in the locality of their current posting.

2. NPI 231/45 (4) provides that neither Temporary Rental Allowance nor Temporary Accommodation Allowance will be payable to a member who owns or is purchasing premises in the locality of his current posting, unless a delay in the delivery of his furniture and effects, outside the members control, precludes him from immediately occupying such premises. It further provides that the allowances are not payable in respect of any period during which the premises are rented or leased.

3. In future, where a member applies for payment of Temporary Accommodation Allowance the members Commanding Officer is to ensure that the member attached to his application form a statement indicating whether or not he owns or is purchasing a home in the locality of his current posting and if so, why he is unable to occupy those premises.

4. Form PB100 will be amended in due course to include this provision.

(252/4/65 HPB)

UNCLASSIFIED

369/71—University Study Under The Services Vocational and Educational Training Scheme

1. Navy Order 309/70 is to be amended as follows:

Paragraph 8:

a. last line *delete* 'Annex A to this order'; *insert* 'Navy Order 369/71'.

Annex A:

b. *delete* all reference; *insert* 'Cross reference Navy Order 369/71'.

University Study Under SVETS

2. All courses of study available from Universities are approved under SVETS. However, few Universities have External Studies Departments, and of those that do, some apply residential restrictions against enrolment.

3. Personnel may enrol for any part-time or external course offered by any Australian University, but the following restrictions apply:

a. Enrolment for a part-time course will be approved only if attendance can be effected in normal off-duty hours.

b. Enrolment will not affect the availability of personnel for posting to meet the requirements of the Service.

c. Enrolment carries no right of Departmental assistance to enable personnel to comply with any compulsory attendance requirements of a course, either in terms of leave or travel.

4. For personnel who decide to enrol in an External Studies course, the Armed Forces have an arrangement with the University of Queensland whereby external courses are available. The regulations relating to enrolment in the University of Queensland are detailed below, and must be observed in all respects, as irregularities may result in the University withdrawing the present privileges.

Courses Available Through the University of Queensland

5. Courses of study are offered externally in the Faculties of Arts, Commerce/Economics, Law and Education. Only students of the legal profession are allowed to study subjects in Law. The subjects available by correspondence each year are detailed in Faculty Handbooks. Faculty Handbooks and University Calendars are available for perusal from Senior Instructor Officers in HMA Ships ALBATROSS, CERBERUS, CRESWELL, LEEUWIN, MELBOURNE, NIRIMBA, TARANGAU and WATSON; and are also held by Fleet Instructor Officer and the Director, Naval Education Service. Personnel who wish to purchase their own Handbooks may do so by writing to the University Bookshop, University of Queensland, St Lucia, Queensland 4067.

Applications for Enrolment

6. Enrolments by members of the Services are co-ordinated by the:

Deputy Assistant Director of Army Education (DADAE)
Headquarters Northern Command
Victoria Barracks
BRISBANE QLD 4000.

When members wish to undertake a course, all correspondence must be through DADAE. The University refuses to enter into direct correspondence with Service applicants for courses. DADAE Northern Command is responsible for handling the administrative requirements of all servicemen. The following must be directed to him:

a. All inquiries relating to entrance requirements, provision of enrolment forms and instructions.

b. Completed 'Application for Enrolment' form and 'Application for External Notes' form.

c. Evidence of academic qualifications and payment of fees.

d. Entries, and fees where applicable, for examinations and correspondence relating to the establishment of examination centres.

e. Notification of change of address or of enrolment and of cancellation of enrolment.

f. Requests for official University statements.

g. All other matters of an official nature between members and the University in general.

7. Rules relating to Matriculation, Adult Matriculation and Provisional Adult Matriculation can be found in the relevant Faculty Handbook and in the University Calendar.

8. Intending students who have not previously been enrolled at the University and whose qualifications were not gained at the Queensland Senior Examinations should submit their academic qualifications for decision on admission status at an early date (*see* Paragraph 14). Applications for admissions are to be supported by two copies of documentary evidence of age and academic qualifications held.

9. Applications for enrolment must be submitted on time and must be supported by a Service Education Officer. The Education Officer is required to certify that the member applying cannot conveniently enrol at another University. Early enrolment ensures early receipt of the appropriate Introductory Outlines of the subjects for which the member enrols. These outlines set out the preliminary reading that students should undertake to enable them to begin effective study as soon as formal lecture material is distributed.

Fees

10. The scale of fees is determined by the University and is set out in the University Calendar. In determining the rate of fees to be paid per unit, the following rules apply:

a. If the members qualifications for admission were gained at the Queensland Senior Examination—Column I fees, that is, without an excess charge.

b. All other members—Column II fees, that is, with an excess charge.

11. Fees are to be paid through the nearest branch of the Commonwealth Bank. If it is not possible to pay fees through a bank, DADAE HQN Command will process cheques made out to the University of Queensland. Payment will be accompanied by the Universitys fee payment slip which acts as the members receipt. Fees must be paid by due date.

12. The use of Part B of Form PE104 (Part D—AS2091Z) is not required and submission to Director of Naval Education Service of a Claim for Payment Form, receipts and certified copy of result slip enables the refund to be processed.

13. Members must be prepared to meet the Universitys requirements for the establishment of examination centres. Members serving outside Queensland will generally be required to attend at a University or University College but other centres may be established where the number of examination entries warrants it and acceptable supervisors are available.

Dates to be Observed for Students Each Year

14. *Detail*	*To reach DADAE N Cmd NOT LATER THAN—*
a. Submission of academic qualifications of intending students in accordance with Paragraph 8	Last Friday in October.
b. Requests for enrolment forms, information and instructions	Third Friday in December.
c. Submission of enrolment forms; payment of first term fees without late fee	Second Friday in January.
d. Final submission of enrolment forms; payment of fees with late fee	Second Friday in February.
e. Payment of second term fees without late fee	Second Friday in May.
f. Submission of applications for annual degree examinations	Last Friday in June.
g. Payment of third term fees without late fee	Last Friday in August.

Course Continuation

15. Notwithstanding Paragraph 6, when students have been enrolled and are progressing with a course of study, the following matters should not be directed to DADAE N Command but to:

Department of External Studies
University of Queensland
ST LUCIA QLD 4067:

a. All matters concerning the members studies including requests for assistance and guidance.

b. All written assignment work.

c. All other matters of an academic nature.

(347/1/71 DNES)

(Navy Order 309/70)

UNCLASSIFIED

370/71—Members of the WRANS—Service in Darwin and Singapore—Marriage

1. Navy Order 443/69 stated that a member of the WRANS will be discharged on marriage unless she volunteers for service after marriage and the Naval Board approve of her retention after marriage.

2. This policy is modified by this order to the extent that members of the WRANS serving in the Darwin and Singapore areas will not normally be released on marriage or contemplation of marriage, nor will they be granted paid leave (other than during normal leave periods for the particular area) or unpaid leave in order to be married, until they have served at least 12 months in the area.

3. This order is effective immediately and is to be brought to the attention of all members of the WRANS.

4. ABR 1077 will be amended.

(302/5/5 DWRANS)

(*Navy Order 443/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

371/71—Accounting for Stores in HMA Ships—Transfer of Responsibility for Armament Stores to Supply Officer

1. This Navy Order amplifies Navy Order 120/71 in respect of accounting by the Supply Officer for Armament Stores.

2. The various divisions within the general category of Armament Stores are to be dealt with as follows:

a. Magazine Stores are all to be accounted for by the Supply Officer who is to be responsible for the custody of only the associated non-explosive items. Articles in Use are to be accounted for as being held on permanent loan and all other items not in the custody of the Supply Officer are to be accounted for in accordance with ABR 4, Chapter 15. The record of Lot numbers of propellants held on board is to be maintained by the custodian.

b. Guided Missiles and Torpedoes are to remain the responsibility and in the custody of the user department but the accounting is to be carried out by the Supply Officer under the same general principles as in a. above.

c. Accounting for all gunwharf stores and custody of those stores except small arms and webbing equipment is to be the responsibility of the Supply Officer.

d. Small arms are to be in the custody of the Gunnery department which will hold them on permanent loan. Daily musters and other security measures (*see* ABR 4, Articles 3608 (2), (3), (6), 3613 (3) and 3621 (5)) are to be the responsibility of the Executive Officer.

e. Webbing equipment is to be held on permanent loan by the normal custodian and is to be accounted for by the Supply Officer in the Naval Store Account.

f. Weapon equipment is to continue to be accounted for in accordance with ABR 4, Chapter 35, until the procedures advised at Paragraphs 3k. and 4a. and b. of Navy Order 617/70 are implemented.

g. Spare gear carried for the support of all equipments included in the Armament Stores category is to be held in the custody of and accounted for by the Supply Officer.

3. On transfer of accounting responsibility to the Supply Officer Forms SA112, SA103, SA206 and SS137 are to be raised as appropriate.

4. ABR 4, Article 1501, will be amended.

(303/3/36 DSUA)

(*Navy Orders 617/70 and 120/71*)

UNCLASSIFIED

372/71—Stores (General)—Group Class 9905—Signs, Advertising Displays, Identification Plates—Re-identification

1. The stock number changes detailed in the Annex to this order have arisen as a result of a review of stock numbers for several items of Ikara Guidance Equipment.

2. It should be noted that fourteen (14) new stock numbers now identify items previously identified by three (3) stock numbers. As no provision is currently available to re-reference the old stock numbers to the new stock numbers under these circumstances, ABR 5074 will be amended to reflect these changes.

3. Stocks and records for these items are to be adjusted accordingly:

ANNEX A

Old Stock Number		*New Stock Number*		*Description*
Group Class	*Catalogue Number*	*Group Class*	*Catalogue Number*	(*Item Name*)
9905	66-TSN-0001	9905	66-040-8614	Fate, Marking, Blank
9905	66-TSN-0002	9905	66-040-8615	Plate, Modification Record 1.4 inches × 1.2 inches No 1-25
9905	66-TSN-0002	9905	66-040-8616	Plate, Modificaton Record 1.4 inches × 1.2 inches No 26-50
9905	66-TSN-0002	9905	66-040-8617	Plate, Modification Record 1.4 inches × 1.2 inches No 51-75
9905	66-TSN-0002	9905	66-040-8618	Plate, Modification Record 1.4 inches × 1.2 inches No 76-100
9905	66-TSN-0002	9905	66-040-8619	Plate, Modification Record 1.4 inches × 1.2 inches No 101-125
9905	66-TSN-0002	9905	66-040-8620	Plate, Modification Record 1.4 inches × 1.2 inches No 126-150
9905	66-TSN-0002	9905	66-040-8621	Plate, Modification Record 1.4 inches × 1.2 inches No 151-175

Old Stock Number		New Stock Number		Description
Group Class	Catalogue Number	Group Class	Catalogue Number	(Item Name)
9905	66-TSN-0002	9905	66-040-8622	Plate, Modification Record 1.4 inches × 1.2 inches No 176-200
9905	66-TSN-0002	9905	66-040-8623	Plate, Modification Record 1.4 inches × 1.2 inches No 201-225
9905	66-TSN-0002	9905	66-040-8624	Plate, Modification Record 1.4 inches × 1.2 inches No 226-250
9905	66-TSN-0003	9905	66-040-8625	Plate, Modification Record 0.65 inches × 1.06 inches No 1-24
9905	66-TSN-0003	9905	66-040-8626	Plate, Modification Record 0.65 inches × 1.06 inches No 25-48
9905	66-TSN-0003	9905	66-040-8627	Plate, Modification Record 0.65 inches × 1.06 inches No 49-72

(514/62/399 DSUS)

UNCLASSIFIED

373/71—Stores (All Categories)—Purchase from Petty Cash—Extension of Value of Purchases to $10

1. The purpose of this order is to promulgate details of revised procedures for purchasing stores from petty cash advances.

2. The main provision of the new procedures is to increase from $4 to $10 the value of stores which may be purchased and paid for by cash. The main advantage is to eliminate the uneconomical and time-consuming processing of claims for items of low value.

3. It is emphasised that the safest method of making payment is by cheque processed through the normal departmental claims procedures. The petty cash procedure is therefore to be applied only when it is more convenient to the Department and to the supplier that payment be made in cash.

4. Whenever possible, petty cash payments for stores should be charged against the appropriate stores vote in order to avoid large increases in expenditure against the 'Incidental and Other Expenditure vote' resulting from the extension from $4 to $10.

5. To implement the above changes it will be necessary to amend current Naval accounting instructions. Accordingly the Navy Accounts Manual ABR 5018 will be amended in accordance with Annex A to this Navy Order.

6. Petty Cash Order Forms (SO116) will be amended at next reprint to reflect the new $10 ceiling. In the meantime the form is to be amended in manuscript and initialled by the officer authorised to order.

ANNEX A

Proposed Amendment to Navy Accounts Manual (ABR 5018)

Delete existing Articles 74A and 384 and *insert* new Articles 74A and 181A, ie, to also relocate replacement to Article 384.

'74A. Stores (All Categories) Purchase from Petty Cash:

1. Subject to the conditions of Treasury Direction 31/43 payment for purchases of stores up to a maximum of ten dollars in any one instances may be made from petty cash advances in cases where such action is more convenient to the Department and the supplier than cheque payment.

2. Conditions to be observed are:

   a. Standing advances for petty cash expenditure to an officer provided by an Authorising Officer under Treasury Regulation 74 is not to exceed the estimated expenditure to be incurred over a period of two weeks and can be charged to the item covering incidental expenses if not conveniently chargeable to other vote items.

   b. Payments are to be made only for expenditure which has been approved by persons holding delegations for the class of expenditure involved and Purchase Orders (including Forms SO116) are to be signed only by persons authorised by the Chief Officer for this purpose.

   c. Where local purchase order forms are not used all petty cash purchases in excess of $1 are to be made on Form SO116—Petty Cash Order. The use of SO116 is not mandatory for purchases under $1.00.

   d. The requirements of Treasury Regulations and Directions concerning use of existing contracts where in existence or where contracts do not exist, the obtaining of competitive quotes where it might be expected such action would result in more economical purchasing, are to be applied.

   e. Receipts are to be sought for all payments and must be obtained for payments in excess of $2.00.

   f. Payment vouchers are to show or be supported by documentation to clearly identify the details of each purchase and certificates as to receipt and accounting for items purchased are to be given in each instance. Although not essential, Forms FA132 should be used where practicable to utilise the ready means provided of completing all details and obtaining receipt from the payee. Where Form FA132 is used the certificates by the person incurring the expense and the Certifying Officer need not be completed for each individual payment but are to be completed on the covering Form FA132 for reimbursement of the advance.'

'181A. Stores (All Categories) Purchases not exceeding $10.00 in any one case:

1. Stores approved for local purchase and not exceeding $10.00 in any one case may be purchased by use of Petty Cash Order Form (SO116) where payment is to be made in cash. The use of Form SO116 is not mandatory for purchases below $1.00 in value.

2. Conditions to be observed are:

a. All purchases are subject to prior approval to incur the expenditure.

b. Petty Cash Order Forms (SO116) are to be signed only by persons authorised by the Commanding Officer for the purpose.

c. The requirements of Treasury Regulations and Directions concerning use of existing contracts where in existence or where contracts do not exist the obtaining of competitive quotes where it might be expected such action would result in more economical purchasing, are to be applied.

d. Receipts are to be sought for all payments and must be obtained for payments in excess of $2.00.

e. A separate entry should not be made in the Cash Account for each transaction. Payments should be recorded on Form FB100 which is to be totalled and brought to account on the occasion of the closing of the Cash Account for any reason. Payments are to be supported by documentation to clearly identify the details of each purchase and certificates as to receipt and accounting for items purchased are to be given in each instance. Although not essential Forms FA119 should be used where practicable to utilise the ready means provided of completing all details and obtaining receipt from the payee. Where Form FA119 is used the certificates by the Supply Officer and the Commanding Officer need not be completed for each individual purchase but are to be completed on covering Form FA119 bringing the expenditure to account in the Cash Accounts.

(464/55/61 DSUA)

UNCLASSIFIED

374/71—Survey of Stores—Revised Procedure for Preparation of Form SS7—Survey Transfer and Conversion Voucher

1. Recently a Form SS7 Survey Transfer and Conversion Voucher, containing 58 line items of part worn clothing, unserviceable through fair wear and tear, was submitted to competent authority for approval.

2. Normally a completely filled Form SS7 contains a maximum of seven line items, however, in order to achieve 58 line items, continuation sheets were adapted by cutting the form immediately above the reason for survey, transfer and conversion panel, on all copies with the exception of the last copy. This procedure is not permitted.

3. The following revised preparation instructions are designed to supplement current instructions and to prevent a recurrence of the above or any like incident:

SURVEY, TRANSFER AND CONVERSION VOUCHER—SS7 FORM CODE 'STC'.

INFORMATION TO BE INSERTED BY THE ORIGINATOR.

General

4. The forms are to be prepared in duplicate, the copy numbers, eg, 1 and 2 being inserted in the top right-hand corner of each copy:

a. *When used as Conversion Voucher*

TYPE OF STORES ..	MANDATORY. (Naval, Air, etc.)
FOR STORES LOCATED AT	Leave empty.
SHIP OR ESTABLISHMENT	MANDATORY, Name of Originating Ship or Establishment.
TO	Leave empty.
FROM	Leave empty.
FORM CODE	Pre-printed 'STC'.
SOURCE	MANDATORY. Originating Units Identification Code.
YEAR	MANDATORY. Last two digits of the Register Year, eg, '68'.
REGR	MANDATORY. The letter 'L'. (Indicates a STC.)
REGISTRATION NO ..	MANDATORY. Sequential number obtained from the appropriate register (check list).
MESSAGE TYPE	Pre-printed with 'O'.
FOR DTO USE	Leave empty.
SEQ NO	MANDATORY. Sequential line number commencing with '1' for the first line containing data and a sequential number for every other line containing data up to a maximum of 7 line items. The 'Seq No' of the last data line is to be suffixed with the letter 'F', eg, '7F'. When 7 line items have been used a new form is to be commenced. Continuation sheets are not to be used. Immediately under the last line item a horizontal line is to be drawn and a diagonal line drawn across the remaining unused lines. Blank lines are not to be numbered. If a 'Seq No' has been allocated but the line is to be ignored the line is to be voided by inserting the letter 'V' after the line number, eg, '6V'.
GROUP CLASS	MANDATORY. Group Class of the item as shown in ABR 5074 or other relevant catalogue.
CATALOGUE NO	MANDATORY. Item identification number as shown in ABR 5074 or other relevant catalogue.
SHORT NAME	MANDATORY. Approved short name for item as shown in ABR 5074 or if other relevant catalogue, a suitable brief name.

D OF Q	MANDATORY. Approved code for the item as shown in ABR 5074 or, if in other relevant catalogue, the appropriate approved code. (*See* Appendix 'C' to the Memorandum of Instructions for ABR 5074.)
QUANTITY	
ISSUED OR FOR SURVEY ..	If the item is issued for conversion the quantity is to be inserted, otherwise leave empty.
RECEIVED OR SURVEY REPORT	The quantity received as the result of the conversion is to be inserted, otherwise leave empty. *Note:* One only of the quantity boxes on each line is to contain data.
D OF Q CODE	Leave empty.
POSTING CODE	Leave empty.
CONDITION	MANDATORY. The appropriate condition code for the quantity shown in the quantity columns on the relevant line.
USAGE	Leave empty.
ORIGINAL VALUE ..	Leave empty.
REASON FOR SURVEY, ETC	MANDATORY. Reason for conversion. To be signed by appropriate Store Accounting Officer.
SURVEY CERTIFICATE ..	Leave empty.
APPROVAL BY CAPTAIN OR NOIC	Leave empty.
CERTIFICATE OF EXPENDITURE, ETC	MANDATORY. Amended as necessary.
RECEIVED STORES, ETC ..	Leave empty.

b. *When used as Survey Voucher*

Boxes and columns are to be completed in the manner detailed in a. above except as follows:

QUANTITY	
ISSUED OR FOR SURVEY ..	The quantity for survey is to be inserted.
RECEIVED OR SURVEY REPORT	The quantity received as the result of the survey is to be inserted. *Note:* One only of the quantity boxes on each line is to contain data.
ORIGINAL VALUE ..	To be completed as specified in ABR 4, Article 1017 (3)(d).
REASON FOR SURVEY, ETC	MANDATORY. The date the item for survey was received is also to be shown in this box. If date is not known the period the item has been in use is to be stated as closely as practicable. To be signed by appropriate Store Accounting Officer.
SURVEY CERTIFICATE ..	MANDATORY. To be completed as stated in ABR 4, Article 1017 (3)(c).

APPROVAL BY CAPTAIN OR NOIC	MANDATORY. *See* ABR 4, Article 1017 (3)(e)(i).
RECEIVED STORES, ETC ..	OPTIONAL.

5. ABR 4 and ABR 93 will be amended to reflect the above revised preparation instructions.

(464/77/41 DSUA)

UNCLASSIFIED

375/71—USN Supply System—Priorities for Issue of RAN Requirements

1. This Navy Order is promulgated to advise recent changes made by the United States Department of Defense to the priority system known as 'UNIFORM MATERIEL MOVEMENT and ISSUE PRIORITY SYSTEM (short title—UMMIPS), which are promulgated in ABR 4, Article 0633, and to re-issue the procedures in the revised format as shown in the Annex to this order.

2. Basically, the changes to the system concern the Urgency of Need Designators (short title—UND) which have been reduced from four categories to three and as a consequence Issue Priority Designators (short title—IPD) 16 through 20 have been deleted.

3. ABR 4, Article 0633, will be amended.

ANNEX A

US Services Issue Priority System—UMMIPS

1. United States Service Authorities have established priorities for procurement from US Services of stores not available in Australia. This priority system is titled Uniform Materiel Movement and Issue Priority System (UMMIPS).

2. UMMIPS is a standard system of priorities for the demanding, issue and movement of stores in peace and war. The system is used in the USN for the purposes of:

a. setting maximum processing and movement time scales for effecting issues;
b. providing a basis for managing the movement of stores throughout the US Services supply system; and
c. ensuring that demands are actioned in accordance with the operational importance of the demanding force or unit, the urgency of need and supply management considerations.

3. The issuing priority sequence of an item is indicated by a number of between 01 and 15 known as the Issue Priority Designator (IPD) determined by the demanding unit by a combination of two basic factors:

a. The operational importance of a force or activity (ie, the demanding unit) in relation to others indicated by a roman numeral I to V known as the Force/Activity-Designator (FAD). FADs allocated to the RAN are promulgated in Confidential Navy Order 16/71.
b. The degree of urgency of the required item within the demanding unit expressed as a letter A, B, or C known as the Urgency of Need Designator (UND), determined by the demanding unit.

Calculation of IPDs

4. a. *FORCE/ACTIVITY DESIGNATOR (FAD)*

Designator	*Type of Force/Activity*	*Remarks*
I	Combat	Not used at present in RAN.
II	Positioned ..	Forces positioned and maintained in a state of readiness for immediate combat and direct combat support units.
III	Ready	Forces maintained in a state of readiness to deploy for combat and other activities essential to combat forces.
IV	Reserve and Support	Active and selected reserve forces planned for employment in support of approved war plans.
V	Others	All other units and activities, active and reserve.

b. *URGENCY OF NEED DESIGNATOR (UND)*

Designator	*Remarks*
A Unable to Perform ..	Emergency requirements for non-available stores and equipment without which the demanding unit is unable to perform assigned missions or tasks. Includes items required by a parent ship or base or repair authority (including air station), without which stoppage of work on the primary weapons or equipment of other vessels, or aircraft would occur.
B Impairs Capability ..	Requirements for non-available stores and equipment which impair the capability of the demanding unit. Tasks can be performed, but with decreased operational effectiveness and efficiency.
C Routine	(a) Required for on-schedule repair/maintenance/manufacture or replacement of all equipment. (b) Required for replenishment of stock to meet authorised stockage objectives. (c) Required for purposes not specifically covered by any other Urgency of Need Designator.

c. *ISSUE PRIORITY DESIGNATOR*

Urgency of Need Designator (UND)	*Force/Activity Designator (FAD)*				
	I	II	III	IV	V
	Issue Priority Designators (IPD)				
A	01	02	03	07	08
B	04	05	06	09	10
C	11	12	13	14	15

5. Demands for stores of US origin are to indicate the IPD applicable so that this information can be included in signalled requests and/or procurement documents forwarded to the USA. The IPD is to be shown in the 'remarks' box on demands, thus:

IPD02 (or other number as applicable).

6. A target date for the receipt of stores onboard may also be indicated on demands. Although every endeavour will be made to meet this date, it must be appreciated that, if the subject stores are not held in Australia, protracted arrangements for supply through US agencies will be necessary and short target dates will not be met.

7. To ensure that the priority system is not abused it is essential that proper control over the use of priority designations is exercised. To this end, Commanding Officers are to delegate, in writing, authority to an officer to review and release demands based on UND B and above.

8. It is essential that the quantity of an item demanded under IPDs up to 08, inclusive, represents only the requirement that is urgently needed. Additional quantities of the item needed to satisfy routine requirements are to be given the appropriate IPD, ie, from 09 to 15, inclusive.

9. In the event of changing circumstances necessitating amendment to IPDs already allocated to demands which have not yet been satisfied the appropriate Superintending Stores Officer should be informed of the modified IPD as soon as practicable.

(400/1/771 DSUA)

(*Confidential Navy Order 16/71*)

UNCLASSIFIED

376/71—120 foot Motor Lighters—Double Bottom Compartments

1. The double bottom compartments in the 120 foot motor stores, fresh water or refrigerated lighters are not to have water introduced into them at any time.

2. Although means are provided for pumping these compartments out, they are not accessible for cleaning and painting and should therefore be kept empty.

3. Navy Order 519/68 is hereby cancelled.

(1275/68/19 DFM)

(*Navy Order 519/68*)

19411/71—2 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 377/71-386/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28 September 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

377/71—ACNB General Messages

1. The following arrangements apply to the cancellation of ACNB general messages.

2. Messages are disposed of as follows:

a. self-cancelling on issue or cancelled on a specific date stated in the message;

b. cancelled for a specific reason, eg, replaced by a Navy Order or incorporated in other instructions; or

c. if not cancelled by a. or b., automatically cancelled on the expiration of 12 months.

3. A quarterly statement is published in Navy Orders showing which ACNB general messages are in force.

4. Navy Order 593/68 is hereby cancelled.

(77/1/14 AS (NS))

(*Navy Order 593/68*)

UNCLASSIFIED

378/71—Electrical and Radio—Operation of Private Equipment

1. Commanding Officers of HMA ships and establishments are to ensure that Standing Orders direct that all private electric, electronic and radio equipment is to be approved by an Electrical Officer as safe from shock and fire risks before installation. In HMA ships and establishments where an electrical planned maintenance system has not been introduced, arrangements are to be made for the regular examination of all private electrical appliances.

2. Private equipment should be supplied from an approved DP switch socket, and the equipment should be switched off at the socket when not in use. As it is possible that in certain ships DP switch sockets are not fitted throughout, the plug supplying the equipment is always to be withdrawn from the socket when the equipment is left unattended.

3. Public expense is not to be incurred in installing private equipment.

4. Navy Order 453/68 is hereby cancelled.

(177/51/11 CONS)

(*Navy Order 453/68*)

Section 2

PERSONNEL

UNCLASSIFIED

379/71—Medical Treatment of Snake Bite

1. The attention of all Commanding Officers is drawn to the need for ensuring that all personnel have access to the instructions regarding medical treatment for snake bite contained in ABR 5102, Articles 0507 and 0606.

2. Navy Order 488/68 is hereby cancelled.

(327/54/49 MDG)

(Navy Order 488/68)

UNCLASSIFIED

380/71—Short Service Instructor Officers

1. Instructor Officers serving initial 10 years short service commissions may apply to the Naval Board through normal administrative channels during the final two years of their commissions for a further extension of service for five years.

2. Subsequent applications for further extensions of five years until retiring age may be forwarded within two years of the completion date of each extension.

3. Granting of extensions will be subject to recommendations, medical fitness and Service requirements.

4. These new regulations concerning extension of service do not affect transfers to the Permanent Service. Instructor Officers with the required qualifications will continue to be offered permanent commissions subject to recommendation, medical fitness and Service requirements. The promotion prospects after acceptance will be identical to direct entry Miscellaneous List Instructor Officers.

(303/201/23 DNES)

UNCLASSIFIED

381/71—The Peter Mitchell Trust Fund—Lesser Prizes

1. The Naval Board and the Trustees have agreed that two additional 'lesser prizes' should be added to the list promulgated in Navy Order 76/71 (as amended by Navy Order 215/71):

g. Prize of books to the value of $10 to the Midshipman SLEX who gains the best results in the Phase I navigation examination.

h. Prize of drawing instruments to the value of $25 to the Midshipman SLEX who gains the best results in the Phase II Fleet Examination Board.

2. These two prizes are to be awarded by the Commodore Superintendent of Training.

(38/6/25 DNLS)

(Navy Orders 76/71 and 215/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

382/71—Common Range Electrical Test Equipment Used by the Fleet Air Arm—Modifications and Defect Reports

1. In future, Common Range Electrical Test Equipment (CRETE) used by the Fleet Air Arm is to be modified in accordance with procedures laid down in BR 1917.

2. Modifications to this equipment will not be considered by the Australian Naval Aircraft Modification Committee, nor will they be promulgated in the retrospective Modification Booklet.

3. Defects are to be reported on Form AS2022 in accordance with the current general service procedure. The Form TA121 is not to be used for reporting defects in CRETE equipment.

4. Navy Order 425/68 is hereby cancelled.

(603/55/1050 DAE)

(Navy Order 425/68)

UNCLASSIFIED

383/71—Gas/Water Fire Extinguishers and CO_2 Charges

1. All 0243-129-5842 (formerly 72720) Nu-Swift Extinguishers which do not have the year of manufacture on the shoulder or skirt of the extinguisher body are to be returned to store for replacement. No further issues of undated 0243-129-5842 Extinguishers are to be made.

2. While all models of CO_2 charges for the 0243-129-5842 Nu-Swift Gas/Water Extinguishers are codified as 0243-120-6498 (formerly 72750) CO_2 Charges, the Khaki coloured Model No 75 will be phased out and no further issues of these will be made after current charged stocks have been used. Requirements will then be met by the issue of Model 83 charges.

(505/87/755 DNS)

UNCLASSIFIED

384/71—Stores—Record of Stowage in HMA Establishments

1. Current instructions in ABR 4, Articles 1705 and 1709, state that in establishments the method of stowing items in storerooms is at the discretion of the Supply Officer and that where space permits items to be stowed in strict group class and catalogue number order, it is not necessary to record details of stowage on the ledger pages and in the relevant columns of the stowage record.

2. Under these instructions restowage of re-referenced items is necessary to avoid raising stowage records. It has therefore been decided to amend ABR 4, Article 1709, by the addition, in Paragraph 1, of the following:

> 'At establishments, when re-referencing of stock numbers breaks the strict group class and catalogue number order, the stowage of the items concerned may be recorded on a stocktake/location sheet. In such instances movement of the actual stock is not necessary.'

(465/6/85 DSUA)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

385/71—Form ST100—Freight Warrant/Consignment Note

1. Arrangements are to be made forthwith for the instructions laid down in Navy Accounts Manual Article 311 covering custody, record and examination of travel and excess baggage warrant books to be applied also to books of Form ST100—Freight Warrant/Consignment Note.

2. Demands for Form ST100—Freight Warrant/Consignment Note are to continue to be made on SVSO, Sydney.

(464/77/16 DNA)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

386/71—Responsibility for Supply and Maintenance of Furniture and Fittings and Electrical and Mechanical Installation in Shore Establishments

The following amendments are to be made to Navy Order 578/70:

Annex A

a. *Section b*, Engineering and Electrical Services and Plant, *insert* 'Master/Slave Clock Systems'.

Annex B

b. *Insert* 'Clocks Timekeeping'.

(512/251/196 DSUA)

(*Navy Order 578/70*)

19763/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 387/71-400/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11 October 1971

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

387/71—Australian Services Representation Overseas

Navy Order 73/71 is to be amended as follows:

ANNEX A

Sub-heading 'United States of America' page 6:

Delete 'Commodore B H Loxton, RAN'.

Insert 'Commodore A G McFarlane, RAN'.

(22/201/67 DNI)

(*Navy Order 73/71*)

UNCLASSIFIED

388/71—Disclosure of Information on the Telephone

1. Attention is drawn to the need to identify persons seeking information over the telephone. Attempts may be made from time to time by firms or individuals to obtain from Commonwealth officers information which should not be disclosed. It is believed that callers seeking information may falsely represent themselves as members of the department concerned or another Government department.

2. All personnel are reminded of the need for discretion and for care in ensuring that an inquirer is a proper person to receive the information and that the information may properly be disclosed.

3. There are particular dangers in responding to telephone requests. Security instructions require that classified information may only be passed on the telephone in specific circumstances (ABR 337 Articles 0750-0756 refer).

4. When requests for information relating to individual persons, companies or other organisations are received by telephone and the caller cannot be satisfactorily identified, he should be asked to give a telephone number at whch he can be called back. This number should be checked from a telephone directory (or with the Department or organisation whom the caller claims to represent) before any information is disclosed. If the caller declines to give a number, the matter should be reported to the appropriate superior who, if there are grounds for believing the call to be bogus, should report the fact to DNI, SEO (S), Command, Area or Establishment Security Officer as appropriate.

(1617/6/155 DNI)

UNCLASSIFIED

389/71—Organisation of the Office of the Second Naval Member and Chief of Naval Personnel

Navy Order 418/70 is to be amended as follows:

Paragraph 1

Line 3 *after* 'Branches' *delete* 'and' and *insert* a comma. After 'Co-ordinator of Training Research' *insert* 'and Personnel Liaison Officer'.

Annex A

Insert at the end:

'Personnel Liaison Officer'
(Short Title: PLO)

'34. The Personnel Liaison Officer is responsible to the Chief of Naval Personnel for the activities of the Personnel Liaison Team which visits ships and establishments periodically for discussions on conditions of service, personnel and other matters.

35. The Personnel Liaison Officer has access to other Board Members.'

(302/2/141 HPB)

(Navy Order 418/70)

UNCLASSIFIED

390/71—Visits by Foreign Warships—Liaison by Royal Australian Navy

1. The RAN is responsible for providing liaison with Commanding Officers of visiting foreign warships in matters involving State and Federal laws and regulations of many kinds.

2. In order that essential items of responsibility are not overlooked when ships of foreign navies are visiting Australian ports, Flag Officers, Naval Officers Commanding and Naval Officers in Charge are to ensure that Commanding Officers of visiting ships are aware of regulations as shown in this Navy Order and that they be requested to draw the attention of their ships companies to the Australian laws concerning:

a. Customs;
b. Immigration;
c. Health;
d. Landing and use of motor vehicles; and
e. State law matters required by State Premiers Departments.

3. The following information is to be supplied to the Commanding Officers of visiting foreign warships and is to be included in Port Orders:

Advice for Commanding Officers of Visiting Warships

a. *Customs*

(1) Naval vessels are exempted from the provisions of the Customs Act relating to entry and clearance at all Australian ports and are also exempted from payment of duty on ships stores consumed on board while in Australian waters.

(2) However, Commanding Officers are advised that no goods may be landed either by the ship or by the ships personnel unless prior approval has been obtained from the Collector of Customs for the port where it is desired that goods be landed. Customs duty, where applicable, must be paid in respect of any goods landed.

(3) Should there be any non-military personnel on board a visiting ship, it will be necessary for these personnel to complete a Declaration on Customs Form 5 (Customable Articles in the possession of Master, Officers and Crew) as to their personal possessions on board the ship.

(4) A Customs Officer will call upon visiting ships shortly after arrival at each Australian port and will be pleased to advise and assist the ships company with any Customs requirements.

b. *Immigration*

(1) Commanding Officers of the regular armed forces of a Government recognised by Australia are not required to provide, for immigration purposes upon arrival in Australia, lists of their crew members or to report absences of crew members without leave or desertions.

(2) However, in respect of any non-service crew members who may be on board such a vessel, the co-operation of the Commanding Officers is requested in notifying the Department of Immigration or the Department of Customs and Excise (and the Flag Officer/Naval Officer Commanding/Naval Officer in Charge of the State or Territory) should such a crew member become absent without leave during the vessels stay in Australia or not be aboard on the vessels departure.

(3) Crew members of vessels of the regular armed forces of a Government recognised by Australia may enter Australia legally, whilst on leave from their vessel during its stay in an Australian port, without the necessity of obtaining an entry permit. However, where such a crew member remains in Australia after his vessel has left the port at which he entered or last entered, he becomes a prohibited immigrant whose deportation may be ordered.

c. *Health*

Matters involving quarantine fall into the three divisions of General, Animal and Plant Quarantine.

General Quarantine

The Commanding Officer is required to notify either the Director of Health in the State or Territory concerned or the Quarantine Officer at outports direct, or through the Flag Officer/Naval Officer Commanding/Naval Officer in Charge or local naval agent, not more than 24 hours and not less than 12 hours before the vessel arrives at its *first port of entry* into Australia, including particulars as follows:

(1) the name of the ship;
(2) date on which and the time at which the vessel is expected to arrive;
(3) the number of members of crew (and passengers if any);
(4) home port of departure and date of departure from that port; and
(5) details of any infectious diseases on the ship.

A. *Naval Vessels Not Carrying Medical Officers*

These vessels display the 'Q' Flag by day and a red light not more than 6 feet above a white light by night, and wait inspection by a Quarantine Officer outside the quarantine line. The Quarantine Officer shall board the vessel and obtain from the Commanding Officer a signed report in duplicate of Form Q17 detailing the ports of call during the last 21 days and the state of health on board. A full inspection of all persons on board the vessel or vessels is carried out and should this inspection reveal that there is no quarantineable disease, the quarantine officer will grant full pratique and issue the Certificate of Pratique with one copy of Form Q17 to the Commanding Officer.

B. *Naval Vessels Carrying Medical Officers (other than vessels of the Royal Australian Navy, Royal Navy and Royal New Zealand Navy)*

The procedures in these cases are the same as C. except that whether or not the vessel is granted radio pratique the vessel will wait outside the quarantine line at first port of entry until the vessel has been boarded by the Port Quarantine Officer who, if satisfied, regarding the State of health of the vessel(s), will confirm the radio pratique and issue a Certificate of Pratique endorsed to have effect in ALL Australian ports. The quarantine signal may then be removed and the vessel may then proceed to a berth.

C. *Vessels of the Royal Australian Navy, Royal Navy and Royal New Zealand Navy Carrying Medical Officers—Radio Pratique*

Radio pratique may be granted to those vessels provided a satisfactory radio message is received not less than 12 hours or more than 24 hours estimated time of arrival at the first port of entry into Australia of the vessel. This message should state that all on board are currently vaccinated against smallpox, that no cases exist or have occurred during the voyage, that no cases of chickenpox exist or have occurred during the voyage, details of any other infectious disease present on board the vessel at the time the message is transmitted or which has occurred during the current voyage. Vessels granted radio pratique may proceed direct to a berth and without flying the quarantine signal. Form Q17 duly signed and completed is to be forwarded promptly to the Commonwealth Director of Health or to the Quarantine Officer at outports and the Certificate of Pratique will be issued.

D. *Shipborne Aircraft and Naval Aircraft*

All aircraft on board (if any) must have been disinsectised since leaving the last overseas port (for this purpose insectised aerosols containing DDT and pyrethrum should be available), be free from soil, other debris and not carrying quarantineable food items (emergency rations excepted). A request for radio pratique must be sought if it is intended to land aircraft ashore.

Notes: Quarantineable disease means smallpox, plague, cholera, yellow fever, typhus fever, leprosy or any disease as may be declared in Australia by proclamation.

Plant Quarantine

All plants, living or dead, or parts of plants such as fruit, seeds, cuttings, bulbs, etc, also timber and all articles made of wood imported into Australia are subject to quarantine and are required to be submitted to the Quarantine Officer for inspection. Timber goods may be ordered for treatment if found infested. Bamboo articles are automatically treated by fumigation. Soil is a prohibited importation and any vehicle or equipment found contaminated with soil must be thoroughly cleaned before it can be released from quarantine.

Animal Quarantine

Permission will not be granted for the importation into Australia on a Naval vessel of:

(1) Living animals, pets or other animals or birds. If a vessel carries an animal into a port the animal will not be allowed off the vessel during its stay in port. It should be noted that sheep, goats, cattle and all other ruminants are prohibited from entering in Australian ports;

(2) fish, reptiles or living insects;

(3) parts of animals such as skins, horns, hooves, wool, hair and feathers, etc; unless such articles have been processed and manufactured. This restriction applies to native carriers, such as drums and shields made of raw animal skins; and

(4) meat (tinned or otherwise), eggs, milk and foodstuffs containing meat, eggs or milk.

d. *Landing and Use of Motor Vehicles*

All vehicles which are landed from visiting naval vessels in Australia are subject to:

(1) Inspection by Plant Quarantine Officer to ascertain whether any soil has accumulated on the vehicle, and cleansing is deemed necessary prior to use of vehicle in Australia;

(2) the laws of the particular State or Territory in which the port is situated concerning:

A. registration of the vehicle;

B. third party insurance cover on the vehicle; and

C. licensing of drivers.

In most cases for military vehicles registration is not required, or if required, is free of charge, but third party insurance cover must be effected prior to landing vehicles. Drivers of motor vehicles landed from visiting naval vessels must hold current driving licences or valid international permits issued in their country of residence.

e. *Matters Required by State Departments*

State Premiers have requested that additional information peculiar to their own States be supplied to crews of visiting ships.

These matters include fishing licences, pistol licences, tourist information, liquor laws, traffic rules and Marine Board information.

Information which State authorities wish to be given to visiting ships should be compiled by Flag Officers/Naval Officers Commanding/Naval Officers in Charge or States or Territories concerned and either sent to Commanding Officers of visiting ships prior to their arrival or given to them on arrival.

4. Navy Order 640/68 is hereby cancelled.

(187/201/28 D of O)

(*Navy Order 640/68*)

Section 2

PERSONNEL

UNCLASSIFIED

391/71—Application of Victorian Stamps Act 1967

1. The provisions of the Victorian Stamps Act 1967 are not applicable to the pay and allowances of members of the Australian Armed Forces who are posted for duty in Victoria.

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

(271/1/70 HPB)

UNCLASSIFIED

392/71—Defence Forces Retirement Benefits Act 1948-1971—Section 42A—Payment of Gratuities to Sailors after Three and Six Years Service for Pension

1. A sailor of the Royal Australian Navy who, on or subsequent to 19 July 1968, has completed a period of service for pension of three years or more but less than six years and, without having ceased to be on continuous full time service for pension, is serving under an engagement for a period of at least six years, is eligible, in accordance with the provisions of Section 42A of the Defence Forces Retirement Benefits Act, to receive an advance payment of $200 against his ultimate retirement benefit, ie, refund of contributions and gratuity, or pension, as appropriate.

2. A sailor of the Royal Australian Navy who, subsequent to 14 December 1959, has completed a period of service for pension of six years or more and, without having ceased to be on continuous full time service since the commencement of that period of service for pension, is serving under an engagement for a period of at least 12 years after the commencement of that period of service for pension, is eligible, in accordance with Section 42A of the Defence Forces Retirement Benefits Act 1948-1968, to receive an advance payment of $800, less any amount of payment received under the provisions of Paragraph 1, against his ultimate retirement benefit, ie, refund of contributions and gratuity, or pension, as appropriate.

3. If the amount of contributions made to the fund plus the amount of gratuity which would have been payable if he had been discharged other than on medical grounds does not exceed the appropriate amounts in Paragraphs 1 and 2, the amount payable will be the sum of the contributions and the gratuity due at the time.

4. It should be noted that for the purposes of this section of the Defence Forces Retirement Benefits Act 'Service for Pension' (other than that prescribed for a National Serviceman under Sub-section 2 of Section Four AA of this Act) includes

all service from the date of entry, but does not include non-effective service, ie, any period of service of the member exceeding 21 consecutive days during which the member was:

a. on leave of absence without pay;

b. absent without leave;

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

d. undergoing field punishment, detention or imprisonment.

5. Members, to whom Paragraphs 1 and 2 refer, on becoming eligible for this advance payment, should lodge either an application for payment of this benefit (Treasury Form DB9B) or alternatively an election not to receive payment (Treasury Form DB112).

6. Forms DB9B and DB112 will be forwarded by the Director of Navy Accounts to ships in which eligible personnel are serving, up to one month before completion of the qualifying period. Where the forms are not received, application should be made to the Director of Navy Accounts forthwith.

7. Payment of gratuities under this section are taxable in full and the amount of taxation deductions will be assessed as follows:

a. $200 tax payable $40.

b. $600 tax payable $120.

c. $800 tax payable $160.

8. A taxation group certificate will be issued by the Defence Forces Retirement Benefits Board in respect of a payment made under Section 42A of the Act. The certificate will also indicate the amount deducted for income tax purposes.

9. If a member has already received payment of $600 advance prior to 19 July 1968, there is no variation in that entitlement, that is, the member does not become entitled to payment of a further $200 by virtue of the amendment. Similarly, if a member has an entitlement to $600 prior to 19 July 1968, the entitlement is not increased to $800.

10. This section does not apply to members of the Womens Royal Australian Naval Service.

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

12. Navy Order 707/68 is hereby cancelled.

(263/1/28 HPB)

(*Navy Order 707/68*)

UNCLASSIFIED

393/71—Driving Licences in New Zealand

1. Personnel posted or proceeding on recreation leave to New Zealand may drive motor vehicles whilst in that country if in possession of one of the following:

a. an International Driving Permit; or

b. their own domestic Drivers Licence; or

c. a New Zealand Drivers Licence.

2. The above presumes that the Permit/Licence is valid by time and by class of vehicle and applies to all vehicles both civil and military.

(48/1/7 HPB)

UNCLASSIFIED

394/71—Uniform—Naval Officers—Introduction of No 12 Shirt Sleeve Undress

Navy Order 47/71 is to be amended as follows:

Delete Paragraph 4 and *insert* new Paragraph 4 as follows:

'4. Collar badges of Captains and below are to be worn centred on a point 1 inch vertically below the top edge of the collar and 1 inch horizontally from the front edge. The curl of the badge is to be uppermost and the bars parallel with the top edge of the collar. The badges of Commodores and Flag Officers are to be positioned on the same horizontal line with the first or only star centred 1 inch from the front of the collar, with the vertical axes of the insignia at right angles to the top edge, one ray of each star pointing upwards.'

(930/51/188 D of V)

(*Navy Order 47/71*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

395/71—Gunnery AA Firing Practices

1. AA firing practices currently carried out by HMA ships fitted with a medium range gunnery FC system are based on the Systems Assessment type of practice. It is intended that for the present this form of practice will continue.

Types of Practices and Aims

2. a. *Systems Assessment Firing Type A (SAFA)*

To establish, or check, the systems performance and accuracy in AA fire under optimum conditions and with special preparations.

b. *Systems Assessment Firing Type B (SAFB)*

To check the systems performance and accuracy in AA fire under normal conditions of Service use and with the minimum of special preparations.

c. *AA Target Firing Exercise (AATFX)*

To exercise crews and control parties under firing conditions.

d. *AA Gun Direction Firing Exercise (AAGDFX)*

To exercise the command, gun direction and control teams in taking self-defensive measures against a realistic air or missile attack.

Frequency and Details of Practices

3. Frequency and details of practices are contained in Australian Fleet Publication 'Analysis of Gunnery Practices'.

Numbering of Runs

4. Runs are to be numbered in sequence beginning with the first firing run of each type after completing work up:

SAF (A) runs as A1A, A2A, etc.
SAF (B) runs as A1B, A2B, etc.
AATFX runs as A1, A2, etc.
AAGDFX runs as T1, T2, etc.

In ships with more than one firing system, the run numbers should be prefixed with the system. ie, DDG FCS1 system SAF (A) run 6 would be 1A6A.

(1624/211/252 DSAW)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

396/71—Ammunition—Pyrotechnics—Schermuly Icarus Radaflares—Practice Use

Item .. .. Schermuly Icarus Radaflares x Band—393 NIV.

Information .. Navy Order 567/69 introduced the Radaflare signal into service in the RAN and imposed a provisional shelf life of five years, and a life of two years when stowed in a liferaft.

Action .. Radaflares removed from liferafts on attaining their two years life are to be returned to the nearest RAN Armament Depot an replacements obtained in lieu.

RANADS .. All overage Radaflares returned from service are to be submitted to inspection to ensure their safety for further use. If acceptable, they will be sentenced for practice use, and are to be clearly marked 'Overage, for Practice use only', and are only to be issued for this purpose.

(700/255/201 DAS)

(*Navy Order 567/69*)

RESTRICTED

397/71—NBCD—NBC Personnel Protection Suit, Protective NBC—Introduction into Service

1. CW agents penetrate ordinary clothing very quickly in both liquid and vapour form. The suit, Protective NBC (short title CB Suit), consists of a separate smock and trousers. They are designed to afford protection from liquid and vapour to the skin of the whole body except the face, hands and feet, and will complement the protection afforded by the NBC Protective Mask (USM17A1) and Hood (USM6A2). The suit will be issued to all personnel when required and is disposable when contaminated. The suit will be worn in conjunction with the CB gloves which comprise a pair of black neoprene gloves worn over a pair of cotton inner gloves. Until CW

protective footwear is available, V4-40190 to 40197 boots, knee, rubber, will be worn in conjunction with the suit by personnel exposed to liquid contamination. (For those exposed to vapour only *see* Paragraph 9 below.)

Description

2. *Material.* The suit is made of a non-woven nylon fabric lined on the inside with a coating of activated charcoal. The nylon fabric is treated with a liquid repellent which resists penetration. The charcoal lining is capable of absorbing large quantities of CW agent vapour, which shows a preference for the charcoal rather than the skin of the wearer. The material is porous to air, and there is no significant heat load caused by wearing the suit.

Protective Action

3. Drops of liquid falling upon the material do not penetrate due to the repellent treatment, but vapourise in the normal way. Vapour penetrating through the nylon fabric is absorbed by the charcoal lining underneath, which also absorbs any vapour entering through gaps at the neck, wrists, etc.

Effect of Rain or Seawater

4. The outer layer of the garment is best described as 'showerproof'. Heavy rain or immersion in water will penetrate the material but has little effect on its strength. Water will be absorbed by the charcoal, but a CW agent vapour will displace this water, and therefore the garment retains its protective qualities even when wet.

Effect of Sweating

5. The water products of perspiration are absorbed in the same way as rain and are not deleterious. The other ingredients of sweat do poison the charcoal and in time will reduce its capability of absorbing CW agent vapour, but these products are filtered out by a layer of ordinary clothing worn between the skin and the CB suit. It is therefore essential that clothing which covers the whole body (eg, No 8s with sleeves turned down, or overalls) is worn under the suit under all climatic conditions.

Capability

6. a. *CW.* The suit will give protection for at least six hours against concentrations of CW agents expected under operational conditions in liquid or vapour form.

b. *Nuclear.* In addition to providing a degree of protection against the deposition of radioactive material from fallout on the skin, the suit also gives a measure of protection against thermal radiation from nuclear detonation.

c. *Normal Wear.* When not contaminated, the suit is designed to stand up to rigorous wear under combat conditions ashore for at least three days. Afloat, it could last longer. An intact suit need not be discarded unless there is reason to believe the charcoal has been poisoned by excessive sweating (*see* Paragraph 5 above).

Operational Use

7. a. *Afloat.* The suit is to be worn by all personnel in exposed positions outside the Citadel when a threat of chemical attack is declared to exist. Additionally, it may be desirable for men whose duties could take them outside the Citadel (eg, weapons crews, repairs and first-aid parties) to wear the suit when on standby.

b. *Ashore.* All personnel will wear the suit when a threat of chemical attacks is declared to exist.

Method of Wear

8. Unpacking the suit takes some time because it is necessary to open the pressure packs and unfold the suit with reasonable care. In use, the smock is worn outside the trousers, and the bottoms of the trousers outside the boots. The fastenings of the neck, waist and wrists of the smock, and the fly and ankles of the trousers, are secured by pressing together the two surfaces of the 'Velcro' fasteners. The tapes of the trousers may be worn either as braces secured with a bow at the front, or passed around the waist as a belt and secured with a bow. The use of bows makes undressing easier and lessens the risk of contaminating the clothing underneath.

Footwear

9. Until CW protective footwear is available, the following instructions are to be followed:

a. Personnel exposed to liquid contamination (eg, on decks) are to wear V4-40190 to 40197 boots, knee, rubber, which are to be decontaminated afterwards for re-use.

b. Exposed personnel in other positions where liquid contamination will not penetrate (eg, in machinery spaces, magazines, etc) are to wear:

(1) boots, with socks treated with Fullers Earth;

(2) shoes, where boots are not available, with socks treated with Fullers Earth and with CB suit trousers covering as much of the ankle gap as possible. A larger size pair of CB trousers would give this added protection.

10. Instructions for removing a contaminated suit are given in the Annex to this instruction.

11. For personal cleansing two decontamination kits will be provided:

a. Decontamination Kit Personnel No 1 Mark 1.

b. Decontamination Kit Personnel No 2 Mark 2.

Details on the method of using the two kits and their availability will be promulgated separately.

Training

12. Limited supplies only are stocked and training should be confined to breaking open sufficient suits to familiarise personnel with the appearance, method of wearing and removal (*see* Annex A, Paragraph 3).

Item Details

13. Generally, CB suits will be made up from a drab (dark green) material of slightly varying shades. CB suits will be available in four sizes. The suits are made up to the following dimensions:

Size	*Height*	*Chest Measurement*
SS (Extra Small) ..	4 ft 11 in to 5 ft 2 in	37 in to 39 in
S (Small)	5 ft 3 in to 5 ft 6 in	37 in to 39 in
M (Medium) ..	5 ft 7 in to 5 ft 10 in	37 in to 39 in
L (Large)	5 ft 11 in and upwards	40 in to 42 in

Group Class	Catalogue Number	Description	Denom	ACGTG Classification
8415	99-973-5558	Smock, Protective, NBC, Size SS..	No	P
8415	99-973-5559	Smock, Protective, NBC, Size S ..	No	P
8415	99-973-5560	Smock, Protective, NBC, Size M ..	No	P
8415	99-973-5561	Smock, Protective, NBC, Size L ..	No	P
8415	99-973-5562	Trousers, Protective, NBC, Size SS	Pr	P
8415	99-973-5563	Trousers, Protective, NBC, Size S	Pr	P
8415	99-973-5564	Trousers, Protective, NBC, Size M	Pr	P
8415	99-973-5565	Trousers, Protective, NBC, Size L	Pr	P

Packaging

14. CB smocks and trousers are each packed under pressure in an inner laminated plastic envelope, and overpacked in a polythene envelope. Each smock and trousers measures about 7½ inches × 6 inches × ¾ inch and weighs about 1 lb. The outer and inner covers are designed to be torn open by hand to avoid damage to the material underneath. Each inner envelope contains an identifying label showing:

1. Vocabulary No.
2. Item Name.
3. Size of garment.
4. Packing Date.

Shelf Life

15. At present, CB smocks and trousers have a shelf life of four years from the date of packing. The shelf life may be extended in the light of further storage experience.

Scales of Issue

16. a. *Ships.* Full allowances of CB suits will be issued to specific ships when conditions require. Such allowances will normally consist of one suit per man plus three spares per two men. Presently, combat units, of escort size and above, and also HMAS SUPPLY and HMAS STALWART will be issued with allowances equal to 10 per cent of their Approved Peace Complements. Submarines will not be issued with CB suits.

b. *Establishments.* CB suits will be issued to the following establishments for training purposes:

(1) HMAS PENGUIN 50

(2) HMAS CERBERUS 30

Annual replacement allowances will be decided after a trial period. The items are available on demand from the SVSO, Sydney.

ANNEX A

Removing a Contaminated Suit

1. The cardinal principle to be observed when removing a contaminated suit is to avoid contamination of the ordinary clothing and skin of the wearer. Removal of a contaminated suit would normally be carried out by the undressers in the cleansing station but there may be occasions when no assistance is available and the wearer must remove the suit himself. Procedures for removing contaminated suits are as follows:

a. *With Assistance*

(1) *Smock.* Turn down the cuffs of the gloves, undo all Velcro fasteners and tear the smock up the centre of the back. Grasp the torn sides and peel the smock forward and off the arms, turning it inside out in the process.

(2) *Trousers.* Untie supporting tapes and undo Velcro fasteners. Turn down the top of the trousers over the hips. With the wearer seated pull off trouser legs, turning them inside out in the process. Footwear should be removed simultaneously with each trouser leg.

b. *Without Assistance.* The procedure for removal of a contaminated suit is as follows:

(1) *Smock.* Turn down the cuffs of the gloves, undo Velcro fasteners at the neck and wrists. Tear down the front of the smock and remove backwards over the shoulders releasing one arm at a time, turning the jacket inside out in the process.

(2) *Trousers.* As for a. (3) above, except that the boots will be removed separately if the situation permits.

(3) *Gloves.* In order to remove the smock the cuffs of the outer gloves will have been turned down. Remove the first outer glove by grasping the cuff, turning it inside out in the process. Place the fingers inside the cuff of the glove of the other hand and peel off. When both outer gloves are off, remove inner gloves.

2. In both procedures above it is essential to prevent transfer of contamination and it is most important to ensure that the gloves and respirator are thoroughly decontaminated using DKPs, or Decontaminant, for CW; or swabbing with decontaminant, detergent, or citric acid solution to remove Nuclear Fallout before removing contaminated clothing.

3. In training, damage to the suit must be avoided and the following procedure designed to permit the removal of protective clothing, without damage for subsequent re-use should be followed:

a. *Smock.* Undo Velcro fasteners at neck, wrist and waist. Grip the neck of the jacket and pull off over head.

b. *Trousers.* As for Paragraph 1a. (3).

c. *CB Gloves.* As for Paragraph 1b. (4).

(910/252/115 D of V)

UNCLASSIFIED

398/71—Transfer of Responsibility for Stores to Supply Officer—Issue of Copies of Forms AD787J/AS473J to Supply Officer

1. This order introduces a procedure whereby in HMA ships and commissioned establishments in which the Supply Officer is responsible for custody and accounting for spare gear for weapon equipment and machinery, copies of the 'J' pages of the lists of Equipment, etc (Forms SA208-6-1/SA208-6) are to be made available to the Supply Officer.

2. In those ships and commissioned establishments where the transfer has taken place the Supply Officer is to obtain photostatic copies of Forms SA208-6-1/SA208-6 for his information. In ships and commissioned establishments where the transfer has not yet been effected the Supply Officer is to obtain copies of the forms concurrently with the transfer.

3. Where alteration to allowances of spare gear or amendment to Lists of Equipment, etc, is required, five copies of Form SD116 (AS197) are to be prepared, in future.

4. Lists of Equipment, etc, raised subsequent to the issue of this Navy Order are to be prepared in five copies.

5. For those ships or establishments in which the Supply Officer is responsible for accounting and custody of Spare Gear, the co-ordinating authority is to forward the additional (No 5) copy of Form SD116 (AS197) or Form SA208-6-1/SA208-6 to the Supply Officer. In other cases the No 5 copy may be destroyed.

6. ABR 4, Article 3515, will be amended.

(1100/251/62 DSUA)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

399/71—ABR 5074—RAN Catalogue of Stores—Outline of Contents, Use of Various Segments, Etc

Introduction

1. This order promulgates revised details of the composition of the RAN Catalogue of Stores, ABR 5074, and how the various segments of the catalogue are intended to be used. This order is applicable to HMA ships and establishments and all other users of the RAN Catalogue of Stores.

Composition of the Existing Catalogue

2. Currently, the catalogue is issued in a number of different segments as follows:

ABR 5074 ..	Basic Catalogue Group Class Sections
ABR 5074A ..	Memorandum of Instructions
ABR 5074B ..	Master Cross Reference List—Part Number to Stock Number
ABR 5074C ..	Catalogue Number Index—Catalogue Number to Group Class
ABR 5074D ..	Stock Number Re-reference Index—Old Stock Number to New Stock Number
ABR 5074 ..	Change Bulletins.

Impending Changes to the Existing Catalogue Format

3. The following are details of impending changes to existing segments and new segments which will be issued in future:

a. *Changes to existing segments*

(1) ABR 5074C. In future the Catalogue Number Index will be printed in catalogue number sequence ignoring any Nation Code for sorting into sequence. The Nation Code will continue to be printed as part of the catalogue number however. The following example illustrates the revised sequence:

13-010-0299
011-0001
99-011-0002
011-0333
00-011-0502
66-026-4787
21-041-2378
66-100-2004
17-709-1248
99-920-9079.

(2) ABR 5074D. Future editions of this segment of the catalogue will be printed in two distinct sections showing both Old Stock Numbers to New Stock Numbers, and New Stock Numbers to Old Stock Numbers.

b. *New segments to be issued*

(1) ABR 5074E. Supersession List showing Stock Numbers both Superseding to Superseded and vice versa.

(2) ABR 5074F. Pricing Supplement.

(3) ABR 5074G. Index from Item Name to Group Class.

(4) ABR 5074H. List of Manufacturers Codes to Manufacturers Names and Addresses.

NAVCAT EDP Record

4. The data from which the Group Class sections of the catalogue are prepared is held on an EDP record known as NAVCAT. This data is gathered from various sources such as Supply Depot and Navy Office records and purchase orders, etc, and as initially recorded is often lacking in the degree of descriptive, etc, detail required for adequate cataloguing. The main area of the inventory not yet fully covered by NAVCAT is Machinery and Spares and this is now in process of being recorded.

5. ABR 5074 Group Class sections of the catalogue have been issued to date for a majority of the Group Classes recorded on NAVCAT, and ABR 5074B, C and D and Change Bulletins are issued in respect of the entire NAVCAT file.

6. The data contained in the various segments of ABR 5074 is current on NAVCAT at the date of issue which is endorsed on the top of each printed page. NAVCAT is updated continuously while printed segments of ABR 5074 are updated at intervals. The validity of the ABR 5074 segments as a reflection of NAVCAT therefore is related to the period between issues but *see also* Paragraphs 21 to 24 as regards updating of records.

Catalogues for Group Class Sections

7. In order to cover the RAN inventory with catalogues as soon as possible, it has been necessary frequently to produce catalogues with a minimum of research. These catalogues are known as 'Preliminary Catalogues' and are printed on distinctive yellow coloured paper to distinguish them from Standard Catalogues.

8. Because of the immensity of the task and staff limitations it has been necessary to restrict editing of Preliminary Catalogues. The data is recorded in as good a format as possible without making extensive detailed research at this stage.

9. Consequently the content of Preliminary Catalogues as regards description, etc, normally is restricted to the data originally input to NAVCAT from Supply Depot, etc, records.

10. Eventually, Preliminary Catalogues will be replaced by Standard Catalogues (printed on white paper) in which descriptions, etc, will be amplified and the general presentation will be of a high standard. Production of Standard Catalogues will be a major task of several years duration and for some time Preliminary Catalogues will continue to be produced.

ABR 5074B, C and D

11. ABR 5074B details all the manufacturers part numbers recorded on NAVCAT at the time of issue, with the stock number applicable being shown against each such part number.

12. Thus, if the manufacturers part number for an item is known, it is possible to ascertain the stock number by referring to ABR 5074B.

13. It is to be noted that not all the part numbers included in ABR 5074B will be printed in the appropriate basic Group Class sections of ABR 5074. The reason for this is that many items are manufactured by a number of firms, and so many different part numbers can apply to a single item that their inclusion is not considered justified on practical grounds. These part numbers are coded PN in ABR 5074B.

14. Where an item is restricted to a single manufacturer (including subsidiaries or firms manufacturing under licence) the identifying part numbers are printed in ABR 5074 Group Class sections and in ABR 5074B using the code PM.

15. ABR 5074C lists all catalogue numbers recorded on NAVCAT at the time of issue with the relevant Group Class shown against each catalogue number. Once the Group Class is known the appropriate section of the catalogue can be turned up and item details ascertained.

16. ABR 5074D lists all stock number changes recorded on NAVCAT at the time of issue. When necessary this can be consulted to ascertain whether a change of stock number has occurred since issue of a basic Group Class catalogue.

Update of Printed Catalogues

17. Update of printed catalogues on issue is made by any of the following means:

a. Re-issue of the Group Class section or segment concerned.

b. Issue of cumulative supplements.

c. Issue of additional or replacement pages.

18. When a cumulative supplement to a Group Class section or segment of the catalogue is received, it should be placed immediately in front of the section or segment concerned.

19. If it is necessary to refer to a section or segment of the catalogue, the cumulative supplement (if issued) should be consulted firstly as any data included therein will supplant data included in the basic section or segment.

20. Consideration must be given to the fact that cumulative supplements to ABR 5074B, C and D may not reflect all deletions made since issue of the basic publication. Supplements only reflect changes to the basic publication and if an entry were made to NAVCAT after issue of the basic publication and subsequently deleted it would not be shown as a deletion in the cumulative supplements to ABR 5074B, C and D.

Change Bulletins

21. ABR 5074 Change Bulletins promulgate the following information:

a. Changes of:

(1) stock numbers;

(2) status;

(3) denomination of quantity;

(4) accounting classification.

b. Stock number deletions.

c. Details of supersessions.

22. Each Change Bulletin covers all such catalogue data changes applied to the NAVCAT record during a NAVCAT update, which occurs normally at fortnightly intervals.

23. Change Bulletins therefore cover the entire NAVCAT record and are not confined to those items included in printed catalogues.

24. They are the authority to effect catalogue data changes in all RAN records, whether or not the items are contained in printed Group Class sections or other segments of the catalogue.

25. Changes promulgated in other catalogues held in the RAN, eg, US NMDL, MOD (N) BR 320 series, etc, must not be incorporated in RAN stock accounting records until promulgated in ABR 5074 Change Bulletins.

General

26. Appropriate sections of this order will be incorporated in ABR 5074A.

(465/52/1292 DSUS)

Section 7

CANCELLED LIST

UNCLASSIFIED

400/71—Cancellation of Navy Orders

Navy Order 572/69 is hereby cancelled.

(1605/203/68 DAS)

(*Navy Order 572/69*)

20048/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 401/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
15 October 1971.

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

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

401/71—Support Craft—Boat Allocations

1. The term Support Craft is defined as including all boats, vessels, tugs, lighters and miscellaneous craft excluding:

a. patrol boats and other craft designated HMA Ships;
b. training vessels;
c. boats propelled only by sails and/or oars;
d. inflatable craft.

2. This order is concerned with the allocations of boats defined as support craft.

Boat Allocation

3. Annex A to this order shows the revised boat allocations. A large proportion of the boats required to fill these allocations is in the new construction programme. These boats will become available during the next few years.

4. In some instances it has become necessary to allocate Fleet-type boats to shore authorities instead of harbour boats.

Issue of Boats

5. Boats for HMA Ships will continue to be issued to individual ships. Boats for other authorities will be issued in accordance with the following table:

TABLE

Issue of Boats by Navy Office to Shore Authorities

Column 1 TO	*Column 2* FOR
C of P Sydney (acting on behalf of FOCEA)	CRESWELL
	PENGUIN
	PLATYPUS
	WATERHEN
	CDT 1
	CDT 2
	TD 01 (SEAL)
	TD 02 (2nd IMS Conversion)
	RANTE
	RANTAU
	Master Attendant
	SGSO Sydney
NOC WA	LEEUWIN
	STIRLING
	CDT 4
NOC NA	MELVILLE
NOIC VIC	CERBERUS
	LONSDALE
	GMWD
	DT 6
NOIC QLD	MORETON
NOIC SA	ENCOUNTER
NOIC TAS	HUON
NOIC PNG	TARANGAU

6. Authorities in column 1 of the Table may, where applicable, make temporary alterations to the approved allocations of boats to authorities in column 2. Any permanent alterations required are to be reported to Navy Office. Navy Office approval is to be obtained before any transfer of boats takes place between authorities in column 1.

Boat Disposals

7. Annex A shows the number of existing boats which are not currently planned to be replaced. Details of these boats are given in Annex B. Approval in principle is given to dispose of existing boats which are not included in Annex B when they have been replaced or are no longer required. Exceptions to this approval are Tow Boats TB9 and TB1536, replacements for which are being considered separately. Authorities in column 1 of the Table are to initiate disposal action at appropriate times.

8. While the new construction programme is in progress, care must be exercised to ensure that enough boats of obsolescent types are retained to meet requirements for replacements. Authorities initiating disposal action are to bear in mind that the requirement for spare boats may be exceptionally heavy during the next few years while new boats are in short supply.

ANNEX A
Boat Allocations

—	Fleet Utility Boat 40 ft	Fleet Personnel Boat 40 ft	Harbour Utility Boat 40 ft	Harbour Personnel Boat 40 ft	Diving Boat 40 ft	Personnel Boat 38 ft	Fast Motor Boat 35 ft	Survey Motor Boat 34 ft	Fleet Utility Boat 33 ft	Sea Boat 33 ft	Harbour Personnel Boat 33 ft	Life Boat GRP 28 ft	Motor Whaler 27 ft	Fleet Utility Boat 26 ft	Sea Boat 26 ft	Motor Whale Boat 26 ft	DDG Personnel Boat 26 ft	Harbour Personnel Boat 26 ft	Lightweight Utility Boat 17 ft 6 in		Aluminium Dinghy 14 ft
																			Var A	Var B & C	
Fleet Units:																					
MELBOURNE	—	—	—	—	—	—	—	—	3	2	—	—	—	—	—	—	—	—	—	—	—
STALWART	2	1	—	—	—	—	—	—	—	—	—	—	—	2	1	—	—	—	—	—	—
SUPPLY	—	—	—	—	—	—	—	—	2	2	—	4	—	—	—	—	—	—	—	—	—
SYDNEY	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—
AOE	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—
BRISBANE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
HOBART	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—
PERTH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—
DERWENT	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
PARRAMATTA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
STUART	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
SWAN	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	1	1	—
TORRENS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—
YARRA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
DUCHESS	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
VAMPIRE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—
VENDETTA	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	1	1	—
ANZAC	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
QUEENBOROUGH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	—
COOK	—	—	—	—	—	—	—	1	—	—	—	—	—	1	—	—	—	—	—	1	—
DIAMANTINA	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1	—	—
FLINDERS	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	2	—
KIMBLA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
MORESBY	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	2	—
CURLEW	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
HAWK	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
SNIPE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—

ANNEX A—*continued*

—	Fleet Utility Boat 40 ft	Fleet Personnel Boat 40 ft	Harbour Utility Boat 40 ft	Harbour Personnel Boat 40 ft	Diving Boat 40 ft	Personnel Boat 38 ft	Fast Motor Boat 35 ft	Survey Motor Boat 34 ft	Fleet Utility Boat 33 ft	Sea Boat 33 ft	Harbour Personnel Boat 33 ft	Life Boat GRP 28 ft	Motor Whaler 27 ft	Fleet Utility Boat 26 ft	Sea Boat 26 ft	Motor Whale Boat 26 ft	DDG Personnel Boat 26 ft	Harbour Personnel Boat 26 ft	Lightweight Utility Boat 17 ft 6 in		Aluminium Dinghy 14 ft
																			Var A	Var B&C	
GULL, IBIS or TEAL (on re-commissioning)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
ACUTE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ADROIT	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ADVANCE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ARCHER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ARDENT	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ARROW	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ASSAIL	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
ATTACK	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
AWARE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BANDOLIER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BARBETTE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BARRICADE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BAYONET	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BOMBARD	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
BUCCANEER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
AITAPE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
LADAVA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
LAE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—
MADANG	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
SAMARAI	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total for Fleet Units	4	2	—	—	—	—	—	5	6	5	—	4	1	7	1	3	3	—	13	37	19

ANNEX A—*continued*

—	Fleet Utility Boat 40 ft	Fleet Personnel Boat 40 ft	Harbour Utility Boat 40 ft	Harbour Personnel Boat 40 ft	Diving Boat 40 ft	Personnel Boat 38 ft	Fast Motor Boat 35 ft	Survey Motor Boat 34 ft	Fleet Utility Boat 33 ft	Sea Boat 33 ft	Harbour Personnel Boat 33 ft	Life Boat GRP 28 ft	Motor Whaler 27 ft	Fleet Utility Boat 26 ft	Sea Boat 26 ft	Motor Whale Boat 26 ft	DDG Personnel Boat 26 ft	Harbour Personnel Boat 26 ft	Lightweight Utility Boat 17 ft 6 in		Aluminium Dinghy 14 ft
																			Var A	Var B & C	
FOCEA (C of P SYDNEY):																					
Master Attendant	—	—	10	10	—	2	1	4	—	—	4	—	—	—	—	—	—	—	—	—	—
SGSO (spare boats)	—	—	—	—	—	—	—	2	†	1	1	—	—	1	—	1	—	1	2	5	2
CRESWELL	—	—	2	1	—	—	—	—	—	2	1	—	—	—	—	—	—	2	—	1	—
PENGUIN	—	—	—	2	8	—	—	1	—	1	—	—	—	—	—	—	—	—	1	6	—
PENGUIN (CDT 2)	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
PLATYPUS	—	—	1	1	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
RANTE	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—
RANTAU	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—
WATERHEN	—	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1	—
WATERHEN (CDT 1)	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
TD 01 (SEAL)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
TD 02 (2nd IMS Conversion)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
Total for FOCEA (C of P)	—	—	14	15	10	2	1	7	—	4	6	—	—	3	—	1	—	5	3	17	2
NOC WA:																					
LEEUWIN	—	—	2	1	—	—	—	—	3	1	—	—	1	—	—	—	—	1	—	—	—
LEEUWIN (CDT 4)	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
STIRLING	—	—	1	1	1	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1	—
STIRLING (Naval Police)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—
Total for NOC WA	—	—	3	2	2	—	—	—	4	1	—	—	1	—	—	—	—	1	1	2	—

ANNEX A—*continued*

—	Fleet Utility Boat 40 ft	Fleet Personnel Boat 40 ft	Harbour Utility Boat 40 ft	Harbour Personnel Boat 40 ft	Diving Boat 40 ft	Personnel Boat 38 ft	Fast Motor Boat 35 ft	Survey Motor Boat 34 ft	Fleet Utility Boat 33 ft	Sea Boat 33 ft	Harbour Personnel Boat 33 ft	Life Boat GRP 28 ft	Motor Whaler 27 ft	Fleet Utility Boat 26 ft	Sea Boat 26 ft	Motor Whale Boat 26 ft	DDG Personnel Boat 26 ft	Harbour Personnel Boat 26 ft	Lightweight Utility Boat 17 ft 6 in		Aluminium Dinghy 14 ft
																			Var A	Var B & C	
NOC NA:																					
MELVILLE	—	—	1	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—
Total for NOC NA	—	—	1	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—
NOIC VIC:																					
CERBERUS	—	—	2	—	—	—	—	—	1	1	—	—	—	—	—	—	—	1	1	—	—
LONSDALE/GMWD	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LONSDALE (DT 6)	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
Total for NOIC VIC	—	—	3	1	1	—	—	—	1	1	—	—	—	—	—	—	—	1	1	1	—
NOIC QLD:																					
MORETON	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total for NOIC QLD	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NOIC SA:																					
ENCOUNTER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—
Total for NOIC SA	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

ANNEX A—*continued*

	Fleet Utility Boat 40 ft	Fleet Personnel Boat 40 ft	Harbour Utility Boat 40 ft	Harbour Personnel Boat 40 ft	Diving Boat 40 ft	Personnel Boat 38 ft	Fast Motor Boat 35 ft	Survey Motor Boat 34 ft	Fleet Utility Boat 33 ft	Sea Boat 33 ft	Harbour Personnel Boat 33 ft	Life Boat GRP 28 ft	Motor Whaler 27 ft	Fleet Utility Boat 26 ft	Sea Boat 26 ft	Motor Whale Boat 26 ft	DDG Personnel Boat 26 ft	Harbour Personnel Boat 26 ft	Lightweight Utility Boat 17 ft 6 in Var A	Lightweight Utility Boat 17 ft 6 in Var B&C	Aluminium Dinghy 14 ft
NOIC TAS:																					
HUON			1																		
Total for NOIC TAS			1																		
NOIC PNG:																					
TARANGAU			1	2																	
Total for NOIC PNG			1	2																	
Totals:																					
Fleet Units	4	2	24	21	13	2	1	12	11	11	7	4	2	10	1	4	3	8	13	37	19
FOCEA (C of P)			14	15	10	2		7	4	4	6		1	3				5	3	17	2
NOC WA			3	2	2					1	1							1	1	2	
NOC NA			1						1												
NOIC VIC			3	1	1				1	1								1	1	1	
NOIC QLD			1	1																	
NOIC SA																					
NOIC TAS			1																		
NOIC PNG			1	2																	
Grand Total	4	2	24	21	13	2	1	12	11	11	7	4	2	10	1	4	3	8	18	57	21
Boats already in service‡	1	2	1	10	—	2	1	5	1	1	—	4	2	10	1	3	3	1	8	25	21
Boats in new construction programme	3	—	23	11	13	—	—	7	10	10	7	—	—	—	—	1	—	7	10	32	—

Notes:

* The Sea Boat 33 ft for the AOE will be provided ex-HMAS SYDNEY.
† One spare Fleet Utility Boat 33 ft for SGSO will be provided ex-HMAS SYDNEY in due course.
‡ *See* Annex B for details.

ANNEX B

Existing Boats Planned to Remain in Service Post 1975

Type of Boat	*Number of Boats*	*Registered Numbers*	*Remarks*
Fleet Utility Boat 40 ft ..	1	4012	STALWART
Fleet Personnel Boat 40 ft ..	2	4013, 4014	1 for STALWART, 1 to be re-allocated to the AOE
Harbour Utility Boat 40 ft ..	1	4010	—
Harbour Personnel Boat 40 ft ..	10	4001–4004 4006–4009 4011, 30102	a. 30102 to be regarded as a 40 ft boat b. All these boats to revert to FOCEA (C of P)
Personnel Boat 38 ft	2	38101, 38102	—
Fast Motor Boat 35 ft ..	1	3501	FOCEAs Barge
Survey Motor Boat 34 ft ..	5	3401–3405	a. 1 for PENGUIN (Hydrographic School) b. 4 for FOCEA (C of P) in place of Harbour Personnel Boats 26 ft
Fleet Utility Boat 33 ft ..	1	3302	COMAUSFLTs Barge
Sea Boat 33 ft	1	3301	MELBOURNE
Life Boat GRP 28 ft	4	3001–3004	SUPPLY
Motor Whaler 27 ft	2	(the best 2 remaining)	1 for DIAMANTINA, 1 Spare
Fleet Utility Boat 26 ft ..	10	2602–2611	2 re-allocated for harbour use
Sea Boat 26 ft	1	2601	STALWART
Motor Whale Boat 26 ft ..	3	65107, C13300, C5708	DDGs
Personnel Boat 26 ft	3	C5736, C5737 26 PE 661	DDGs
Harbour Personnel Boat 26 ft ..	1	25101	Trials boat

ANNEX B—*continued*

Type of Boat	*Number of Boats*	*Registered Numbers*	*Remarks*
Lightweight Utility Boat 17 ft 6 in Varian A	8	1703–1706 1719–1720 1730–1731	—
Lightweight Utility Boat 17 ft 6 in Variants B and C	25	1701, 1702 1707–1718 1721–1727 1750–1753	1701, 1702, 1723–1727 are Variant C
Aluminium Dinghy 14 ft ..	21	14030–14050	—

(1236/51/192 AS (NS))

20263/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 402/71-411/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 October 1971.

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

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CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

402/71—Officers—Bridge Watchkeeping and Ocean Navigation Certificates

1. This order lays down those Certificates required by seaman officers. The rules for their award are shown in the Annexes to this order. These rules are currently under review, and new procedures will be promulgated in due course.

2. Certain ships by virtue of their roles cannot provide the full range of experience an Officer of the Watch in a Fleet unit requires. This limitation is accepted but Commanding Officers should ensure that the officer has adequate practical ability and knowledge to be an efficient Officer of the Watch in a Fleet unit.

3. Until a log or task book is produced, Commanding Officers are to report the progress made by officers under training for bridge qualifications when:

a. an officer is posted from a ship before being awarded his certificates;

b. the Commanding Officer is posted.

Reports are to be forwarded to the Naval Board, with copies to the officers concerned, and to the new Commanding Officer.

4. The award of any Certificate covered by this order is to be reported to the Naval Board on Form PA6.

5. Any of the Certificates in this order may be awarded to non-seaman officers who wish to acquire them on a voluntary basis. Training must not take place at the expense of such officers departmental duties and must not be at the expense of the training of seaman officers. No special courses will be arranged.

6. Before a newly joined officer who holds the required Certificates is permitted to take charge of a watch at sea, the Commanding Officer is to arrange for the officer to be examined on his knowledge and application of the International Regulations for the Prevention of Collision at Sea.

ANNEX A

Full Bridge Watchkeeping Certificate

Form of Certificate

1. It will state that the recipient:

'Has the necessary knowledge of the duties of Officer of the Watch at sea and in harbour, including measures necessary for the safety of the ship, and is competent to take charge of a watch at sea by day and by night.'

Conditions of Award

Pre-requisite

2. Ocean Navigation Certificate.

ANNEX A—*continued*

Experience Required

3. a. A minimum of eight months training in a major war vessel. Officers in possession of a Restricted or Limited Bridge Watchkeeping Certificate may be awarded the Full Certificate after a further four months training in the appropriate type of ship.

b. The above periods are the normal minimum. Because officers undergoing training for this Certificate have varying opportunities of gaining experience at sea, it is not regarded in any way as derogatory of an officers ability if the award is delayed until the officer has been given adequate training and experience.

c. Circumstances may arise where minor war vessels may be engaged in operations where the experience and training given to an officer may fall little short of the requirement of an Officer of the Watch in a Fleet unit. Should an officer display above average ability in these circumstances. Lieutenants in command may recommend officers for the award of a Full Bridge Watchkeeping Certificate to their RAN Operational Authority for decision.

Skills Required

4. Skills of the attainment levels shown in Appendix 1 to this Annex.

Withholding Award

5. If the Commanding Officer is not satisfied that an officer is qualified in accordance with Paragraph 1 in the case of:

a. a GL Seaman Officer who requires the Full Bridge Watchkeeping Certificate for promotion to Lieutenant: by the time he is due for promotion;

b. a GL Seaman Officer transferred from SL (Fleet Air Arm) or from another branch, and a SL Seaman Officer: after 12 months sea training;

c. an officer holding a Restricted or Limited Bridge Watchkeeping Certificate: after a further eight months sea training,

and therefore withholds the Certificate, the reasons for so doing are to be reported to the Naval Board in the form of a Special Report on Form PP101 The report is to state whether the Certificate has been withheld either because of lack of ability or lack of opportunity to be given the necessary training and experience. The report is not required in the case of an officer who is pursuing this Certificate voluntarily.

Authority to Award

6. Lieutenant-Commander and above in command.

Special Condition

7. A GL Seaman Officer is not eligible for selection for pilot or observer training until he has been awarded the Full Bridge Watchkeeping Certificate.

APPENDIX 1 TO ANNEX A

Course Training Standards for The Award of Full Bridge Watchkeeping Certificates

Attainment Levels

1—Expert .. needs no supervision; has reached a high level of performance skill; could apply skill to new situations.

APPENDIX 1—*continued*

2—Effective .. needs occasional supervision; has reached an effective level of performance skill; could cope with common problems.

Aim

To produce an officer capable of taking charge of the ship, both by day and by night, while on passage or during manoeuvres, both when operating as a single ship or in company.

Skills	*Attainment*
1. Con the ship with safety and confidence in close proximity to others	2
2. Direct the change-over of steering arrangements during a steering breakdown	1
3. Switch on and tune a HDWS radar, and operate user controls on a navigational radar display	2
4. Take up and maintain station by day and by night	2
5. Calculate the following relative velocity problems on a PPI and Battenberg:	
a. closest point of approach	1
b. course to steer to change station	
c. true wind from relative	
6. Recognise a situation which is potentially dangerous to the navigation of the ship and take the necessary avoiding action	2
7. Recognise a situation which could lead to a collision with another vessel and take the necessary avoiding action	1
8. Assess the information provided by the action information organisation and take any necessary actions	2
9. Perform the necessary chartwork in order to keep the ships track up to date and calculate future positions	2
10. Use the tactical publications available on the bridge	2
11. Supervise the operation of bridge tactical nets	2
12. Operate a tactical voice net	2

ANNEX B

Limited Bridge Watchkeeping Certificate

1. This Certificate may be awarded to an officer in a Fleet ship of escort size and above where because of the ships role, the officer cannot be given the experience required for the award of the Full Certificate.

Form of Certificate

2. It will state that the recipient:

'Has the necessary knowledge of the duties of Officer of the Watch at sea and in harbour, including measures necessary for the safety of the ship, and is competent to take charge of a watch at sea by day and by night when single ship steaming.'

ANNEX B—*continued*

Conditions of Award

3. *Pre-requisite.* Ocean Navigation Certificate.

4. *Experience Required.* A minimum of four months training in a major war vessel.

5. *Skills Required.* Skills of the attainment levels in Appendix 1 to Annex A with accepted limitations in Skills Nos 1, 2 and 5.

6. *Authority to Award.* Lieutenant-Commander and above in command.

7. *Special Condition.* This Certificate will count equally with a Restricted Certificate (*see* Annex C) as a qualification for promotion for a seaman officer of the Supplementary List from Acting Sub-Lieutenant to Sub-Lieutenant.

ANNEX C

Restricted Bridge Watchkeeping Certificate

1. This Certificate may be awarded to an officer in a minor war vessel. It is considered a step towards the award of a Full Bridge Watchkeeping Certificate.

Form of Certificate

2. It will state that the recipient:

'Has the necessary knowledge of the duties of Officer of the Watch at sea and in harbour, including measures necessary for the safety of the ship, and is competent to take charge of a watch at sea by day and by night in minor war vessels.'

Conditions of Award

3. *Pre-requisites.* Nil.

4. *Experience Required.* A minimum of four months training in a minor war vessel.

5. *Skills Required.* Skills of the attainment levels in Appendix 1 to Annex A with limitations according to the type of ship and its role.

6. *Authority to Award.* Lieutenant and above in command of those ships for which the Certificate is intended.

7. *Special Condition.* This Certificate will count equally with a Limited Certificate (*see* Annex B) as a qualification for promotion for a seaman officer of the Supplementary List from Acting Sub-Lieutenant to Sub-Lieutenant.

ANNEX D

Ocean Navigation Certificate

1. This Certificate is a pre-requisite qualification to the award of a Full or Limited Bridge Watchkeeping Certificate.

Form of Certificate

2. It will state that the recipient:

'Can safely navigate a ship while out of sight of land.'

ANNEX D—*continued*

Conditions of Award

3. *Tasks:*

a. A minimum of three complete days astronomical observations. During each day the ships position is to be continually estimated from students calculations and observed positions. Nine observed positions, plus at least one fix using a long range navigational aid such as Loran, MFDF and Omega, are to be obtained to an accuracy such that reliance could be placed on them for actual operational requirements.

b. Observed positions in a. are to be obtained from:

(1) morning stars;

(2) sun-run-meridian altitude or meridian altitude-run-sun;

(3) evening stars.

(*Note:* The days need not be consecutive.)

c. Work is to be properly laid out in a Work Book.

4. *Authority to Award.* Lieutenant or above in command.

(303/1/40 D of T)

UNCLASSIFIED

403/71—Posting of Personnel with Diving Qualification to North Australia Area

1. There are no diving facilities or equipment in the Darwin area to enable ships divers to remain in diving practice, and there will be no requirement to post sailors, solely due to their ships diver qualification, to that area in the foreseeable future. Accordingly, should such sailors volunteer, and be posted, for service in the North Australia Area they can expect to relinquish their diving qualification and diving pay.

2. It has been decided, therefore, that except where the exigencies of the Service dictate sailors qualified ships divers, other than volunteers, will not normally be posted to HMAS MELVILLE or to Patrol Boats in the area.

3. Navy Order 597/68 is hereby cancelled.

(333/8/302 DSP)

(*Navy Order 597/68*)

UNCLASSIFIED

404/71—Programme of Professional Tests for Promotion to SD List—November 1971-March 1972

1. The planned programme of professional tests in the Royal Australian Navy to be conducted from Navy Office during the period 16 November 1971 to 15 March 1972 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
SBLT SDSU S and W ..	Tuesday 16 and Wednesday 17 November 1971
SBLT SDEN ME and MECH ..	Wednesday 1 and Thursday 2 December 1971
SBLT SDSH	Wednesday 23 and Thursday 24 February 1972
SBLT SDENAE	Tuesday 29 February and Wednesday 1 March 1972
SBLT SDEN L, R.AL.AR ..	Tuesday 29 February and Wednesday 1 March 1972
SBLT SDWM or WD ..	Tuesday 14 and Wednesday 15 March 1972.

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

5. Navy Order 394/70 is hereby cancelled.

(312/6/5 HPB)

(Navy Order 394/70)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

405/71—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 October 1971

1. The price list for fresh fruit and vegetables which has operated since 1 July 1971 has been amended.

2. A revised price list, operative from 1 October 1971 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 1971:

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley ..	0.84	0.87
All other messes of 300 or less messed separately ..	0.82	0.85
Messes or more than 300	0.80	0.83
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 COONAWARRA	0.86	—
HMAS TARANGAU and small craft (messes of 50 or less) under the operational control of NOIC PNG	0.88	—

	Ashore $	*Afloat* $
Cadet Midshipmen at RANC .. .. Junior Recruits at training establishments .. .. Apprentices at RANATE .. .. Australian Sea Cadets attending camps and courses ..	0.91	*

* The allowance of 91 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 94 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 321/71 is hereby cancelled.

(903/51/175 D of V)

(Navy Order 321/71)

RESTRICTED

406/71—Modification Instructions

1. The following is a list of Modification Instructions issued from Navy Office from 1 April 1971 to 31 July 1971.

2. Ships and establishments which have not yet received applicable Modification Instructions are to inform the Director of Fleet Maintenance, Navy Office, Canberra.

Lists Attached: Alterations and Additions
Field Changes
Modifications

MODIFICATIONS	RELEVANT SHIPS																															
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
Modification number																																			
M/KW–26/012																																			
M/JYA*/061						X	X	X	X	X	X				X	X																			
M/JYA*/062						X	X	X	X	X	X				X	X																			
M/JYA*/063						X	X	X	X	X	X				X	X																			
M/JYA*/064						X	X	X	X	X	X				X	X																			
M/JYA*/065						X	X	X	X	X	X				X	X																			
M/JYA*/066						X	X	X	X	X	X				X	X																			
M/JYA*/067						X	X	X	X	X	X				X	X																			
M/JYA*/068						X	X	X	X	X	X				X	X																			
M/667–668/073										X																									
M/667–668/074										X																									

MODIFICATIONS	RELEVANT SHIPS																															
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
Modification number																																			
M/667–668/075										X																									
M/JYA*/069						X	X	X	X	X	X				X	X																			
M/KW–26/007																																			
M/170/081						X	X	X	X	X	X				X	X	X	X																	
M/KW–37/011																																			
M/208U–10/006																																			
M/JUA*/015	X																																		
M/JUA*/017	X																																		
M/JUA*/018	X																																		
M/BID–710/A01																																			
M/KW–7/025	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																

MODIFICATIONS	RELEVANT SHIPS																																		
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
Modification number																																			
M/KW-7/024	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
M/KW-7/022																																			
M/KW-7/014	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
M/KW-37/A01	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																
M/RA-121/001																																			
M/KWT-37/009																																			
M/TCM-MK6/A01			X									X	X	X																					
M/170/086			X			X	X	X	X	X	X					X		X																	
M/208U-10/001																																			

MODIFICATIONS	ESTABLISHMENTS AFFECTED																																		
	9 Sig Reg S/Pore	RN MAURITIUS	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	KUTTABUL	GMGID	GMGID DRC	GMWD	ALBATROSS	FOCAF	FOCEA	DA (M)	MSO (M)	RANTAU	CCS (S)	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DSMR	DNS
Modification number																																			
M/KW-26/012	X	X		X	X	X						X		X	X		X		X	X		X	X		X	X	X									
M/JYA*/061				X												X		X																		
M/JYA*/062				X												X		X																		
M/JYA*/063				X												X		X																		
M/JYA*/064				X												X		X																		
M/JYA*/065				X												X		X																		
M/JYA*/066				X												X		X																		
M/JYA*/067				X												X		X																		
M/JYA*/068				X												X		X																		
M/667-668/073																X																				
M/667-668/074																X																				

MODIFICATIONS	ESTABLISHMENTS AFFECTED																																					
	9 Sig Reg S/Pore	RN MAURITIUS	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	KUTTABUL	GMGID	GMGID DRC	GMWD	ALBATROSS	FOCAF	FOCEA	DA (M)	MSO (M)	RANTAU	CCS (S)	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DSMR	DNS
Modification number																																						
M/667–668/075																X																						
M/JYA*/069				X												X		X																				
M/KW–26/007					X																				X													
M/170/081					X									X																								
M/KW/–37/011	X			X	X	X			X			X			X	X	X	X	X	X	X		X	X	X											X	
M/208U–10/006					X	X																																
M/JUA*/015																																						
M/JUA*/017																																						
M/JUA*/018																																						
M/BID–710/A01																	X								X													
M/KW–7/025				X	X	X	X	X	X						X	X	X	X	X	X				X	X											X	

MODIFICATIONS	ESTABLISHMENTS AFFECTED																																					
	9 Sig Reg S/Pore	RN MAURITIUS	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	KUTTABUL	GMGID	GMGID DRC	GMWD	ALBATROSS	FOCAF	FOCEA	DA (M)	MSO (M)	RANTAU	CCS (S)	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DSMR	DNS
Modification number																																						
M/KW–7/024				X	X	X		X	X						X	X	X	X	X	X				X	X											X	
M/KW–7/002																									X											X	
M/KW–7/014				X	X	X		X	X							X	X	X	X	X				X	X											X	
M/KW–37/A01				X	X			X	X						X		X	X	X	X	X	X		X	X												
M/RA–121/001					X	X		X	X						X	X		X	X																		
M/KWT–37/009					X											X	X								X												X
M/TCM–MK6/A01 ..																X		X	X	X				X	X												X
M/170/086				X												X		X		X	X			X													
M/208U–10/001					X	X															X			X	X												X

FIELD CHANGES

Modification number	F/SRC–20/015	F/SRC–20/013	F/URC–9/008	F/WRC–1/010	F/WRC–18/002	F/SGC–1A/003	F/SPA–4C/013	F/SPA–4F/013	F/UCC–1D(V)/002	F/SPC–10F/016	F/SPA–4D/013
RELEVANT SHIPS											
MELBOURNE						X			X		
SYDNEY						X			X		
STALWART						X			X		
SUPPLY						X			X		
MORESBY						X			X		
PARRAMATTA						X			X		
DERWENT						X			X		
YARRA						X			X		
STUART						X			X		
TORRENS	X	X	X	X	X	X			X		
SWAN	X	X	X	X	X	X			X		
BRISBANE	X	X	X			X	X	X	X		X
PERTH						X	X	X	X	X	X
HOBART						X	X	X	X	X	X
VAMPIRE						X			X		
VENDETTA	X	X	X			X			X		
DUCHESS						X			X		
QUEENBOROUGH									X		
ANZAC						X			X		
DIAMANTINA											
KIMBLA											
BANKS											
BASS											
PALUMA											
CURLEW											
SNIPE											
HAWK											
IBIS											
GULL											
TEAL											
PATROL BOATS											
OXLEY											
OTWAY											
OVENS											
ONSLOW											

20269/71—2

FIELD CHANGES

Modification number	F/SRC–20/015	F/SRC–20/013	F/URC–9/008	F/WRC–1/010	F/WRC–1B/002	F/SGC–1A/003	F/SPA–4C/013	F/SPA–4D/013	F/SPA–4F/006	F/UCC–1D(V)/002	F/SPS–10F/016
ESTABLISHMENTS AFFECTED											
9 Sig Reg S/Pore											
RN MAURITIUS											
WHGR											
CERBERUS	X	X	X							X	
HARMAN											
COONAWARRA											
MORETON											
MELVILLE											
TARANGAU										X	
LONSDALE											
NIRIMBA											
LEEUWIN										X	
ENCOUNTER											
WATSON											
KUTTABUL										X	
GMGID	X	X	X	X	X	X	X	X	X	X	X
GMGID DRC											
GMWD	X	X	X	X	X	X	X	X	X	X	
ALBATROSS											
FOCAF										X	
FOCEA										X	
DA (M)											
MSO (M)											
RANTAU										X	
CCS (S)	X	X	X	X	X	X	X	X	X	X	
PENGUIN											
PLATYPUS											
NOIC VIC											
NOC NT											
NOIC PNG											
NOIC WA											
NOIC SA											
ANRUK											
ANA (W)											
WATERHEN											
DNS	X	X	X	X	X	X	X	X	X	X	

ALTERATIONS AND ADDITIONS	RELEVANT SHIPS																																
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
Modification number																																			
A/0031/70																						X	X												
A/0123/70																		X																	
A/0173/71	X																																		
A/0112/71	X																																		
A/0074/70																									X	X									
A/0125/70						X	X	X	X																										
A/0104/69																					X														
A/0059/70						X	X	X	X																										
A/0138/71					X																														
A/0139/71	X																																		
A/0092/71			X			X	X	X	X																										

ALTERATIONS AND ADDITIONS	RELEVANT SHIPS																																
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	QUEENBOROUGH	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
Modification number																																			
A/0033/71			X																																
A/0018/70			X																																
A/0011/70			X																												X				
A/0134/70			X							X	X																								
A/0214/69																				X															
A/0023/70	X																																		
A/0107/71						X	X	X	X			X	X	X																					
A/0110/71						X	X	X	X	X	X																								
A/0162/70				X																	X														
A/0172/71																																			
A/0032/70				X								X	X	X																					
A/0237/71																				X															

ALTERATIONS AND ADDITIONS	ESTABLISHMENTS AFFECTED																																					
	9 Sig Reg S/Pore	RN MAURITIUS	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	KUTTABUL	GMGID	GMGID DRC	GMWD	ALBATROSS	FOCAF	FOCEA	DA (M)	MSO (M)	RANTAU	CCS (S)	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS
Modification number																																						
A/0031/70																X		X		X				X												X	
A/0123/70																X		X		X				X												X	
A/0173/71																X		X		X				X												X	
A/0112/71																X		X		X				X												X	
A/0074/70																X		X		X				X												X	
A/0125/70																X		X		X				X												X	
A/0104/69																X		X		X				X												X	
A/0059/70																X		X		X				X												X	
A/0138/71																X		X		X				X												X	
A/0139/71																X		X		X	X			X	X											X	
A/0092/71																X		X		X	X			X	X											X	

ALTERATIONS AND ADDITIONS	ESTABLISHMENTS AFFECTED																																					
	9 Sig Reg S/Pore	RN MAURITIUS	WHGR	CERBERUS	HARMAN	COONAWARRA	MORETON	MELVILLE	TARANGAU	LONSDALE	NIRIMBA	LEEUWIN	ENCOUNTER	WATSON	KUTTABUL	GMGID	GMGID DRC	GMWD	ALBATROSS	FOCAF	FOCEA	DA (M)	MSO (M)	RANTAU	CCS (S)	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS
Modification number																																						
A/0033/71																X		X		X				X												X	
A/0018/70																X		X		X	X			X												X	
A/0011/70																X		X		X				X											X	X	
A/0134/70																X		X		X	X			X	X											X	
A/0214/69																X		X		X				X												X	
A/0023/70																X		X		X				X												X	
A/0107/70																X		X		X				X												X	
A/0110/70																X		X		X				X												X	
A/0162/70																X		X		X				X												X	
A/0172/71																X		X		X				X	X											X	
A/0032/70																X		X		X				X	X											X	
A/0237/71																X		X		X				X	X											X	

UNCLASSIFIED

407/71—NBCD—Protective Clothing and Equipment—Introduction of Mask Protective Headwound and Food and Water Testing Kits

Navy Order 446/70 is to be amended as follows:

Delete existing a, b and c of Paragraph 1. *Insert* in lieu:

Description	*Group/ Class*	*Catalogue No*	*Classification*	*Denom of Qty*
a. Mask, Protective, Headwound ..	4240	00-678-5262	C	No
b. Food Testing and Screening Kit, Chemical Agents	6665	00-171-9745	C	No
c. Water Testing Kit, Chemical Agents	6665	00-171-9747	C	No

(910/252/115 DSUS)

(*Navy Order 446/70*)

UNCLASSIFIED

408/71—River Class Destroyer Escorts, FFO Sprayer Hose Couplings

1. Rotary Hose Couplings, 'Clearbore' type, which allow a full 360° rotary movement and rapid connection of the hose and sprayer body, are being introduced for use on all the Admiralty suspended flame improved Registers fitted in RAN River Class Destroyer Escorts. These couplings are intended to reduce sprayer hose failures due to misalignment and are to be fitted between the hose and the sprayer body of each Admiralty suspended flame improved Register.

2. The couplings are available from SGSO, Sydney, for issue on demand. The relevant Stock No is 4730-66-036-5605. Allowances are as follows:

a. Initial issue for each Register plus 100 per cent onboard spares, 24 per ship for HMA Ships STUART, PARRAMATTA, DERWENT and YARRA.

b. Onboard spares only, 12 per ship for HMA ships SWAN and TORRENS.

(*Note:* SWAN and TORRENS have already been supplied with initial outfit.)

(1224/51/438 DFM)

UNCLASSIFIED

409/71—Stores Accounting and Demand Registration

1. This Navy Order directs attention to Navy Order 312/71—Stores and Accounting and Demand Registration which was promulgated under Section 6—Establishments.

2. Navy Order 312/71 is amended as follows:

Paragraph 5a (3), line 3

The word 'book' should *read* 'block'.

(400/1/1394 DSUA)

(*Navy Order 312/71*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

RESTRICTED

410/71—Form TI352—4.5 inch Mark 6* MOD 3 Gun Mountings—Gun Cradle Inspection, Clearance Measuring and Recording—Introduction

1. Form TI352 has been introduced to standardise the methods of gun cradle wear measurements and recording for RAN 4.5 inch Mark 6* Mod 3 gun mountings.

2. The existing procedure in BR 1857 (3), Chapter 1, Leaf 1.10, and Diagram 1.1, is not applicable to RAN mountings and is to be annotated that Form TI352 is to be used in lieu.

3. All necessary instructions and references are contained in the form and an amendment to Planned Maintenance Documentation for the frequency of use is being issued.

4. Table 3 of Form TI352 will not be applicable to mountings Reg Nos 116, 117, 118 and 119 until Modification No 31 has been incorporated.

5. Initial issue of the form will be made without demand as follows:

TYPE 12s	10 copies each
DARINGs	20 copies each
CERBERUS (WEST HEAD GUNNERY RANGE) ..	20 copies

(464/78/156 DOM)

UNCLASSIFIED

411/71—Reporting on Failures of Gun Armament and Underwater Weapon Material and Explosives

1. The following instructions are to be observed when rendering reports on failure of Gun Armament and Underwater Weapon Materials and Explosives on forms in the TW series (formerly OS, TA and 1148 series).

2. Guns, Breech Mechanisms and Explosives:

a. TW170 (formerly S1148 (h)) Report on failures of guns above 20 mm, mortars (including A/S types), breech mechanisms and associated armament stores occurring during firing and drill.

b. TW104 (formerly S1148 (i)) Report on failure of cartridges for guns, mortars (including A/S types) above 20 mm, primers and grenades.

c. TW108 (formerly S1148 (j)) Report on failures of shell above 20 mm, A/S mortar projectiles and fuzes.

d. TW109 (formerly S1148 (l)) Report on failure of rocket ammunition.

e. TW167 (formerly S1148 (n)) Report on failure of naval aircraft gun armament, ancillary equipment and ammunition.

f. TW166 (formerly S1148 (o)) Report on failure of SAA 20 mm and below (other than in naval aircraft).

g. TW168 (formerly S1148 (p)) Report on failure of pyrotechnic stores other than those used with naval aircraft.

h. TW169 (formerly S1148 (p)) Report on failure or pyrotechnic stores and power cartridges used by Fleet Air Arm.

3. Where no appropriate form is provided for reporting of a failure, reports are to be typed and prepared along the lines as shown on the above forms.

4. The forms are to be rendered as follows:

a. The original and one copy to the Administrative Authority who should forward the original, together with remarks for information to the Secretary of Naval Board.

b. Copies one each to the Naval Ordnance Inspecting Officer and the Navy Stores Officer, Sydney, Melbourne or Byford, as appropriate.

c. One copy for the Navy Stores Officer at the armament depot to which the defective stores will be returned. This copy to accompany the defective stores.

d. Failure report forms are no longer required to accompany a practice analysis. However, where an analysis is directly affected by a failure which necessitated the raising of a Failure Report, a cross reference should be included in the analysis form.

5. The Naval Ordnance Inspecting Officer and Naval Armament Supply Officers referred to in Paragraphs 4b and c will forward their remarks to the Director of Naval Ordnance Inspection, Department of the Navy, Navy Office, Canberra, with copies to the Administrative Authority, the reporting ship and any other recipients of the original reports.

6. The Naval Ordnance Inspecting Officers and Navy Stores Officers on the Australia station are situated as follows:

New South Wales and Queensland:

Inspector of Naval Ordnance,
HMA Naval Establishments,
GARDEN ISLAND NSW 2000.

Superintending Armament Supply Officer,
RAN Armament Depot,
NEWINGTON NSW 2141.

Victoria, South Australia, Western Australia and Tasmania:

Inspector of Naval Ordnance,
Private Bag No 8, PO,
ASCOT VALE VICTORIA 3032.

Victoria only:

The Officer-in-Charge,
RAN Armament and Weapon Equipment Depot,
MARIBYRNONG VICTORIA 3032.

Western Australia only:

The Officer-in-Charge,
RAN Armament and Weapon Equipment Depot,
BYFORD WA 6201.

There are no Armament Depots in Queensland, South Australia and Tasmania.

7. Special appointments of Deputy Inspector of Naval Ordnance (Air) are not held by the Royal Australian Navy, and these duties will be carried out by the Naval Ordnance Inspecting Officer of the area in which the RAN air station is situated.

8. Requisitions from HMA ships for inspection at ports in Australia other than Sydney or Melbourne should only be made in accordance with Paragraph 6 if it is considered that the matter is of such importance that it is unacceptable to wait until the ships next visit either of these two ports.

9. It is important that all reports of failures be clearly identified with the ships serial number and date. The 'number/year' method of allocating serial numbers should be used, commencing with No 1 at the beginning of each year (eg, No 1/72, 2/72, etc).

10. In order to ensure positive identification, the serial number is to be quoted in all correspondence, and packages containing stores landed for examination should be marked with the serial number and name of the forwarding ship.

11. The return of defective explosive is to be carried out in accordance with Naval Magazine and Explosive Regulations, BR 862/1960 Chapter 18.

12. All forms of 'Report on Failure' submitted are to be signed as appropriate by the Captain of the ship and the Administrative Officer concerned.

13. Navy Order 478/68 is hereby cancelled.

(18/251/1 DNOI)

(Navy Order 478/68)

20269/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 412/71-422/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 October 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

412/71—General Overseers and Superintendents of Inspection (GOSI)—Terms of Reference

Navy Order 344/71 is to be amended as follows:

Paragraph 6

Amend to read:

'The GOSIEAA is the Refitting Authority for submarine main refit and for patrol boats.'

(2/4/290 DGNP)

(*Navy Order 344/71*)

Section 2

PERSONNEL

UNCLASSIFIED

413/71—Annual Medical Examination of Submarine Personnel

Navy Order 36/71 is to be amended as follows:

Paragraph 1, line 2

Delete 'April to June'.

Insert '1 April and 30 September'.

(327/54/121 MDG)

(*Navy Order 36/71*)

UNCLASSIFIED

414/71—Salt and Water Intake

1. In circumstances of severe heat-stress, water deprivation is far more serious than salt deficiency. The chief disadvantage of salt tablets is that they may be taken, and usually are, with insufficient water.

2. Unacclimatised personnel (ie, new arrivals in the tropics and those working in a hot environment for the first time or returning to such conditions after an absence) may require to supplement their dietary salt intake for a period of 7-14 days until acclimatisation is established.

3. As additional salt is best taken with meals when fluids are also consumed in quantity, the needs of unacclimatised personnel are best met by adding extra salt to meals. In conditions of very unusual or very severe heat-stress, such as prolonged

physical exertion at temperatures in excess of 100° F, extra salt intake between meals should be secured by adding salt to the drinking water in the proportion of one teaspoonful to a gallon.

4. Acclimatised personnel, except when working under the most exceptional conditions, require about 20 pints of water per day and their salt requirements are taken care of by their normal dietary intake. Unacclimatised personnel should, therefore, regard this figure as a bare minimum, and supplementary salt and water should be taken as above.

(327/54/130 MDG)

UNCLASSIFIED

415/71—The Ian MacDonald Memorial Prize

The Ian Macdonald Memorial Prize for 1970 has been awarded to the following officer:

LIEUTENANT D. J. RAMSAY, RAN.

(38/6/6 HPB)

UNCLASSIFIED

416/71—Uniform—Womens Services—Change of Rank Insignia and Badges, Etc

1. Officers of the WRANS and RANNS will in future wear the same distinction marks of rank as RAN officers of equivalent rank on blue uniforms and on shoulder straps. They will also wear the RAN officers cap badge. WRANS Chief Petty Officers and Petty Officers will wear the cap badge of corresponding male ranks.

2. The RANNS officers will wear maroon distinction cloth in conjunction with the rows of lace on cuffs and shoulder straps. They will retain the following additional marks of rank:

RANNS badge and piping on blue cape.

Distinctive border on hat band (Matron and Superintending Sister only).

3. The foregoing changes to uniforms are to be effected at Service expense. No gratuity will be paid to individual members.

4. The following items are to be issued gratuitously:

To WRANS Officers		
V3-31248 to 31252	Shoulder straps	2 Prs
V5-67005	Badge, cap, officer	2 No
To RANNS Officers		
V5-61811 to 61814	Shoulder straps, RANNS	2 Prs
V5-67005	Badge, cap, officer	1 No
To Chief Wrans		
V5-62005	Badge, cap, CPO	2 No
To Petty Officer Wrans		
V5-62006	Badge, cap, PO	2 No

5. Supply Officers are to arrange for the necessary alterations to be made to two blue uniforms for each entitled officer. For this purpose orders are to be placed under current period contracts with suppliers of made-to-measure uniforms in Melbourne, Sydney and Perth, or with the Commonwealth Government Clothing Factory and are to specify:

For WRANS Officers

Relacing to rank with gold lace.

For RANNS Officers

Lacing to rank with gold lace, attachment of 'Australia' flashes and removal of beckets from shoulders.

The relacing of uniforms for members serving in tropical areas may be deferred until their next appointment to a temperate area.

6. The alterations to uniforms detailed in Paragraphs 4 and 5 are not to be effected for members whose appointments or engagements will expire before 31 March 1972, and who do not re-engage or are not re-appointed.

7. New shoulder straps for the RANNS are identified as follows:

V5-61811	Shoulder straps, RANNS, Matron
V5-61812	Shoulder straps, RANNS, Superintending Sister
V5-61813	Shoulder straps, RANNS, Senior Sister
V5-61814	Shoulder straps, RANNS, Sister.

Issuing prices are the same as V3-31248 to 31252 Shoulder straps for equivalent ranks.

8. Stocks held of the following superseded items are to be returned to Royal Edward Victualling Yard:

Group Class	*Catalogue No*	*Description*
V5	66723	Badge, hat, officer, WRANS
V5	66725	Badge, hat, Chief Petty Officer, WRANS
V5	66726	Badge, hat, Petty Officer, WRANS
V5	62740	Badge, hat, RANNS
V1	10019	Braid, blue, ⅛ inch
V1	10020	Braid, blue, ¼ inch
V1	10021	Braid, blue, ½ inch
V5	61780 to 61783	Shoulder straps, RANNS
V5	61784 to 61788	Shoulder straps, WRANS.

9. The following manuals will be amended:

a. ABR 1077, WRANS Regulations, Chapter 11, Dress Regulations.

b. ABR 93, Manual of Victualling Stores, ABR 93, Part II, Scales 1 (A) and 6 (A).

c. ABR 5020, Naval Pay Instructions, Articles 255/1, 255/2 and 255/3.

(917/100/194 D of V)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

417/71—Ammunition—Demolition Stores—Detonators Electric—Radio Hazards

DCI (RN) 846/71

1. Detonators Demolition Electric L2A1 (introduced by Navy Order 420/70) may be liable to actuation if their leads are exposed to radio frequency radiations.

2. Pending the result of investigations by the RN into the susceptibility of these detonators, they are not to be exposed and the lids of their containers are not to be removed on upper decks of ships in which RF emissions are taking place nor within 500 feet of an emitting aerial ashore or on board another ship.

(715/51/380 DAS)

(Navy Order 420/70)

UNCLASSIFIED

418/71—Gyro Compass Identification

1. A number of different makers and marks of gyro compasses are now in service with the RAN. These are more complex than earlier types and it is difficult to identify compasses and major assemblies. Knowing the maker and mark of the compass is insufficient detail.

2. To enable records to be maintained all references to complete compasses and/or major assemblies, whether in signal or correspondence, are to include the following information where applicable:

Maker, Mark number, Makers Modification number, Assembly, Serial number.

3. A typical identification would be:

Sperry, Mark 19, Mod 3C Meridian Gyro Assembly, Serial No 76.

4. Other identification, such as Federal Stock Number, Procurement Request Number, should be given as necessary.

(737/60/57 DFM)

RESTRICTED

419/71—Guided Weapons—Seacat—Missile Guidance and Control Outfit MAA—Shaper Electronic Guidance Signals (1430-99-101-9885)

1. A modification (MOA Ref No N542A/2) to the above unit (the re-engineered Shaper) calls for 5 screened and 21 other cables to be routed in a special way to avoid the possibility of instability in the amplifiers of the unit. This modification has been embodied as strike 1 by the manufacturer.

2. A list of the cables concerned and their termination is given hereunder:

Screened Cables			*Other Cables*		
Cable No	*From*	*To*	*Cable No*	*From*	*To*
311	PLA/54	RLE/5	50	TS4/2	RLG/12
312	PLA/56	RLE/2	53	TS4/6	RLG/3
316	RLE/3	SBab7	74	TS7/18	SBaa12
317	RLE/5	SAa16	75	TS7/19	RLG/3
318	RLE/6	SBaa3	102	TS9/2	SBab4
			103	TS9/3	RLG/12
			158	TS13/5	TS23/10
			162	TS13/9	SAa6
			168	TS13/19	SAa7
			185	TS16/16	RLE/10
			212	TS19/5	RLE/7
			306	PLA/45	RLE/11
			307	PLA/46	RLE/8
			319	RLE/7	SBcb4
			320	RLE/9	SBcb7
			321	RLE/10	SBca12
			322	RLE/12	SBca3
			341	SAa10	SBcb4
			342	SAa10	SKTB/C
			345	SAa13	SBca12
			346	SAa13	SKTB/D

The above two groups of cables are, where practicable, routed apart to avoid mutual coupling.

3. Where it is necessary, in the course of servicing, to dislodge any of these cables it is essential to restore them as closely as possible to their original positions. No attempt should be made to change the run of any cables even though they may seem to be longer than necessary.

4. In addition to the above, if cables 140, 153, 245 or 326 are moved, interference on the outputs from the unit may be caused by pick-up from the multivibrator which operates relay RLH.

5. Similarly, interference from the electro-magnetic circuit of the Ledex switch may be produced if cable 693 is disturbed. To reduce the chance of this happening, a minor modification (MOA Ref No N542A/3 and Mod Strike 2 to the Shaper) to move cable 693 from wafer 'g' of the Ledex switch to wafer 'a' is in course of preparation. The degree of interference may be assessed with a fast response pen recorder and any interference signal having an amplitude greater than ¼ degree (10 volts = 12 degrees) can be removed by suitable routing of these cables. All units leaving the manufacturer are satisfactory in this respect.

6. Navy Order 500/68 is hereby cancelled.

(740/252/567 DFM)

(Navy Order 500/68)

UNCLASSIFIED

420/71—HMA Ships and Craft—Stability

1. A weight record of each ship and craft is maintained at Navy Office and it is encumbent on Captains and Authorities concerned to report immediately to the Naval Board full particulars of any change in weight of a permanent nature. This includes changes in allowances of ammunition and stores.

2. The report is to include a description of the item, its Longitudinal, Transverse and Vertical position and weight. It should state whether the latter was determined by weighing or estimating and by whom an estimate was made.

3. Failure to render this report promptly could adversely affect approval of alterations and additions.

4. Navy Order 645/68 is hereby cancelled.

(1211/51/515 DSD)

(Navy Order 645/68)

UNCLASSIFIED

421/71—Machinery Spares—Group 2805—Outboard Motors—Operation Care and Maintenance

1. The attention of all Commanding Officers is directed to the large number of unserviceable outboard motors being returned to the Machinery and Spares Depot, Randwick. From 1966 to June 1971 a total of 144 in number motors have been returned, many of them beyond economical repair including some with a relatively short service life. Annex A lists these unserviceable engines and the user.

2. Many of these motors are returned in a very poor condition, ie, completely dismantled or with major and minor parts missing. Lack of care and preventive maintenance in accordance with the makers handbook and other instructions are also instanced in the more common defects, as follows:

a. Gearboxes seized or working parts rusted through lack of proper lubrication and/or preservation.

b. Water pumps excessively corroded.

c. Covers and housings cracked and broken.

3. As the incidence of these defects is increasing and in view of the disregard being shown to Navy Order 198/70 all MEOs are to ensure that care and common sense are used when motors are handled and that applicable routine maintenance items are no longer neglected.

4. Additionally from the date of this order, when engines are rendered unserviceable, a 'Statement of Unserviceability' is to accompany the engine giving the following details:

a. Date of receipt.

b. Date of unserviceability.

c. Running hours.

d. If known, cause and extent of damage.

e. Whether regular planned maintenance was undertaken together with reasons for any major omissions.

Copies of the 'Statement of Unserviceability' are also to be sent to the following:

1. SMSO, Sydney.
2. DFM, Navy Office.

5. Attention is also directed to ABR 4 Articles 1001 and 1017 regarding the return of such items.

6. An Owners Instruction and Maintenance Manual is issued with each new outboard engine and additional manuals, if required, are available from SVSO. The instructions contained in these manuals are to be strictly observed.

7. This order does not apply to submarines.

8. Navy Order 198/70 is hereby cancelled.

ANNEX A

Johnson Outboard Engines Returned from HMA Ships and Establishments—in Unserviceable Condition Period 1966 to June 1971

Returned From	*Engine Horsepower*									
	3 HP	*5 HP*	*6 HP*	*9½ HP*	*Long Shaft 18 HP*	*Short Shaft 18 HP*	*Long Shaft 20 HP*	*Short Shaft 20 HP*	*28 HP*	*40 HP*
	(issued 1964)						(from Jan 1967)	(from April 1967)		(from June 1968)
CRESWELL ..	3	—	—	—	—	—	1	—	—	—
KUTTABUL ..	—	1	—	—	1	—	—	—	—	—
PALUMA ..	—	—	6	—	3	—	1	2	—	—
BANKS ..	—	—	—	1	—	—	—	—	—	—
BASS ..	—	—	—	1	—	—	—	—	—	—
MELVILLE ..	—	—	—	2	—	—	—	—	—	—
IBIS	—	—	—	1	—	—	—	—	—	—
WATERHEN ..	—	—	—	1	3	10	15	13	—	8
KIMBLA ..	—	—	—	—	9	—	—	—	—	—
RUSHCUTTER	—	—	—	—	12	—	—	1	2	—
VENDETTA ..	—	—	—	—	1	—	—	—	—	—
ANZAC ..	—	—	—	—	1	—	—	—	1	—
SYDNEY ..	—	—	—	—	1	—	4	2	—	6
DERWENT ..	—	—	—	—	1	—	1	—	—	1
CURLEW ..	—	—	—	—	1	—	1	—	—	—
SNIPE ..	—	—	—	—	1	—	—	—	—	—
GULL ..	—	—	—	—	—	1	—	—	—	—
RANRL ..	—	—	—	—	—	2	—	—	—	—

Returned From	Engine Horsepower									
	3 HP	*5 HP*	*6 HP*	*9½ HP*	*Long Shaft 18 HP*	*Short Shaft 18 HP*	*Long Shaft 20 HP*	*Short Shaft 20 HP*	*28 HP*	*40 HP*
	(issued 1964)						(from Jan 1967)	(from April 1967)		(from June 1968)
PENGUIN ..	—	—	—	—	—	1	—	—	2	—
TARANGAU..	—	—	—	—	—	1	—	—	—	2
TEAL ..	—	—	—	—	—	—	2	—	—	—
MELBOURNE	—	—	—	—	—	—	1	—	—	2
YARRA ..	—	—	—	—	—	—	1	—	—	—
MORESBY ..	—	—	—	—	—	—	2	—	—	3
DIAMANTINA	—	—	—	—	—	—	—	1	—	—
SWAN ..	—	—	—	—	—	—	—	—	—	1
VENDETTA ..	—	—	—	—	—	—	—	—	—	1
STUART ..	—	—	—	—	—	—	—	—	—	1
TOTAL ..	**3**	**1**	**6**	**6**	**34**	**15**	**29**	**20**	**5**	**25**

(1104/51/831 DFM)

(Navy Order 198/70)

UNCLASSIFIED

422/71—Victualling Stores—Miscellaneous—Manufacture of Textile Items—Curtains, Overcases and Tablecloths

1. Textile items, curtains, overcases and tablecloths to specific measurements are normally manufactured by Dockyards or by contract and such requirements cannot be met from stock.

2. The tablecloths referred to above are distinct from the linen, cotton or plastic tablecloths normally held in stock at the Royal Edward Victualling Yard.

3. Overseers, ships and establishments should take into consideration the time required for making up when demanding these items and should inform the Superintending Victualling Store Officer of their requirements as far in advance as possible.

4. Navy Order 588/68 is hereby cancelled.

(400/70/71 D of V)

(Navy Order 588/68)

20709/71 W. G. Murray, Government Printer, Canberra

ANOs 423/71-428/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 October 1971.

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

Section 2

PERSONNEL

UNCLASSIFIED

423/71—Alteration of Lacing of Uniforms, Etc, of RAN and RANR Officers—Commonwealth Government Clothing Factory—1971-72

1. The Commonwealth Government Clothing Factory prices for alteration to lacing, etc. of RAN and RANR Officers uniforms, operative from 30 August 1971, are detailed in Annexes A and B to this order.

2. The prices included in Navy Order 353/71 for relacing, etc, charged by the Commonwealth Government Clothing Factory, are hereby cancelled.

ANNEX A

Commonwealth Government Clothing Factory—Alteration of Lacing of Uniforms, etc, of RAN Officers—1971-72

Rank	*Coat, Mans, Undress and Jacket, Mans, Mess*	*Shoulder Straps (Per Pair)*
	$	$
On promotion to—		
Sub-Lieutenant	8.70	5.15
Lieutenant	8.50	8.85
Lieutenant-Commander	10.36	5.86
Commander	11.31	6.03
Captain	16.00	6.03
Commodore	19.40	10.81
Rear-Admiral (from Captain) ..	16.37	32.55
Rear-Admiral (from Commodore) ..	22.17	32.55
Vice-Admiral (from Rear-Admiral)	12.25	17.98

	$
Removal of Gorget Patch from Shoulder Straps of Midshipman and relacing to rank of A/Sub-Lieutenant	5.15
Replacement of collar of Coat, Mans, Undress and Jacket, Mans, Mess, of Midshipman:	
Cloth, Wool, Serge No 2	3.98
Cloth, Wool, Barathea No 2	4.02
Replacement of Peak of Cap on promotion to:	
Commander	10.36
Rear-Admiral	13.78
Replacement and sewing on of buttons on promotion to Rear-Admiral:	
Coat, Mans, Undress	4.37
Jacket, Mans, Mess, Blue	3.09
Vest, Mans, Mess, Blue	1.56
Removal of letter 'R' from the lacing of sleeves or shoulder straps of Reserve Officer transferred to the RAN	0.50

Note: The above prices include the cost of distinction cloth between lace where required.

ANNEX A—*continued*

Rank	*Coat, Mans, Undress and Jacket, Mans, Mess*	*Shoulder Straps (Per Pair)*
	$	$
On Reversion to—		
Lieutenant from A/Lieutenant-Commander	6.58	4.70
Lieutenant-Commander from A/Commander	10.36	5.39
Commander from A/Captain ..	12.22	4.70
Captain from Commodore ..	25.73	11.82
Commodore from A/Rear-Admiral Captain from A/Rear-Admiral .. Rear-Admiral from A/Vice-Admiral	as required	as required

	$
Replacement of peak of cap on reversion to:	
Lieutenant-Commander from A/Commander	2.23
Commodore or Captain from A/Rear-Admiral	9.04
Replacement and sewing on of buttons on reversion from A/Rear-Admiral to Commodore or Captain:	
Coat, Mans, Undress	4.25
Jacket, Mans, Mess, Blue	3.06
Vest, Mans, Mess, Blue	2.00

Note: The above prices include the cost of distinction cloth between lace where required.
Prices: Net, FOB/FOR, Melbourne.

ANNEX B

Commonwealth Government Clothing Factory—Relacing of Uniforms, etc, of RAN Officers (Involving the Removal of Existing Lace and Relacing with all New Lace)—1971-72

Rank	*Coat, Mans, Undress and Jacket, Mans, Mess*	*Shoulder Straps (Per Pair)*
	$	$
To Rank of—		
Lieutenant	17.21	12.90
Lieutenant-Commander	20.52	14.53
Commander	21.47	14.71
Captain	25.73	16.06
Commodore	18.93	14.18
Rear-Admiral	21.78	—
Vice-Admiral	26.53	—

Note: The above prices include the cost of distinction cloth between lace where required.
Prices: Net, FOB/FOR, Melbourne.

(930/52/44 D of V)

(*Navy Order 353/71*)

UNCLASSIFIED

424/71—Made-to-measure Uniforms and Relacing—WRANS Officers, RANNS and WRANS—Commonwealth Government Clothing Factory—1971-72

1. The Commonwealth Government Clothing Factory prices for made-to-measure clothing and relacing for WRANS Officers, RANNS and WRANS, operative from 30 August 1971, are detailed in Annexes A and B to this order.

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

3. Navy Order 55/70 is hereby cancelled.

ANNEX A

Commonwealth Government Clothing Factory, Melbourne—Made-to-measure Uniforms for WRANS Officers, RANNS and WRANS—1971-72

Rank		*Coat, Womans*	
		Cloth, Wool, Barathea No 1	*Cloth, Wool, Barathea No 2*
		$	$
WRANS Officers—	*RANNS—*		
Captain ..	—	72.40	72.05
Chief Officer ..	Matron ..	68.25	67.90
First Officer ..	Suptg Sister ..	67.40	67.05
Second Officer ..	Senior Sister ..	64.15	63.80
Third Officer ..	Sister	60.00	59.65

Note: The above prices include cost of distinction cloth for RANNS.

	$
WRANS Officers and RANNS:	
SKIRT, WOMANS, cloth, wool, barathea No 1	13.00
SKIRT, WOMANS, cloth, wool, barathea No 2	13.00
WRANNS:	
COAT, WOMANS, cloth, wool, twill No 1 (w/horn buttons)	41.70
DRESS, WOMANS, white	12.00
RAINCOAT, WOMANS	30.40
SKIRT, WOMANS, cloth, wool, serge No 1	10.80
SKIRT, WOMANS, cloth, wool, twill No 1	10.80
SLACKS, WOMANS, cloth, wool, serge No 1	13.00
SLACKS, WOMANS, drill, blue	10.00

Prices: Net, FOB/FOR, Melbourne.

ANNEX B

Commonwealth Government Clothing Factory, Melbourne—Alteration to Lacing of Uniforms of WRANS Officers and RANNS—1971-72

Rank	*Coat, Womans*	
	Alteration Only	*Fully Relaced*
	$	$
WRANS Officers—		
On Promotion to—		
Captain from Chief Officer	15.90	25.63
Chief Officer from First Officer	11.20	21.36
First Officer from Second Officer	10.30	20.46
Second Officer from Third Officer	8.40	17.11
On Reversion to—		
Third Officer from A/Second Officer	6.60	15.20
Second Officer from A/First Officer	6.60	17.23
First Officer from A/Chief Officer	10.30	20.46
Chief Officer from A/Captain	12.25	21.50
RANNS—		
On Promotion to—		
Matron from Suptg Sister	11.20	21.36
Suptg Sister from Senior Sister	10.30	20.46
Senior Sister from Sister	8.40	17.11
On Reversion to—		
Sister from A/Senior Sister	6.60	15.20
Senior Sister from A/Suptg Sister	6.60	17.23
Suptg Sister from A/Matron	10.30	20.46

Note: The above prices include cost of distinction cloth for RANNS.

Prices: Net, FOB/FOR, Melbourne.

(930/52/44 D of V)

(*Navy Order 55/70*)

UNCLASSIFIED

425/71—Made-to-measure Uniforms—Availability of Commonwealth Government Clothing Factory Representatives in Sydney, Brisbane and Canberra for Try on of Uniforms

1. Details of contracts arranged with the Commonwealth Government Clothing Factory for supply of made-to-measure uniforms to RAN personnel during 1971–72, have been promulgated in Australian Navy Orders.

2. Factory representatives in Sydney, Brisbane and Canberra, located at the addresses shown below, will accept orders and take measurements, etc, for made-to-measure uniforms. Arrangements may be made with the representatives for garments to be tried on once in the 'basted' condition and again in the finished stage, at no additional charge. Any extra fittings required by the customer will be charged for at the rate of $2.00 per extra fitting:

Sydney	9th Floor, Dymock's Building, George Street, Sydney
Brisbane	2nd Floor, Ampol House, Herchel Street, Brisbane
Canberra	Mr J Alsop, Army Clothing Store, AHQ, Russell Building, Canberra

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

4. Navy order 602/69 is hereby cancelled.

(930/52/44 D of V)

(*Navy Order 602/69*)

UNCLASSIFIED

426/71—Made-to-measure Uniforms for Naval Dockyard Police—Commonwealth Government Clothing Factory—1971-72

1. The Commonwealth Government Clothing Factory prices for made-to-measure clothing for Naval Dockyard Police, operative from 30 August 1971, are as follows:

Item	*Price*
	$
COAT, MANS, cloth, wool, serge No 2, Chief Inspector, with buttons	65.85
COAT, MANS, cloth, wool, serge No 2, Inspector with buttons	62.55
COAT, MANS, cloth, wool, serge No 2, Sub-Inspector with buttons	58.25
COAT, MANS, cloth, wool, serge No 2, police, with buttons	47.05
COAT, MANS, cloth, wool/polyester, khaki with buttons	50.50
SHOULDER STRAPS, Chief Inspector	11.53
SHOULDER STRAPS, Inspector	9.90
SHOULDER STRAPS, Sub-Inspector	9.02
TROUSERS, MENS, khaki, officers, NDP, cloth/wool, polyester	10.00
TROUSERS, MENS, khaki, police, cloth, wool/polyester	10.00
TROUSERS, MENS, blue, police, cloth, wool, serge No 2	15.18

Prices: Net, FOB/FOR, Melbourne.

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

3. Navy Order 57/70 is hereby cancelled.

(930/52/44 D of V)

(*Navy Order 57/70*)

UNCLASSIFIED

427/71—Made-to-measure Uniforms for Sailors—Commonwealth Government Clothing Factory—1971-72

1. The Commonwealth Government Clothing Factory prices for made-to-measure clothing for Sailors, operative from 30 August 1971, are as follows:

Item	*Price* $
COAT, MANS, cloth, wool, serge No 2, double breasted, w/gilt buttons, CPO	47.63
COAT, MANS, cloth, wool, serge No 2, double breasted, w/gilt buttons, PO	47.15
COAT, MANS, drill, white, with blue facings, w/o buttons	8.92
COAT, MANS, drill, white, with gilt buttons, CPO	9.87
COAT, MANS, drill, white, with gilt buttons, PO	8.90
COAT, MANS, drill, white, w/o buttons, Class I and III	8.25
CUMMERBUND, MANS	3.00
JACKET, MANS, cloth, cotton, twill, working dress	11.00
JACKET, MANS, cloth, wool, serge No 1, working dress	17.05
JUMPER, MANS, cloth, wool, serge No 1	10.50
JUMPER, MANS, drill, white	6.35
RAINCOAT, MANS, sailor	34.40
TROUSERS, MENS, action working	7.33
TROUSERS, MENS, cloth, wool, serge No 1, Class II	12.50
TROUSERS, MENS, cloth, wool, serge No 1, working dress	15.60
TROUSERS, MENS, cloth, wool, serge No 2, Class I and III	14.06
TROUSERS, MENS, drill, white, Class I and III	5.92
TROUSERS, MENS, drill, white, Class II	6.25

Prices: Net, FOB/FOR, Melbourne.

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

3. Navy Order 56/70 is hereby cancelled.

(930/52/44 D of V)

(*Navy Order 56/70*)

UNCLASSIFIED

428/71—RAN, RANR and ASCC Officers and Chaplains—Made-to-measure Uniforms—Commonwealth Government Clothing Factory—1971-72

1. The Commonwealth Government Clothing Factory prices for made-to-measure clothing for RAN, RANR and ASCC Officers and Chaplains, operative from 30 August 1971, are detailed in Annexes A and B to this order.

2. Navy Order 59/70 is hereby cancelled.

ANNEX A

Commonwealth Government Clothing Factory, Melbourne—Made-to-measure Uniform for RAN Officers—1971-72

Rank	*Cloth, Wool/ Polyester, Navy Blue*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*			*Shoulder Straps (Per Pair)*
	Coat, Mans, Undress, Officer	*Coat, Mans, Undress, Officer*	*Coat, Mans, Undress, Officer*	*Coat, Mans, Undress, Tail, Officer*	*Jacket, Mans, Mess, Officer*	
	$	$	$	$	$	$
Midshipman (with white gorget patches)	50.80	53.40	54.70	—	53.98	5.72
Sub-Lieutenant	57.20	59.80	61.10	—	60.38	9.02
Lieutenant	61.48	64.08	65.38	—	64.66	9.90
Lieutenant-Commander	64.79	67.39	68.69	—	67.97	11.53
Commander	65.74	68.34	69.64	—	68.92	11.71
Captain	70.00	72.60	73.90	96.50	73.18	13.06
Commodore	63.20	65.80	67.10	89.70	66.38	11.18
Rear-Admiral	66.05	68.65	69.95	92.55	69.23	33.00
Vice-Admiral	70.80	73.40	74.70	97.30	73.98	41.80
Admiral	75.06	77.66	78.96	101.56	78.24	49.38

Uniform for Officers—RANR, RANRS and RANVR:

The above schedule of prices is applicable, with the addition of $1.65 per garment or per set of shoulder straps for the addition of letters 'R'.

Note: The above prices include the cost of distinction cloth between lace where required, and the attachment of Shoulder Flashes 'Australia'.

Uniforms for Officers—ASCC:

The above schedule of prices less—1. $0.25 per uniform coats } is applicable.
2. $0.50 per pair shoulder straps }

All Ranks	*Cloth, Cotton, Drill, White*	*Cloth, Cotton, Marcella*	*Cloth, Wool and Polyester, Gabardine*	*Cloth, Wool, Serge No 2*	*Cloth, Wool, Barathea No 2*	*Cloth, Wool/ Polyester, Navy Blue*
	$	$	$	$	$	$
CLOAK, BOAT	—	—	—	—	50.00	—
COAT, MANS, undress w/out lace, ASCC buttons, Cadet Officer	—	—	—	50.85	52.15	48.25
COAT, MANS, bush, drill, white (for Commander and above)..	19.87	—	—	—	—	—
COAT, MANS, drill, white, officer (w/gilt buttons)	11.66	—	—	—	—	—
COAT, MANS, drill, white, officer (without gilt buttons) ..	10.33	—	—	—	—	—
JACKET, MANS, mess, drill, white, officer (w/gilt buttons) (w/pockets)	13.01	—	—	—	—	—
JACKET, MANS, mess, drill, white, officer (without gilt buttons) (w/pockets)	11.20	—	—	—	—	—
JACKET, MANS, working dress	—	—	—	17.38	—	—
RAINCOAT, MANS, officer	—	—	32.38	—	—	—
STRAPS, SHOULDER, plain, ASCC, Cadet Officer.. ..	—	—	—	—	3.56	—
TROUSERS, MENS, officer, plain..	5.92	—	—	*14.68	*15.96	12.86
TROUSERS, MENS, officer, mess dress	—	—	—	—	*15.96	—
TROUSERS, MENS, working dress	—	—	—	15.95	—	—
VEST, MANS, mess, officer	—	6.83	—	—	14.82	—

Note: Permanent creasing, by Si-Ro-Set method, of trousers marked * can be effected, if desired, at an additional cost of $0.30 per pair.

Officers Taking up Appointment in North America or South-East Asian Area:

	$
COAT, MANS, cloth, wool/polyester, khaki, w/buttons	51.19
COAT, MANS, drill, khaki, w/buttons	24.17
TROUSERS, MENS, cloth, khaki, wool/polyester	11.60
TROUSERS, MENS, drill, khaki	10.52

Note: Prices include cost of one fitting only. Where extra fittings are required these will be charged for at the rate of $2.00 per extra fitting.

ANNEX B

Commonwealth Government Clothing Factory, Melbourne—Made-to-measure Uniform for Naval Chaplains—1971-72

Item	*Price*
	$
COAT, Mans, black, serge cloth	51.12
COAT, MANS, undress, serge, No 2	51.10
COAT, MANS, undress, barathea, No 2	52.40
TROUSERS, MENS, black, serge cloth	14.70
TROUSERS, MENS, barathea, No 2	15.96
TROUSERS, MENS, serge, No 2	14.68

Prices: Net, FOB/FOR, Melbourne.

(*Navy Order 59/70*) (930/52/44 D of V)

20725/71 W. G. MURRAY, Government Printer, Canberra

ANOs 429/71-431/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 October 1971.

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

Section 2

PERSONNEL

UNCLASSIFIED

429/71—Fees and Allowances for Part-time Medical Services and Ancillary Medical Services

1. This order specifies the maximum fees and allowances payable in respect of professional services and part-time duty performed for the RAN under the following headings:

Annex A ..	Medical Specialists, General Medical Practitioners including District and Port Division, Naval Medical Officers—Medical Attendance.
Annex B ..	Ancillary Medical Services—Physiotherapists, Occupational Therapists, Chiropodists, Orthoptists and Speech Therapists.
Annex C ..	X-ray and Radiology Examinations—Diagnostic Radiology.
Annex D ..	Radiology Examinations—Nuclear Medicine.
Annex E ..	Mileage and Travelling Allowance.
Annex F ..	Miscellaneous—Fees for: 1. Supply of Clinical Notes. 2. Stand-by Fee. 3. Cancellation of Appointments.

2. Where rates in this order are assessed on a sessional basis and provision is made for payment to be made for a specified period of time, that period:

a. in the case of the first hour, is to include any part of that hour;

b. in other cases, is to be calculated to the nearer completed half-hour, eg, broken periods of 15-29 minutes are to be regarded as complete half-hours and broken periods of 1-14 minutes are to be disregarded.

3. Where treatment is necessary by a Civil Medical Practitioner in accordance with ABR 5020 Article 244/1 (10)(11), payment of the fee claimed may be authorised upon certification of the Senior Medical Officer that it is fair and reasonable and does not exceed that suggested by the Australian Medical Association for the particular service rendered.

4. The instructions in this order are to be read in conjunction with those contained in the following Regulations and Instructions:

a. ABR 5020: Chapter XIII—provision of Medical and Dental Treatment for Members of the Naval Forces.

b. ABR 5018: The method of Processing and payment of Claims for Medical, Hospital and Dental Treatment.

c. ABR 5016 Article 4493: Action to be Taken in Respect of Personnel Reporting Sick On Shore.

d. ABR 1991 Article 0211: Medical Documentation.

5. Details regarding the classification of specialists have been advised to the Administrative Authorities concerned. A complete list of specialists appointed by the RAN is promulgated in ABR 1991.

6. Navy Orders 857/68, 193/69, 796/69, 132/70 and 262/70 are hereby cancelled.

ANNEX A

Medical Attendance—Scale of Fees

Item	Nature of Service	Fee
1	*Medical Boards*—(At Service Establishments or Commonwealth Institutions) Sessional rates for attendance as a member of a Medical Board—for each attendance irrespective of the number of persons examined—	
	a. General Practitioners (including District and Port Division Medical Officers)	$9.70 for attendance up to 1 hour with an additional $3.90 for each subsequent half-hour
	b. Junior Specialists	$11.65 for attendance up to 1 hour with an additional $4.65 for each subsequent half-hour
	c. Senior Specialists	$15.55 for attendance up to 1 hour with an additional $6.20 for each subsequent half-hour
	d. Leaders of Profession	$19.45 for attendance up to 1 hour with an additional $7.80 for each subsequent half-hour
	Note: Where arrangements are made in advance for the Board to be engaged for a whole day, the civilian members are eligible for a fee on the basis of one session. Where, on the other hand, the Department has a requirement to convene a Board in the forenoon, and to re-engage a civilian member of that Board with or without the same composition of membership for a separate period in the afternoon, the member is eligible for a fee based on two separate sessions. In arranging for medical boards, particularly any which include a civilian medical practitioner the most economical arrangements are to be made.	
2	*Specialists attending Service Establishments* Attendance as junior or senior specialist or leader in the profession at service headquarters of a command or area, or at a service medical establishment—for each attendance.	As for Item 1 b., c. or d. respectively
3	Visit by a Specialist to a members home or to a non-commonwealth institution	$
	a. Leader of Profession	1st visit .. .. 19.05 2nd visit 8.15
	b. Junior or Senior Specialist	1st visit .. .. 16.30 2nd or subsequent visit .. 8.15

ANNEX A—*continued*

Item	Nature of Service	Fee
4	Attention at Specialists Rooms—Fees payable for service at his professional rooms at Departmental request including medical examination of members and preparation of a written report of the examination or the issue of a certificate—	
	a. Leader of Profession	$15.55 per visit
	b. Junior or Senior Specialist	$ 1st visit .. .. 11.65 2nd or subsequent visit .. 6.50
5	*Specialist Dermatologist*—Treatment at rooms: Special rates including attention by the Specialist and cost of X-ray treatment using superficial X-ray are—	
	Junior or Senior Specialists—	$
	a. 1st visit involving attention and any irradiation or superficial X-ray treatment	11.65
	b. Subsequent visits involving attention and any irradiation or superficial X-ray treatment	7.00
	c. Subsequent visit involving attention but not X-ray therapy	5.00
6	Dermatologists and Radiotherapists Specialists attending at Service Establishments	As for Item 1 b., c. or d. respectively
	Attention at Specialists Rooms ..	As for Item 4
7	*Psychiatrists*—	
	a. Examination in Practitioners rooms—	$
	Leader in the Profession	15.55
	Specialists—	
	Junior and Senior—	
	1st visit	11.65
	2nd or subsequent visits ..	6.50
	b. Examination at Members Home—	
	Leader in the Profession	19.05
	Specialists—	
	Junior and Senior—	
	1st visit	16.30
	2nd or subsequent visits ..	8.15

ANNEX A—*continued*

Item	Nature of Service	Fee
8	*Anaesthetists*—	
	a. Attendance at a departmental establishment	Rates as for Item 1 a., b., c. or d. as appropriate
	b. Attendance for operations performed on Service personnel in non-departmental institutions	(1) An overall fee which takes into account the pre-anaesthetic examination and for the administration of the anaesthetic should be negotiated with the specialist concerned rather than separate fees for each of the services. Where a pre-anaesthetic examination is made but it is subsequently decided that an operation should not be performed, then the fee payable to the anaesthetist should be at the approved rate for a first visit by the specialist, ie, $16.30 (2) In the negotiation of fees with a specialist he should be advised prior to undertaking the service that the fee is that approved by the Commonwealth for specialists generally. In the event that such fee is unacceptable to him and that no reasonable alternative is available, then an appropriate fee should be negotiated between a Service Medical Officer (not a non-professional) and the anaesthetist concerned, on the clear understanding that the negotiated fee will apply only to the particular service he is personally providing
	Note: Where the claim by an anaesthetist includes as a separate charge the cost of drugs used in an operation these may be reimbursed in addition to the approved fee. Appropriate arrangements should be made to ensure that the cost of the anaesthetic materials is in order.	
9	*Medical Examinations—General Practitioners (including District and Port Division Medical Officers)*—	$
	a. Attendance at a Service depot or establishment for conducting complete medical examinations for appointment to or enlistment in the Forces; or,	One member .. .. 5.25 Two members .. .. 9.45 Where more than two members are examined the practitioner will be paid

ANNEX A—*continued*

Item	Nature of Service	Fee
9—*cont*	b. Complete medical examination of candidates for appointment to or enlistment in the Forces where the examination cannot be performed at a Service depot or establishment and is conducted in the practitioners surgery. For specialists see Items 1 b., c., d.	a sessional fee calculated as follows— $10.50 for up to one hour with an additional $4.20 for each subsequent half-hour
	c. Other medical examinations or medical duty at a Service establishment	$ One member .. .. 4.25 Two members .. .. 6.00 Three members .. .. 7.50 Where more than three members are examined at any one time or where other medical duty is involved the fee is to be calculated on a sessional basis—$9.70 for attendance up to 1 hour with an additional $3.90 for each additional half-hour
	d. Examination of a member at a general practitioners rooms requiring the submission of a written report of the examination	$2.65
10	*Neurologists*	Where the services of a neurologist are considered essential, eg, where the services of a specialist physician would not suffice the particular neurologist concerned should be advised prior to undertaking the service that the fee being offered is the rate approved by the Commonwealth for specialists generally. In the event that such fee is unacceptable to him and no reasonable alternative is available, then a fee should be negotiated between a Service Medical Officer (not a non-professional and the neurologist concerned on the clear understanding that the negotiated fee applies only to the particular service he is personally providing
11	*Electro-Encephalograms*	a. Fees up to $12.60 may be paid. In cases where fees in excess of $12.60 are claimed they are to be referred to the Commonwealth Director of Health in the State concerned for concurrence before payment is made

ANNEX A—*continued*

Item	Nature of Service	Fee
11—*cont*	*Electro-Encephalograms*—continued	b. Where possible the services available at Prince Henrys Hospital in Melbourne and the Sydney Hospital, Sydney, should be used c. Since the only facility presently available in Western Australia is at the Royal Perth Hospital, that hospitals fee for taking and reading may be met
12	*Electrocardiograms*— Usual fee charged by a specialist, Hospital or Practitioner up to a maximum of—	$
	Electrocardiogram and report (without medical examination)	8.40
	Interpretation	4.20
	Electrocardiogram without interpretation, clinical examination or report	4.20

ANNEX B

Ancillary Medical Services—Scale of Fees

Item	Nature of Service	Fee	
1	*Physiotherapist*— In cases where treatment cannot be obtained from a Repatriation or other Government source and, it is necessary to engage a qualified civilian practitioner, the following fees are payable—		
		For attendance up to 1 hour	*Subsequent half-hour*
	a. *Sessions*—		
	Where more than 3 members are examined at any one time the practitioner will be paid a fee calculated on a sessional basis of—	$	$
	Senior	4.70	1.90
	Junior	3.55	1.40
	b. *Treatments*—		
	At practitioners rooms, each visit ..	2.75	—
	At members home (where medically necessary), each visit	3.00	—

ANNEX B—*continued*

Item	Nature of Service	Fee
1—*cont*	*Notes:* 1. Where practicable, treatments are to be arranged on a sessional rather than on individual basis; the civilian physiotherapist being informed that the fees payable are those in a. above. Where it is not possible to so arrange, or sessional fees on this basis are not acceptable to any such physiotherapist, then the fees should be negotiated on a treatment for service basis, as in b. above. 2. In the event that each of the alternatives are unacceptable to a particular physiotherapist the matter is to be reported to Navy Office. 3. Agreement on the rate to be paid is to be obtained before treatment is commenced. 4. Mileage allowance for travel by private transport is payable at 12 cents a mile each way. 5. A senior physiotherapist is one with 5 or more years experience in the speciality.	

Item	Nature of Service	*For attendance up to 1 hour*	*Subsequent half-hour*
2	*Occupational Therapist*—		
	a. *Sessions*—	$	$
	Senior Practitioner	4.70	1.90
	Junior Practitioner	3.55	1.40
	Note: A senior occupational therapist is one with 5 or more years experience in the speciality. Mileage allowance for travel by private transport is payable at 12 cents a mile each way.		
3	*Chiropodists*—		
	a. *Sessions*—	$	$
	Senior Practitioner	4.70	1.90
	Junior Practitioner	3.55	1.40
	b. *Treatments*—		
	At practitioners rooms	2.15	—
	At members home (where medically necessary)	2.70	—
	Plus a travelling allowance of 12 cents a mile each way, for travel by private transport. *Note:* A senior chiropodist is one with 5 or more years in the speciality.		

ANNEX B—*continued*

Item	Nature of Service	Fee
4	*Orthoptists—* Where orthoptic treatment is considered by a Medical Officer to be essential and such treatment cannot be reasonably obtained from Service, Repatriation or other Government sources, claims submitted by practitioners in respect of such treatment may be met. The fee payable should not exceed the amount currently ruling within a State for the particular service concerned.	
5	*Speech Therapists—* Engagement of private speech therapists is subject to the following conditions— a. Treatment is made available only when a speech defect has occurred or developed since the enlistment of the member b. Treatment will not continue beyond a period of six months c. If treatment fails to restore the member to his former state of health after a period of six (6) months the member is to be medically boarded	

Fees Payable—	*Senior*	*Junior*
Sessions at service establishments—	$	$
First hour	4.70	3.55
Subsequent half-hours	1.90	1.40
Treatment at Practitioners Rooms—		
First consultation (at least one hour)	4.40	—
Each subsequent visit	2.55	—
Treatment at Patients Home—		
First visit (involving a consultation of at least one hour)	5.00	—
Each subsequent visit	3.40	—

Plus travelling allowance of 12 cents per mile each way.

Note: The rates for treatment at practitioners rooms or, in a members home assumes only Senior Therapists being engaged.

A Senior Speech Therapist is one with 5 or more years experience.

ANNEX C

Diagnostic Radiology

Fees Payable to Radiologists for Services Provided at Private Rooms

1968 CMB No	*1964 CMB No*	*Procedure*	*Fees*
			$
		Radiographic Examination of Extremities and Report	
2000	401	Digits or phalanges—all or any of either hand or either foot	8.00
2003	402	Hand, wrist, forearm, elbow or arm (elbow to shoulder)..	9.00
2006	403	Hand, wrist and lower forearm; upper forearm and elbow; or elbow and arm (elbow to shoulder)	9.00
2009	404	Foot, ankle, lower leg, upper leg, knee or thigh (femur)..	9.00
2012	405	Foot, ankle, lower leg; or upper leg and knee	9.00
		Radiographic Examination of Shoulder or Hip Joint and Report	
2030	410	Shoulder Region including clavicle and scapula ..	9.00
2033	411	Hip Joint	9.00
2036	412	Pelvic girdle	10.25
2039	413	Smith-Peterson nail—insertion or similar procedure ..	18.25
		Radiographic Examination of Head and Report	
2050	417	Skull—Sinuses or Mastoids—	
		a. Full survey	12.25
		b. Sinuses	9.00
		c. Mastoids	11.50
2053	418	Maxilla or orbit, or both	10.25
2056	419	Mandible, malar bones or salivary calculus	10.25
2059	420	Nose or eye	9.00
2065	421	Larynx	9.00
		Radiographic Examination of Spine and Report	
2080	426	Spine—	
		a. Cervical vert	11.50
		b. Lumbar vert	10.25
2083	427	Spine—Two regions—	
		a. Lumbar-sacral vert	14.00
		b. Any other two regions to be 80 per cent of their total fee	
2086	428	Spine full—Three or more areas	26.00
2089	429	Hemiskeleton (bone age study)	11.50

ANNEX C—*continued*

1968 CMB No	1964 CMB No	Procedure	Fees
			$
		Radiographic Examination of Thoracic Region and Report	
2100	440	Chest (lung fields) by direct radiography	10.25
2103	441	Chest (lung fields) by direct radiography with fluoroscopic screening..	12.25
2106	442	Chest, by miniature radiography	4.25
2109	443	Pleura	10.25
2112	444	Orthodiagraphy	10.25
2115	445	Teleoroentgenography with cardiac measurements ..	10.25
2118	446	Cardiac examination (including barium swallow) ..	12.25
2121	447	Cardiac measurements with kymography	10.25
2124	448	Sternum or one or more ribs of any one side	10.25
2127	449	One or more ribs of both sides	11.50
		Radiographic Examination of Urinary Tract and Report	
2150	460	Plain Renal	10.25
2156	461	Intravenous pyelography, including preliminary plain film	23.00
2159	462	Retrograde pyelography, not including plain renal ..	13.00
2162	463	Cystography, urethrography or vesiculography as an independent procedure	13.50
2168	464	Perirenal insufflation	13.50
		Radiographic Examination of Alimentary Tract and Biliary System (with or without Fluoroscopy) and Report	
2180	472	Plain abdominal only	10.25
2183	513	Pneumoperitoneum	7.00
2186	470	Oesophagus, with or without examination for foreign body or barium swallow	13.50
2189	471	Barium or other opaque meal of oesophagus, stomach, duodenum, with or without screening of chest	19.00
2192	473	Barium or other opaque meal of oesophagus, stomach, duodenum and follow through to colon, with or without screening of chest	20.50
2195	474	Barium or other opaque meal, small bowel series only ..	18.50
2198	475	Barium or other opaque meal, appendix only	15.00
2201	476	Opaque enema	19.50
2204	477	Opaque enema, including air contrast study (two stages)	22.50
2207	478	Grahams test (cholecystography)	13.50
2210	479	Cholangiography direct, operative and post-operative ..	22.50
2213	480	Cholangiography—intravenous	22.50

ANNEX C—*continued*

1968 CMB No	1964 CMB No	Procedure	Fees
			$
		Radiographic Examination for Localisation of Foreign Bodies and Report	
2300	485	Foreign body in eye (special method, Sweets or other) ..	11.50
2303	486	Foreign body, localisation of an report not covered by another item in this Part—fee for the radiographic examination of the area, *plus*	3.25
		Radiographic Examination of Breast and Report	
2340	490	Radiographic examination of breast and report ..	10.50
		Radiographic Examination in Connection with Pregnancy and Report	
2360	494	Pregnancy Uterus	10.25
2363	495	Polvimetry or placentography	20.50
		Radiographic Examination with Opaque or Contrast Media and Report (not including services covered by items 2800-2851)	
2400	500	Serial angiocardiography (rapid cassette changing) ..	26.00
2403	501	Serial angiocardiography (single plane—direct roll-film method)	32.00
2406	502	Serial angiocardiography (bi-plane—direct roll-film method)	43.00
2409	503	Serial angiocardiography (indirect roll-film method) ..	26.00
2412	504	Discography	13.50
2415	505	Intraosseous Venography	15.50
2418	506	Dacryocystography	11.50
2421	507	a. Myelography	18.50
		b. Encephalography	
		c. Cerebral Angiography; or	
		d. Ventriculography	
2424	508	Hysterosalpingography	11.50
2427	509	Broncography, arteriography, phlebography, aortography or splenography	20.00
2430	510	Sialography or vaso-epididymyography	11.50
2433	511	Sinuses and fistulae—fee payable for the radiographic examination of the area and report, *plus*	7.00
2436	512	Pneumarthrography—fee payable for the radiographic examination of the area and report, *plus*	7.00

ANNEX C—*continued*

1968 CMB No	*1964 CMB No*	*Procedure*	*Fees*
			$
		Tomography and Report	
2480	517	Tomography of any part and report	15.50
		Stereoscopic Examination and Report	
2500	520	Stereoscopic examination and report—the fee payable for the radiographic examination of the area and report, *plus*	3.25
		Fluoroscopic Examination and Report	
		Fluoroscopic examination and report not covered by any other item (where radiograph is not taken)	
2520	524	Examination with general anaesthesia	8.50
2525	525	Examination without general anaesthesia	6.50
		Preparation for Radiological Procedure, being the Injection of Opaque or Contrast Media or the Removal of Fluid and its Replacement by Air, Oxygen or Other Contrast Media or Other Similar Preparation, including the Administration of an Anaesthetic for Radiotherapy	
2800	557	Encephalography	17.50
2803	558	Cerebral angiography—percutaneous ..	17.50
2806	559	Cerebral angiography—open exposure ..	13.50
2809	560	Cerebral ventriculography	13.50
2812	569	Dacryocystography	7.50
2815	561	Bronchography	11.50
2818	562	Aortography	25.00
2821	563	Arteriography—peripheral phlebography or splenography	13.50
2824	565	Perirenal insufflation	13.50
2827	566	Pneumarthrography or pneumoperitoneum	*see* items 2183/2436
2830	567	Pyelography, cholecystography or similar procedure by intravenous injection	5.50
2839	570	Hysterosalpingography	11.00
2842	554	Discography	13.50
2845	555	Intraosseous venography	13.50
2848	556	Myelography	13.50
2851	564	Sinus or fistula, injection into	*see* item 2433

ANNEX C—*continued*

1968 CMB No	*1964 CMB No*	*Procedure*	*Fees*
			$
2851—*cont*	564—*cont*	Urethrogram—Items 2162 and 2430 (total)	23.00
		Report on films	5.50
			per investigation
		Dental—	
		a. Minimal	5.00
		b. Full Mouth	25.00

If an examination and report should involve something more or less than the standard examination for which a fee is set out in the schedule or, if a composite examination is carried out, an approximately adjusted fee should be negotiated by the Director, Medical Services or his Deputy.

ANNEX D

Nuclear Medicine

Fees Payable to Radiologists for Services Provided at Private Rooms

1968 CMB No	*Procedure*	*Fee*
		$
	Organ Scans	
1920	Brain	26.00
1924	Parathyroid	31.00
1926	Thyroid	15.50
1930	Lungs	15.50
1934	Liver	31.00
—	Liver and Spleen	41.00
1938	Spleen (alone)	15.50
1936	Pancreas	31.00
1940	Kidneys	15.50
—	Vertical Column	31.00
1944	Bones	15.50
1946	Miscellaneous	15.50
1922	Spinal Cord	15.50
1928	Mediastinal	15.50
1942	Differential Renal Uptake	11.00

ANNEX D—*continued*

1968 CMB No	*Procedure*	*Fee*
		$
	Investigations	
1906	Serum Thyroxine	13.00
1902	Plasma Volume	10.00
—	Red Cell Mass	13.50
1914	Thyroid Uptake	13.50
1910	B12 Absorption	13.00
1916	T3 Resin	10.00
1918	Protein Bound Radio-Active Iodine	10.00
1906	**Radioimmunoassay**	
	Growth Hormone	
	Single Estimation	10.00
	Group Estimation (during ITT or GTT)	30.00
	Other Hormones	
	Luteinizing Hormone	10.00
	Chrionic Gonadotrophin	—
	Insulin	—
	Angiotensin	—

1. In the case of multiple examinations done as a group on the one occasion, the fee shall be—cost of major (most expensive) examination plus 50 per cent of each other examination.

2. **Public X-Ray Facilities.** In seeking Radioscopy for Service members, public X-ray facilities are to be used to their full extent.

3. **Service Establishments.** Radiology services performed at Service establishments are to be paid for at the normal sessional rates for specialists. Payment is not to be related to the number of films taken or interpreted.

4. **At Specialist Rooms.** If specialist radiology services cannot possibly be carried out at public X-ray facilities or at Service establishments the services may be performed at specialist rooms and are to be paid for on the basis of a fee for each procedure as provided in Annexes C and D to this order. Where the taking of film only is involved the fee payable is 60 per cent of the scheduled rate for the particular procedure, irrespective of the number of films involved in carrying out that procedure.

5. Only Specialist radiologists should be asked to interpret films. When not done on a sessional basis the fee for interpretation of films not taken by the radiologist making the report is $5.50 each patient irrespective of the number of films involved.

6. Fees payable to radiographers for taking X-ray films are to be the same as those provided for radiologists who perform the service, ie, 60 per cent of normal rates for procedures as indicated in Paragraph 4.

ANNEX E

Mileage and Travelling Allowance

1. a. A Medical Practitioner who uses his own vehicle to attend medical examinations will be paid a mileage allowance of $0.25 for each half-mile or part thereof beyond a three mile radius from the practitioners surgery or residence (one way only). This allowance is payable to District or Port Division Naval Medical Officers attending naval establishments in the normal course of their duties.

b. A Medical Practitioner who does not use his own vehicle but is provided with departmental transport will be entitled to payment of a travelling allowance of $1.05 per half-hour in respect of travelling time to and from the place where the service is performed.

ANNEX F

Miscellaneous—Fees for Professional Services—Supply of Clinical Notes

1. Approval has been granted for application of the following scale of fees where Medical Practitioners are required to furnish reports or copies of clinical notes appertaining to previous medical treatment of a serviceman:

	$
a. For notes which give a statement of attendances or diagnosis only, or a brief record of one or two visits	2.10
b. For a statement of attendance and transcription of notes which may include specialist reports and diagnosis, results of X-rays, pathology tests, etc	4.20
c. For notes which, in addition to the information supplied as in b., include a summing up of the case over a period of time and/or with opinions helpful to the Department	6.30

d. In exceptional cases, for example those which involve the practitioner in spending considerable time in research into the records of the case and in reading his observations thereon, a higher fee may be appropriate. In each such case, the question of the fee to be paid is to be referred to Navy Office.

e. In general when determining the fee to be paid for clinical notes obtained from a hospital the scale agreed by the Australian Medical Association should be used as a guide in the absence of fees set by the appropriate State hospital authority. However, if lower fees cannot be negotiated the fee requested by the hospital should be paid.

Stand-by Fee

2. Where a Civilian Medical Practitioner makes his services available at prior Department request on a stand-by basis at his surgery for possible emergency. The fee payable per half day is $4.20.

ANNEX F—*continued*

Cancellation of Appointments

3. If a Medical Specialist should claim a fee for an unkept appointment, full details of the case should be referred to Navy Office for consideration. Any such request should be supported by particulars of any special factors claimed by the specialist to exist, such as a significant degree of inconvenience and, generally, any very unusual factors that would distinguish the case from the normal situation.

(327/61/43 MDG)

(*Navy Orders 857/68, 193/69, 796/69, 132/70 and 262/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

430/71—Reports—Demand Status, Distribution to Ships and Commissioned Establishments

1. Demand Status Reports are a useful management tool providing a comprehensive record of all demands processed by EDP on any one day. They were previously issued to Store Depots and General Manager, Garden Island, only. However, because of their usefulness they are now being issued to ships and commissioned establishments on a trial basis. Should the reports be found useful after a suitable period of practical operation their distribution on a continuing basis will be authorised.

2. This Navy Order is promulgated as an advice of distribution of the reports, their format and use.

3. A demand status report is a daily report produced for each ship or establishment which lodged demands on that day and indicates the addressee, namely, the Store Depot on which the demand was lodged and the ship or commissioned establishment which lodged the demand. All demands listed on the report represent those demands lodged on one Store Depot only (by a ship or commissioned establishment) and demands lodged by ships or commissioned establishments on other Store Depots are reported separately.

4. The report contains twelve (12) columns which are self explanatory, headed respectively:

a. Line Sequence Number
b. Registration Detail
c. Item Identification
d. Denomination of Quantity
e. Quantity
f. Condition
g. Date required
h. Main Job } not applicable to ships and commissioned establishments
i. Sub Job }
j. Issue Voucher Number
k. Due Type
l. Reject Reason.

5. The report is further divided into four (4) sections indicating what action EDP has taken on the demand, namely:

a. Issue Vouchers prepared.

b. Deferred Supply Advice issued.

c. Demands Rejected.

d. Delayed Demands.

6. Under the heading 'Issue Vouchers' is shown all issue vouchers produced by EDP, signifying that according to computer records stock is available, and an issue can be expected within a few days.

7. Under the heading 'Deferred Supply Advices' is shown all demands received at EDP from a ship or commissioned establishment for which the computer record indicates stock is not immediately available, and that a Deferred Supply Advice has been forwarded to the ship or commissioned establishment. Where a Deferred Supply Advice has been produced it is an indication that the demand has been recorded as a due out, cancelled or amended and these categories are explained under the column headed DUE TYPE. Short dues out are indicated with the symbol S/T, Long Term with the symbol L/T and Earmarked dues out are indicated with the symbol EMK. For cancelled demands a Deferred Supply Advice showing a NIL stock balance is produced and the symbol CAN will appear in the DUE TYPE column. Where the symbol AMD appears in the DUE TYPE column it is an indication that a previously recorded due out has been varied in some way, eg, part quantity has been issued, in which case the quantity issued will be shown under the heading 'Issue Vouchers'.

8. Under the heading 'Rejects' is shown those demands which have been rejected by EDP. The reason for the rejection is shown by code under the column 'REJT REASON' and these codes are explained in ABR 5063 Electronic Data Processing, Volume 3.

9. Under the heading 'Delayed Demands' details are shown of all demands which are being temporarily delayed for any of the following reasons:

a. The demand was lodged against a store depot that does not have an account for the item demanded. The code of a store depot that does have an account for the item will be inserted and the amended demand will be automatically re-input on the next working day. Code 314 will be printed under the heading 'REJT REAS' to signify the reason for delay.

b. The demand is for an item which is currently involved in a re-reference action, as a result of which either the stock number will be changed or the item will be amalgamated with some other item without change in stock number. The demand will be automatically re-input on the next working day, with the new stock number if applicable. Code 315 will be printed under the heading 'REJT REAS' to signify the reason for delay.

c. The D of Q shown on the demand differs from that recorded on the EDP file but is the one previously applicable for the item. The D of Q on the demand will be changed to the correct D of Q and the quantity required adjusted to accord with the amended D of Q. The demand will then be automatically re-input in the next working day. Code 316 will be printed under the heading 'REJT REAS' to signify the reason for delay.

10. The principal use of the report is to enable Supply Staff of the ship or establishment to ascertain positively the response to their demands. The report should be checked to ensure that:

a. Advance copies of issue vouchers are received for all items in the Issue Vouchers Section.

b. Deferred Supply Advices are received for all items in the Deferred Supply Advice Section.

c. All rejects are cleared promptly.

The report can also be a useful aid to the Supply Officer in control of stores activities, for example a high proportion of rejects may indicate need for corrective education of staff. After action as above, the report may be destroyed.

(400/1/1818 DSUA)

UNCLASSIFIED

431/71—Stores Accounting—Denominations of Quantity—Care to be Taken in Receipt, Issue and Accounting for Stores

1. It has been brought to notice that a major source of accounting errors is to be found in items with denominations of quantity other than Number. Errors are prevalent in items accounted for by volume (eg, gallons, pints, etc) and weight (pounds, ounces, etc). A voucher may be raised for an item, eg..... (5 lb tin) No 1, which is accounted for by weight (LB). Even though the D of Q is altered from No to LB the quantity is often not altered from 1 to 5. The example would create an apparent deficiency of 4 lb.

2. When making test checks in accordance with ABR 4 Article 1812 (CH 2) the Stores Accounting Officer is to take particular note of the accuracy of recording quantities and denominations of quantity.

3. ABR 4 will be amended.

(400/1/2013 DSUA)

20783/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 432/71-444/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1 November 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

432/71—Motor Transport—Records

1. It is the responsibility of officers of ships and establishments concerned to ensure that complete records are maintained of each journey, miles run and petrol consumed in respect of each motor vehicle allocated.

2. Form LG105 (Daily Record) is to be completed by the driver as each journey is undertaken and signed by the Officer-in-Charge at the end of the day. When service transport is used for recreational purposes, the journeys carried out are to be indicated accordingly on Form LG105.

3. Form LG110 (Monthly Record) is to be compiled at the end of each month to record the daily employment, mileage run, petrol and oil consumption, etc. Particulars of all repairs and replacements effected are to be shown in the 'Remarks' column. When a vehicle is laid up for repair a notation to that effect is to be made on the form. When the use of transport is authorised on a repayment basis, particulars of the amount received and a reference to the official receipt are also to be shown on Form LG110.

4. Form LG109 (Quarterly Return) is to be compiled at the end of each quarter from information contained in Forms LG110 and forwarded to the Director of Supply Services (Melbourne) as soon as practicable after 31 March, 30 June, 30 September and 31 December.

5. Users of vehicles loaned from the Reserve Pool are to complete all relevant Forms LG105, returning them to CSS, Sydney, for compilation of Forms LG110 and LG109.

6. Disposal of Records:

   a. Forms LG105 and 110 are to be retained by ships and establishments for a period of 12 months for audit purposes or for transmission to Navy Office, if and when required, and then destroyed; and

   b. Forms LG109 are to be retained by all concerned for 12 months after the relevant vehicle/s are disposed of or transferred and then destroyed.

7. ABR 5013, Motor Transport Instructions, is being amended.

8. Navy Order 481/68 is hereby cancelled.

(459/53/128 DSUA)

(Navy Order 481/68)

UNCLASSIFIED

433/71—Reserve Legal Panels

The following amendments are to be made to Navy Order 93/70:

Paragraph 2d.

a. *Delete* 'three days' and *insert* '5 days'.

b. *Delete* Paragraphs 2g. and h. and *substitute:*

g. successful applicants will be appointed to the RANVR (Special Branch)—List 10 under the unified RANR (Navy Order 41/69 refers). They will be entered in a rank and seniority appropriate to their age, qualifications and distinction in the profession; and

h. Lieutenants will be eligible for selection for promotion to Lieutenant-Commander after six years service. The views of the JAG and DNLS will be taken into account when selecting officers for promotion.

(321/6/41 DNLS)

(Navy Orders 41/69 and 93/70)

UNCLASSIFIED

434/71—Safety—Motor Transport—Carrying of Passengers in Load Carriers—Precautions

1. To protect passengers from the danger of falling off lorries, trucks and trailers not fitted with seats, the undermentioned notice should be affixed in the back of such vehicles, emphasising the need to sit below the height of the tailboard and sides of the vehicle:

> NOTICE
> STANDING IS PROHIBITED while vehicle is in motion. To avoid risk of falling out, passengers must sit below the top of the sides and tailboard.

2. ABR 5013, Motor Transport Instructions, will be amended accordingly.

3. Navy Order 492/68 is hereby cancelled.

(187/51/166 DSUS)

(Navy Order 492/68)

Section 2

PERSONNEL

UNCLASSIFIED

435/71—Accidents—Precautions to be Observed in Organising Gymnastic Exercises

1. Accidents have occurred recently involving serious injury to sailors during gymnastic exercises when they attempted a forward roll on the mats after take off from a trampoline or trampette.

2. The officer or senior sailor responsible is to satisfy himself that each person attempting the vault or exercise using a trampoline or trampette has carried out all the necessary progressions and that adequate and competent 'savers' are always in attendance. Commanding Officers are to ensure that these instructions are strictly observed.

3. Navy Order 574/68 is hereby cancelled.

(177/1/64 CONS)

(Navy Order 574/68)

UNCLASSIFIED

436/71—Officers—Zones for Promotion in the Royal Australian Navy

1. Navy Order 80/70, Paragraph 1d., provides that officers transferred from the Special Duties to the General List will be in the zone for promotion from Lieutenant-Commander to Commander between the ages of 36 and 45 years.

2. This condition has been extended to apply to officers of the General List who have been transferred from other than the SD List, eg, Upper Yardmen and ex-Supplementary List Officers.

3. The following amendments are to be made to Navy Order 532/70:

Delete Paragraph 4b. and *substitute:*

'b. General List Officers (EX, EN, SU):

(1) to Captain—four years seniority as Commander to age 50.

(2) to Commander—three years seniority as Lieutenant-Commander or age 36 years, whichever is the earlier, to age 45.

(Former upper limits of zones were—to Captain EX 8 years, EN and SU 12 years. To Commander 8 years).'

Insert new Sub-paragraph 4h:

'h. Permanent Supplementary List officers:

to Commander—three years seniority as Lieutenant-Commander or age 36 years, whichever is the earlier, to age 45.'

Amend Sub-paragraphs h., j. and k. *to read* 'j., k. and l'.

(316/4/21 DAPO)

(Navy Orders 80/70 and 532/70)

UNCLASSIFIED

437/71—Uniform—WRANS and RANNS Changes to Dress

1. A review has been made of the kits of members of the WRANS and RANNS, and changes, as detailed hereunder, have been approved:

For all members:

A proofed nylon raincoat, which will be issued gratuitously in the first instance, has been added to kits.

For all WRANS:

Blue anklets are no longer to be worn. New entries will in future be issued with an additional pair of white anklets in lieu.

A new pattern blouse, athletic, has been introduced to replace the existing shirt, athletic. The new item will be issued gratuitously in the first instance.

For WRANS Officers only:

The greatcoat in existing kits has been replaced by a gabardine raincoat of the same pattern as is now issued to Wrans. The greatcoat may continue to be worn optionally, but not on ceremonial occasions. Officers are expected to provide themselves with raincoats in the normal course of kit replacement.

For Chief Petty Officers:

Gilt metal collar badges of rank are to be worn on the following garments in place of blue branch badges:

Dresses, white
Coveralls.

For Petty Officers and Junior Wrans:

A new Summer working dress, comprising a short-sleeved white blouse, with cuffs and collar edged in blue, and a blue skirt, has been introduced for all Petty Officers and Junior Wrans. The blouse, which replaces the blue working dress shirt and the cotton flannel, will be worn also with Winter working dress. Both items are of lightweight drip-dry fabrics.

Gilt metal collar badges of rank are to be worn by Petty Officers on the following garments:

Dresses, white
Blouses, white, working dress.

Blue badges of rank will be worn by Petty Officers on coveralls, and by Leading Wrans on white dresses, white blouses and coveralls.

Blue branch badges and Good Conduct Badges will continue to be worn by Petty Officers and Leading Wrans on white dresses and a blue branch badge by Petty Officers and Leading Wrans Regulating only, on the white blouse.

2. Consequent on the introduction of new items, other reductions have been made in scales of issue as follows:

Dresses, white: The scale for Wrans has been reduced from 3 No to 2 No.

Slacks, womens, serge: The quantity issued on personal loan to MT Drivers is reduced from 2 Pr to 1 Pr.

Skirt, serge No 1: The personal loan issue of 1 No to Stewards is discontinued.

3. The following items are to be issued gratuitously:

Group Class	*Catalogue No*	*Description*	*To members serving in temperate areas*	*To members serving in tropical areas*
To RANNS and WRANS Officers				
V5	61422 to 61428	Raincoat, womans, proofed nylon	1 No	1 No
To WRANS Officers				
V5	61592 to 61596	Blouse, athletic, cotton, white	1 No	1 No
To Chief Wrans				
V5	67025	Badge, collar, CPO	2 No	2 No
V5	61592 to 61596	Blouse, athletic, cotton, white	1 No	1 No
V5	61422 to 61428	Raincoat, womans, proofed nylon	1 No	1 No
To Petty Officer Wrans and below				
V5	67026	Badge, collar, PO (Acting and confirmed POs)	2 No	2 No
V5	64002	Badge, rank, blue on white embroidered (Leading Wrans only)	3 No	6 No
V5	66181	Badge, branch, blue on white embroidered (Petty Officer and Leading Wrans Regulating only)	3 No	6 No
V5	61592 to 61596	Blouse, athletic, cotton, white	1 No	1 No
V5	61583 to 61587	Blouse, white, working dress	3 No	6 No
V5	61422 to 61428	Raincoat, womans, proofed nylon	1 No	1 No
V5	67120	Shoulder flashes 'AUSTRALIA' blue woven	3 Pr	6 Pr
V5	61553 to 61566	Skirt, polyester/viscose, navy blue	2 No	*2 No

* An additional skirt, polyester/viscose, navy blue, is to be issued on personal loan to PO and Junior Wrans serving in tropical areas.

4. The gratuitous issues detailed in Paragraph 3 are not to be made to members whose appointments or engagements will expire before 31 March 1972 and who do not re-engage or are not re-appointed.

5. The issuing prices of new items introduced are shown below:

Group Class	Catalogue No	Description	Denom	Issuing Price $
V5	61592 to 61596	Blouse, athletic, cotton, white	each	2.37
V5	61583 to 61587	Blouse, white, working dress	each	3.41
V5	61422 to 61428	Raincoat, womans, proofed nylon	each	8.69
V5	61553 to 61566	Skirt, polyester/viscose, navy blue	each	6.06

The white blouse will be supplied initially without shoulder flashes 'AUSTRALIA' attached. Until supplies of the blouse, incorporating the flash, become available, one pair blue flashes is to be issued, without cost, with each blouse sold and the flashes used for this purpose should be written off charge by manuscript certificate.

6. Schedules of sizes and measurements of the new items of clothing introduced have been forwarded to HMA establishments concerned.

7. Stocks of the following superseded items are to be returned to the Royal Edward Victualling Yard:

Group Class	Catalogue No	Description
V5	61086 to 61088	Anklets, womens, stretch, blue
V5	64138	Badges, Chief Wrans, blue on white, embroidered, small, for collars
V5	64180	
V5	64310	
V5	64313	
V5	64316	
V5	64326	
V5	64380	
V5	64720	
V5	61309 to 61315	Flannel, womans, cotton
V5	61504 to 61506	Shirt, womans, athletic, cotton, white
V5	61451 to 61457	Shirt, womans, blue
V5	61796 to 61810	Skirt, womans, cloth, wool, serge No 1, loan
V5	61891 to 61904	Skirt, womans, drill, blue

8. ABR 93, Manual of Victualling Stores, Part I, Appendix 36, Paragraph 8, and Part II, Scales of Clothing, 1 (A), 6 (A), (B), (C), (D) and (E) and 9 (C) and (D) will be amended and revised scales for WRANS are set out in Annex A.

ANNEX A

Scales of Clothing

Scale 6

(A) Compulsory Kits of Officers, Chief Petty Officers and Petty Officers, and Junior WRANS

Catalogue No	Item	Denom	Officers (Quantity)	CPOs and POs (Quantity)	Junior Wrans (Quantity)
61097 to 61099	ANKLETS, WOMENS, stretch, white	Pr	2	2	2
67005	BADGE, CAP, Officer	No	2	—	—
—	BADGE, CAP, CPO (Catalogue 62005) or PO (Catalogue 62006)	No	—	2	—
*	BADGES (except BADGE, CAP)	No	—	As necessary	As necessary
61592 to 61596	BLOUSE, ATHLETIC, cotton, white	No	1	1	1
61583 to 61587	BLOUSE, white, working dress	No	—	3 (*Note* 4)	3
20343	BRUSH, CLOTHES	No	1	1	1
20347	BRUSH, SHOE, BLACKING	No	1	1	1
20349	BRUSH, SHOE, POLISHING	No	1	1	1
61119 to 61128	CAP, SERVICE, WOMENS, white	No	—	—	2
61139 to 61143	CARDIGAN, WOMANS, blue	No	1	1	1
—	COAT, WOMANS, cloth, wool, barathea No 2 (M to M)	No	2 (*Note* 1)	—	—
61187 to 61206	COAT, WOMANS, cloth, wool, twill No 1	No	—	2	2
20666 to 20698 *or* 20714 to 20766	COLLAR, SHIRT, semi-stiff, fused *or* COLLAR, SHIRT, stiff	No	6 (*Note* 2)	6 (*Note* 2)	6 (*Note* 2)
20859	CORD, tag, identification	Yd	1	1	1
61216 to 61217	COVER, SERVICE, CAP, plastic	No	—	—	1
61226 to 61232	COVER, SERVICE, HAT, womans, plastic	No	2	2	—
61291 to 61296	DRESS, WOMANS, white	No	4	2	2
61327 to 61331	GLOVES, KNITTED, cotton, white, womens	Pr	2	2	2

Catalogue No	Item	Denom	Officers (Quantity)	CPOs and POs (Quantity)	Junior Wrans (Quantity)
61347 to 61359	GLOVES, LEATHER, brown, womens	Pr	1	1	1
61374	HANDBAG, WOMANS	No	1	1	1
61377	HANDKERCHIEF, WOMANS, white	No	6	6	6
61389 to 61397	HAT, SERVICE, womans, tricorne, plastic topped	No	2	2	—
21748	NECKTIE, black, polyester/rayon, daywear	No	2	2	2
61434 to 61439	RAINCOAT, WOMANS	No	1	1	1
61422 to 61428	RAINCOAT, WOMANS, proofed nylon	No	1	1	1
34901 35313	RIBBON, SERVICE CAP, metal thread	No	—	—	2
61445	SEWING KIT, filled	No	1	1	1
61473 to 61478	SHIRT, WOMANS, poplin, white, double cuff	No	4 (*Note* 2)	2 (*Note* 2)	2 (*Note* 2)
61510 to 61609	SHOE, DRESS, leather, black, womans	Pr	2	2	2
61626 to 61725	SHOE, DRESS, leather sole, white, womans	Pr	1	1	1
61755 to 61762	SHOE, GYMNASIUM, canvas, womans	Pr	1	1	1
61771 to 61777	SHORTS, WOMANS, blue, PT	Pr	1	1	1
*	SHOULDER FLASHES 'Australia'	Pr	As appropriate	As appropriate	As appropriate
31248 to 31252	SHOULDER STRAPS	Pr	2	—	—
—	SKIRT, WOMANS, cloth, wool, barathea No 2 (M to M)	No	2 (*Note* 1)	—	—
61828 to 61841	SKIRT, WOMANS, cloth, wool, twill No 1	No	—	2	2
61553 to 61566	SKIRT, polyester/viscose, navy blue	No	—	2 (*Note* 4)	2
61871 to 61874	SLACKS, WOMENS, cloth, wool, serge No 1	Pr	—	—	1 (*Note* 3)
*	STOCKINGS, WOMENS, nylon, beige, stretch, 60 or 30 denier	Pr	5	5	5
	or				
*	STOCKINGS, WOMENS, nylon, black, stretch, 30 or 20 denier				
23335	SUITCASE, fibreboard, 26 in	No	1	1	1
61950	SUITCASE, leather, 20 in	No	1	1	1
61956	SUPPORT, CROWN, SERVICE CAP, WOMENS, with brass ferrule	No	—	—	1
23495	TAG, identification, personnel	No	1	1	1
23501	TOOTHBRUSH	No	1	1	1

	Manuals—	*Denom*	*Quantity*		
ABR 1077	WRANS Instructions (Officers and Regulating Wrans)	No	1	—	—
MBR 8959	International Medical Guide for Ships (Wrans Sick Berth Attendants)	No	1	—	—

Notes:

1. These garments are to be provided by the officer concerned from the Outfit gratuity payable on promotion to Probationary Third Officer.
2. Shirts, womans, white, collar-attached, 61494 to 61501, 4 No officers and 2 No CPOs, POs and Junior Wrans, may be maintained in lieu.
3. Motor Transport Drivers only.
4. Petty Officers only.

* Catalogue No as appropriate.

(B) Optional Kit of WRANS Officers, Chief Petty Officers and Petty Officers, and Junior WRANS

Catalogue No	Item	Denom	Quantity
	a. *Available from repayment sources—*		
61592 to 61596	BLOUSE, ATHLETIC, cotton, white	No	1
61405 to 61418	OVERCOAT, WOMANS	No	1
61871 to 61884	SLACKS, WOMENS, cloth, wool, serge No 1	Pr	1
61961 to 61964	SWEATER, WOMANS, blue	No	1
	b. *To be approved pattern purchased at members own expense—*		
—	BLAZER, WOMANS, blue	No	1
—	SHOE, DRESS, leather, black, court, womans	Pr	1
—	SHOE, DRESS, leather, white, court, womans	Pr	1

(C) Items Issued to WRANS on Entry (Balance of items of compulsory kit issued on completion of two weeks training)

Catalogue No	*Item*	*Denom*	*Quantity*
61583 to 61587	BLOUSE, white, working dress	No	3
61119 to 61128	CAP, SERVICE, WOMANS, white	No	1
61139 to 61143	CARDIGAN, WOMANS, blue	No	1
61216 to 61217	COVER, SERVICE, CAP, plastic	No	1
61434 to 61439	RAINCOAT, WOMANS	No	1
	or		
61422 to 61428	RAINCOAT, WOMANS, proofed nylon		
34901 35313	RIBBON, SERVICE CAP, metal thread	No	1
61510 to 61609	SHOE, DRESS, leather, black, womans	Pr	1
61755 to 61762	SHOE, GYMNASIUM, canvas, womans	Pr	1
61771 to 61777	SHORTS, WOMENS, blue, PT	Pr	1
61553 to 61566	SKIRT, polyester/viscose, navy blue	No	1
	or		
61828 to 61841	SKIRT, WOMANS, cloth, wool, twill No 1		
*	STOCKINGS, WOMENS, nylon, beige, stretch 60 or 30 denier	Pr	2
61956	SUPPORT, CROWN, SERVICE CAP, womans with brass ferrule	No	1

* Catalogue No as appropriate.

(D) Compulsory Kits of WRANS Posted to Tropical Areas

Catalogue No	*Item*	*Denom*	*CPOs and POs (Quantity)*	*Junior Wrans (Quantity)*
61097 to 61099	ANKLETS, WOMENS, stretch, white	Pr	4	4
*	BADGE, CAP	No	2	—
61583 to 61587	BLOUSE, white, working dress	No	6 (*Note* 2)	6
61119 to 61128	CAP, SERVICE, WOMANS, white	No	—	2
61139 to 61143	CARDIGAN, WOMANS, blue	No	1	1
61187 to 61206	COAT, WOMANS, cloth, wool, twill No 1	No	1	1
20666 to 20698	COLLAR, SHIRT, semi-stiff, fused	No	3 (*Note* 1)	3 (*Note* 1)
	or			
20714 to 20766	COLLAR, SHIRT, stiff			
20859	CORD, TAG, identification	Yd	1	1
61216 to 61217	COVER, SERVICE CAP, plastic	No	—	1
61226 to 61232	COVER, SERVICE HAT, womans, plastic	No	3	—
61291 to 61296	DRESS, WOMANS, white	No	2	2
61327 to 61331	GLOVES, KNITTED, cotton, white, womens	Pr	2	2
61347 to 61359	GLOVES, LEATHER, brown, womens	Pr	1	1
61374	HANDBAG, WOMANS	No	1	1
61389 to 61397	HAT, SERVICE, womans, tricorne, plastic topped	No	3	—
21748	NECKTIE, black, polyester/rayon, daywear	No	1	1
61422 to 61428	RAINCOAT, WOMANS, proofed nylon	No	1	1
34901 35313	RIBBON, SERVICE CAP, metal thread	No	—	1
61473 to 61478	SHIRT, WOMANS, poplin, white, double cuff	No	1 (*Note* 1)	1 (*Note* 1)
61510 to 61609	SHOE, DRESS, leather, black, womans	Pr	2	2
61626 to 61725	SHOE, DRESS, leather sole, white, womans	Pr	1	1
61755 to 61762	SHOE, GYMNASIUM, canvas, womans	Pr	1	1
—	SHOULDER FLASHES 'Australia'	Pr	As appropriate	As appropriate

Catalogue No	Item	Denom	CPOs and POs (Quantity)	Junior Wrans (Quantity)
61553 to 61566	SKIRT, polyester/viscose, navy blue	No	2 (*Note* 2)	2
61828 to 61841	SKIRT, WOMANS, cloth, wool, twill No 1	No	1	1
*	STOCKINGS, WOMENS, nylon, beige, stretch, 60 or 30 denier	Pr	2	2
*	STOCKINGS, WOMENS, nylon, black, stretch, 30 or 20 denier	Pr	1	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 ferrule	No	—	1
23495	TAG, identification, personnel	No	1	1
	BRUSHWARE, SEWING KIT, filled and UNDERCLOTHING (as desired)			
	Additional Personal Loan items for—			
	All Wrans—			
61553 to 61566	SKIRT, polyester/viscose, navy blue	No	1 (*Note* 2)	1
	Cooks—			
40012	APRON, FOOD HANDLER, cook	No	—	4
40383 to 40393	CAP, FOOD HANDLER, cook	No	—	2
61741 to 61747	SHOE, GALLEY, leather, black, womans	Pr	—	1
	Sick Berth Attendants—			
61101	APRON, white, SBA	No	—	4
61281 to 61285	DRESS, WOMANS, SBA, blue	No	—	4
61113	CAP, NURSES, AID	No	—	4
	Stewards—			
61155 to 61170	COAT, WOMANS, drill, white, MESS STEWARD	No	—	1
61741 to 61747	SHOE, GALLEY, leather, black, womans	Pr	—	1

Notes:

1. 1 No shirt, womans, white, collar-attached, 61494 to 61501 may be maintained in lieu.
2. Petty Officers only.

* Catalogue No as appropriate.

(E) Gratuitous Issues on First Posting to Tropical Areas

Catalogue No	Item	Denom	Quantity
	Officers—		
61097 to 61099	ANKLETS, WOMENS, stretch, white	Pr	2
61226 to 61232	COVER, SERVICE HAT, womans, plastic	No	1
61291 to 61296	DRESS, WOMANS, white	No	1
61391 to 61397	HAT, SERVICE, womans, tricorne, plastic topped	No	1
	Wrans—		
61097 to 61099	ANKLETS, WOMENS, stretch, white	Pr	2
61583 to 61587	BLOUSE, white, working dress	No	3 (*Note* 1)
61226 to 61232	COVER, SERVICE HAT, womens, plastic	No	1 (*Note* 2)
61391 to 61397	HAT, SERVICE, womans, tricorne, plastic topped	No	1 (*Note* 2)

Notes:

1. Petty Officers and Junior Wrans only.
2. Chief Petty Officers and Petty Officers only.

Scale 9

(C) Rank and Branch Badges

Occasion for Issue	Rank Badges					Branch Badges		
	Gilt Metal for Collars	*Gold Embroidered*	*Blue on Blue Embroidered*	*Blue on White Embroidered*	*Cap Badge Embroidered*	*Gold Embroidered*	*Blue on Blue Embroidered*	*Blue on White Embroidered*
On successful completion of the course for Wran or on first promotion in technical or specialist qualification	—	—	—	—	—	1	1	2
On promotion to Leading Wran ..	—	1	1	5	—	—	—	5 (*Note* 1)
On promotion to Acting Petty Officer Wran	1 Pr	1	1	—	2	1	1	2
On promotion to Chief Wran	1 Pr	—	—	—	2	1 Pr	1 Pr	—
Additional issues shall be made to entitled Wrans as follows—								
a. Wrans serving in tropical areas ..	—	—	—	3 (*Note* 3)	—	—	—	3 (*Note* 2)
b. Sick Berth Attendants, Stewards and Cooks	—	—	—	4	—	—	—	4

Notes:

1. Leading Wran Regulating only.
2. Petty Officer Wran Regulating and Leading Wran Regulating only.
3. Leading Wrans only.

(D) Skill and Good Conduct Badges

Occasion for Issue	Skill Badges					Good Conduct Badges		
	Gilt Metal for Collars	*Gold Embroidered*	*Blue on Blue Embroidered*	*Blue on White Embroidered*	*Cap Badge Embroidered*	*Gold Embroidered*	*Blue on Blue Embroidered*	*Blue on White Embroidered*
On qualifying for Skill Badges ..	—	1	1	—	—	—	—	—
On qualifying for Good Conduct Badges	—	—	—	—	—	1	1	2

Note: All badges supplied in number except otherwise stated.

(917/100/186 D of V)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

438/71—Accounting for Hydrographic Stores—Transfer of Responsibility to Supply Officer

1. This Navy Order amplifies Navy Order 120/71. On transfer of responsibility for accounting for Hydrographic stores to the Supply Officer in HMA ships and Commissioned Establishments, the procedure set out in the following paragraphs is to apply.

2. Demands and returns to the Hydrographer are to be raised by the Supply Officer. The Hydrographer is to issue accountable stores to the Supply Officer who is to arrange internal issues to the Navigating Officer in the normal manner.

3. Charts, chronometers and watches are to be brought on charge as permanent stores and issued on permanent loan to the Navigating Officer. Normal permanent loan accounting procedures are to apply.

4. Charts are to be recorded in the ledger as follows:

a. The folio number of charts is to be inserted in the 'Catalogue No' block of the ledger page, Form SA302 or SA306 (SA112), which is to be filed in folio number sequence. Since the folio number is sufficient identification and to protect the security classification of certain charts, only the word 'chart' is to be inserted in the 'Description' block.

b. The chart numbers of charts making up a folio are to be recorded on Form SA308 or SA316 (SA256/AS155Z) which is to be inserted in the ledger immediately after the ledger page for the relevant folio.

c. The issue (either as an additional chart or as a replacement) or return of a chart is to be accounted for on Form SA309 or SA315 (SA251/AS153R) which is to be inserted in the ledger behind the Form SA308 or SA316 (SA256/AS155Z) for the relevant folio.

d. Charts for instructional purposes are to be accounted for as consumable stores.

5. Navigational publications are to be dealt with in accordance with ABR 4, Chapter 25, except that in this case references in the chapter to SVSO are to be taken to mean the Hydrographer. Notices to Mariners advising corrections to charts and publications are to continue to be distributed by the Hydrographer direct to Navigation Officers; these are non-accountable items.

6. After transfer of responsibility for Hydrographic Stores to the Supply Officer, the following Accounts/Returns are no longer to be forwarded to the Hydrographer:

Instrument Account Forms SA144 (AH77).

Chronometer and Watch Return Form SA142 (AH394).

7. ABR 4 and ABR 5108 will be amended.

(303/3/36 DSUA)

(Navy Order 120/71)

UNCLASSIFIED

439/71—Ammunition—Demolition Stores—Detonator Electric—Identification

DCI (RN) 935/71

1. A number of Detonators, Electric, No 82, have been manufactured with white instead of yellow leads and cannot therefore be so readily distinguished from Detonators, Electric, No 79, as indicated in BR 1836 (Demolition Drill Book), Chapter 2, Paragraphs 29 and 30 and Figures 7 and 8.

2. Users are to verify, by means of the marking on the container and by inspection of the detonator, that the correct detonator has been selected. No 79 has a concave end, No 82 a flat end.

(715/51/427 DAS)

UNCLASSIFIED

440/71—Safety—Fitting of Temporary Guard Rails on HMA Ships—Precautions

1. During a dockyard refit of one of HM aircraft carriers, a fatal accident occurred to a dockyard employee when a temporary rail, against which he leant, gave away.

2. This temporary guard rail which was not specially made for the purpose, was formed from a length of wire doubled on itself and secured by shackles and bottle screws at both ends.

3. To prevent any recurrence of this sort of accident, the following precautionary measures should be adopted when fitting temporary guard rails formed in the above manner:

a. A bottle screw and slip should be fitted at one end of a wire only; the other end of the wire should be shackled direct to its stanchion.

b. The length of wire should permit at least half the length of the male screw to extend into the cavity of the bottle when the wire is taut.

c. The ends of the male screws, when used for guard rails, should, if not modified as in Paragraph 4, be spot welded at the ends of the thread to prevent disengagement of the male screw.

New Manufacture

4. The end of the male screw should be fitted with a washer secured with a ⅛ inch steel split pin to prevent disengagement from the female section. The split pin should be opened sufficiently to prevent any possibility of it being knocked out accidentally or being easily removed.

5. BR 2101, Management Regulations, has been amended by MOD (Navy).

6. Navy Order 716/68 is hereby cancelled.

(1211/51/525 CONS)

(Navy Order 716/68)

UNCLASSIFIED

441/71—Introduction of Shoe Style—Diving Fins

1. A new type of Diving Fin (Shoe Style) has been introduced to replace the old pattern strap style, 0433-L90945.

2. The new fin will be stocked in three sizes as follows:

Group Class	*Catalogue No*	*Description*	*Denom*	*Acctg Classn*
8465	66-037-8975	Swim Fins; Medium/Large	Pr	P
8465	66-037-8976	Swim Fins; Large ..	Pr	P
8465	66-037-8977	Swim Fins; Giant ..	Pr	P

3. Both old and new pattern fins will, in future, be issued from Royal Edward Victualling Yard, and the new type fins will be supplied in lieu of 0433-L90945, when stocks of the latter item are exhausted.

(512/74/352 D of V)

UNCLASSIFIED

442/71—Metals—Heat Treatment of Important Zinc Coated Structures—HMA Submarines

1. When zinc coated structures are heat treated without first removing the zinc coating there is a serious danger of embrittlement of the steel due to zinc penetration.

2. Important structures in submarines, such as snort piping, after escape tower telescopic section, and galvanised steel pipe systems and fittings subject to full diving pressure, should not be heat treated, eg, stress relieved or normalised, after zinc coating. Also, zinc coating on these structures are not to be removed by furnacing methods. If in any particular case, it is necessary for a structure which has already been zinc coated to be heat treated, then Naval Board instructions are first to be obtained.

3. Navy Order 754/68 is hereby cancelled.

(1211/52/85 DSD)

(*Navy Order 754/68*)

UNCLASSIFIED

443/71—Reports of Minesweeping Stores Lost in the Course of Minesweeping Exercises or Minesweeping Operations

1. The purpose of this order is to introduce a simplified procedure for reporting minesweeping stores lost during the course of minesweeping exercises or minesweeping operations.

2. Previously, when minesweeping stores were lost during the course of actual minesweeping exercises or minesweeping operations, detailed reports in accordance with RI 4962.4 were required, if the amount of the loss exceeded $40.

3. Under the simplified procedure, reports of such losses in accordance with RI 4962.4 are not required. Future reports are to be made by preparing and processing Form SA116, subject to the following:

a. the procedure is to apply only to minesweeping stores lost in the course of actual minesweeping operations or minesweeping exercises;

b. the loss is due to accident and not neglect; and

c. sufficient detail is to be included on Form SA116 to permit a satisfactory submission to be made to competent authority.

4. ABR 4 will be amended.

(400/51/303 DSUA)

UNCLASSIFIED

444/71—Stores General—Historical Demand File

1. This order introduces a procedure for maintaining a Historical Demand File for materiel of all types under the control of the Supply Officer that is not stocked and falls within the category of ABR 4 Article 1848. These items are currently taken into direct use. Consequently, if an item is subsequently redemanded, it is not practicable to ascertain whether it warrants being held as a stock item. As a consequence of introducing the Historical Demand File the procedure for demanding consumable Air Stores through Issue Centres has also been changed. (*See* Paragraph 6.)

2. For non-stocked consumable items of all types of stores (except Air Stores obtained through Issue Centres), the Departmental Officer concerned with the requirement is to furnish two copies of Form SO115, Request for Stores, to the Supply Officer. The No 1 copy is to be actioned as detailed in ABR 4 Article 1848 Paragraphs (2) and (3)(d) and the No 2 Copy is to be filed in the Historical Demand File.

3. The forms in the Historical Demand File are to be filed in Group Class Catalogue Number sequence with non-pattern demands filed alphabetically at the end of the appropriate Group Class.

4. The file is to be scrutinised before processing requests for apparent non-stocked materiel so that items which experience repeated demands can be determined. If there are two demands raised for a particular item within a six month period, consideration should be given to stocking the item.

5. The file is to be reviewed at SOAP or, in establishments and ships not SOAPed, at the Supply Officers discretion. Forms older than 12 months are to be discarded.

6. For all consumable Air Stores (other than valuable and attractive) obtained through Issue Centres the following procedure is to apply:

a. *Item available from Issue Centre stocks*

As per ABR 4 Article 0813 Paragraph 4.

b. *Item not available from Issue Centre*

(1) Departmental Officer is to raise four copies of Form SO115 with appropriate Aircraft details and priorities being noted in the Remarks block. Copies 1, 2 and 3 are to be forwarded to the Issue Centre who will determine whether or not the item is available from the Main

Store. Copy No 4 is to be retained by the Departmental Officer. If the item is available, Copies 1 and 2 will be actioned in the same manner as indicated for Form SX128 (AS156X) in ABR 4 Article 0813 Paragraphs 5 and 6. The No 3 copy may be discarded.

(2) If the item is not available in the Main Store, Copies 1, 2 and 3 are to be forwarded to the Air Stores Usage Control (ASUC). ASUC is to endorse all copies as to how the item is to be obtained and then forward them to the Naval Store Office. Copy No 3 is to be filed in the Historical Demand File and actioned as detailed in Paragraphs 2 to 5 above. Copies 1 and 2 are to be dealt with in the same manner as indicated for Form SX128 (AS156X) in ABR 4 Article 0813 Paragraph 7.

7. ABR 4 will be amended.

(400/1/1928 DSUA)

20980/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

ANOs 445/71-457/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 November 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

445/71—Canteen Accounting and Reporting

1. SSC7—Trading and Profit and Loss Statement (Form FA180) has been amended to highlight the sales in Service System Canteens. SSC8—Balance Sheet and Audit (Form FA181) has also been amended.

2. Revised forms will be issued by SVSO when current stocks are exhausted.

3. From 31 January 1972, the reports on Service System Canteens required by RI Article 1533 are to contain the following information:

a. A statement in comparative form setting out for the previous three six month periods:

(1) Sales.
(2) Gross profit.
(3) Gross profit percentage to sales.
(4) Net profit.
(5) Net profit percentage to sales.
(6) Average stock carried.
(7) Stock turnover ratio.
(8) Stock losses due to theft or deterioration.
(9) Stock discrepancies.
(10) Stock discrepancies as percentage to sales.

b. reason for variation in gross profit percentage between the period under review and the period covered by the previous report;

c. explanation of any losses exceeding 0.5 per cent of sales;

d. reasons for excess liabilities over current assets;

e. creditors accounts outstanding more than one month with reason for non-payment;

f. reasons for any large cash holding surplus to requirements; and

g. any other items of interest.

4. This report is to be accompanied by:

a. SSC8—Balance Sheet and Audit (Form FA181) or the certified accounts prepared by Public Accountants, as the case may be;

b. SSC7—Trading and Profit and Loss Statement (Form FA180);

c. SSC4—Stock Valuation Sheets (Form SA295); and

d. Bank reconciliation statement.

5. RI and ABR 5101 will be amended in due course.

(121/51/11 DFSD)

UNCLASSIFIED

446/71—Ceremonial—Saluting Stations at Commonwealth and Foreign Ports in the Pacific and Indian Oceans

1. The lists of saluting stations at ports in the Pacific and Indian Oceans are promulgated in accordance with RI 1362 (5). Information given in these lists is however not to be regarded as in any way relieving Senior Officers of the requirements of RI Article 1365.

2. Any alterations or additions to the list are to be reported as soon as definite information is obtained.

3. Navy Order 731/68 is hereby cancelled.

ANNEX A

Commonwealth Countries

Canada	Vancouver, BC	National salutes are fired from Brockton Point.
	Victoria, BC (Esquimalt, BC)	National salutes will be returned from Work Point Barracks for ships entering Victoria Harbour. National salutes will be returned from View Point for ships proceeding to Esquimalt.
Ceylon	Colombo	Naval Battery, Battenburg Point.
Fiji	Suva	If a salute is to be fired, a mobile battery of the Fiji Military Forces will be sited on the Foreshore in front of Government House.
Hong Kong	Hong Kong	Naval Saluting Battery—HMS TAMAR—Bull Nose Victoria Basin Entrance.
India	Calcutta	Shore Battery on the outer wall of Fort William facing river.
	Madras	Coast Battery, Madras Harbour, East Mole.
Malaysia	Port Swettenham	Mobile Saluting Battery. Salutes will be returned from North or South end of the Wharf area at North Klang Straits according to the direction of approaching shipping.
Maldive Islands	Male	Salutes at Male are returned from the Sultans Palace (approximately 04° 10′ 33″N, 73° 30′ E). Salutes should not be fired until ships are in the general area, Male, Dunidu, Funidu. Experience has shown that salutes fired immediately on entering the lagoon cannot be heard at the Sultans Palace.
Mauritius	Port Louis	Fort William.
New Zealand	Auckland	HMNZS PHILOMEL National and Naval salutes.
	Wellington	Point Jerningham (Western Slope).

ANNEX A—*continued*

Pakistan	Karachi	East side of Minora Point.
Singapore	Singapore Naval Base	Beaulieu House (in position 01° 27′N, 103° 50′E). This battery is only used for returning salutes to the Flag of the Commander Far East Fleet. It is not a Singaporean National Battery.
Tanzania	Bar Es Salaam	By arrangement with Tanzanian authorities through BHC Dar Es Salaam.
Tonga	Nukualoffa	Tongan ensign is flown from National Flagstaff just westward of the pier. Saluting battery of four Hotchkiss 3-pdr guns is mounted near the flagstaff. Royal Standard may fly from Palace (which is about 200 yards westward of National Flagstaff).
Western Samoa	—	Mulinu'u Saluting Station 13° 14′ 46″S, 171° 46′ 16″W.

ANNEX B

Foreign Ports

Saluting stations in Colonial possessions are shown under the nation to which the colony belongs.

Cambodia	Phnom Penh	Battery opposite Royal Palace.
Chile	Punta Arenas	Muelle Stubenrauch.
	Talcahuano	The battery is situated in the ship HUASCA, permanently moored, as a memorial, off the main base administration building on the foreshore about a quarter of mile to the southward of the main dockyard basin.
	Valparaiso	Fort Almirante Silva Palma, Playa Ancha. The salutes to be outside 'Breakwater'.
Ecuador	Guayaquil	Cerro Santa Ana at the north end of the town. National salute fired in approximate position 178°. Cathedral Tower 9.5 cables. Care must be taken.
El Salvador	La Libertad	Military Post on Pier. National salute fired 15 minutes before anchoring.
Ethiopia	Massowak	Imperial Naval School Battery on the North Arm Jetty.
France (Colonies)—		
New Caledonia	Noumea	Battery at Residence of Director du Parc D' Artillerie.
Somaliland	Djiboubti	Mobile battery in front of the Palaise de Gouvernement. (*Note:* Previous notice required).

ANNEX B—*continued*

Indonesia	Tandjong Priok (Djakarta)	All salutes by visiting ships should be completed before entering breakwater. A saluting battery on NW extremity of port or a Naval ship will return salutes providing a weeks notice is given.
	Surabaja	Salutes will be returned by a Naval ship providing a weeks notice is given.
	Other ports	Salutes may be fired at any port when Indonesian men-of-war, able to return them, are berthed. Notice must be given in advance.
Iran	Bandar Abbas	Battery situated 3 kilometres east of the town opposite the Naval Base Garrison, Bandar Abbas, 27° 10′ 55″N, 56° 17′ 50″E.
	Bushire	South of the town of Mukfa'eh at the base of the lighthouse in approximate latitude 28° 56.5′N.
	Khark	Battery located at the foot of the Naval Base flag, Khark, 29° 14′ 42″N, 50° 19′ 36″E.
	Khorramshahr	Salutes returned from a battery of mobile field guns at foot of the Flag Staff in the Persian Naval Base, on the south side of the Hafar Channel.
Iraq	Basra (Ashar)	Field guns mounted on Customs jetty.
Japan	—	A saluting station, intended to act for all ports in Tokyo Bay, is situated on the hill close to the westward of Kannon Saki Lighthouse; Position 35° 15′ 02″N, 139° 44′ 48″E. National salutes will be returned between 0800 and sunset provided a weeks notice has been given. This saluting station will also be used for salutes to and from the flag of the MSDF Commandant Yokosuka Regional District, whose region includes all the Tokyo Bay ports.
Mexico	Acapulco	San Diego Fort. Naval Base Eastern corner of the bay. National salute should be fired underway.
Persian Gulf, Oman	Muscat	Mirani Fort on the West side of the town.
Peru	Callao	Escuela Naval, La Punta.
Philippines	Manila	In special cases and only by arrangement.

ANNEX B—*continued*

Portugal (Colonies)—		
Macau (China)	—	Bataria de Monte de Guia.
Mozambique	Lourenco Marques	Ponta Vermelha
	Beira	Muralha de Caoitana.
Timor	Dili	Bataria.
		(*Note:* Salutes are not normally fired in Portuguese waters between sunset and 0800, and 24 hours notice, at least, is normally required).
Saudi Arabia	Jedda	Mobile battery to the North of the town.
	Ras Tanura	By muzzle loaders on the Spit.
South Africa	Cape Town	Lion Battery on Lions Rump.
	Simonstown	Scala Battery 34° 10′ 24″S, 18° 25′ 03″E.
South Vietnam	Saigon	Battery on river front at end of Rue Catinat.
Soviet Union	—	Information will be provided before a ship visit to the USSR.
Thailand	Paknam (Bangkok)	Fort Chula Chomklao at the mouth of the Meanam Chao Phya (Chao Phya river).
Trucial Coast	Dubai	Two 75mm field guns. (Salutes not fired unless Ruler is boarding which is a very rare occurrence).
United States	Pearl Harbour, Hawaii	US Naval Base.
Pacific Coast	Adak, Alaska	US Naval Station.
	Kodiak, Alaska	US Naval Station.
	Long Beach, California	US Naval Station.
	Monteray, California	Fort Ord (Army).
	San Diego, California	US Naval Air Station, North Island.
	San Francisco, California	The Presidio (Army).
	Tacoma, Washington	Fort Lewis (Army).
Territories—		
Marianas Is	Guam	US Naval Station.
Possessions, etc—		
Panama Canal Zone	Rodman Naval Base	US Naval Station, when approaching from Atlantic side National salute and 13 gun personal salute to COMFIFTEEN should commence when buoy No 28 is abeam.
Yemen	Hodeida	Fort to the south of the town.

(12/201/18 D of O)

(*Navy Order 731/68*)

UNCLASSIFIED

447/71—Legal Training for Supply Officers

1. The Naval Board have decided to take certain measures to encourage young General List Supply Officers to study law and to qualify, by passing the examinations set by the New South Wales Barristers Admission Board, for admission as Barristers.

2. It is planned to select each year at least one Lieutenant with between two and six years seniority. Officers selected will be required to enrol as students-at-law and to start studying law under the SVETS scheme.

3. When an officer has successfully completed approximately half the examinations he will be placed in a posting (eg, in the office of the Director of Naval Legal Services) regarded as particularly conducive to legal study.

4. Subject to approval from relevant authorities all officers successfully completing the Barristers Admission Board course will be given a period of six months, on full pay, in the chambers of an appropriate barrister or solicitor.

5. For the benefit of students-at-law required text books are held in the Central Reference Library, HMAS WATSON, and may be drawn on loan by application to the Senior Instructor Officer of that establishment. Text books may also be borrowed from the library of the Director of Naval Legal Services.

6. Officers wishing to be considered for selection should apply through their Commanding Officers, who will forward applications to Navy Office through the normal channels. Special reports on Form PP101 are required, commenting specifically on suitability for legal study. Each report should bear a reference to the forwarding letter and be dispatched in accordance with the instructions in RI Article 1041.

7. In selecting officers for legal study preference will be given to those who have already enrolled as students-at-law and commenced their studies.

8. In order that special consideration can be given to future postings of Supply Officers studying law they are to report their progress every six months, on 31 May and 30 November to the Director of Naval Legal Services.

(311/4/20 DNLS)

UNCLASSIFIED

448/71—Precautions to be Observed to Prevent Fires in Ships and Floating Equipment under Repair or Refit at HMA Naval Dockyards and Contract Dockyards

Welding, Burning and Heating Operations

1. The provisions and requirements of this order are promulgated for the information and guidance of Dockyard Officers and ships staff when welding, burning and heating operations are carried out on board.

2. The Marine Engineer Officer of ships in commission is responsible directly to his Commanding Officer for the safety of welding, burning or heating operations and is the direct liaison with Dockyard Officers.

3. A large percentage of the outbreaks of fire in HMA ships and craft result from welding, burning or heating operations and reports show that these fires are generally due to inadequate precautions.

HMA Naval Dockyards

4. The following instructions are to be observed by all those concerned with the repairs and refits in HMA ships and ships under Naval administration:

a. The appropriate Dockyard Officer or foreman is to inform the Marine Engineer Officer, or his representative, in writing on Form TG110 before any intended welding, burning or heating work is carried out by either dockyard or contract personnel. For ships not in commission the Form TG110 is to be presented to the person nominated by the custodian.

b. All flammable materials including paint, stores, dunnage, packing material, oil in bilges, rubbish, etc, in the vicinity of the welding, burning or heating operation are to be removed. The ship is responsible for ships articles and refuse, and the dockyard for articles and refuse which are products of the repair or refit.

c. All compartments, piping and trunking adjoining that in which welding, burning or heating is to be carried out are to be thoroughly examined by the Marine Engineer Officer, or his representative, conjointly with the foreman and any combustible material is to be removed. This includes the removal from bulkheads or decks of any paint or similar coatings, whether wet or dry, which are likely to cause a fire hazard. Such bulkhead or deck preparation will be carried out by dockyard personnel under the direction of Dockyard Officers in charge of welding. Adjoining in this context means 'on the other side of' the bulkhead, or 'directly above or below' the deck or compartment where welding, burning or heating is to take place.

d. The access covers or hatches of any closed compartment such as tank, watertight compartment, etc, are to be opened and the compartment is to be ventilated and certified as gas free. The work of ventilating the compartment and obtaining the gas-free certificate, is the responsibility of ships officers.

e. When a doubt exists as to the surface condition on the other side of bulkhead or deck, the ships Marine Engineer Officer or his representative is to be contacted and his decision obtained before welding, burning or heating is commenced.

f. Electrical cables and fittings in the vicinity of an intended welding, burning or heating operation are liable to damage from flying spots of molten metal, or heat. They are to be moved clear or completely covered by damp asbestos or other protective material. Those cables fixed to the other side of a bulkhead or deck are to be moved clear, and suitably protected to avoid damage due to heat. In this connection it is necessary to emphasise that PYROTENAX cable is easily mistaken for copper piping and when any doubt exists confirmation is to be obtained from the ships Marine Engineer Officer or his representative.

Welding, Burning or Heating of Pipes

5. Welding, burning or heating operations are normally entirely prohibited on pipes in place which have been in service. Where it is not possible to remove a pipe before welding, burning or heating, the ships Marine Engineer Officer or his representative is to be informed and his decision given before work is commenced. Pipes which normally carry water, eg, drains, are not to be assumed free from risk and should be taken down before welding, burning or heating. Similarly pipes or tubes provided for sounding or venting must be adequately protected to prevent the ignition of flammable vapours.

Machinery Spaces

6. Particular care should be taken when welding, burning or heating operations are required in machinery or other spaces where the possibility of the presence of oil increases the necessity for special precautions. No pipe lines in the same compartment, which carry flammable liquids, are to be broken during the course of welding, burning or heating.

Provision of Fire Fighting Equipment

7. a. The ship is to provide the following 'First Aid' fire fighting equipment in the vicinity of the welding, burning or heating operation, together with the necessary trained personnel to operate it. No welding, burning or heating is to take place before the arrival or after the departure of the ships personnel:

(1) 2 × 2 gallon gas/water extinguishers Pattern 72720, charged and in readiness

OR

(2) 2 × 2 gallon foam extinguishers, Pattern 47260, if there is the slightest risk from flammable liquid.

(3) In DDGs 2 × 15 lb CO_2 extinguishers may be provided in lieu.

b. The Dockyard employee is to provide a damp asbestos sheet of suitable size to prevent the spread of sparks.

Gasoline Storage Tanks and Gasoline Tank Compartments

8. The special precautions to be observed are laid down in BR 1754 (Regulations for the Storage and Handling of Gasoline, and Other Flammable Stores).

Responsibility

9. Commanding Officers are responsible that an efficient organisation is available for dealing with fires, for ensuring that the necessary fire precautions are carried out and that the necessary liaison exists.

Co-operation

10. The closest co-operation is to be maintained between the relevant Dockyard Officers, shipyard officials, overseers, ships officers and others responsible in order to ensure that all possible precautions are taken.

Contract Dockyards

11. a. (1) Local contract dockyards:

The foregoing instructions apply equally in local contract dockyards and it is the duty of the overseeing officer to provide Forms TG110 and to ensure that the contractor is aware of his responsibilities.

(2) Overseas dockyards:

In overseas dockyards where HMA ships are repairing or refitting the Commanding Officer is to draw the attention of the dockyard officials to the necessity for closest co-operation with Ships Officers in the matter of fire precautions and the need to establish a good liaison with the local Fire Authority.

b. In any case no welding, burning or heating is to be undertaken within the ship by contractors without the written permission of the ships Marine Engineer Officer.

Authority to Carry out Work

12. The following trades are authorised to carry out operations involving welding, burning or heating on HMA ships in approved positions when in HMA Naval dockyards:

Boilermakers
Welders and Burners
Sheetmetal Workers
Coppersmiths
Plumbers
Enginesmiths (heating only)
Fitters.

In contract dockyards such tradesmen as approved by the dockyard management will be considered as authorised to carry out welding, burning and heating operations.

13. Foremen are to ensure that all employees are acquainted with the above instructions before permitting them to handle welding, burning or heating equipment.

Floating Equipment

14. Similar precautions to the above are to be observed in docks, caissons, pontoons, etc, where welding, burning or heating operations are carried out. It is the responsibility of the officer in charge of the docks, caissons, etc, that adequate fire fighting services are immediately available during the welding, burning or heating.

15. The General Manager, Garden Island Dockyard, and the General Manager, Williamstown Dockyard, are to issue instructions embodying the foregoing and delineating responsibilities within their own organisations. These instructions should also clearly define the interface between dockyards and ships alongside in order that no doubt remains as to the responsibility of either.

16. Navy Order 521/68 is hereby cancelled.

(464/70/330 DOD)

(Navy Order 521/68)

Section 2

PERSONNEL

UNCLASSIFIED

449/71—Care of Hearing and Aural Standards for Naval Personnel

1. It is well known that hearing can be permanently damaged by exposure to loud noise. The Naval Board wish to draw attention to the importance of preserving hearing by the use of Aural protectors (ear-defenders) when exposed to loud noise.

2. All personnel are to be instructed regarding the potential hazard to hearing of loud noise and the means of protecting the ears (hearing). All personnel, especially new entrants, should be shown parts 1 and 2 of the instructional film 'Dangerous Noise—A 1868'. Posters drawing attention to the risks of damage to hearing and

the need to observe the regulations for the protection of hearing are available and should be displayed in all situations designated as hazardous to hearing ('noise dangerous' positions). These are available by demand on the Superintending Victualling Stores Officer, Sydney (Forms LP136 to LP138).

3. Cases of hearing loss, arising through neglect to wear proper hearing protection may prejudice a claim to a disablement award under the Commonwealth Employees Compensation Act.

4. The damage to hearing from loud noise will depend upon the intensity (loudness) of the noise, the duration of the exposure to noise and the individuals susceptibility to the effects of noise upon hearing. Very intense noise of short exposure (duration) as from gunfire, or constant exposure to lesser degrees of noise over a long period of time, may equally damage hearing. It is not possible in this document to give an accurate scientific definition covering every situation but some examples of loud noise which are known to damage hearing are as follows.

a. From small arms up to the largest gun including saluting guns. Gun crews and other personnel in the open within 200 feet of guns, for example: Flight deck, bridge lookouts and Communication personnel are all at risk. Rifle and machine gun fire are common noise hazards especially within a distance of 20 feet from any such weapon.

b. Aircraft engine noise.

c. Propulsion machinery.

d. Auxiliary machinery.

e. Guided weapons.

f. Rivetting and pneumatic chipping hammers, especally in confined spaces.

5. The wearing of aural protectors need not prejudice communication; indeed in certain circumstances in high noise levels, voice communication is actually improved by their use. A simple practical rule for determining a noise dangerous position will be applied to all positions, whether enclosed or open, which may be affected by high intensity noise, both ashore and afloat. This rule is: If a noise is such that spoken orders cannot be clearly heard when a distance of 2 feet separates the mouth of the speaker and the ear of the listener who has his back to the speaker (ie, he cannot lip-read) or when shouted orders cannot be heard at a distance of about 5 feet, then aural protectors should be worn by all in the vicinity.

6. In future inspections, the Commanding Officers are to produce for the Inspecting Officer a list of 'noise dangerous' positions in his ship. The following examples of potential 'noise dangerous' positions, which will vary in importance from ship to ship and on shore, are given for guidance in drawing up individual lists. These examples are by no means exhaustive and in cases of doubt Commanding Officers should seek advice from the Naval Board:

a. *In Aircraft Carriers when Operating Jet Aircraft:*

(1) Compass Platform.

(2) Admirals Bridge.

(3) Flying Control Positions.

(4) Aircraft Control Room.

(5) Flight deck close against island and catwalk opposite island, and the whole flight deck during aircraft launching operations.

(6) Catapult Controls.

(7) Chockmen.

(8) Mirror Control Officers Positions.

(9) Flight Deck Handlers Ready Room.

(10) Gun Direction Platform.

(11) Gun-deck on island.

(12) Upper-hanger.

b. *Ships in General:*

(1) Upper deck of ships during the firing of guided missiles.

(2) Positions close to:

Guns and rocket launchers.
Gas turbines.
Modern high speed diesels.
Boiler room and other high duty fans, or trunking orifices.
Air compressors.
Main and auxiliary machinery when at high power.
Submarine engine rooms.
Diesel generator rooms.

(3) Dental surgeries equipped with air turbine dental units.

c. *Ashore:*

(1) Small arms ranges.

(2) Air stations and aircraft yards, when close to aircraft engines at full power.

(3) Dental surgeries equipped with air turbine dental units.

7. A number of recent cases of severe permanent hearing loss from small arms firing makes it apparent that in some cases full use is still not being made of the available hearing protectors when personnel are exposed to weapon noise.

8. It cannot be stressed too strongly that hearing damage may result from exposure to short intense noise such as gunfire and thunderflash explosion, if hearing protectors are not worn.

9. Supervising officers are therefore to ensure that appropriate hearing protectors are worn by all personnel exposed to weapon noise above 0.22 calibre, including saluting guns, blank rifle ammunition and thunderflashes, as experience has shown that this cannot be left to the discretion of the individual.

10. Instructors on all fixed firing point ranges are to wear Aural Protector Sound, Muff, Mark III V4-40025.

11. All personnel are to be instructed that when working at the 'noise dangerous' positions referred to above and other similar positions that may be decided upon, aural protectors are to be worn at all such times. In the loudest noise fields it may be desirable to wear both plugs and muffs simultaneously.

Instructions for the Fitting of Ear Defenders

12. Aural protectors (ear defenders) are of two types:

a. Aural Protector, Sound Plugs V2-20010 to V2-20012. These earplugs are in current use and are included in the compulsory kits of all personnel and are available for issue to Reserve personnel who may be exposed to high intensity noise.

The plugs are supplied in three sizes, large, medium and small and the individual fitting of each ear is to be carried out by a Medical Officer who should, at the same time, impress on the wearer the necessity for aural protection and that damage can be caused to the ears without pain being felt.

It is intended to discontinue the issue of this type and to use the 'WILSON EP 100' type instead. These are soft air fitted plastic ear plugs which are more comfortable to wear and have a double flange to effect the maximum possible seal. The attenuating properties are better and one size fits all ears so obviating the necessity to have them specially fitted.

b. Aural Protector, Sound, Muffs, Mark 3 V4-40025:

(1) These 'dumb' protectors are maintained as an item of victualling stores for loan issue to personnel exposed to the higher intensities of noise where ear plugs alone would give inadequate protection, eg, close to jet aircraft and modern high speed diesels. When worn by flight deck personnel they are worn under a Mark 3 flight deck helmet.

(2) These muffs are very fragile and require extreme care in handling to avoid fracturing the fluid cushions which seal the cups to the head. After return and before re-issue, they should receive a thorough washing in hot soapy water.

(NB: Attention is drawn to Navy Order 568/69 re The Inspection and Repair of the Aural Protector, Sound, Muff.)

(3) Care should be taken to ensure that the ear muffs are correctly fitted to the head to ensure, firstly, that the ear is completely enclosed and secondly that they are worn according to the instructions given for the particular ear muff.

(4) Scales of allowances for ear muffs are shown in Section 5, Part II, of ABR 93—Manual of Victualling Stores.

13. Any major difficulty in fitting personnel with hearing protection is to be reported to the Medical Director-General.

14. The wearing of cotton wool, either dry or greased, is not a satisfactory substitute for aural protectors and its use must be condemned.

15. Senior Medical Officers are to ensure that all Medical Officers are conversant with the correct methods of fitting current types of aural protectors.

Naval Aural Standards

16. The loss in decibels in the worse ear using audiometers calibrated to ISO Standard will be:

Standards on Entry	*500 CPS*	*1,000 CPS*	*2,000 CPS*	*4,000 CPS*
Standard I—				
Seaman, Aircrew, Cadet-Midshipman ..	25	25	25	25
Standard II—				
All other entries	35	35	35	50

17. Hearing standards ensure that candidates with inadequate hearing are not taken into the Service, and that personnel with evidence of susceptibility to loud noise are not employed in those branches in which there is an appreciable noise hazard.

18. Before acceptance all candidates attaining Standard II but failing Standard I are to be referred to a Naval ENT Specialist to exclude aural disease. If acceptable, these recruits may be taken into branches other than Seaman or Aircrew, but their hearing losses may be subject to further assessment by the Medical Director-General shortly after entry.

19. With regard to serving members, their hearing is under review every year as part of the Hearing Conservation Programme. Some change in members hearing is to be expected, but such change will be considered by the Medical Director-General, having regard to the degree and rate of change as well as to the individuals hearing ability and his branch.

Measurement of Auditory Acuity

20. Auditory acuity is to be measured on the following occasions:

a. All personnel at Recruiting Centres.

b. All personnel on entry at the initial training establishment.

c. All personnel at their Annual Medical Examinations (Officers, Aircrew, Divers, Submariners, etc).

d. Personnel exposed to loud noise; gunnery, aviation, engineering and any other personnel constantly employed in noise dangerous areas are to have their hearing tested annually.

e. At each occasion Form PM149 (AF-Med-1) is raised (re-engagement, CABA candidates, officer candidates, overseas, etc).

f. Personnel of the TAS Branch (*see* Paragraph 19).

Recording of Auditory Acuity

21. The results of tests at the Recruiting Centres are to be recorded in Box 57 of Form PM149 (AF-Med-1). The results of all other tests are to be recorded on Form PM103 in triplicate. The original is to be placed in Medical Envelope PM168 (AF-Med-4) and the duplicate and triplicate copies forwarded to the Medical Director-General.

Hearing Conservation Programme

22. a. When a members hearing acuity is Standard II or below Form PM104 (AM-5A) Hearing Conservation Programme Record is to be initiated, in the first instance only, by the Medical Officer of the ship or establishment and Form PM103 endorsed accordingly. Form PM104 (AM-5A) together with the duplicate and triplicate copies of the current Form PM103 is to be forwarded to the Medical Director-General where the necessary action will be taken.

b. When it is considered necessary to refer a member to an ENT Specialist, Forms PM169/PM170 (AF-Med-7) and PM103 are to be completed and forwarded to the Medical Director-General in the normal way.

Officers and Sailors of the TAS Branch

23. All TAS Officers and candidates for the UC Specialist qualification should fulfil the following conditions:

a. *Acuity*. To be capable of operating a sonor set without noticeable loss of efficiency, due to poor hearing. and to the satisfaction of his Commanding Officer in consultation with the Senior Medical Officer.

b. *Discrimination*. Attain a pitch discrimination of 30 CPS either side of a basic note of 1,000 CPS:

(1) UW specialist qualification candidates are not required to conform with b. above.

(2) A candidate who does not attain a pitch discrimination of ± 30 CPS on first testing, but who can attain a pitch discrimination of ± 40 CPS will not be disqualified in the first instance. Such candidates will be retested two weeks after commencing sonar operating and must then conform with the above standards.

(3) Officers and men of the TAS Branch are to have their ears tested for discrimination (aural aptitude) as a preliminary to all courses for higher specialised rank. Aural acuity will not normally be restested except at the request of a TAS Officer. These tests should be carried out in a TAS establishment which has the necessary equipment.

24. It is important that the high standard of aural acuity and pitch discrimination of UC sailors is not impaired by the sailors being exposed to sudden noises or noises of high intensity. The damage caused by such noises may not be readily apparent to the men themselves even though it may considerably prejudice their efficiency as sonar operators. Tests have shown that there is a risk of temporary deafness being induced by exposure to the high noise levels which occur in engine rooms with diesels running. Care should therefore be taken that the 'listener' sailors are exposed to engine room noises for the minimum possible time, but in any case not longer than 10 minutes.

25. This does not preclude the requirement for UC sailors to undergo the annual small arms range course or for their employment as sentries or in landing-boarding parties, provided Commanding Officers ensure that the sailors themselves are aware of the importance of maintaining aural acuity and do in fact wear the aural protector ear plugs issued to all personnel, whenever there is danger of exposure to high intensity noise levels.

Periodic Examination of the Ears

26. Officers and sailors of the TAS Branch are to have their ears examined by a Medical Officer every three months in order to discover and correct any irritation caused by the wearing of head-phones (especially in hot climates), disease, wax or any other condition which might reduce their aurial efficiency. Personnel in ships not carrying a Medical Officer are to be sent to a ship or establishment where a Medical Officer is borne. It is the responsibility of the ships TAS Officer to ensure that these periodical examinations are carried out, and to this end the fact that they have been carried out is to be noted in Section 1 of the Torpedo and Anti-Submarine Log Form OT100 (AS304).

Provision of Audiometers

27. Audiometers are available in the following ships and establishments:

HMAS MELBOURNE
HMAS PENGUIN
HMAS KUTTABUL
HMAS WATSON
HMAS ALBATROSS
HMAS NIRIMBA
HMAS CERBERUS
HMAS LONSDALE
HMAS LEEUWIN
HMAS HUON
HMAS TARANGAU
HMAS SYDNEY
HMAS CRESWELL
HMAS MELVILLE
HMAS ENCOUNTER
HMAS STALWART
HMAS MORETON
HMA Dockyard, Williamstown.

28. Operators performing Audiometric examinations should be qualified for this duty. In shore establishments and large ships arrangements should be made with a branch of the Commonwealth Acoustics Laboratory for selected personnel to be trained in the proper use of Audiometers. Such personnel could, when and if necessary, train others in the correct use of Audiometers; it is, however, very desirable, and where practical, the same operator should be employed in these duties. The operator should check the Audiometer against his own hearing each day before beginning the test sequence, in addition weekly checks should be made on two or three persons having known hearing levels. A log should be maintained by the operator indicating the date and hour of each daily check. Audiometers should only be used in a sound-proof booth, when available, or in extremely quiet situations free of environmental noise.

29. Navy Orders 191/70, 280/70, 523/70 and 3/71 are hereby cancelled.

(327/53/231 MDG)

(*Navy Orders 568/69, 191/70, 280/70, 523/70 and 3/71*)

UNCLASSIFIED

450/71—Medical, Hospital and Dental Treatment for Families of United Kingdom Personnel in Australia

1. The National Health Service applies only to the United Kingdom and makes no provision for treatment abroad. However, in Australia, arrangements are made to provide as far as practicable, for the persons specified in the following paragraphs, medical and dental treatment benefits equivalent to the benefits provided under the National Health Service in the United Kingdom. In this order, the Medical Director-General is the Medical Director-General of the Royal Australian Navy. The authorised representatives of the Medical Director-General are the Deputy Medical Director-General (Dental), HMAS CERBERUS, the Command Dental Surgeon, East Australia Area, HMAS KUTTABUL, and the Fleet Dental Surgeon, HMAS MELBOURNE.

Naval Families

2. The following members of the families of serving officers, ratings and other ranks are eligible to benefit, provided they have proceeded to Australia under officially approved arrangements, or if their presence on the Australia Station is recognised for the purpose of entitlement to the married accompanied rate of LOA:

a. Wives and children;

b. domestic servants, childrens nurses or governesses who are of British nationality, who were engaged in the United Kingdom and have been granted a free passage from the United Kingdom to the station abroad; and

c. school children granted, under the approved scheme, a free passage from the United Kingdom to visit Service parents overseas, will be eligible to receive urgent medical treatment and emergency dental treatment at public expense during their visit (including voyage periods), but routine and non-emergency treatment at public expense is to have prior Ministry of Defence (Navy) authority.

3. Members of families who elect to remain in Australia after the husband has left it, cease to be eligible for medical treatment under these arrangements. It is emphasised that there is no entitlement to free medical, hospital and dental services overseas if, not being entitled to a free passage, a serving officer, rating or other rank takes his family abroad privately. In this case he will be responsible for his familys medical, etc, expenses.

Civilian Staff and their Families

4. The following are entitled to benefits:

a. United Kingdom based non-industrial and industrial staff; and

b. the following members of household of United Kingdom based staff, provided they were granted passage to the station and Ministry of Defence (Navy) expense, and that they continue to live as members of the household. Children away during term time undergoing full-time instruction at educational establishments under official arrangements are regarded as fulfilling this condition:

(1) *Wives*—A wife married abroad for whom passage was not provided may be included if her husband is, with Ministry of Defence (Navy) approval, in receipt of the married accompanied rate of FSA.

(2) *Sons and Daughters*—Under the age of 21 years so long as they remain unmarried and are dependent upon their parents.

(3) *Domestic Servants and Childrens Nurses of British nationality*—Members of households who elect to remain abroad after the husband or father has returned to the United Kingdom cease to be eligible for treatment under these arrangements.

Note: The facilities are also available to ratings (but not households) of crews of Royal Fleet Auxiliaries provided they are domiciled in the United Kingdom.

5. Members of households who elect to remain abroad after the husband or father has returned to the United Kingdom cease to be eligible for treatment under these conditions.

Refund of Fares

6. Fares of a patient and an escort, if one is necessary on medical grounds, may be refunded by the amount by which they exceed $1.07 a week.

Benefits Covered

7. The benefits covered include:

a. Treatment by medical practitioners; *see* Paragraph 10;

b. treatment by specialists and consultants; *see* Paragraph 11;

c. hospital treatment; *see* Paragraphs 8 and 12;

d. obstetrical and maternity treatment; *see* Paragraphs 13 and 14;

e. dental treatment, including dentures; *see* Paragraphs 22–27;

f. optical treatment, including spectacles; *see* Paragraphs 16–19;

g. supply of pharmaceutical items prescribed by medical practitioners; *see* Paragraphs 14 and 15; and

h. supply, maintenance and repair of surgical and orthopaedic appliances prescribed by a medical practitioner; *see* Paragraph 20.

Arrangements for Hospital Treatment

8. Individuals will make their own arrangements for necessary treatment at the most reasonable terms available. Where hospitalisation for treatment, confinement or special examination is or will be necessary, every effort is made to utilise the facilities of public hospitals. Public wards should be used wherever practicable. The maximum fees which will be reimbursed will be those current for public or intermediate ward patients in public hospitals. Fees in excess of these amounts are the patients own responsibility. In the event of distance or emergency necessitating the use of private hospitals, or where accommodation in general wards of a public hospital is not available, and provided a doctors certificate to this effect is forwarded with the claim, consideration will be given to reimbursement of charges in excess of the current daily rate of intermediate ward accommodation in a public hospital.

Conditions of Reimbursement

9. The following are services for which reimbursement will be effected and relevant information which must be forwarded with the claim:

a. Doctors and hospital accounts:

(1) diagnosis;

(2) nature of any operation;

(3) number of visits or consultations by doctor; and

(4) dates of treatment in hospital.

b. Dentists accounts:

Itemised statement of work done; *see* Paragraphs 22–27.

c. Chemists accounts. *See* Paragraphs 14 and 15.

d. Optical accounts. *See* Paragraphs 16–19.

e. Dates of birth of children. *See* Paragraphs 2 c., 4 b. (2), 16 and 27 a.

f. The name of the ship or establishment where the claimant is serving and if he is scheduled to return to the United Kingdom within 30 days of lodging the claim.

Treatment by Medical Practitioners

10. Where it is necessary to seek treatment, etc, by medical practitioners, the services of a general medical practitioner are to be availed of in the first instance. All reasonable expenses in respect of treatment, etc, by general practitioners will be reimbursed.

Treatment by Specialists and Consultants

11. Reimbursement of specialist or consultant charges will be made only when treatment by a specialist or consultant is considered necessary by a general medical practitioner. In such cases the specialist or consultants account is to be endorsed in such a manner as to indicate that the patient was referred by a general medical practitioner. Where a specialist or consultant has been consulted in the first instance, reimbursement will be effected at the rates charged by general medical practitioners.

Hospital Accommodation

12. The charges for hospital accommodation will be approved for reimbursement up to a maximum of the current daily rate of intermediate ward accommodation in a public hospital, plus operating theatre or labour ward fees, laboratory and X-ray examinations, drugs, dressings, nappy wash during the lying-in period in hospital and special pharmaceutical items considered necessary for treatment. Charges for laundry and telephone will not be approved for reimbursement. Charges in excess of the current daily rate of intermediate ward accommodation in a public hospital, unless covered by the conditions of Paragraph 8, are the patients own responsibility.

Obstetrical and Maternity Treatment

13. For a normal confinement, a maximum fee of $60.00 including about 10 ante-natal visits, delivery and post-natal care paid to a general practitioner, will be approved for reimbursement. In the event of a confinement necessitating special procedures, eg, surgical induction (by a general practitioner), an additional fee of up to $15.00 will be approved for reimbursement, subject to the account being endorsed to this effect. In the event of specialist treatment being necessary the conditions of Paragraph 11 will apply. A maximum fee of $12.00 will be allowed for circumcision for a child under 12 months, $15.00 for a child 1–12 years and $21 for a child over 12 years.

14. Pharmaceutical expenses during obstetrical treatment will be limited to the following:

a. The cost of doctors prescriptions and maternity kits which mothers are required to provide before admission to certain maternity hospitals. All such items are to be fully itemised on the chemists account; and

b. all reasonable stock items as provided by hospitals.

Pharmaceutical Items

15. a. Reimbursement of pharmaceutical expenses will be limited to the cost of medicines, drugs, sera, certain appliances, etc, which are prescribed by the doctor as part of the treatment. All such items purchased are to be itemised on the chemists account and the doctors prescription is where possible, to accompany the chemists account. Where it is necessary for the chemist to retain the prescription, the account should be so endorsed by the chemist; and

b. reimbursement of expenses incurred in respect of oral contraceptives will only be approved when the claims are supported with written evidence that such preparations are prescribed by a doctor for clinical reasons.

Optical Benefits

16. Contributions, as set out hereunder, are required towards the cost of spectacles:

Frames	$1.38
Lenses (per pair)	$3.44
Lenses bifocal (per lens)	$2.69

No contribution is required in respect of children up to and including 15 years of age.

17. Reimbursement of the cost of spectacles to the maximum extent of $15.00 less the contribution required, will be allowed in addition to a maximum fee of $12.00 payable to an ophthalmologist or optician in respect of examination and prescription for spectacles.

18. The cost of two pairs of spectacles (ie, maximum of $30.00 less contributions required) will be refunded provided a certificate is produced from an ophthalmologist or optician certifying the necessity for two pairs of spectacles.

19. Where an ophthalmologist or optician certifies as to the necessity for bifocal spectacles, a maximum amount of $6.30 will be allowed, additional to the amounts allowed in Paragraph 17.

Surgical and Orthopaedic Appliances

20. All reasonable expenses incurred in connection with supply, maintenance and renewal of surgical and orthopaedic appliances will be reimbursed subject to the production of a medical certificate authorising the need thereof.

Home Nursing Service

21. Claims for reimbursement of expenses for home nursing will not be accepted unless there are exceptional medical reasons, not domestic reasons, why this service was necessary.

Dental Treatment

22. Reimbursement of expenses incurred in respect of provision of:

a. Emergency treatment for the relief of pain or the repair of dentures and bridges;
b. extractions under local anaesthetic;
c. amalgam fillings;
d. porcelain or plastic fillings;
e. root treatments;
f. prophylaxsis;
g. simple periodontal treatment;
h. tropical fluoride treatment;
i. X-rays; and
j. sedative dressings;

will be effected in accordance with the minimum fee schedules issued by the Australian Dental Association from time to time. The reimbursement will be subject to a deduction of $3.22 for one visit or a series of visits, which is the equivalent amount payable by persons in the United Kingdom covered by the National Health Service. However the deduction of $3.22 will not apply in respect of:

(1) persons under 21 years of age,
(2) expectant mothers, and
(3) mothers who have borne a child within the previous 12 months provided a signed declaration to this effect accompanies the claim for reimbursement in respect of such persons.

23. However, should the total cost of any of the above listed treatments be likely to exceed $40.00 then the prior approval of the Medical Director-General or his authorised representative is to be obtained.

24. Reimbursement of expenses incurred in respect of the provisions of:

a. Crowns and bridges;
b. gold inlays;
c. metal dentures and their repair;
d. acrylic dentures;
e. orthodontic treatment and appliances;

f. specialists periodontal treatment;

g. oral operations; and

h. extractions under general anaesthesia:

will not be effected unless the prior approval of the Medical Director-General or his authorised representative is obtained before commencement of treatment. Such approval may be authorised only after the most stringent investigation of clinical necessity and not for cosmetic reasons or the patients personal preference. Personnel should not allow the dentist to proceed with the work before approval from the Medical Director-General or his authorised representative has been received unless they are prepared to bear the entire cost of the treatment without reimbursement.

25. With the exception of claims for the relief of pain or repair of dentures and bridges claims for treatment performed within three months of arriving in Australia or three months prior to returning to the United Kingdom will not normally be reimbursed.

Contributions Towards Cost of Dentures

26. Contributions in accordance with *DCI (RN) 1129/69* are required towards the cost of dentures and are as hereunder:

Description of Dentures—	*Amount*
1, 2 or 3 teeth	$6.02
4 to 8 teeth	$6.66
more than 8 teeth	$7.41
Full upper and lower denture	$13.43
No charge to exceed	$13.43

Exemption Provisions

27. Patients who fall into the following classes and sign a declaration to that effect, will no longer be required to pay a charge for the supply of dentures or for the relining of, or addition of teeth, bands or wires to a denture:

a. Children under 16 years of age or children who are still attending full-time at school. This does not include students at training colleges, universities or other establishments of further education;

b. expectant mothers; and

c. mothers who have borne a child within the previous 12 months.

Travel Costs

28. Refund of Travelling Costs to and from Hospital. Travelling expenses in excess of $1.60 and 80 cents a week for officers and ratings dependants, respectively, who go for hospital treatment (or specialist treatment beyond local resources) will be refunded. Refunds are to be based on the cheapest form of public transport available or mileage allowance at the appropriate public transport rate if the journey is made by private car.

29. In cases where competent medical authority certifies that an escort is necessary or that it is necessary for the child of an officer or rating to be visited by one of its parents while receiving treatment in hospital, travelling expenses will be refunded in accordance with Paragraph 28.

30. Claims authorised for reimbursement are to be charged as follows:

a. Royal Navy Exchange and United Kingdom Personnel: Division 649/111, Recoverable Expenditure—Other governments, United Kingdom MOD (Navy) Medical and Dental.

b. Royal Navy Loan Personnel: Division 634/0/07/103.

Processing and Payment of Claims

31. a. Claims are to be treated as Confidential and supported by receipts and statements showing the information required in accordance with Paragraph 9. Claims by United Kingdom civil personnel are to be rendered direct to the Medical Director-General, Department of the Navy, Victoria Barracks, Melbourne 3004, who will assess and authorise payments.

b. *Royal Navy Loan and Exchange Personnel:*

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

c. All doubtful claims and those in which fees are in excess of those set out in this order are to be referred to the Medical Director-General.

32. Navy Orders 525/68 and 787/69 are hereby cancelled.

(156/51/23 MDG)

(*Navy Orders 525/68 and 787/69*)

UNCLASSIFIED

451/71—RAN Central Canteens Fund Report for Year Ended 31 July 1971

1. Financial statements covering the operation of the RAN Central Canteens Fund for the year ended 31 July 1971, are attached.

2. The RAN Central Canteens Fund derives its income from a levy of 3⅓% on all sales in Service System Canteens, and from interest received from 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 RAN Central Canteens Board is responsible to the Naval Board for administration of the RAN Central Canteens Fund.

4. The Fund exists for the purposes 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 RAN Central Canteens Board in connection with major items of expenditure.

6. The major commitments of the fund are:

a. A grant of 1% 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. This year the grant was $83,447 which comprised $43,337 representing 1% of sales and an additional grant of $40,000.

b. A subsidy to Navy News which this year cost $8,284.

c. Financing the Family Services Scheme which this year cost $7,742 an increase of $1,116.

d. Meeting the freight costs of recreational films which this year cost $7,530 an increase of $1,903.

e. An annual transfer to the Long Range Project Reserve of $20,000. The Long Range Project stands at $47,000, as $163,000 has been applied to the acquisition and initial development of the RAN Holiday Centre.

7. During the year the RAN Central Canteens Board purchased a caravan park at Lake Burrill, NSW which it is developing into a RAN Holiday Centre. At 31 July 1971, $119,417 had been expended on the acquisition, part construction of eleven holiday cottages and other improvements.

8. Grants during the year totalled $101,019 and are listed on the attached list.

9. The total amount of loans, including $100,000 advance to ASCO totalled $142,879 a decrease of $15,221.

10. During the year canteen sales rose from $3,770,200 to $4,082,120 and it is estimated that profits transferred to ships funds during the year exceeded $190,000.

RAN CENTRAL CANTEENS FUND

Balance Sheet as at 31 July 1971

1970 $		$	$
	Accumulated Funds—		
300,738	Balance at 1 August 1970		333,453.73
53,966	*Add* Surplus for year		38,507.55
—	Transfer from Long Range Project Reserve—expenditure on account of Lake Burrill Project		119,417.00
354,704			491,378.28
	Less Transfer to—		
20,000	Long Range Project Reserve	20,000.00	
1,250	Canteen Insurance Reserve	1,250.00	
			21,250.00
333,454			
			470,128.28
	Reserves—		
—	Lake Burrill Project Reserves		43,583.00
190,000	Long Range Project Reserves	47,000.00	
3,750	Canteen Insurance Reserve	5,000.00	
			52,000.00
527,204	Total Funds and Reserves		565,711.28

$		$	$	$
	Represented By—			
	Current Assets—			
	Cash at Bank—	$	$	
34,134	General A/c	12,996.88		
507	Recreational Film A/c ..	1,018.94		
1,102	Family Services Scheme ..	1,038.52		
250,000	Fixed Deposits	198,853.00		
			213,907.34	
285,743				
158,100	Loans to Canteens		142,879.94	
32	Sundry Debtor—Prime Ministers Department..		—	
—	Advance to Lake Burrill Project		6,439.81	
				363,227.09
443,875				
	Fixed Assets—			
—	Freehold Land and Buildings—Lake Burrill (at cost)		119,409.00	
		$		
17	Office Equipment (at cost) ..	165.00		
—	*Less* Provision for Depreciation	165.00		
				119,409.00
	Investments—			
84,925	Commonwealth Bonds (at cost)			84,925.00
528,817				567,561.09
	Less Current Liabilities—			
1,613	HMAS Vampire—Canteen and Ships Funds held for recommissioning			1,849.81
527,204				565,711.28

Note: Contract for Capital Expenditure for Lake Burrill project not provided for in the accounts. Approximately $39,000.

RAN CENTRAL CANTEENS FUND

Revenue Account for Year Ended 31 July 1971

1970 $	*Revenue—*	$	$
108,225	Levy on sales in Service System Canteens including Chief and Petty Officers Canteens..		136,074.27
14,290	Interest		18,626.31
—	Capital Gains		600.00
—	ASCO Dividend Vietnam		1,518.00
122,515			156,818.58

		$	$
	Expenditure—		
53,979	Grants as per schedule	101,019.25	
1,004	Newspapers to ships overseas	1,138.97	
130	Audit Fees	180.00	
1,149	Stationery	675.46	
33	Depreciation on Office Equipment	16.50	
6,627	Family Services Scheme	7,742.40	
5,628	RAN Recreational Film A/c	7,530.45	
—	General Expenses	8.00	
			118,311.03
68,549			
53,966	Surplus transferred to Accumulated Funds		38,507.55
	Movements in Reserves—		
	Long Range Project—		
	Balance as at 1 August 1970		190,000.00
	Plus Transfer from Accumulation Account		20,000.00
			210,000.00
	Less Transfer to Lake Burrill Project Reserve	84,992.00	
	Transfer to Accumulation Account	78,008.00	
			163,000.00
	Balance as at 31 July 1971		47,000.00
	Lake Burrill Reserve—		
	Transfer from Long Range Project Reserve		84,992.00
	Less Payments on account of Lake Burrill Project		41,409.00
	Balance as at 31 July 1971		43,583.00

AUDITORS REPORT

We have examined the Balance Sheet as at 31 July 1971, and Revenue Account for year ended 31 July 1971, and, in our opinion, they exhibit a true and fair view of the state of affairs of the Fund.

Chartered Accountants,
343 Little Collins Street,
Melbourne.

Melbourne, 24 August 1971.

RAN CENTRAL CANTEENS FUND

Schedule of Grants made During the Year Ended 31 July 1971

	$
Entertainment—	
HMAS ONSLOW Films	86.00
HMAS OXLEY Films	326.00
HMAS ASSAIL Films	258.26
HMAS ADVANCE Films	410.51
HMAS OVENS Films	250.00
HMAS ATTACK Films	259.96
HMAS OTWAY Films	160.00
HMAS PALUMA Films	721.63
HMAS KIMBLA Films	271.33
HMAS BAYONET Films	29.80
HMAS LEEUWIN C and PO Mess	536.80
HMAS LEEUWIN Junior Sailors Club	152.70
HMAS KUTTABUL Junior Sailors Club	14.00
HMAS KUTTABUL C and PO Mess	146.90
HMAS KUTTABUL PO Mess	47.40
HMAS WATSON C and PO Mess	40.00
HMAS PLATYPUS C and PO Mess	78.40
Amenities—	
Vietnam Amenities	840.90
Navy News	8,284.30
Williamstown Fleet Club	500.00
RAN Relief Trust Fund	83,447.00
HMAS ENCOUNTER Childrens Party	47.25
HMAS JEPARIT Amenities	200.00
HMAS CERBERUS Cinema	2.00
Army Amenities	166.66
White Ensign Club	5,000.00
Inter-Service Sports—	
HMAS CRESWELL	56.00
HMAS ENCOUNTER	37.45
Australian Services Rugby Union	280.00
HMAS HARMAN	67.00
	102,718.25
Less Grant Refunded HMAS LEEUWIN C and PO Mess	1,699.00
	101,019.25

Schedule of Loans Outstanding at 31 July 1971

	$
HMAS CERBERUS Ships Fund	3,000.00
HMAS KUTTABUL Petty Officers Canteen	396.00
HMAS ONSLOW Canteen	500.00
RAN Gliding Association	1,100.00
HMAS TORRENS Canteen	3,500.00
HMAS TARANGAU Canteen Fund	3,648.00

	$
HMAS SWAN Ships Fund	583.35
HMAS SWAN Canteen	2,499.98
HMAS COONAWARRA Ships Fund	3,200.00
HMAS KUTTABUL Fleet Chief Petty Officers Mess	702.00
HMAS WATERHEN Canteen	2,287.00
HMAS ASSAIL Canteen	33.03
HMAS BARRICADE Canteen	133.34
HMAS HARMAN Chief and Petty Officers Canteen	258.00
HMAS BOMBARD Canteen	0.18
HMAS WATERHEN Chief and Petty Officers Canteen	334.00
HMAS BAYONET Canteen	66.72
HMAS NIRIMBA Apprentices Fund	5,035.50
Royal Naval House, Sydney	6,000.00
HMAS PLATYPUS Canteen	1,340.00
ASCO	100,000.00
RAN Ski Club	8,262.84
	142,879.94

(212/1/8 DFSD)

UNCLASSIFIED

452/71—Uniform—Senior Sailors—Evening Dress

1. The following evening dress is approved for wear by senior sailors:

a. **Warrant Officers and Chief Petty Officers:**

White Evening Dress—

White mess jacket of officers pattern and material, with 3 No 9/16 inch gilt buttons on each sleeve (positioned as on No 1 Dress). Gilt front buttons are $\frac{7}{8}$ inch. Warrant Officers wear a gilt metal Australian Coat of Arms on each sleeve positioned centrally 1 inch above the buttons. The miniature gold MAAs badge will not be worn on the right cuff in future.
Miniature medal ribbons.
Miniature submarine or aircrewman badge.
Evening necktie, black.
Shirt, white, soft, evening, with turned down collar.
Cummberbund, black.
Trousers, blue uniform or mess, officers pattern and material.
Shoes, black, leather, uniform pattern.
Socks, black.

Blue Evening Dress—

Blue mess jacket of officers pattern and material with 3 No $\frac{7}{8}$ inch gilt buttons on each sleeve (positioned as for No 1 Dress). Gilt front buttons are also $\frac{7}{8}$ inch. Warrant Officers wear a gold embroidered Australian Coat of Arms on each sleeve positioned centrally 1 inch above the buttons.
Trousers, mess, blue of officers pattern and material.
Other items worn with this Dress are as for White Mess Jacket Dress.

b. **Petty Officers:**

Blue Evening Dress—

No 1 Dress negative medals with black evening necktie and either a soft white day shirt or a soft white evening shirt with turned down collar.

2. Approval for the wearing of dress will, in every instance, be at the discretion of the Commanding Officer, or the Senior Officer where more than one ship or establishment is concerned, and will normally be given only in respect of organised evening social functions taking place in, or sponsored by, HMA ships or establishments or in other Services messes and at functions organised by civic authorities for the Services, as appropriate. Officers attending functions at which the wearing of evening dress by Senior Sailors has been authorised, will wear either modified white mess dress or white mess undress, or modified mess dress or mess undress as ordered by the Senior Officer.

3. White mess jackets and blue mess jackets and trousers may be purchased privately from the Commonwealth Government Clothing Factory or authorised outfitters.

4. No additional space can be provided in HMA ships for stowage of additional clothing obtained under the above arrangements.

(917/83/129 D of V)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

453/71—Patrol Boats—Excessive Speed in Confined Waters

1. A number of incidents have recently occurred whereby damage to small craft and shore facilities has been attributed to the wash generated by patrol boats.

2. Commanding Officers of patrol boats are reminded of the necessity to proceed at the slowest practicable speed in confined or shallow water.

3. This order will be incorporated in RANOP in due course.

(1234/51/492 DNSD)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

454/71—Accounting for Loan Bedding and Anti-flash Gear in HMA Ships having Training/Army Support Roles

1. A review of existing methods of accounting for loan bedding, during which trials of a modified procedure were carried out in selected units of HMA Fleet, indicated that assistance with this accounting task is needed in some HMA Ships.

2. As from the date of receipt of this order, the procedures detailed hereunder are to be observed in HMA Ships having training/army support roles, eg, HMAS SYDNEY, HMAS QUEENBOROUGH and HMAS ANZAC, in accounting for loan bedding and anti-flash gear.

3. Any of these items which are subsequently deposited in the scran bag and not retrieved after a period of 14 days are to be transferred to the custody of the Supply Officer. For this purpose, Forms SX125/SX126 (AS549) are to be prepared in duplicate by the Messdeck officer and passed to the Supply Officer with the items concerned. The duplicate copy of the Forms SX125/SX126 is to be receipted by the Supply Officer and returned to the Messdeck officer for retention.

4. Items received from the scran bag are to be stowed separately from the Supply Officers stocks and are to be recorded in a subsidiary account titled 'Recovered Loan Bedding'. This account will comprise Forms SA103 Permanent Ledger Pages in a separate binder and will be operated as a suspense account to record items found until final authorised accounting action is taken.

5. Forms SX125/SX126 (AS549), raised in accordance with Paragraph 4 above, will support receipt of items included in the Recovered Loan Bedding account. Care is to be taken to ensure that items recorded in this account are kept separate from normal stock at the time of stocktaking.

6. When a member is posted away from the ship and is deficient items of loan bedding or anti-flash gear, issue from the Recovered Loan Bedding stock may be authorised by the Supply Officer to make good the deficiencies. Form SA207 (AS149) Counter Book is to be used for this purpose and retained by the Supply Officer to support the entries in the Recovered Bedding Account.

7. To satisfy the Supply Officer that an item was in fact lost a pro-forma certificate, signed by the Coxswain, is to be presented to the Supply Officer by the sailor concerned. This certificate is to be attached to the Form SA207 (AS149) raised in accordance with Paragraph 6 above. A specimen of the pro-forma certificate, requirements of which are to be produced locally, is included in the Annex to this order.

8. When the quantity of items in the Recovered Loan Bedding account is in excess of anticipated posting out deficiencies, surpluses are to be taken on main ledger charge by Form SS1, Stocktaking Discrepancy Report.

9. It is emphasised that the provisions of Paragraphs 6 and 7 are to be applied only when members are posted away from the ship. Deficiencies disclosed/reported at other times are to be investigated and action taken in accordance with ABR 93, Chapter 39.

ANNEX

HMAS .....

Regulating Office. Date .....

Loss of Bedding

This is to certify that.....
O/N.....reported the following items of loan bedding missing to the police office:

40059	Beds Camp Complete	No
40125.6	Blanket Bed Various	No
40720	Cover Mattress Hammock	No
41160	Hammock Unslung	No
41469	Mattress Bed Hammock	No
41614	Pillow Hammock Hair	No
41421	Lanyard Hammock	No
41151	Hammock Clew Assembly	Set
41636	Pillowcase 21 inches x 15 inches	No
41641	Pillowcase 30 inches x 20 inches	No
40089	Bedspread Blue and White	No
41755	Sheet White Cotton	No
40960.1	Gloves Anti-Flash	No
41260	Hoods Anti-Flash	No

Reference .....
SA207 No..... *Coxswain*
(400/1/1308 DSUA)

UNCLASSIFIED

455/71—Ammunition—Primers Electric No 17 Mark 2—Filled VAD 1942—Withdrawn from Service

(DCI(RN) 908/71)

1. *Authorities Concerned* .. .. HMA Ships, Shore Training Establishments and RAN Armament Depots.
2. *Item Concerned* .. .. .. Primers Electric No 17 Mk 2 filled VAD 1942.
3. *Information* .. .. .. A failure has occurred due to a material defect in the base of the primer.
4. *Action to be Taken* .. .. a. By HMA Ships and Shore Training Establishments—Return any primers of the above description, or cartridges fitted with these primers, to RAN Armament Depots at first opportunity.
   b. By RAN Armament Depots—report for disposal to Navy Office. CL(A)461 refers.
5. *Where Found* .. .. .. Primers to be withdrawn may be found in service under any of the following stock numbers.
   Loose: 35831512
   35831514
   35831515
   In Cartridges QF 4.5 inch: 33505511
   33505512
   33505513
   33505516
   33541917.
6. *Safety Category* .. .. .. BR862 Article 1705, Category 'FF'—not dangerous but may have a percentage of failures to function.

(726/51/153 DAS)

UNCLASSIFIED

456/71—Fire Precautions—Galleys

1. A fire which occurred recently in the galley of one of HMA Ships was caused by ignition of accumulated fat in the range oven.

2. In order to ensure against build-up of fat deposits in ranges and roasting ovens the following cleaning routine is to be regarded as minimal:

   a. *Daily:*
      (1) Clean the hob-tray and tray housing beneath the hot plates.
      (2) Brush and wipe out ovens internally removing surplus oils, liquids and food particles.

   b. *Weekly:*
      Clean ovens internally and externally and hob tray and housing with Cleaning Compound Solvent 6850–66–026–4925.

3. ABR5 will be amended.

(465/52/614 DFSD)

UNCLASSIFIED

457/71—Refrigerated Appliances for Use on HMA Ships—Scale of Allowances

1. The scale of allowances for domestic automatic refrigerators, cool water drinking units, deep freeze units, cool serving cabinets, ice making machines, and ice cream machines to be fitted in HMA Ships has been reviewed.

2. Units on the scale described in succeeding paragraphs will be fitted in new construction and ships undergoing modernisation or conversion.

3. For ships currently in commission there will be a gradual change to the new requirements as existing units become due for replacement. Where units as listed below are not fitted, ships shall raise Forms TM145 for each deficiency to ensure fitting during the next annual refit quoting this order as authority. Where in accordance with this Navy Order, additional units, beyond those already fitted in the ship, are to be fitted, the equivalent weight surrender shall be included in the Form TM145.

Domestic Automatic Refrigerators

4. The domestic refrigerators selected shall be in accordance with the basic allowable size range, namely five, eight and fifteen cubic feet capacity. Units shall be of the sealed or open unit type conforming to Navy Office specification SP8000.

Main Galleys

5. Refrigerators in, or adjacent to, the main galleys for the storage of prepared or partly prepared food, shall be one cubic foot capacity per 25 men served from the galley. Refrigerators smaller than eight cubic feet capacity shall not be fitted in galley.

Officers Galleys

6. Refrigerators in officers galleys shall be one cubic foot capacity per five men served from the galley.

Bakeries

7. One 8 cubic feet DAR will be provided for stowage of margarine, pie meat and pastry in ships where complement ranges from 300 to 600 Men.

Commanding Officer Accommodation

8. The Commanding Officer of Destroyer Escorts and above in new construction only, shall be provided with a refrigerator of eight cubic feet capacity, located in a suitable position in the day cabin and 5 cubic feet in the pantry.

Provision Issue Room

9. A refrigerator, in or near, the provision issue room for storing butter, etc, shall be of one cubic foot capacity per 100 men. In small ships it may be necessary to provide one larger refrigerator in the main galley to serve both galley and provision issue room to save space.

Wardroom

10. A refrigerator of one cubic foot, capacity per three men shall be fitted in each wardroom and pantry. The minimum size of refrigerator shall normally be eight cubic feet, but small ships may require a smaller unit.

Dining Spaces

11. A refrigerator of eight cubic feet capacity shall be fitted in the crews dining space for complements less than 500 men. Two units of this size shall be fitted when complements exceed 500.

CPOs and POs Messes (Where no Separate Dining Hall is Provided)

12. A refrigerator of one cubic foot capacity per five men shall be fitted in Senior Sailors/Mess or pantry. The minimum capacity of these units shall be five cubic feet.

Sailors Messes (Where no Separate Dining Hall is Provided)

13. Refrigerators shall be fitted in, or adjacent to, each mess, or group of messes. Capacities shall be as follows:

1–30 men	five cubic feet
Over 30 men	eight cubic feet

Sick Bays

14. A refrigerator of eight cubic feet capacity shall be fitted in sick bays on Aircraft Carriers and one, five cubic feet capacity refrigerator shall be fitted in sick bays on Destroyers and below. Refrigerators of five cubic feet capacity shall be fitted in Dental Surgeries. If located in surgery the refrigerator must conform to Australian Standard CZ9, to minimise the risk of fire and explosion arising from the use of flammable medical agents.

Canteen

15. Canteens in Aircraft Carriers shall be fitted with one, eight cubic feet refrigerator. In Destroyers and below, canteens shall be fitted with one, five cubic feet refrigerator.

Installation

16. The units, being air cooled, require adequate ventilation. It is essential, therefore, that they be sited remote from all heated equipment and in a well ventilated position. No restriction of air-flow through their ventilation openings shall be permitted. There shall be a minimum clear space to two to three inches between the back of the cabinet and any bulkhead. A branch from a ventilation supply, or exhaust trunk, whichever is more convenient shall be fitted to deliver air to, or exhaust air from, the vicinity of the cabinet. The limit of ambient temperature in which air cooled refrigerators work satisfactorily is 110°F, therefore these units shall not be sited where this temperature is likely to be exceeded, for long periods.

17. Where space and layouts permit, refrigerators shall be positioned such that the doors, when closed lie athwartships, to limit the possibility of doors opening when the ship is rolling. Doors should be opened as infrequently, and for as short a period as possible.

Cool Water Drinking Units

18. Cool water drinking units of the 'bubbler' type shall be fitted on the basis of providing a minimum of one gallon of cooled, fresh, drinking water per man, per day.

19. Generally a minimum overall allowance of one cool water drinking unit per 80 men should be adequate, based on a ten gph unit, or one unit per 60 men, based on a six gph unit.

20. Cool water drinking units shall be sited in, or close to, messes, cafeterias, wardrooms and sick bays. In Aircraft carriers, they are required in the vicinity of the ready room and the island.

21. This unit may be sited adjacent to the canteen to provide cooled water for this area and the adjacent flat. In addition one cool water drinking unit shall be fitted in, or adjacent to, the access to each main machinery space.

22. Where possible one cool water drinking unit shall be sited adjacent to the galley.

23. The types of cool water drinking units used in HMA ships are as follows:

a. Sealed unit compressor, water cooled condenser rating ten gph;
b. sealed unit compressor, air cooled condenser continuous rating six gph; and
c. chilled water/fresh water coil heat exchanger continuous rating ten gph.

Deep Freeze Requirements

24. Refrigerated capacity shall be provided for the storage of quick frozen foods, including shellfish. Where separate cold rooms are not provided, frozen meat is to be stored in the Deep Freeze unit. In new construction these quick frozen foods shall be stored in the Cold Room, (new designation—5°F–0°F), however, provision has been made for a Deep Freeze unit to be fitted in addition, in the Galley area where a lower temperature range is required for ready use stowage (for stowage of items such as vegetables, sausages and fish, etc).

25. On existing ships, quick frozen foods may be stored in cold rooms whenever space is available. Cold Room temperature (15°F–18°F) are adequate for frozen foods up to a maximum of 21 days. Where insufficient space is available in the cold room or longer storage is required, a separate deep freeze cabinet to Navy Office Specification No SP799 (G1 Specification MOD 26) having its own sealed or open unit compressor, shall be installed in a suitable position in the ship. The additional Deep Freeze Capacity for ready use storage is as follows:

Ships Company	101–200 men	one 14 cubic feet unit
	201–300 men	one 14 cubic feet unit
	301–600 men	one 21 cubic feet unit
Officers	30 and below	one 7 cubic feet unit
	31–80	one 7 cubic feet unit
	81–160	one 14 cubic feet unit
	161–200	one 14 cubic feet unit

In vessels where there is no cold room, having a complement of 40 men and below one 21 cubic feet unit shall be installed.

Ice Making Machines

26. Ice making machines are provided to meet the requirements for medical, bakery, galley and cool drink purposes, and require to be sited in an accessible position for all users. Machines of an approved type will be supplied and will have a minimum daily output of 280 lb of ice with a storage capacity of 130 lb of ice.

27. Generally ice making machines will be supplied in the following scale:

Aircraft Carriers	two per ship
Destroyer Escorts, Destroyers	one per ship

Refrigerated Food Counters

28. Refrigerated Food Counters of an approved type per Navy Office Spec NCM Vol 6.0—Section B15 will be issued in two sizes to HMA Ships as follows:

Unit 1	5′ 6″ long, 36″ High, 26″ deep, 18″ High canopy. 8½ cubic feet capacity.	
Scale	Ships company	101–200—one
		201–300—one
		601–900—two
	Officers	81–160—one
Unit 2	8′ 0″ long, 36″ high, 26″ deep, 18″ High canopy. 15 cubic feet capacity.	
Scale	Ships company	301–600—one
	Officers	161–200—one

29. Units are suitable for storage of ready use foodstuffs and the presentation of cold dishes for self service. In new construction ships these units shall be incorporated in the Galley servery area. Fitting of these units in existing ships shall be carried out by A and A action and sited in or near galley area where space permits.

Soft Drink Vending Machine

30. Machines of this type are not provided from public funds, and requirements are to be met from the appropriate non public fund onboard, usually the Canteen Fund. Details of suitable machines are held by the Flag Officer Commanding HM Australian Fleet.

Repair and Maintenance of Refrigerated Appliances

31. The maintenance of refrigerated appliances in all new construction and most other ships, is governed by Planned Maintenance Schedules. In general these schedules call for complete overhaul of sealed unit type appliances or replacement by refitted stores at set intervals.

32. When refrigerators, etc, cannot be repaired by the facilities available to ships staff Forms TM145 requesting dockyard assistance are to be raised in accordance with normal procedure.

33. In the case of obsolescent appliances, recommendations for replacement shall be included on the above form. Dockyards shall effect repair by replacement procedure where it is technically expedient to do so, either in the course of Planned Maintenance or in making good defects.

34. Modern sealed unit appliances require the minimum day to day maintenance but their life can be seriously reduced by overloading caused by the following:

a. running the machine with too low a temperature setting;
b. excessive door opening or leaky door joints;
c. failure to defrost at approximately weekly intervals;
d. dirty heat exchange surfaces;
e. too high ambient temperature;
f. inadequate ventilation.

The effect of all the above is for the running time of the motor to be increased for the same cooling effect and hence more wear and tear. Units which run excessively under temperature conditions when a. and f. above are not applicable, shall be treated as defective and reported as in Paragraph 32 of this order.

(1112/51/99 DSD)

21274/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 458/71-468/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 November 1971.

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

RESTRICTED

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

458/71—Discussions with Representatives of Private Firms Including Ex-service and Ex-departmental Civilian Personnel Employed by Private Industry

1. The security clearance of private firms and their representatives should be confirmed by SEO (S), DNI, Command or Area Security Officers as appropriate, before entering into discussions or transactions of a classified nature.

2. A number of Service and civilian personnel on leaving the Service or the Commonwealth Public Service have taken positions with private industry and have frequent contact with Department of the Navy and the RAN in connection with their companys business.

3. Attention is drawn to the fact that on leaving the Services or the Commonwealth Public Service, the security clearance of these persons lapses, as well as any other special clearances, eg, CRYPTO. Therefore classified matter should not be discussed with these persons by virtue of their previous security status.

4. The fact that representatives of firms have had previous dealings with Department of the Navy or other Departments, should not be regarded as confirmation on their bona fides so far as security is concerned.

5. Navy Order 250/71 is hereby cancelled.

(1617/203/28 SEO (S))

(*Navy Order 250/71*)

UNCLASSIFIED

459/71—Naval Agent in Vanimo

1. Mr Daniel Bastiaan van Ravenswaay Claasen has been appointed Naval Agent, Vanimo, to replace Mr A. S. Wright who has left the area. The following particulars are relevant:

a. Business and Private Address—c/o Sub-District Office, Vanimo.

b. Business Telephone—Vanimo 23.

c. Private Telephone—Vanimo 27.

d. Address to which telegrams should be sent—'Distroff' Vanimo.

2. Request for services at Vanimo should include NOIC Papua and New Guinea, as an information addressee and should be made by letter if time permits.

(2/4/269 AS (NS))

UNCLASSIFIED

460/71—RAN School of Training Technology

1. On 1 November 1971 the RAN School of Training Technology (short title RANSTT) was established at HMAS CERBERUS.

2. *Definitions:* For the purpose of this Navy Order the term 'Training Technology' covers:

a. Training administration.
b. Training analysis.
c. Course design.
d. Training assessment.
e. Instructional technique.
f. Programmed learning.
g. Closed circuit television.
h. Audio-visual aids.
i. Classroom design.

It should be noted that as RANSTT incorporates the present functions and tasks of the IT School, HMAS CERBERUS (Paragraph 2e. above) the IT School ceased functioning as a separate identity on 31 October 1971.

3. The Terms of Reference for the Officer-in-Charge, RANSTT, are shown in Annex A of this order.

4. Details of courses to be conducted initially by RANSTT are shown in Annex B of this order. Commencement dates for courses to be conducted by RANSTT will be promulgated in a later Navy Order. IT courses already published in Navy Order 568/70 will still be conducted as promulgated.

5. It is intended that the RANSTT will occupy the present facilities used by the IT School, HMAS CERBERUS, until alternative accommodation can be provided.

6. In due course RANSTT will be available to conduct courses to train personnel in training technology in other RAN training establishments as arranged by DGT in consultation with CST.

7. Correspondence directly concerned with courses held in RANSTT should be addressed to the Commodore Superintendent of Training, HMAS CERBERUS (for Officer-in-Charge, RAN School of Training Technology).

ANNEX A

Terms of Reference of the Officer-in-Charge, RANSTT

1. *Primary Purposes:*

a. To train personnel in training technology.
b. To advise training establishments on the application of training technology.

2. *Secondary Purposes:*

a. To prepare the material for training courses required to train personnel in training technology.
b. To assist ships and establishments in the application of training technology.

ANNEX A—*continued*

c. To represent the RAN on committees and conferences at Tri Service and national levels concerned with the training of personnel in training technology.

3. *Accountability, Authority and Organisation*

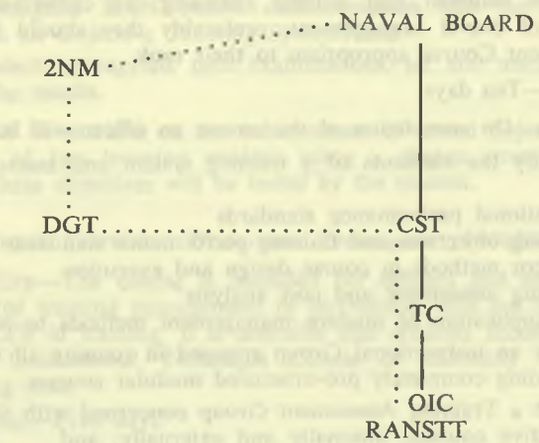
a. OIC RANSTT is under the command of, and directly responsible for the conduct of his school to CST CERBERUS in accordance with ABR 27 Volume II Article 0203 Paragraph 2 (a).

b. DGT as the appropriate Director at Navy Office will advise the OIC RANSTT through CST of the following:

(1) the numbers and types of RANSTT courses to be run and their objectives;
(2) the extent and form of advisory service to be undertaken, allocating priorities between tasks as necessary;
(3) the number and type of training technology courses for which material should be provided;
(4) the extent and form of assistance to be undertaken, allocating priorities as necessary; and
(5) the requirement of the Officer-in-Charge RANSTT to provide representatives for committees and conferences.

c. The Officer-in-Charge RANSTT is authorised to correspond direct with Service and civilian authorities on matters of training technology in accordance with RI Appendix 52A Paragraph f.

4. *Organisational Diagram:*



..... Training Matters
———— Administration Control

ANNEX B

Proposed Training Courses

RAN School of Training Technology

1. The primary purpose of RANSTT is to train personnel in training technology. Details of proposed courses are given below.

ANNEX B—*continued*

2. *Training Management (901261)*

a. Eligibility—The course is intended for officers of Commanders rank or above who are responsible for the overall management of training, though places can be made available to Lieutenant-Commanders with similar responsibilities. It will be assumed that those attending are conversant with modern methods of Naval Management; preferably they should have attended a Management Course appropriate to their rank.

b. Duration—Three days.

c. Objectives—On completion of the course an officer will be able to:

(1) identify the elements of a training system and assess the importance of:
operational performance standards
training objectives and training performance standards
modern methods in course design and execution
assessment of training;

(2) detect the presence of these elements in any training system; and

(3) assess the necessary balance to be kept in a course between:
the operational requirement
careers and promotion
compatability with other careers.

3. *Training Administration (901260)*

a. Eligibility—The course is intended for officers who are about to hold, or hold, appointments as Training Commanders, STOs and Training Officers. It will be assumed that officers attending are conversant with modern methods of Naval Management; preferably they should have attended a Management Course appropriate to their rank.

b. Duration—Ten days.

c. Objectives—On completion of the course an officer will be able to:

(1) identify the elements of a training system and assess the importance of:
operational performance standards
training objectives and training performance standards
modern methods in course design and execution
training assessment and cost analysis
the application of modern management methods to training;

(2) direct an instructional Group engaged in running all types of training including completely pre-structured modular courses;

(3) direct a Training Assessment Group concerned with the assessment of objective courses, internally and externally; and

(4) direct a Resource Budgeting Team responsible for the evaluation of training, the analysis and allocation of resources and the preparation of TEPs.

4. *Training Technology (903610)*

a. Eligibility—The course is intended for officers and senior sailors selected to assist the training research units and who will be further trained 'on the job' by the unit concerned.

b. Duration—Five days.

ANNEX B—*continued*

c. Objectives—On completion of this course a Training Analyst will be able to develop training objectives in terms of student performance by the application of analysis techniques to operational requirements and training facilities.

5. *Instructional Technique (903600)*

a. Eligibility—The course is intended for officers and sailors of any specialisation, other than Instructor Officers, who are about to hold, or hold, appointments in which they will instruct.

b. Duration—Ten days.

c. Objectives—On completion of the course an officer or sailor will be able to:

(1) identify the principles underlying the preparation and presentation of subject matter;

(2) describe the characteristics of the following learning strategies:
the lecture
the lesson
the demonstration/practical
the discussion
role playing
case study
pre-structured learning
CCTV teaching video tapes;

(3) recognise RAN course documentation and the instructors position in an Objective Training System; and

(4) select appropriate tests/examinations, set and mark them and analyse the results.

He will be marked on the achievement of stated objectives of his presentation of two learning sessions using a chosen strategy from the above list. These objectives will be tested by the student.

6. *Closed Circuit Television Production Techniques (903620)*

a. Eligibility—The course is intended for officers and senior sailors responsible for training management or instruction who are involved in the uses of CCTV in training. It is desirable that students should have completed a basic Instructional Technique Course or currently be employed in a training post.

b. Duration—Five days.

c. Objectives—On completion of the course the student will be able to:

(1) recognise where the use of CCTV fits into the systematic approach to training;

(2) diagnose an area of work suitable to CCTV;

(3) recognise the characteristics of the teaching video tape;

(4) analyse the success of a teaching video tape by validation;

(5) assemble a CCTV audio/visual chain of two cameras, one video-tape recorder, one microphone and one monitor and align the system to produce an acceptable monitor picture;

ANNEX B—*continued*

(6) perform the elementary studio tasks involved in producing a television programme;

(7) write a four-minute script in the correct format for a television production; and

(8) direct a production based on their script.

7. *Training Systems Acquaint (903630)*

a. Eligibility—The course is intended for officers and senior sailors of all specialisations concerned with training and will cover the principles and practice of Training Systems and Programmed Instruction within the RAN.

b. Duration—One day.

c. Objectives—At the end of the course the student will be able to:

(1) recognise whether the training situation meets the requirements of RANTS;

(2) identify the steps taken in a systematic approach to effective training;

(3) relate particular Training Technology problems to the three Training Research Units of the RAN; and

(4) recognise examples of Programmed Instruction material; their use and effectiveness over traditional methods.

8. *Quality Control (903640)*

a. Eligibility—The course is intended for junior officers and warrant officers and senior sailors who are responsible for ensuring the quality of instruction is maintained and that the instructional objectives are being achieved and tested correctly (students must have carried out an IT course satisfactorily).

b. Duration—Three days.

c. Objectives—At the end of the course the students will be able to:

(1) define instructional objectives;

(2) carry out an IT assessment procedure; and

(3) design a marking system for any given objective.

9. Future courses may well develop in the particular areas of:

a. Programmed Learning.

b. Cybernetics.

c. Task Analysis.

(311/3/146 DGT)

(*Navy Order 568/70*)

UNCLASSIFIED

461/71—Safety—Workshop Equipment in HMA Ships and Shore Establishments

1. A recent accident with a workshop guillotine at a Royal Australian Naval shore establishment highlights the need for an overall review by Engineers Officers of all workshop equipment under their control, to ensure that guards or other safety devices are fitted and function correctly.

2. Where safety devices are considered inadequate or where these are not functioning correctly appropriate action is to be taken to remedy deficiencies.

3. Commanding Officers should be guided by the provision of relevant industrial ordinances in assessing the adequacy of safety fittings.

4. The Safety Officers of HMA Naval Dockyards are available for advice on request.

(177/51/64 CONS)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

462/71—Patrol Boats—Underway Transfers

1. The recommended method of conducting underway transfers between patrol boats is the heaving line transfer as taught to Commanding Officers designate during PCT courses. This method is reproduced in the Annex to this order.

2. Underway 'washdeck' or 'graunch' transfers as practiced by Ton class mine countermeasures vessels are not to be attempted by patrol boats.

3. This instruction will be included in RANOP in due course.

ANNEX

Heaving Line Transfers

Method:

a. Heaving line transfers between patrol boats should only be carried out in smooth sea conditions.

b. Fenders should be placed over the sides of both the guide and the receiving ship.

c. To facilitate accurate steering, the transfer course should normally be up wind and sea. However, if there is no significant sea or swell, a downwind transfer course may be chosen to improve working conditions on deck.

d. Recommended transfer speed is 14 knots (850 RPM both main engines). This speed ensures good control whilst still allowing a lower margin (600 to 850 RPM both engines) for station keeping. Interaction between ships is very pronounced at higher speeds.

e. The receiving ship should approach the guide aiming outside the guides bow wave at a speed of 3 knots in excess of the signalled speed for the exercise. When abeam, distance may be closed to about 50 feet but distances closer than this should be avoided. Speed of the receiving ship is then adjusted to that of the guide.

f. Since interaction can be most significant, caution is necessary during the approach to prevent the bow swinging in on the guides quarter and when disengaging to prevent the stern swinging in on the guides bow.

g. Distance apart of ships during transfer should be about 50 feet.

h. Normal transfer position is forecastle to forecastle.

i. Station keeping is normally carried out by passing compass courses to the coxswain whilst allowing the Charge ERA to adjust engine revolutions as necessary to maintain position.

j. Disengagement should be carried out prudently with outward course adjustments by the receiving ship until ships are well clear of each other.

(1234/51/475 DNSD)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

463/71—ABR 5074F—Pricing Supplement to RAN Catalogue of Stores

Introduction

1. Navy Order 399/71 promulgated revised details of the composition of the RAN Catalogue of Stores, ABR 5074, and how the various segments of the catalogue are intended to be used.

2. ABR 5074F—Pricing Supplement—referred to at Paragraph 3b (2) of the above Navy Order is shortly to be issued and the following information is promulgated as a guide to users of this segment of ABR 5074.

General Information

3. Within the Pricing Supplement stock numbers are printed in left justified sequence with the applicable unit price shown alongside.

4. The prices shown represent Australian 'into-store' costs and for stocktake, losses, etc, purposes no percentages need to be added. However, if used to cost repayment transactions the normal percentage should be added.

5. The Pricing Supplement has been produced from the EDP NAVSTOK file and covers most items recorded therein. However, for various reasons not all items recorded on NAVSTOK are priced and those unpriced are not shown in the supplement.

6. If an item in a group of stores 'on NAVSTOK' is not shown in the Pricing Supplement and the price is required, action to be taken is as follows:

a. A Management Information Request—Form SD21—should be raised and input to EDP in accordance with the procedure set out in ABR 5063 (Volume 3) Chapter 3 Appendix 4.

b. In the event that no price is recorded for the item on EDP, an estimated or professional valuation should be obtained.

7. The prices shown in the Pricing Supplement do not supplant those especially produced for items of Victualling Stores which are contained in the following price lists:

a. Prices of Clothing, etc, Maintained for Issue to Ships Companies.

b. Fixed Issuing Price List for Mess Gear.

c. Fixed Issuing Prices for Provisions.

d. Fixed Issuing Prices for Fresh Fruit and Vegetables.

8. The Pricing Supplement, ABR 5074F, will be reprinted annually.

(465/52/1957 DSUA)

(*Navy Order 399/71*)

UNCLASSIFIED

464/71—Aircraft Technical Maintenance Plans—Revision and Re-issue

Introduction

1. Experience within the RAN and other Services indicates that the preparation of a document detailing the plan for servicing, repair and overhaul of an aircraft and its associated systems is an essential prerequisite for the successful introduction and subsequent operation of an aircraft type. Whilst documents identified as Technical Maintenance Plans have been produced in the past by the RAN, hitherto they have not detailed the task in sufficient depth nor adequately expressed the Maintenance Policy to be applied. A revised format for presentation of information has been introduced and an updated Technical Maintenance Plan (TMP) is in process of issue for Wessex, Iroquois, Tracker and Skyhawk aircraft.

Technical Maintenance Plan—Layout and Use

2. A TMP comprises three (3) sections:

a. *Section 1. Index of Aircraft Sub-systems and Code Allocation.* This provides a unique system—component reference for identification purposes and groups related equipment in numerical code sequence.

b. *Section 2. Introduction.* This is self-explanatory and provides detailed advice to users of TMPs.

c. *Section 3. Maintenance Periods and Responsibilities.* This specifies servicing periods, maintenance time limits and component lives. It also designates the level of maintenance to be accomplished at Service and civilian facilities for each system or component together with reference to the appropriate documentation.

3. Within the format outlined in Paragraph 2 above, the TMP provides a comprehensive plan, detailing the appropriate requirements for servicing, repair and overhaul, at Service and civilian organisations for the airframes, engines and their components and the avionic electrical and weapon delivery systems and components, incorporated in the aircraft.

4. The information detailed at Section 3 of a TMP provides the basis on which the following are determined:

a. Skill levels for appropriate Service and civilian maintenance organisations.

b. Type and disposition of test equipments.

c. Disposition of assets of spare parts, sub-assemblies and assemblies.

d. Contract requirements for repair/overhaul of equipment.

e. Trade composition and strength of complements.

f. Technical Publication distribution requirements.

5. In addition, the TMP contains references to acceptable performance characteristics and provides comprehensive guidance to both user units and other authorities in the level of maintenance to be applied at a Service facility, and the ultimate disposal of the equipment should this action be necessary. In view of the foregoing, TMPs will be given a wide distribution and are to be referred to for authoritative guidance whenever any change which may affect the functions 4a. through f. listed above is proposed.

6. Having regard to the importance of the TMP in relation to the successful introduction and operation of an aircraft type, the following detail outlines the development of such a document.

Development of TMPs

7. *Assessors Technical Maintenance Plan.* When approval is given for the introduction of a new aircraft type, a document identified as the assessors TMP will be raised at Navy Office; this document will identify as closely as can be ascertained the aircraft systems and components for which support facilities will be required and the level of maintenance to be undertaken at each such facility. This document will be progressively prepared on the basis of information available from the manufacturer of the aircraft or equipment. Amendments and assessments will be progressively obtained, to provide information on which action will be taken to:

a. Initiate appropriate training for Service maintainers.

b. Establish complements.

c. Compile allowance lists for spares, breakdown spares, test and support equipments.

d. Establish the capability of civilian repair organisations to discharge the overhaul/repair functions.

e. Define publication requirements and distribution.

f. Define calibration requirements.

8. *Provisional Technical Maintenance Plan.* A Provisional Maintenance Plan will be issued before the aircraft enters service. Provisional TMPs will normally remain in use for a period of 12 months; during this time, amendments will be of a 'hand written' nature incorporating additional information found necessary.

9. *Approved Technical Maintenance Plan.* After 12 months the Provisional TMP will be reviewed and will be re-issued as the Approved Technical Maintenance Plan. The co-ordinating authority for amendment to this publication within the authorised maintenance policy will be SAMR to whom all proposals for such amendment action should be directed.

10. *Amendment of Technical Maintenance Plans.* It is essential that the accuracy of Technical Maintenance Plans be maintained at all times.

11. When issued they list components which are known or anticipated to have maintenance requirements. Inevitably due to modification action, defects, changes in manpower availability and maintenance requirements, availability of test and support equipment, and review of the requirements for contractors, the content will need progressive amendment. It is the responsibility of all user units, Technical and

Supply authorities alike, to constantly monitor the TMP within their areas of responsibility, initiating whatever action is necessary when the content is varied to provide the resources to achieve the designated maintenance capability.

12. *Inability to Comply with a Technical Maintenance Plan.* Where for any reason whatsover, a unit cannot discharge its assigned maintenance responsibility, the equipment concerned is to be returned to the appropriate Supply Depot in accordance with ABR 4 Article 1001. To enable suitable remedial action to be initiated, on each occasion that such action is taken, SAMR and the appropriate Supply Authority are to be informed of the deficiencies which prevented compliance with the TMP.

13. It is inevitable that on occasion, instances will occur where certain repair arisings are not catered for by the TMP. In this respect it is implicit in the maintenance philosophy promulgated in a TMP that Engineer Officers are responsible for ensuring that maximum use is obtained from technical equipment, consistent with limitations imposed by requirements of airworthiness and safety, operational effectiveness and economy. To this end Engineer Officers at operating units and maintenance facilities are to give effect to that requirement by considering the repairability of all items, whether listed or not in TMPs, against availability of the following:

a. GSE.

b. Appropriately skilled manpower.

c. Breakdown spares.

d. Technical data.

e. A replacement item; and having regard to the economy of repair.

14. It will be observed that in many instances an overhaul/repair unit or contractor has not been designated for specific items. This implies only that anticipated arisings and arisings to date have not so far, warranted establishment of such a facility. In the event that due to the frequency of such arisings, a user unit may consider that a repair/overhaul facility is required, the Senior Specialist Technical Officer of the ship or air station is to represent the requirement through appropriate Supply channels. This action may parallel administrative action taken independently by the appropriate Supply Directorates, initiated to ensure that large inventories of unserviceable equipment are not accumulated. Nevertheless, it will serve to substantiate the need to develop a specific maintenance capability.

(1313/1/961 DAE)

UNCLASSIFIED

465/71—Ammunition—Pyrotechnics—Cartridges Signal 1 Inch and and Signals Distress Mark 13 Mod 0 Overage Stores

1. *Authorities concerned* .. All HMA Ships and Shore Establishments.

2. *Items Affected* ..

Group Class	*Catalogue No*	*Description*
393	393014	Cartridge Signal 1″ White
393	39318312	Cartridge Signal 1″ Red
393	39322212	Cartridge Signal 1″ Green
393	393274 (followed by the digits 11 to 18 incl.)	Cartridge Signal 1″ Illuminating
365	365058	Signals Distress Day and Night Mark 13 Mod 0.

3. *Purpose* .. .. Examination of Annual Stock Reports of Ships Pyrotechnics, recently received, has revealed that a number of 'overage' Cartridges Signal 1″ and Signals Distress Mark 13 Mod 0 are still held by some HMA Ships and Shore Establishments.

4. *Action* .. .. All Cartridges Signal 1″ and Signals Distress Mark 13 Mod 0 are to be examined to ascertain their serviceability in accordance with Navy Orders 12/70 and 195/70 and all overage stores are to be returned to the nearest RANAD at the earliest opportunity and replacements demanded in lieu.

RANADS: Overage stores held, and any returns from service, are to be declared for disposal, quoting this order as the authority.

(727/58/217 DAS)

(Navy Orders 12/70 and 195/70)

RESTRICTED

466/71—Safe Custody of Small Arms and Small Arm Ammunition

1. The following instructions consolidate and amplify the regulations and instructions contained in ABR 5016 (Regulations and Instructions for the Royal Australian Navy) and BR 932 for the custody of small arms and small arm ammunition. These instructions should prevent loss and frustrate even a determined thief.

2. All small arms, their major components and ammunition are to be regarded as important stores and their loss is to be reported immediately (RI Article 4962, 4963 and 4964):

a. to the appropriate police authorities;

b. to the Naval Board through the administrative authority.

3. A report to the local auditor in accordance with RI Article 4963 (4) should be made if applicable. In nearly all cases it will save time and enhance the possibility of recovery if a formal inquiry is begun at once even though it may have to be adjourned for further information. The vital factor is the maximum information in the minimum time.

HMA SHIPS AND SUBMARINES

Registered Number of Small Arms—Recording

4. The registered numbers of all small arms, including signal and Schermuly pistols and 12 bore shot guns, are to be recorded upon receipt.

5. On all occasions when these weapons are mustered or cleaned all mated components are to be checked.

6. The keys of all small arms racks, cupboards and stores containing small arms are Important Keys and the names of persons authorised to draw them are to be listed in the Important Key Book.

7. Issues and returns are to be recorded in the Important Key Book as they occur and are to be signed for by the person drawing the key by the sentry or officer in charge of the keys when returned.

8. The keys of these stowages and the pistol cupboard are to be kept on the Important Key Board. All the keys are to have a metal tally approximately 3 inches × ½ inch with the necessary information stamped on it (RI Article 2959).

Rifles and Rifle Racks (RI Article 3423 (6) and (7))

9. Rifles may be stowed in an approved small arms stowage (armoury), which is to be kept locked with the key on the Armament Key Board. Where there is no armoury they are to be kept stowed in security cupboards or racks in accordance with Navy Office drawings for that class of ship.

10. The security cupboards and racks are to be of such construction that rifles may not be removed from them without considerable force being used.

11. Rifle racks are to be securely fixed to the ships structure, preferably by welding.

Pistols, Revolver and Pistol Cupboards (RI Article 3423 (6), (8), (9) and (10))

12. Properly fitted cupboards for the authorised allowance of pistols are supplied to all ships and are to be sited in a position where their contents can be supervised by the sentry. Where no sentry is employed, the cupboard is to be sited in the wardroom in such a position that the pistols are easily seen.

13. Cupboards are to be fitted with an electric light to each shelf and the door is to be fitted with a stout wire mesh panel and glazed with clear glass.

14. In cases where cupboard doors are secured with a lever lock, the lock is to be replaced by a hasp and staple rivetted to top and bottom of the cupboard and locked by a padlock of high security. Hinge pins are to be rivetted at both ends. (*See* Navy Office Drawing 0/2610, revision No 2).

15. A locked solid metal bar is to be fitted to each shelf for passing through the trigger guard. The lock is to be of high security.

16. A special book, the Pistol Register, is to be kept inside the pistol cupboard. In the front of the book all pistol registered numbers are to be tabulated according to rack stowage. All issues and returns are to be recorded in the register and a legible signature obtained for each pistol issued. The Explosives Accounting Officer or his deputy is to countersign all issues and returns. It is to be impressed on officers and sailors that the pistol is a very attractive item, and special care should be taken to prevent its loss.

17. For each pistol held or issued there must be an individual responsible for its custody. In case of loss, that responsibility is to be brought home. The regulations concerning loss or theft of small arms are to be followed carefully.

18. Where it is necessary to issue pistols to sentries or quartermasters the pistol is always to be worn with the appropriate equipment.

19. Where pistols are turned over from sentry to sentry or quartermaster to quartermaster the turnover is to be governed by written orders signed by the Executive Officer and the turnover is to be recorded and initialled in the deck log by both men concerned.

20. Pistols so issued are to be sighted by the officer doing the main first watch rounds and recorded in the magazine Log Daily Record of Inspections Form TI113 (AS285 (IV)). The pistol is to be sighted by the Duty Officer/Petty Officer at subsequent watches during the silent hours. The sighting is to be entered in the log.

21. In ships where a sentry supervises the pistol cupboard, the Master-at-Arms is responsible that the sentry reports to the officer doing the main first watch rounds that all keys have been returned, the contents of the pistol cupboard and the number of pistols absent from the cupboard.

22. In ships where no sentry is available for supervising the pistol cupboard the officer doing the main first watch rounds is to satisfy himself personally that the cupboard and contents are correct. He is to note in the Magazine Log Daily Record of Inspections Form TI113 (AS285 (IV)) the number of pistols sighted and indicate whether this number is correct or incorrect.

23. In order that the state of the cupboard may be immediately appreciated plywood shapes representing pistols are to be placed in vacant positions as follows:

a. In each space for which no pistol is held a shape painted white is to be inserted.

b. In each space vacated by a pistol whether issued for use or maintenance a shape painted red is to be inserted.

24. All shapes are to be secured in position by the rod in common with the remaining pistols.

Sub-machine Guns

25. Sub-machine guns may be stowed in an armoury which is to be kept locked with the key on the Armament Key Board. Where there is no armoury they are to be stowed in the racks provided and are to be secured with a bar, so constructed that the weapon may not be removed from the rack. The bar is to be secured by a high security padlock. Sub-machine guns are never to be stowed in racks with magazines shipped.

Machine Guns

26. Machine guns supplied for the landing organisation are to be stowed in their chests in the approved stowage in the gunners store. Chests are to be kept locked.

27. Machine guns, which form part of the armament of small vessels, when not mounted are to be locked in their chests in the vicinity of the mounting. Chests are to be stowed in a locked compartment when in harbour.

Signal Pistols

28. At sea, signal pistols are to be kept in the night signal box which should be kept locked. The key is to be retained by the senior tactical sailor on watch (BR 932, Paragraphs 700 and 701).

29. In harbour, signal pistols should normally be returned to a locked stowage in the gunners store. If one is required to be ready for emergencies in harbour it is to be placed in the charge of the duty Tactical Operator, Quartermaster or Sentry and kept in the night signal box.

30. If kept under the sentrys charge it is to be dealt with in accordance with Paragraphs 20 and 21 of this order.

31. Signal pistols are to be sighted by the Explosives Accounting Officer:

a. When preparing for sea.

b. 1600 daily at sea (and in harbour if stowed in the night signal box).

c. On return to harbour.

d. Weekly in harbour if stowed in the gunners store.

32. Shot guns may be stowed in an armoury. Where there is no armoury they are to be stowed in a locked stowage in the gunners store.

33. Expenditure of small arm ammunition is to be written off charge directly in the ledger as it occurs.

34. During practices, particularly where 12 bore, 9 mm and .22 inch cartridges are being used, the officer-in-charge is to take particular care to prevent theft.

35. After any practices, the Accounting Officer is to satisfy himself of the quantity actually expended prior to such expenditure being entered in the ledger.

36. When boxes with unbroken seals are supplied for practice use, the contents as stated on the label are to be accepted, but where boxes with broken seals are issued both the Accounting Officer and the recipient are to satify themselves as to the quantity of cartridges therein.

Stocktaking and Test Stocktaking

37. Stocktaking is to be carried out in accordance with current accounting instructions. On these occasions small arms are to be mustered by registered numbers.

38. A stocktaking of all valuable and important stores should be made frequently (at least quarterly).

39. In order that an accurate account may be maintained the Accounting Officer is to make tests of stock from time to time. These tests are to be governed in their frequency by the relative attractiveness of the arm or ammunition to the potential thief and the degree of security afforded by preventive measures.

40. Tests of stock should be made to establish both quantity and condition.

41. Small arms are to be mustered once per week or more frequently should the conditions existing at the time render this desirable.

42. Test stocktaking of small arm ammunition is to be made on all occasions when demands are prepared. The quantity remaining on board is to be established by actual count.

43. As small arm ammunition is attractive to the potential thief whether he be a souvenir hunter, disposer or user, the seals of all unopened boxes and the contents of opened boxes are to be checked, once a month.

Arms Landed

44. Where arms are landed for service outside the ship they are to be mustered by register number before landing and immediately on return.

45. The officer-in-charge of the party is to sign a receipt for the arms landed and on return is to ensure that the Accounting Officer countersigns the receipt when he is satisfied that the arms in question have been checked and are correct.

46. The instructions in Paragraph 45 will not apply to parties landed for drill where such drill is carried out in the immediate vicinity of the ship and is of short duration.

HMA ESTABLISHMENTS
(including all establishments guarded by the Naval Dockyard Police)

Register Numbers of Small Arms—Recording

47. The instructions in Paragraphs 4 and 5 apply to establishments.

Keys of Rifle Racks, Sub-machine Gun Racks, Pistol Cupboards and Armoury

48. The instructions in Paragraphs 6 and 7 are to be extended to include the armoury or gunners store where this room is used to store small arms.

Armoury—Security

49. Any building selected as an armoury—or gunners store where the latter will house small arms—is to be of stout construction preferably of brick or concrete. If it is made of timber or similar light construction it must be lined.

50. All windows giving access are to be protected by iron bars or stout grills.

51. The door locks are to be of high security, and fitted in such a manner that the lock or locks can only be operated by the proper key. Yale and similar locks can be operated by a knife or steel rule and, where such locks are fitted, a steel guard is to be fitted to prevent the entry of such an instrument between the door and the jamb.

Rifles and Rifle Racks

52. Rifles, other than 'drill only', are to be stowed in racks in the armoury. The instructions contained in Paragraphs 9, 10 and 11 are to apply to establishments.

53. Rifle racks are to be securely fixed to the walls or floor of the armoury.

Pistols and Pistol Cupboards

54. Properly fitted cupboards for the authorised allowance of pistols are to be used. They are to be sited in a position where their contents can be supervised by the sentry. Where no sentry is employed the cupboard is to be sited at the Quartermasters Lobby in such a position that the pistols are easily seen.

55. The instructions contained in Paragraphs 13 to 24 are to apply to establishments.

Sub-machine Guns

56. Sub-machine guns are to be stowed in racks in the armoury. The instructions contained in Paragraph 25 are to apply in establishments.

Machine Guns

57. Machine guns are to be stowed in their chests in the armoury. Chests are to be kept locked.

Signal Pistols and Shot Guns

58. Signal pistols and shot guns when not in use for instructional purposes are to be placed in a locked stowage in the armoury.

59. There should normally be no necessity for signal pistols to be kept in the boats of an establishment, but where they are issued for special signalling purposes, care is to be taken that they are adequately safeguarded and are accounted for when returned from this special service. (BR 932, Paragraphs 702 and 703.)

Small Arm Ammunition

60. The instructions contained in Paragraphs 33 to 36 are to apply in establishments.

Stocktaking

61. The instructions contained in Paragraphs 37 to 43 are to apply in establishments.

Arms Landed

62. The instructions contained in Paragraphs 44, 45 and 46 are to apply in establishments.

RAN ARMAMENT DEPOTS AND ASI SHIPS

63. Rifles, pistols, sub-machine guns and ammunition for these weapons are to be stored in strong, securely locked stowages.

64. Pistols should be threaded on a strong metal bar fastened by a padlock.

65. Magazines of pistols, and sub-machine guns, and bolts of rifles are to be removed and stored separately. These parts are to be tallied with the appropriate number of the weapon of which they are component for easy identification when issuing.

66. If weapons are stored in bulk, the cases are to be packed under supervision of a responsible officer, and banded and sealed with suitable banding tape or wire. A list of contents and register numbers is to be signed by the packer and checker and included in the package. A duplicate is to be retained for record.

67. The safety of weapons and security of packages containing weapons are to be verified daily by the storekeeper and at frequent intervals by a responsible officer.

68. Stocktaking of the following items is to be carried out half-yearly:

a. Pistols.

b. Shot guns.

c. Shot gun cartridges.

d. Cartridges, .22 inch.

69. Paragraphs 65 and 66 are not applicable at RAN Armament Depot, Spectacle Island, Sydney, where separate security arrangements have been approved.

SUPPLY AND TRANSPORT

70. When weapons are packed for transport, packing is to be witnessed by a responsible officer. A packing note bearing full details of contents, including register numbers, is to be prepared in triplicate and signed by a packer and witnessing officer:

a. One copy for enclosure in package.

b. One copy for dispatch to consignee.

c. One copy for retention.

71. Whenever possible complete weapons should not be packed in one package, but the component pistol and sub-machine gun magazines, or rifle bolts should be forwarded in separate packages. All packages are to be securely packed and banded

in strong, well made cases. Care on the part of consignees is necessary to ensure that, on receipt, the component pistol and sub-machine gun magazines, or rifle bolts are assembled to the correct parent weapons.

72. No identification should appear on packages containing non-explosives that they contain small arms. Any such markings on chests are to be overpainted if they are to be transported by other means than depot transport or HMA ships.

73. Small arms should, whenever possible, be transported by Service sea freight. When so transported the cases should be placed in the charge of the Commanding Officer (or an officer deputed by him), who is to assume responsibility for their safe custody and is to see that cases are intact and in good order when handed over to the consignee.

74. All consignments, other than those delivered by hand or by depot transport, are to be dispatched by one of the following methods:

a. registered parcels post, passenger train, or cabin freight (for pistols);

b. lock-up stowages (for other small arms);

and a receipt for the packages is to be obtained at the time of handing over.

75. The consignee is invariably to be advised of dispatch at once, stating the mode of conveyance and package numbers.

76. A receipt, specifying register numbers of weapons, is to be obtained at the time of delivery when weapons are dispatched by hand or by depot transport.

77. Whenever small arms or small arm ammunition are transhipped, issued or received, special attention is to be paid to the condition of the packages. If any appear to have been tampered with or are found to be damaged or with broken seals the contents are to be verified at once, unless the soldered lining, where fitted, is seen to be intact. All concerned with handling and transhipment of these stores are to be impressed with this instruction. As soon as a broken package is noticed it is to be set apart and after verification of the contents is to be kept under lock and key. If the package cannot be repaired at once it is to be handed over personally to the next authority taking charge.

78. On receipt by consignee, all packages, excepting sealed ammunition packages, are to be immediately unpacked (if possible in the presence of a witness) and mustered. In order that investigation of losses can be pursued without delay, it is essential that there must be no loss of time in checking stores on receipt.

79. Vouchers are invariably to quote the register numbers of weapons and any damage found to a package is to be noted on the voucher together with the action taken.

80. Losses or suspected losses are to be dealt with immediately in accordance with Paragraphs 2 and 3.

Private Firearms

81. Commanding Officers may grant permission for officers and sailors to possess private firearms for use in competitions or for other pastimes such as shooting game, but any such weapons are to be handed in for safe custody and only issued temporarily and under proper safeguards. When private firearms are handed in for safe custody they should be stowed in the armoury and issued, as required, at the Commanding Officers discretion (RI 1841A). Ammunition associated with such weapons is also to be handed in for safe custody and is to be stored in accordance with RI 2985.

82. All underwater spear fishing guns are to be considered as private firearms under these regulations.

RESTRICTED

467/71—Treatment and Reporting of Wetted SEACAT Missiles

General

1. a. The SEACAT Missile, when fitted in the cannister base complete with sheath and cover, or when only fitted with the sheath, is relatively watertight, however ingress of water can occur if the quick release latches are slightly worn or ill fitting or if the clamping strap on the sheath is incorrectly fitted or tightened.

b. When missiles have been subjected to sea water contamination either on the launcher (eg, by salt spray) or in the magazine (eg, by accidental operation of the ships sprinkler systems or burst pipes), the following procedures are to be followed.

Treatment of Missiles in a Flooded Magazine

2. a. Magazine to be drained and dried thoroughly.

b. Each missile is to be removed from its mounting spigot and moved to a clear area (if possible the missile should be loaded on the launcher) and the exterior of the cannister base and cover is to be washed with fresh water and dried.

c. Remove cover and sheath.

d. The missile and interior of cannister base is to be inspected for ingress of sea water. If no evidence of wetting can be detected and the interior of the sheath and cover is dry then the cover and sheath are to be fitted on to the cannister base.

e. Before the missile is returned to the magazine, the mounting spigot is to be dried, cleaned and lightly greased.

f. The log books of these particular missiles are to be annotated with the circumstances of the wetting.

g. If evidence of wetting is detected, the affected areas are to be wiped/sponged off and lightly sprayed with fresh water (using a fine mist spray). Thoroughly dry the missile, cannister base, sheath and cover.

h. Fit sheath and cover to missile and return to magazine providing requirement of Paragraph e. has been carried out.

i. The wetted missiles are to be rechecked at least monthly for any signs of contamination until they can be returned to the RAN Armament Depot. Details of these inspections are to be recorded in the log books.

Treatment of Missiles Wetted Whilst on Launcher

3. When HMA ships are operating in a sea state such that the SEACAT launcher is likely to be subject to salt spray the sheath should be left on the missile until just prior to firing.

Note: The sheath is so designed that the missile can be fired through it, however, because, of the larger dispersions imparted to the missile when it is fired through the sheath, the normal practice is to remove the sheath before firing:

a. As soon as possible after wetting the missile and cannister base are to be wiped/sponged off (particular care is to be taken to ensure that all joints and crevices are free of salt).

b. Lightly spray the missile and cannister base with fresh water using a fine mist spray.

c. Wipe/sponge off all excess water and dry thoroughly. (A low pressure, warm air blower, if available, may be used to aid the drying process.)

d. Ensure that cover and sheath are dry, fit to missile and return to magazine.

e. The wetted missiles are to be rechecked at least monthly for contamination until they can be returned to the RAN Armament Depot. Details of these inspections are to be recorded in the log books.

Reporting of Wetted Missiles

4. a. The serial numbers of affected missiles, details and nature of wetting is to be reported to ACNB info RANAD (Kingswood) by signal.

b. A Form TM199 is to accompany a wetted missile when it is landed and is to include all relevant details of the wetting and actions taken.

c. A single Form TM199 may be used to include more than one wetted missile where similar action has been taken for each missile.

d. Log books are to be annotated with circumstances of wetting.

(740/54/133 DFM)

UNCLASSIFIED

468/71—Weapon Mounting Auto Systems—Scale of Allowances of Test Equipment

1. The scale of allowances for Weapon Mounting Auto Systems Test Equipment has been revised, and is detailed in the Annex to this order.

2. The equipment should be taken on charge in the Weapons List in accordance with Navy Order 839/69. When returned, the items should be labelled as required, *see* Navy Order 324/71, and forwarded to the nearest RAN Weapon Equipment Depot.

3. Care is to be taken to avoid wastage of the special Teledeltos charts, used with the Duplex Quick Response Recorder, and records are only to be taken in the final stages of tuning.

4. Any instruments drawn on loan, eg, for overall weapon equipment control trials, are to be returned immediately the trials are completed. Should an item be found defective, it is to be returned to the nearest RAN Weapon Equipment Depot, observing the requirements of Navy Order 324/71.

5. Items held surplus to the revised allowances, are to be returned to the nearest RAN Weapon Equipment Depot. Supply of additional items to complete to the new allowances will be made without demand.

6. Navy Orders 589/68 and 95/69 are hereby cancelled.

ANNEX

Ship/Establishment	*Misalignment Meter Type MA 47*	*Portable Dummy Director*	*Duplex Quick Response Recorder*	*Watts Microptic Theodolite*	*Voltage Measuring Unit*	*Remarks*
VENDETTA ..	—	2*	3	—	—	* Mk 4 PHS
VAMPIRE ..	—	2*	3	—	—	† Includes 1 No Mk 4 PHS
QUEENBOROUGH	—	1	1	—	—	‡ Includes 2 No Mk 4 PHS per Dockyard
DUCHESS ..	2	2*	3	—	1	*Note:*
YARRA	—	1*	3	—	1	Additional quantities of this test equipment may be drawn on loan from RAN Weapon Equipment Depots for overall weapon control trials.
DERWENT ..	—	1*	3	—	1	
PARRAMATTA ..	—	1*	3	—	1	
SWAN	—	1*	3	—	—	
TORRENS ..	—	1*	3	—	—	
STUART	—	1*	3	—	1	
WATSON ..	1	1	1	—	—	
CERBERUS—						
a. for 'L' and 'G' Schools ..	2	2†	2	1	1	
b. West Head Gunnery Range	1	2†	2	—	1	
GMGID	1	4‡	4	—	—	
GMWD	1	4‡	4	—	—	

(400/202/194 DAS)

(Navy Orders 589/68, 95/69, 839/69 and 324/71)

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HISTORIAN

ANOs 469/71-478/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
24 November 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

469/71—Abolition of Good Conduct Badges—Introduction of Long Service Badges—Revised Rules for Award of Good Conduct Increments

1. The Naval Board have decided that as from 1 January 1972, Good Conduct Badges and Reserve Good Service Badges shall be abolished and new Long Service Badges shall be introduced.

2. Long Service Badges will be exactly the same as and worn in the same manner as the present Good Conduct Badges, but they will have no good conduct connotation.

3. Long Service Badges, up to a maximum of three, are to be awarded to sailors below the rank of Chief Petty Officer after 4, 8 and 12 years qualifying service. All service will count as qualifying except time shown as forfeited on form PH14.

4. Requests for Long Service Badges may be approved by Divisional Officers. When a request for a Long Service Badge has been approved, a gratuitous issue of badges is to be made in the normal way.

5. The abolition of Good Conduct Badges makes necessary revised rules for the award of Good Conduct Increments. These revised rules are given in Annex A.

6. A large number of amendments to RI, the Manual of Naval Law, Naval Pay Instructions, to other publications and to certain forms is necessary. The more important of these amendments, which include modifications to the instructions relating to the Long Service and Good Conduct Medal, are given in Annex B. Naval Pay Instructions 38, 38/1 and 254/1 should be noted accordingly pending issue of the necessary amendments.

ANNEX A

Good Conduct Increments—Grant, Forfeiture and Restoration

1. The daily rate of Active Pay of sailors of the rank of Leading Seaman and below (and certain Constables in the Naval Dockyard Police—*see* Naval Financial Regulation S.38) may at the discretion of the Commanding Officer be increased by 14 cents (9 cents for the WRANS) if they have completed five years' qualifying service, and by a further good conduct increment of 14 cents (9 cents for WRANS) if they have completed ten years' qualifying service, in each case subject to satisfying the Good Conduct requirement stated below.

Qualifying Service

2. 'Qualifying Service' for the purpose of good conduct increments means continuous full time service in the Defence Force or in the armed services of another country of the British Commonwealth, and includes service prior to a break in service provided that break does not exceed five years. Time for which pay is not allowed does not count as qualifying service but does not constitute a break in continuous full time service.

Very Good Conduct

3. A good conduct increment may not be granted unless a sailor has had continuous Very Good conduct for the two years of qualifying service immediately preceding the award.

4. Very Good conduct for the purpose of good conduct increments is automatically broken by:

a. any warrant punishment;

b. any imprisonment or severe reprimand;

c. any punishment imposed by court-martial which, if awarded summarily, would require a warrant.

ANNEX A—*continued*

5. The Commanding Officer has a discretion to break the continuity of a sailors Very Good Conduct if:

a. the sailor commits a series of minor naval offences;

b. an offence is proved against a sailor in a civil court; or

c. the sailor otherwise conducts himself in a reprehensible manner.

Deferment and Withholding of Good Conduct Increments

6. When considering whether to award a good conduct increment the Commanding Officer should bear in mind that good conduct increments represent the highest standard of conduct in the Service and should not be awarded as a matter of course merely because the sailor has avoided major punishment.

7. If the Commanding Officer is not satisfied that a sailor merits the award of a good conduct increment he may defer the award for a period of three months and, if necessary, for further successive periods of three months. Such deferment of a first good conduct increment will have no effect on the award, when due, of the second good conduct increment.

8. A good conduct increment should be withheld, as opposed to deferred, only if the Commanding Officer considers a sailors conduct to be so unsatisfactory as to merit a break in the continuity of his Very Good Conduct (*see* Paragraph 5 above).

Misconduct Pending Award

9. Should a sailor misconduct himself in the period after the due date for the award of a good conduct increment but before its actual award, the Commanding Officer may withhold or defer the award as appropriate.

Forfeiture of Good Conduct Increments

10. A sailor is to forfeit any good conduct increment awarded to him if he is sentenced to imprisonment, detention, cells or second class for conduct.

12. A sailor may forfeit, at the Commanding Officers discretion, one or more good conduct increments if he is:

a. reduced in rank;

b. fined more than 14 days pay;

c. severely reprimanded;

d. convicted or has an offence proved against him in a civil court.

13. When a Chief Petty Officer or Petty Officer is reduced in rank to Leading Sailor or below the Commanding Officer has a discretion as to whether the sailor should be paid any good conduct increment for which he is qualified by service.

Restoration of Forfeited Good Conduct Increments

14. The Commanding Officer may restore a forfeited good conduct increment to a sailor who has completed a period of six months continuous Very Good Conduct since the forfeiture, if a sailor has forfeited two good conduct increments, the second good conduct increment may be restored after a further period of six months Very Good Conduct.

Good Conduct Increments and Higher Duties Allowance

15. If a Leading Sailor is paid Higher Duties Allowance to the rank of Petty Officer the amount of any good conduct increment payable is to be deducted from the amount of HDA otherwise payable.

ANNEX B

Abolition of Good Conduct Badges—Part I—Amendments to MNL

Index—*delete* 'Good Conduct Badges' and 'Good Service Badges'.

Article 1619c. Note line 3 *delete* 'and badges'.

Article 1621. lines 5 and 6 of SENTENCE *delete* 'to be deprived of two good conduct badges'.

Article 2111 (i). *delete* 'and of Good Conduct Badges'.

Article 2114. *Amend to read*—

'2. A mature sailor in possession of the Long Service and Good Conduct Medal who commits an offence which reveals that the sailor should not be allowed to wear a medal evidencing continuous and prolonged good conduct, should be deprived of it.'.

Article 2114 (3). *delete* 'badges and/or'.

Article 2132. line 7 *delete* 'good conduct badges (good service badges) and'.

Article 2135 (13) (b). *delete* 'sailors wearing good conduct badges' and *substitute* 'sailors in receipt of one or more good conduct increments'.

Article 2135 (14) (b). *delete* 'and deprivation of good conduct badges and good service badges'.

Article 2136 (6). *delete* 'and deprivation of good conduct badges and good service badges'.

Article 2137 (6). *delete* 'and deprivation of good conduct badges and good service badges'.

Article 2143 (6) (e). *delete* 'be deprived of any good conduct badges he may hold and'.

Article 2144 (10). *delete* 'and be deprived of any good conduct badges held'.

Article 2145 (2). *delete*.

Article 2146. *delete* whole article.

Article 2150. Table of Punishments, Penalties and Forfeitures.

Delete 7B in 8 places in columns (k) and (l).

Delete whole entry concerning 'Deprivation of Good Conduct Badges and Good Service Badges'.

Delete 'GC Badges and' in five places in column (m).

Amend lines 1 and 2 of Note 2 *to read*—

'2. Chief Petty Officers and Petty Officers who cannot be reduced in rank and leading sailors are not to be sentenced summarily.'.

Article 2164 (1). *delete* Sub-paragraphs c (viii) and c (ix), Sub-paragraph d (i) and Sub-paragraph e.

Article 2164 (3). *delete* 'Forfeiture under e. above should be implemented immediately after the twelve months has expired'.

Article 2167. *delete*.

Article 2173. *delete* 'good conduct badges (good service badges) and'.

Article 2174 (2). *delete* lines 4 and 5 and *substitute*:

'Conduct Medal and of cells it is'.

Article 2245. *delete* 'or badges'.

Article 2337 (5). line 11—after 'break in VG conduct' *add*—

'on the forfeiture of one or more good conduct increments'.

add new Sub-paragraph e. 'the forfeiture of one or more good conduct increments.'.

ANNEX B—*continued*

Article 2337 (6) c. line 2 *delete* 'Good Conduct Badges'.

Article 2338 (3). *Amend to read*—

'Where it is proposed to assess a sailors conduct as GOOD or POOR, or to order the forfeiture of one or more good conduct increments, in consequence of an offence having been proved against him in a civil court and the Commanding Officer is below the rank of Commander, form PP105 is to be submitted to the Administrative Authority for approval. The sailor is to be informed accordingly.'.

Article 2338 (7). *amend* last line *to read*—

'and service or good conduct increments are also to be reported on form FN117.'.

Abolition of Good Conduct Badges—Part II—Amendments to RI

a. RI 1842 (1) *delete* Sub-paragraph (d).
b. RI 1843 (2) (a) *delete* 'badges and'.
c. RI 1844 (3) (a) *delete* Sub-paragraph (ii).
d. RI 1844 (3) (b) *delete* 'or two or three good conduct badges'.
e. RI Chapter 18. *Delete* whole of Section IV.
f. RI 1872 (1) *delete* Sub-paragraph (b).
g. RI 1877 *delete* Paragraph 3.
h. RI Chapter 18 Section VI heading *delete* 'AND BADGES'.
i. RI 1891 (3) *amend* second line *to read* 'effects on pay and seniority will be advised from Navy Office'.
j. RI 1892 *delete* whole Paragraph.
k. RI 1893 *delete* whole Paragraph.
l. RI 1065 (1) *delete* Sub-paragraph (c) (iv).
RI 1065 (1) (2) *amend to read* 'Items c (i), (ii) and (iii) above are only to be completed, if required, on posting'.
m. RI 1071 (4) line 4 *delete* '(*see* 1951 and 2025)' and *substitute* '(*see* MNL 2102)'.
n. RI 1071 (5) *amend* first two lines *to read*—
'5. A sentence of imprisonment or detention may "involve" the punishment of reduction in rank (*see* MNL 2134) or may'.
o. RI 3125 (1) line 4 *delete* '*see* 1910' and *substitute* '*see* MNL 1102'.
p. RI 3126 lines 1 and 2 *delete* 'good conduct badges'.
q. RI 3126 *amend* '2071' *to read* '1891'.
r. Contents Vol. 1 Chapter 18 *delete* 'Section IV Good Conduct and Good Service Badges' *amend* Section VI to read 'Removal of 'R' and restoration of medals'.
s. Index—4 under BADGE *delete*—
'(*see also* Good Conduct Badges and Good Service Badges)'.
t. Index—20 *delete* all entries under 'Good Conduct Badges' and 'Good Service Badges'.

Abolition of Good Conduct Badges—Part III—Amendment to Forms

Form PD105

1. Section 5 of form PD105 is to be *amended by*:
a. *adding* new Administrative Consequence—'Forfeiture of One/Two Good Conduct Increments'.
b. *amending Note* (2) to read 'C, D and F require approval, etc'.

(38/1/114 DNLS)

UNCLASSIFIED

470/71—ACNB General Messages

1. In accordance with Navy Order 377/71 the state of the ACNB General Messages as at 1 October is as shown in Annex A to this order.

2. Navy Order 358/71 is hereby cancelled.

ANNEX A

1. The following F messages may now be withdrawn.

1971

033 *see* ACB 0337 Change 4
039 *see* Navy Order 178/71
040 *see* Navy Order 178/71
044 *see* Navy Order 244/71
055 *see* Navy Order 281/71
127 *see* Navy Order 394/71

2. As at 0001Z October the following F messages were in force.

1970

131, 133, 134, 136, 137, 139, 140, 141, 143, 146, 147, 148, 149, 150, 151, 152, 154, 155, 156, 157, 158, 160, 161, 162, 166, 167, 168, 171, 172, 173, 174.

1971

003, 004, 005, 009, 011, 012, 013, 014, 015, 016, 017, 018, 022, 024, 026, 027, 028, 030, 031, 032, 035, 036, 038, 041, 042, 043, 045, 046, 047, 048, 049, 050, 052, 053, 054, 056, 057, 058, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 074, 075, 076, 078, 079, 080, 081, 082, 083, 085, 086, 087, 088, 089, 090, 092, 094, 095, 097, 098, 099, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 133, 135, 136, 138, 140, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151.

(77/1/14 AS(NS))

(*Navy Orders 178/71, 244/71, 281/71, 358/71, 377/71 and 394/71*)

RESTRICTED

471/71—Ikara EXDAK Security Classifications

1. Attached at Annex are the detailed security classifications for Ikara EXDAK.

2. These classifications are to be read in conjunction with Navy Order 2/71. The legend contained in Annex B to Navy Order 2/71 is also applicable to this Navy Order.

	7				8			9	10	Remarks
	(c)	(d)	(e)	(f)	(a)	(b)	(c)			
EXDAK Cabinet	C	S	AC	AC	S	S	S	AC	S	
Power Supply									U	
Motor generat									U	
Protect circuit									U	
−107V, −29V									U	
−12V, −4V, r									U	
+7V, +4V re									U	
+34V, +18V									U	
+50V regulatc									U	
Printed Circuit C										
C/O relay card									U	
C/O relay card										
Oscillator									U	
Divide by 256									U	
C/O relay card									U	
Sync generator									U	
Sync Logic (1)									U	
Gating (1)									U	
Input (1)									U	
Two input gate									U	
D/A gates and									U	
D/A switch (2)									U	
Power supply—									U	
D/A reference									U	
Filters (2)									U	
I/F amp and de		C	AC	AC	N/A	N/A	N/A	AC	C	
Screen (9)									U	
Indicator card									U	
Selection card									U	
Noise clamp (2									U	
Redundancy ch									U	
Decoder operat	A	C	AC	AC	N/A	N/A	N/A		C	
Decoder contro	A	C	AC	AC	N/A	N/A	N/A		C	
Gray-Binary co									U	
4 I/P gates (15)									U	
Reed relay (13)									U	
Decoder buffer	A	C	AC	AC	N/A	N/A	N/A		C	
Drivers (3)									U	
Shift register (3									U	
Pulse reshaper									U	
Word counter (									U	
2 K hz generato									U	
Cable and neon									U	
+12 volt DC re										
Time sharing te										
Detector										
Neon store (4)									U	
Set neon card (									U	

ANNEX

Equipment	1				2								3					4	5							6					7						8			9	10	Remarks
	(a)	(b)	(c)	(d)	(a)	(b) (i)	(b) (ii)	(c) (i)	(c) (ii)	(d)	(e)	(f)	(a)	(b)	(c)	(d)	(e)		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(a)	(b)	(c)	(d)	(e)	(a)	(b)	(c)	(d)	(e)	(f)	(a)	(b)	(c)			
EXDAK Cabinet A19	U	N/A	R	R	AC	R	C	R	C	R	U	U	C	AC	N/A	U	U		C	R	AC	U	U	U	R	C	C	C	R	U	R	N/A	C	S	AC	AC	S	S	S	AC	S	
Power Supply assembly																			U																						U	
Motor generator																			U																						U	
Protect circuit																			U																						U	
−107V, −29V, +15V regulator																			U																						U	
−12V, −4V, regulator																			U																						U	
+7V, +4V regulator																			U																						U	
+34V, +18V regulator																			U																						U	
+50V regulator																			U																						U	
Printed Circuit Cards—																																										
C/O relay card (7)																			U																						U	
C/O relay card (1)																			U																							
Oscillator																			U																						U	
Divide by 256 and ring counter																			U																						U	
C/O relay card (3)																			U																						U	
Sync generator (2)																			U																						U	
Sync Logic (1)																			U																						U	
Gating (1)																			U																						U	
Input (1)																			U																						U	
Two input gates (3)																			U																						U	
D/A gates and power supply																			U																						U	
D/A switch (2)																			U																						U	
Power supply—34V (1)																			U																						U	
D/A reference regulator																			U																						U	
Filters (2)																			U																						U	
I/F amp and demodulator	U	N/A	U	U	U	U	U	U	U	U	U	U	C	U	U	U	U		C	U	R	N/A	U	U	R	R	R	U	U	U	R	N/A	C	C	AC	AC	N/A	N/A	N/A	AC	C	
Screen (9)																			U																						U	
Indicator card (2)																			U																						U	
Selection card type 2 (2)																			U																						U	
Noise clamp (2)																			U																						U	
Redundancy check (2)																			U																						U	
Decoder operations (2)	U	N/A	U	U	U	U	U	U	U	U	U	U	C	C	N/A	U	U		C	R	C	N/A	R	R	C	R	R	U	U	U	N/A	N/A	N/A	C	AC	AC	N/A	N/A	N/A		C	
Decoder control (2)	U	N/A	U	U	U	U	U	U	U	U	U	U	C	C	N/A	U	U		C	R	C	N/A	R	R	C	R	R	U	U	U	N/A	N/A	N/A	C	AC	AC	N/A	N/A	N/A		C	
Gray-Binary converter (2)																			U																						U	
4 I/P gates (15)																			U																						U	
Reed relay (13)																			U																						U	
Decoder buffer storage (14)	U	N/A	U	U	U	U	U	U	U	U	U	U	C	C	N/A	U	U		C	R	C	N/A	R	R	C	R	R	U	U	U	N/A	N/A	N/A	C	AC	AC	N/A	N/A	N/A		C	
Drivers (3)																			U																						U	
Shift register (3)																			U																						U	
Pulse reshaper (2)																			U																						U	
Word counter (3)																			U																						U	
2 K hz generator (3)																			U																						U	
Cable and neon drivers (6)																			U																						U	
+12 volt DC regulator (6)																			U																							
Time sharing test																			U																							
Detector																			U																							
Neon store (4)																			U																						U	
Set neon card (1)																			U																						U	

RESTR

1. Att
2. Th
contained

	7				8			9	10	Remarks
	(d)	(e)	(f)		(a)	(b)	(c)			
Printed Circuit C										
Neon control (									U	
Sampling gates									U	
IDR (1)									U	
4V regulator (1									U	
Interface (1)									U	
Coder control (A	R	AC	AC		N/A	N/A	N/A		R	
Synchro to ana									U	
Dummy synchr									U	
Reference Sig.									U	
Reference Sig.									U	
Encoder matrixA	C	AC	AC		N/A	N/A	N/A		C	
Uniqueness che									U	
3 input NOR (3									U	
Logic converte									U	
Bistable B (Buf									U	
Zero check set									U	
Analog gate (1)									U	
A-D Converter U *EXDAC Transi*	S	AC	C		S	S	S	AC	S	
Sub Units— *Loading Tray*									U	
Power Supply A									U	
Power supply c									U	
Supply stabilise									U	
Supply stabilise									U	
Supply control									U	
Supply regulat									U	
EXDAC Transmi	S	AC	AC		S	S	S	AC	S	
Transmitter ch									U	
UHF receiver	S	AC	AC		S	S	S	AC	S	
IF amplifier	R	AC	AC		N/A	N/A	N/A	AC	R	
UHF amp drive	S	AC	AC		N/A	N/A	N/A	AC	S	
UHF amp final	S	AC	AC		N/A	N/A	N/A	AC	S	
UHF Modulat/A	S	AC	AC		N/A	N/A	N/A	AC	S	
Microwave TX	S	AC	AC		N/A	N/A	N/A	AC	S	
Decoder /A	S	AC	AC		N/A	N/A	N/A	AC	S	
EXDAC Receiver	S	AC	C		S	S	S	AC	S	
EXDAC aerial	S	C	C		S	S	S	AC	C	
EXDAC transr/A	C	AC	AC		N/A	N/A	N/A	AC	C	
EXDAC test sig	S	AC	AC		N/A	N/A	N/A	AC	S	
EXDAC helico/A	N/A	AC	AC		N/A	N/A	N/A	AC	C	
EXDAC docky	S	AC	AC		N/A	N/A	N/A	AC	S	

Equipment		1				2								3					4	5							6					7						8			9	10	Remarks
		(a)	(b)	(c)	(d)	(a)	(b) (i)	(b) (ii)	(c) (i)	(c) (ii)	(d)	(e)	(f)	(a)	(b)	(c)	(d)	(e)		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(a)	(b)	(c)	(d)	(e)	(a)	(b)	(c)	(d)	(e)	(f)	(a)	(b)	(c)			
Printed Circuit Cards—continued																																											
Neon control (1)																				U																						U	
Sampling gates (3)																				U																						U	
IDR (1)																				U																						U	
4V regulator (1)																				U																						U	
Interface (1)																				U																						U	
Coder control (1)		U	N/A	U	U	U	U	U	U	U	U	U	U	R	R	N/A	U	U		R	R	R	N/A	U	U	R	R	R	U	U	U	N/A	N/A	N/A	R	AC	AC	N/A	N/A	N/A		R	
Synchro to analog converter (8)																				U																						U	
Dummy synchro to analog converter (1)																				U																						U	
Reference Sig. Gen. A (2)																				U																						U	
Reference Sig. Gen. B (2)																				U																						U	
Encoder matrix (1)		U	N/A	U	U	U	U	U	U	U	U	U	U	C	C	N/A	U	U		C	R	C	N/A	R	R	C	R	R	U	U	U	N/A	N/A	N/A	C	AC	AC	N/A	N/A	N/A		C	
Uniqueness check (3)																				U																						U	
3 input NOR (3)																				U																						U	
Logic converter D (3)																				U																						U	
Bistable B (Buffer) (3)																				U																						U	
Zero check set (1)																				U																						U	
Analog gate (1)																				U																						U	
A-D Converter Unit—EXDAC Transmitter/Transponder Outfit	A20	U	N/A	R	U	AC	R	C	R	C	R	U	U	S	AC	N/A	U	U[4]		S	C	AC	U	R	R	R	C	C	C	R	U	U[4]	N/A	S	S	AC	C	S	S	S	AC	S	
Sub Units—Loading Tray																				U																						U	
Power Supply Assembly																				U																						U	
Power supply chassis																				U																						U	
Supply stabiliser unit A																				U																						U	
Supply stabiliser unit B																				U																						U	
Supply control unit																				U																						U	
Supply regulators																				U																						U	
EXDAC Transmitter Mark 1 Type A		U	N/A	U	U	AC	U	R	U	R	U	U	U	S	AC	N/A	U	U[4]		S	C	AC	U	U	U	C	C	C	R	R	U	U[4]	N/A	S	S	AC	AC	S	S	S	AC	S	
Transmitter chassis		U	N/A	U	U									U	U	U	U	U		U	U	U	U	U	U	U																U	
UHF receiver		U	N/A	U	U									S	AC	N/A	U	U[4]		S	C	C	N/A	R	R	AC	C	C	R	R	U	U[4]	N/A	S	S	AC	AC	S	S	S	AC	S	
IF amplifier		U	N/A	U	U									R	AC	N/A	U	U		R	R	R	N/A	R	R	R	R	R	R	R	U	R	N/A	R	R	AC	AC	N/A	N/A	N/A	AC	R	
UHF amp driver		U	N/A	U	U									S	AC	N/A	U	U[4]		S	C	C	N/A	R	R	N/A	C	C	R	R	U	U[4]	N/A	S	S	AC	AC	N/A	N/A	N/A	AC	S	
UHF amp final		U	N/A	U	U									S	AC	N/A	U	U[4]		S	C	C	N/A	R	R	N/A	C	C	R	R	U	U[4]	N/A	S	S	AC	AC	N/A	N/A	N/A	AC	S	
UHF Modulator (Type 'A')		U	N/A	U	U									S	AC	N/A	U	U		S	C	C	N/A	R	R	N/A	C	C	R	R	U	N/A	N/A	N/A	S	AC	AC	N/A	N/A	N/A	AC	S	
Microwave TX		U	N/A	U	U									S	AC	N/A	U	R[4]		S	C	C	U	R	R	N/A	C	C	R	R	U	R	U	S	S	AC	AC	N/A	N/A	N/A	AC	S	
Decoder		U	N/A	U	U									S	AC	N/A	U	U		S	C	C	N/A	R	R	C	C	C	R	R	U	N/A	N/A	N/A	S	AC	AC	N/A	N/A	N/A	AC	S	
EXDAC Receiver Outfit	A21	U	N/A	U	U	AC	R	C	R	C	R	U	U	C	AC	N/A	U	U		C	C	AC	U	U	U	C	C	C	R	U	U	U[4]	R	S	S	AC	C	S	S	S	AC	S	
EXDAC aerial outfit	A22	U	N/A	R	U	AC	R	C	R	C	R	U	U	C	C	N/A	U	+U		C	C	N/A	U	U	R	N/A	C	C	R	R	U	U[4]	N/A	S	S	C	C	S	S	S	AC	C	
EXDAC transmitter transponder test set		U	N/A	U	U	AC	U	R	U	R	R	U	U	C	AC	N/A	U	U		C	C	C	N/A	R	R	R	C	C	R	R	U	N/A	N/A	N/A	C	AC	AC	N/A	N/A	N/A	AC	C	
EXDAC test signal source	A42	U	N/A	U	U	AC	U	R	U	R	R	U	U	S	AC	N/A	U	U		S	C	C	N/A	R	R	C	C	C	R	R	U	U[4]	N/A	S	S	AC	AC	N/A	N/A	N/A	AC	S	
EXDAC helicopter test set		U	N/A	U	U	AC	U	R	U	R	R	U	U	C	AC	N/A	U	U		C	C	C	N/A	R	R	R	C	C	R	R	U	U[4]	N/A	N/A	N/A	AC	AC	N/A	N/A	N/A	AC	C	
EXDAC dockyard test facility D 9		U	N/A	U	U	AC	U	R	U	R	R	U	U	S	AC	N/A	U	U		S	C	C	N/A	R	R	C	C	C	R	R	U	U[4]	N/A	S	S	AC	AC	N/A	N/A	N/A	AC	S	

(740/53/427 DNI)

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UNCLASSIFIED

472/71—RAN Life Saving Committee

1. Navy Order 326/71 is to be amended as follows:

Paragraph 3 to read:

'3. The Committee is under the chairmanship of the Co-ordinator of Naval Safety, and the following are represented:

Director of Navigation and Staff Duties
Director of Naval Aviation Policy
Director of Training
Medical Director General
Director of Submarine Policy
Director of Naval Stores
Director of Victualling
Director of Ship Design
Director of User Requirements
General Manager, Garden Island Dockyard
OIC School of Safety Equipment and Survival HMAS ALBATROSS
Director of Transportation, Department of the Army'.

(8/204/50 CONS)

(*Navy Order 326/71*)

UNCLASSIFIED

473/71—The Training Committee—Programme 1972

1. With reference to Article 0133 of ABR 27 Volume II, the dates on which the Training Committee will visit Establishments and HMA Fleet during 1972 are as follows:

HMAS CRESWELL ..	.. 26–27 January
HMAS NIRIMBA ..	.. 23–25 February
HMAS PENGUIN ..	.. 23–24 March
HMAS WATSON (and RTE)	.. 3–4 May
HMAS PLATYPUS ..	.. 5 May
HMAS ENCOUNTER (RTE)	.. 25 July
HMAS LEEUWIN (and RTE)	.. 26–28 July
HMAS LONSDALE (RTE)	.. 31 October
HMAS HUON (RTE) ..	.. 1 November
HMAS CERBERUS ..	.. 13–17 November
HMA FLEET	.. Early December as convenient to Flag Officer Commanding HMA Fleet and the Fleet Programme.

(42/222/219 D of T)

Section 2

PERSONNEL

UNCLASSIFIED

474/71—Report on the Operation of the Naval Health Benefits Society for Year Ended 30 June 1971

1. The following report supported by financial statements is published for the information of members of the Society and prospective members of the Society.

2. On 1 July, 1970 the Naval Health Benefits Society discontinued Medical Tables 2/3, 3/4 and 3/5 and introduced Medical Table 4 to conform with the Commonwealth Governments reconstructed National Health Scheme.

3. In the presentation of accounts in past years a provision for estimated outstanding claims has not been charged against the accumulated funds, nor has a provision been made for contribution income paid in advance. As members of NHBS are required to contribute to both the Hospital and Medical Funds accumulated funds have been considered as a composite amount. With the introduction of the revised Medical Table 4 and the restructuring of the Hospital Tables from 1 August 1971, it is now necessary for both the Hospital and Medical Funds to be self supporting.

4. At 30 June 1970, the accumulated hospital fund was stated as $95,512 and after an adjustment was made for outstanding claims and contributions in advance the adjusted accumulated hospital fund at that date was $61,428. During 1970–71 the hospital tables showed a nett gain of $23,302 to increase the accumulated hospital funds to $84,730.

5. At 30 June 1970, the accumulated deficit in the medical fund was $446 and after an adjustment was made for outstanding claims and contributions in advance this deficit was increased to $43,259 at that date. During 1970–71 the medical tables showed a nett gain of $1,296 to reduce the deficit at 30 June 1971, to $41,963.

6. The gain in the hospital tables can be attributed to the Societys 100% rule, an increase in membership of the higher hospital table and the availability of special account.

7. The gain made in Medical Table 4 was offset by the losses sustained in meeting the outstanding claims from medical tables 2 and 3 after these tables were discontinued.

8. The bank account was overdrawn at 30 June 1971, due to heavy calls on funds during the months of May and June 1971. Upon receipt of reimbursements from Department of Health sufficient funds should be available for future operations without calling upon invested capital.

9. The administration costs have risen by $8,978 to $26,596. This increase has been mainly caused by an increase in wages of $8,440 due to realignments of writer sailors and consequent increases in group pay which were back-dated, and an increase of $960 in postage due to increased postal charges and membership. The administrative costs represents 5.46% of contribution income compared with 4.69% in 1969–70. This is well within the 12½% margin allowed by Department of Health.

10. Membership increased from 6,536 to 7,179—a rise of 643. The increase in members, the introduction of higher contributions for Medical Table 4 resulted in contribution income of $487,218 compared with $375,425 in 1969–70 in the ordinary accounts.

11. The benefits, both Society and Commonwealth, paid out totalled $690,544 comprising of:

	$
a. Ordinary Account	659,747
b. Special Account	29,486
c. Subsidised medical services	1,311

12. During the year 80,558 consultations and other services were paid, compared with 72,700 in 1969–70. The consultations and other services when compared with the mean membership for the year shows that the medical services per member was 11.5 which is above national average of 9.9.

13. Contingent liability has risen from $70,625 to $84,256 due to increased benefits being paid from the Medical Table 4 and the increase in membership.

14. During the year 32,434 claims were processed which when compared with the mean membership represents 4.7 claims per member.

15. Operations during 1971–72 may not see the hospital tables producing the successful results of 1970–71 due to the restructuring of these tables from 1 August 1971.

16. With the restructuring of the hospital tables the open funds are required to run down their excess accumulated reserves by setting contribution rates which will cause their tables to operate at a loss. Because of its policy of operating on a 'non-profit basis' the Naval Health Benefits Society has no reserves to support a low contribution rate and until such time as the open funds excess reserves are diminished, it is expected this Society will lose some of its competitiveness.

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

NAVAL HEALTH BENEFITS SOCIETY

Balance Sheet as at 30 June 1971

1970 $			$	$
	Members Funds—			
	Hospital Benefits			84,730.30
	Less Medical Benefits (Deficit)			41,963.22
95,065	*Members Funds at* 30.6.1971			42,767.08
	Represented by—			
	Current Assets—			
5,746	Cash at Bank		—	
26,000	Cash on Fixed Deposit		26,000.00	
31,746				
	Refunds Due from Department of Health—			
	Commonwealth Medical Benefits—	$		
9,355	Ordinary and Special Accounts	17,998.60		
	Commonwealth Hospital Benefits—			
2,994	Ordinary and Special Accounts	5,204.00		
10,934	Special Account Fund Benefits	20,676.28		
2	Subsidised Medical Scheme	4.80		
23,285			43,883.68	
55,031				69,883.68
	Fixed Assets—			
202	Office Equipment at cost		2,845.59	
120	*Less* Provision for Depreciation		688.00	
82				2,157.59
	Investments—			
39,952	Commonwealth Bonds at cost		39,952.00	
—	First Mortgage Loan		25,000.00	
39,952				64,952.00
95,065				136,993.27
	Less Current Liabilities and Provisions—			
—	Bank Overdraft		1,610.76	
—	Provision for Outstanding Claims		84,256.14	
—	Provision for Contribution in Advance		8,359.29	
				94,226.19
95,065				42,767.08

NAVAL HEALTH BENEFITS SOCIETY

Revenue Account for Year Ended 30 June 1971

			Hospital Fund		Medical Fund
		$	$	$	$
Contribution applicable to the year			258,460.33		223,433.28
Deduct—					
Benefits			228,387.81		208,293.43
Operating Costs—					
Subscriptions to VHC		60.00			
Salaries and Wages		20,666.66			
Postage		2,150.00			
Stationery		1,388.11			
Insurance		42.83			
Superannuation		200.00			
Audit Fees		1,100.00			
Office Expenses		421.27			
Depreciation		568.00			
		26,596.87			
Less Subsidised Medical Scheme—					
Expenses recouped from Department of Health ..	76.51				
Estimated Special Account—					
Expenses due from Department of Health.. ..	462.47				
		538.98			
		26,057.89	8,585.24		17,472.65
			236,973.05		225,766.08
Operating Surplus			21,487.28		(2,332.80)
Plus Income from Investments ..		4,543.12			
Capital Profit on Conversion of Bonds		900.00			
		5,433.12	1,814.37		3,268.75
Total Surplus for the year ..			23,301.65		1,295.95
Plus Members Funds as at 30 June 1970		95,512.19		(446.87)	
Less Provision for Outstanding Claims at 30 June 1970.. ..		30,641.54		39,984.30	
		64,870.65		(40,431.17)	
Less Contributions in Advance at 30 June 1970		3,442.00		2,828.00	
			61,428.65		(43,259.17)
Members Funds			84,730.30		(41,963.22)

Note: Amounts shown in brackets are deficits.

NAVAL HEALTH BENEFITS SOCIETY

Statement of Operating Hospital and Medical Benefits Fund Accounts for Year Ended 30 June 1971

Medical Schedules

Description	MH 2/3	MH 3/4	MH 3/5	M.4	Total Medical
	$	$	$	$	$
Fund balance at 1.7.1970	(13,405.75)	5,887.16	(9,349.69)	Nil	(16,868.28)
Add Contributions received during the year	Nil	Nil	Nil	225,880.41	225,880.41
Miscellaneous Adjustments	5.80	46.40	169.00	23.76	244.96
	(13,399.95)	5,933.56	(9,180.69)	225,904.17	209,257.09
Less Ancillary Benefits	62.90	493.40	1,846.00	10,678.75	13,081.05
Fund benefits paid during the year	1,348.00	6,554.45	30,361.40	147,473.25	185,737.10
Miscellaneous Adjustments	28.22	22.76	155.34	1,298.81	1,505.13
Fund Surplus	(14,839.07)	(1,137.05)	(41,543.43)	66,453.36	8,933.81
Less Administration Expenses 1970–1971 ..	197.12	651.73	2,759.06	13,864.74	17,472.65
Fund balance at 30 June 1971	(15,036.19)	(1,788.78)	(44,302.49)	52,588.62	(8,538.84)

Hospital Schedules

Description	MH 2/3	H.4	H.5	Total Hospital	Total all Schedules
	$	$	$	$	$
Fund balance at 1.7.1970	29,643.90	11,299.98	22,438.29	63,382.17	46,513.89
Add Contributions received during the year ..	Nil	27,797.64	233,540.10	261,337.74	487,218.15
Miscellaneous Adjustments	96.00	Nil	11.60	107.60	352.56
	29,739.90	39,097.62	255,989.99	324,827.51	534,084.60
Less Ancillary Benefits	80.15	1,477.25	13,859.40	15,416.80	28,497.85
Fund benefits paid during the year ..	833.00	17,715.10	190,620.45	209,168.55	394,905.65
Miscellaneous Adjustments	34.92	131.07	1,564.13	1,730.12	3,235.25
Fund Surplus	28,791.83	19,774.20	49,946.01	98,512.04	107,445.85
Less Administration Expenses 1970–1971 ..	64.31	814.64	7,706.29	8,585.24	26,057.89
Fund balance at 30 June 1971	28,727.52	18,959.56	42,239.72	89,926.80	81,387.96

Note: Brackets denote debit balances.

NAVAL HEALTH BENEFITS SOCIETY

Statement of Estimated Liability in Respect of Claims not Presented at 30 June 1971

Total claims paid for the year ended June 1971—

Medical	$198,818.15
Hospital	$224,585.35

Assessed period of delay between date of service and payment—

Medical	13 weeks
Hospital	8 weeks

Estimated Liability 30 June 1971—

$$\frac{\$198{,}818.15}{52} \times 13 = \$49{,}704.54$$

$$\frac{\$224{,}585.35}{52} \times 8 = \$34{,}551.60$$

$$\$84{,}256.14$$

Auditors Report

We report that we have audited the books and accounts of the Naval Health Benefits Society for the year ended 30 June 1971, 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,
24 August 1971.

(Signed) GOODE and TONER
Chartered Accountants,
343 Little Collins Street,
Melbourne.

Summary of Society and Commonwealth Benefits Paid for the Year Ended 30 June 1971

	Medical	*Hospital*	*Total*
Ordinary Account—	$	$	$
Benefits paid from Society Fund ..	198,818.15	224,585.35	423,403.50
Benefits paid on behalf of the Commonwealth	194,170.35	42,173.40	236,343.75
	392,988.50	266,758.75	659,747.25
Special Account—			
Benefits paid from Society Funds (recoverable)	3,503.19	16,710.62	20,213.81
Benefits paid on behalf of the Commonwealth	5,472.80	3,800.00	9,272.80
	8,975.99	20,510.62	29,486.61

	Medical $	Hospital $	Total $
Subsidised Medical Services—			
Benefits paid on behalf of the Commonwealth	385.00	893.20	1,311.00
Total Benefits Paid	402,349.49	288,162.57	690,544.86

Ordinary Account—		
Consultations	47,499	
Other Services	31,549	
		79,048
Special Account—		
Consultations	395	
Other Services	1,029	
		1,424
Subsidised Medical Services—		
Consultations	39	
Other Services	47	
		86
Total		80,558

(271/51/10 DFSD)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

475/71—HMAS NIRIMBA—Naval Artificer Apprentice Training Projects

1. With the object of adding interest to the practical training of apprentices whilst at the same time, producing items that would be of use to HMAS NIRIMBA or meet some requirement in the RAN, it has been decided to formally introduce Training Projects to embrace all trade categories. A Major Training Project is one which is estimated to cost more than $1,000 and which will take more than one term to complete. Minor Training Projects include items of lesser cost and shorter duration.

2. The Projects are to be undertaken as opportunity offers within the relevant syllabuses and may include an element of both Instructional and Hobby time. Large projects should be normally limited in size to those which can be completed in a two year period, in HMAS NIRIMBA, and programmed so that as one nears completion the next approved item can be phased in.

Major Projects

3. Major Project proposals with sketch plans, estimated order of cost and outline of trade categories involved are to be forwarded in triplicate to reach Navy Office in sufficient

time to be included in Programme Estimates. If the project is approved in principle, HMAS NIRIMBA is to co-ordinate and forward the following information to Navy Office for final project approval:

a. detailed drawings and specifications;
b. the estimated number of man hours required to complete the project;
c. numbers of various trade categories to be employed on the project;
d. detailed lists of materials and stores. In this regard the fullest possible use is to be made of items already approved for use within the Service and available within the Naval Supply system or listed in DEF (AUST) Specifications and Standards. Where proprietary products are specified full reasons in support will be required. In addition to the quantities of the specific materials, etc, required for the construction of new projects an assessment is to be made of the annual maintenance quantity which it is expected would be required to maintain the completed project;
e. an accurate order of costs of stores, including machinery and plant, required over and above those already used for apprentice training;
f. proposed spread of finance; and
g. a chart showing the planned programme to complete the project based on b. and c. above.

4. Finance Authority number will be issued for a major project when authorised from Navy Office. Instructions relating to store and cost accounting procedures are promulgated in ABR 4 Chapter 18. Project programmes, in particular timetable and costs, should be closely followed; variations are to be reported as they occur.

Minor Projects

5. Minor Project proposals are to be forwarded showing details of equipment and materials required for each such project, showing those materials which can be purchased within their present allowance of funds for approved material for Apprentice Training, and those additional materials required for the project.

6. Navy Order 581/68 is hereby cancelled.

(311/3/82 D of T)

(*Navy Order 581/68*)

UNCLASSIFIED

476/71—Hydrographic/Oceanographic Policy

1. Navy Order 746/69 is to be amended as follows:

'Paragraph 2—It is approved in principle to employ three 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. A smaller vessel of about 700 tons with the primary role of Hydrography;
c. Three patrol boats will be assigned as requisite to assist in Hydrography.

At present HMAS MORESBY and HMAS PALUMA undertake the Hydrographic tasks and limited Oceanography, whilst HMAS DIAMANTINA undertakes the Oceanography tasks'.

(161/1/359 HYDROGRAPHER, RAN)

(*Navy Order 746/69*)

UNCLASSIFIED

477/71—Training of Engineroom Personnel—Steam and Diesel Categories

1. It has been found that the periodic rendering of reports in accordance with Navy Order 375/69 arrive too late in Navy Office for the timely and accurate preparation of Posting Forecasts for Marine Engineering branch sailors. The new dates shown below will allow more up to date information to be used.

2. From 1 December 1971, all ships are to report by letter to the Director of Sailors Postings, Navy Office, Canberra, on the last day of March, June, September and December, the state of training as follows:

Report of Training of Engineroom Personnel Reference Navy Order 477/71

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 probable date of award of certificate:

a. AWC
b. AWCD
c. TWC
d. MWCD
e. BRWC
f. EWC
g. EWCD.

3. Navy Order 375/69 is hereby cancelled.

(303/21/84 D of T)

(Navy Orders 375/69 and 477/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

478/71—Motor Vehicles—Fitment of BCF Fire Extinguishers

1. The current policy for the fitment of BCF (Bromochlorodiflouromethane) hand portable fire extinguishers in RAN motor vehicles is that new vehicles will be equipped as follows:

Sedans	1 No 2 lb BCF Extinguishers
Station Sedans	
Utilities	1 No 3 lb BCF Extinguishers
4 x 4 vehicles	
Ambulances	
Panel Vans	
Buses	
Trucks up to 5 ton	
Trucks over 5 ton	2 No 3 lb BCF Extinguishers
Prime Movers	
Semi-Trailers	

2. Stock numbers of the extinguishers are as follows:

Group Class	*Catalogue No*	*Description*	*Denom*	*Accounting Classification*
4210	99–881–4724	Extinguisher Fire BCF 2 lb ..	No	P
4210	99–881–7335	Bracket Fire Extinguisher BCF 2 lb	No	C
4210	66–031–1986	Extinguisher Fire BCF 3 lb ..	No	P
4210	66–035–6463	Bracket Fire Extinguisher BCF 3 lb	No	C

3. Demands should be lodged on SGSO Sydney to meet requirements for fitting to new vehicles immediately on acquisition.

4. Where CTC fire extinguishers are fitted in existing vehicles these may continue to be so fitted pending disposal of the vehicle.

5. Where 2 lb BCF Extinguishers are fitted in existing vehicles instead of 3 lb extinguishers, these should not be replaced until they become unserviceable.

6. However, where two 3 lb BCF extinguishers are specified in Paragraph 1, one should be demanded as additional to the type fitted.

7. Navy Orders 17/69 and 477/70 are hereby cancelled.

(1446/3/16 DSUS)

(Navy Orders 17/69 and 477/70)

22170/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 479/71-492/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
30 November 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

479/71—Navy Quarterly Magazine—Distribution

1. Beginning in January 1972, it is planned to issue a quarterly modern-format magazine on the RAN. One of its aims is to let serving personnel and civilians within the Department know what the Navy is doing and what are its future plans.

2. For internal distribution, it is planned that a copy should be made available to:

a. all officers;

b. all senior sailors; and

c. all senior civilians.

3. Copies should be made available on a pool basis to:

a. all junior sailors; and

b. all junior civilians.

4. Commanding Officers of all ships and shore establishments should notify DPR of the number of copies required, basing their figure on Paragraph 2, no later than 30 November 1971.

5. Following the first issue, the number of copies required can be amended whenever necessary by notifying DPR.

6. The magazine will also be available free to the public. Commanding Officers wanting the magazine sent to private persons should submit names and full addresses to DPR, again by 30 November.

(465/1/1843 DPR)

UNCLASSIFIED

480/71—One-man Recompression Chambers—Reduction in Working and Test Pressures

(DCI (RN) 936/71)

1. Instrumented proof tests of the one-man chamber have revealed certain weaknesses and it has become necessary to reduce the permitted working and test pressures to the following maximum values:

a. maximum working pressure 80 lb/inch^2 (depth 176 feet); and

b. hydraulic test pressure 120 lb/inch^2 (depth 264 feet).

Those pressures are not to be exceeded.

2. The Safety Relief Valve is to be adjusted to lift at a pressure of 85 lb/inch^2.

(400/1/2046 DUW)

Section 2

PERSONNEL

UNCLASSIFIED

481/71—Employment of Photographer Sailors

1. It is of the utmost importance that Naval photographers are given every assistance to improve their knowledge and technique of still and cine photography for public relations and publicity purposes, especially in the early years of their service.

2. Accordingly, personnel responsible for photographic sections are to ensure that all photographer sailors receive training, wherever practicable, in those areas where individual improvement is considered necessary. These training periods should:

a. vary between three to six hours per week for individual sailors; and

b. be conducted during normal working hours by the senior photographer of each section, using the facilities of the particular section, ship or establishment.

3. In particular, photographers in small ship postings are to be employed in their specialist duties during working hours as far as practicable, and are not to be employed during these hours on general ship duties to the detriment of their specialist duties. It is appreciated that facilities for photographic work in small ships are somewhat limited, but encouragement of these sailors by provision of the best facilities available should result in a considerable improvement in the standard of work produced.

(311/201/312 D of T)

UNCLASSIFIED

482/71—Higher Duties Allowance

1. With effect from 23 September 1971 conditions governing payment of Higher Duties Allowance have been varied to provide as follows:

a. where a member has within the immediately preceding period of 24 months acted in a position for 12 months continuously or for periods which aggregate 12 months and is in receipt of Higher Duties Allowance at the time of proceeding on leave, payment of that allowance may be continued during leave if the member would have been required to continue acting in the higher position but for his absence;

b. where a member has been in receipt of Higher Duties Allowance for not less than 12 months and proceeds on recreation leave, payment of that allowance may be continued during the leave granted even though it cannot be certified that the member would have been required to continue acting in the higher position during his absence.

2. Cases under Paragraph 1a. or b. above are to be submitted to Navy Office for consideration.

3. NPI 113/3 should be noted and will be amended in due course.

(252/4/59 HPB)

UNCLASSIFIED

483/71—Reception Facility, International Terminal Building, Sydney Airport

1. The Department of Supply has established a Reception Desk in the Southern end of the lower level (Arrivals) of the International Terminal, Sydney Airport, to facilitate the provision of car services.

2. The Reception Desk which is identifiable by a sign which reads 'Commonwealth Car Service', is immediately adjacent to the Travellers Information Centre.

3. During periods of peak air movement, the Desk will be manned. Drivers awaiting passengers will stand-by in the Reception Desk area.

4. In the event of a passenger needing to make inquiries in regard to the provision of a vehicle at times when the Desk is not manned, a direct line telephone service to the Light Transport Section Control Room is available for use.

(1424/1/76 HPB)

UNCLASSIFIED

484/71—Special Oversea Living Allowance

1. Subject to the conditions shown in NPI 105/16, 105/38, 105/139, 105/148, 105/207 and 105/211, Special Oversea Living Allowance may be paid to a married member posted oversea in respect of the maintenance in Australia of his family.

2. In future, to ensure early payment of this allowance, it is requested that applications for payment be submitted concurrently with applications for either a deferred family passage submitted in accordance with NPI 234/1 (b) or an early return family passage submitted in accordance with NPI 236 (3).

3. This provision will be included in Naval Pay Instructions in due course.

(252/1/167 HPB)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

485/71—Fires and Firefighting—0243/14645 Extinguisher, Dry Powder, Wheeled Type—Modification to Trolly

(DCI (RN) 132/1971)

1. The trolley handles of the 0243/14645 Fire Extinguisher Dry Powder Type PD150 are a snagging hazard to personnel and reduce clearance in the confined space available when stowed in RAN ships.

2. It has been decided that the present handles can be replaced by a 'pram' type handle (as shown in the accompanying drawing) in order to increase clearance and reduce the snagging hazard without detriment to the handling of the trolley.

3. All ships carrying 0243/14645 Dry Powder Extinguishers are to carry out the modification to the trolley handles, requesting assistance from HMA Dockyards and Fleet Maintenance Units as necessary. The modified trolley handles are to be cleaned, treated and painted as follows:

a. Remove any loose paint and rust with hand or power tools by wire brushing.

b. Pretreat as necessary to remove oil and grease with mineral turpentine or methylated spirits and remove dirt with detergent.

c. Wash clean with fresh water and allow to dry thoroughly.

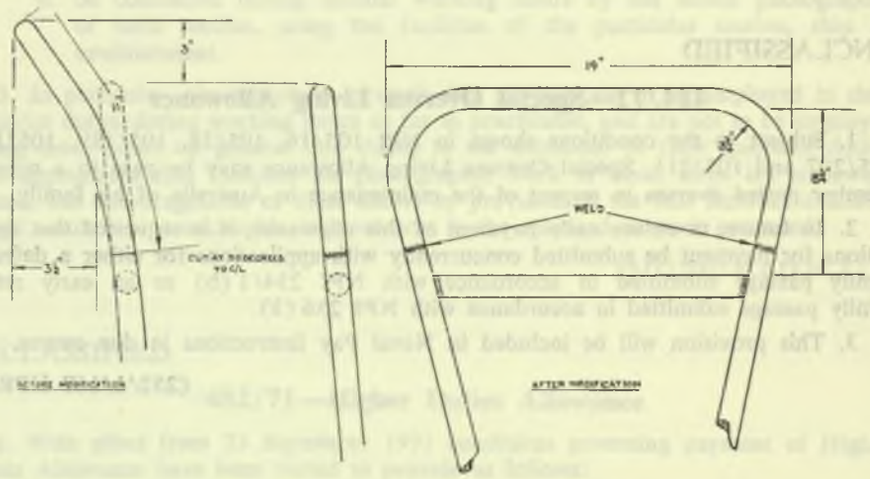
d. Etch prime with 0442/L59166 Etch Primer.

e. 8010-66-011-0893 Zinc Chromate Primer.

f. 8010-66-010-0016 Enamel Signal Red Colour to BSS328C.

Store holdings of this extinguisher should be similarly modified.

4. The 'pram' type trolley handle will be embodied in future purchases of the exinguisher.



Material Spec Mild Steel 1 inch OD tube 0.156 inch thick.
0218-571-1841. Quantity required 26½ inches.

(505/87/1111 DNS)

UNCLASSIFIED

486/71—Naval Stores (General)—Group/Class 6840—Fluid Disinfectant—Usage and Dilution Rates

1. In Navy Order 786/65 which was subsequently superseded by Navy Order 740/68, 'Turco Zeal', 6840-66-021-5587, was introduced as a disinfectant, germicidal and fungicidal concentrate for disinfection of ships heads. However, from the high usage of this disinfectant it is evident that the correct dilution ratio to obtain the most economical usage is not being observed.

2. Proportions for mixing 'Turco Zeal' concentrate for use are as follows:

a. *As a cleaner-germicide-sanitiser:*
two to four ounces per gallon of water.

b. *As a cleaner-deodoriser:*
two ounces per gallon of water.

3. 'Phenyle' is only to be used as an external, germicidal, disinfectant and deodoriser for industrial purposes. Relevant stock numbers are 6840-66-030-4244 and 6840-66-030-4245.

4. Navy Order 740/68 is hereby cancelled.

(514/62/169 DNS)

(*Navy Orders 786/65 and 740/68*)

UNCLASSIFIED

487/71—Protective Treatment for Ferrous Pipes and Machinery Components

Navy Order 617/69 is to be amended as follows:

Clause 2.2.1.10 *Metal Spraying:*

After 'diameter' *insert* 'aluminium'.

(465/7/15 DMED)

(*Navy Order 617/69*)

UNCLASSIFIED

488/71—Replacement of Zinc Anodes to Rudders

1. Instances have been reported of HMA ships being fitted with RN type anodes when docked at Singapore, necessitating the removal of the RAN studs and re-welding with RN studs. Subsequent refitting of RAN type anodes at HMA Dockyards thereby involves additional work.

2. Replacements of anodes to rudders is only to be carried out using RAN type anodes, which are to be drawn from stores as required. It is not intended that ships carry spare anodes because of weight and space limitations.

3. Anodes, Type 1, 0283-L68522, required for fitting to HMA ships in Singapore are to be demanded from SGSO, Sydney, by signal in accordance with the procedure detailed in ABR 4 Article 0618. Supplies will normally be available for air freight dispatch immediately on receipt of the signal by SGSO.

4. Anodes are to be fitted to rudders in accordance with Navy Order 53/70 and Navy Office Drawing STDP 0201001—Standard Zinc Alloy Anodes and Method of Fitting. (Superseded number 223/26—Tracing 2.)

(465/7/21 DSD)

(*Navy Order 53/70*)

UNCLASSIFIED

489/71—Return of Ikara Missile Component by HMA Ships

Navy Order 27/71 is to be amended as follows:

Paragraph 1a	*Delete* Item (2).
Paragraph 1b, Line 2	*Delete* '(2)'.
Paragraph 1c, Line 2	*Delete* '(2)'.
	After '(5)' *insert* '(6)'.
Item (9)	*Amend to read:* (9) A110GS, Nut. Shear slotted $\frac{3}{16}$ inch 2-No.

(700/57/432 DAS)

(*Navy Order 27/71*)

UNCLASSIFIED

490/71—Stores Accounting—Hoses Stocked as Spares for Machinery Purposes

1. Some years ago it was brought to notice that the demarcation between hoses to be stocked as Naval Stores and hoses stocked as Machinery Spares was not clear. Accordingly instructions were issued that all hoses stocked as spares for machinery purposes should be dealt with as Naval Stores and that all hoses except fuel oil hoses and Admiralty pattern items (Class Group 0425) would be identified to DSC Group Class 4720.

2. It has now been ascertained that, in accordance with Defence Cataloguing Authority instructions, hoses can be classified as Group Classes 4720, 2240, 4210, 6665, 1660, 6520 and others, according to design, special uses, etc.

3. It has now been decided that hoses should be accounted for in the particular Group Classes to which they are classified.

4. When the programme of transfer of Machinery Spares to the Supply Officer is completed, all hoses held on board ships and establishments as spares will be dealt with in the 'Naval' Store Account. In the meantime, in ships or establishments in which the transfer of Machinery Spares to the Supply Officers has not been completed, any hoses held as spares in the Engineer Officers Spare Gear Account should be retained in that account.

5. Irrespective of the Group Class under which hoses are classified, all spare hoses held on charge in the Naval Store Account by the Supply Officer should be retained in that account.

6. Pending classification to their correct Group Classes and as a consequence, transfer to their eventual item manager, all hoses are to remain with the existing Supply Manager, ie, hoses presently managed by the Machinery and Spares Branch will continue to be managed as Machinery Spares.

(505/87/622 DSUA)

UNCLASSIFIED

491/71—Transfer of Supply Division Records to EDP (NAVSTOK)

The following amendments are to be made to Navy Order 294/71:

	Group Class	*Depot*
a. *Add*	VES	0124
	4610	0027
	7230	0124
	8405	0124
	8455	0124
	8520	0027
b. *Delete*	1045	0027
	8140	0124
	9309	0027

(178/1/170 DSUA)

(*Navy Order 294/71*)

UNCLASSIFIED

492/71—Victualling Stores—Mess Gear—Supermarket Type Wire Baskets—Introduction

1. Supermarket type wire baskets have been introduced for use in cafeterias and galleys in HMA ships and establishments.

2. The baskets are available, on demand, from the Superintending Victualling Store Officer, Sydney, to the following scale:

Aircraft Carrier	To a maximum of 20 No per ship.
Support Transport	
DEs	To a maximum of 10 No per ship.
DDs	
DDGs	
AOs	
ADs	
HMA Establishments ..	To a maximum of 10 No.

3. The basket has been codified as follows:

Group/Class	*Catalogue No*	*Description*	*Denom*	*Classn*
7290	66-040-3100	Basket, woven, wire, hand carrying, 19 inches × 11 inches × 8 inches	No	P

(914/76/3 D of V)

22454/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 493/71-502/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6 December 1971.

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

By direction of the Naval Board,

P. Landau.

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

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CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

493/71—Training Research Organisation

1. The Training Research Organisation was introduced to improve the standards and methods of training. It is to ensure that the RAN training programme is continually kept abreast of the latest trends with respect to the design of courses so that timely guidance can be provided for school administration, syllabus development and instruction. The activities of the Training Research Organisation are co-ordinated by the Co-ordinator of Training Research on the staff of the Director-General of Training.

2. The Training Research Organisation will carry out, under the direction of the Director-General of Training, research into all aspects of training within the RAN. In particular the organisation may be called upon to investigate the following matters with respect to the implementation of the RAN Training System (Navy Order 157/71 refers):

a. *Instructional Methods and Standards*
   (1) Research and evaluation of new instructional methods.
   (2) Development of new instructional methods.
   (3) Quality control of instructional standards.
   (4) Investigation into climate studies as applied particularly to the introduction of new training methods.

b. *Training Technology*
   (1) An advisory service in the application of RANTS.
   (2) The objective statement of skills and procedures as required by the RAN (task analysis, job specification and Course Training Standards).
   (3) Design of courses.
   (4) Selection and use of training methods and media.
   (5) The evaluation and validation of training.

c. *Training Devices*
   (1) Production of training devices.
   (2) Study of existing training devices.
   (3) Compilation of specifications and cataloguing of audio visual aids (including CCTV).
   (4) Methods of use of training devices.

d. *Audio Visual Aids*
   (1) Research and Development of Audio Visual Aids.
   (2) Methods of use and cost effectiveness of Audio Visual Aids.
   (3) Production of manuals showing the use of Audio Visual Aids.

e. *Software Manufacture*
   (1) The production of programmes for newly installed training devices.
   (2) Advice on the use of programmed learning.
   (3) Compilation of lists of programmes available in the RAN.

f. *Testing and Examination Technique*

(1) Research and development of examination and testing methods.

(2) Marking procedures.

(3) Test/examination analysis.

3. Specific tasks for units of the Training Research Organisation are shown as Annexes to this order as follows:

a. Co-ordinator of Training Research—Annex A.

b. Training Research Unit No 1—Annex B.

c. Training Research Unit No 2—Annex C.

d. Training Research Unit No 3—Annex D.

4. The Training Research Units are responsible directly to the Co-ordinator of Training Research at Navy Office for their performance of approved tasks. They are to be administered by the establishment in which they are located.

5. Training Research Units can be made available to provide advice on Training Technology. Establishments requiring such assistance are to make their request to Navy Office.

6. Navy Order 288/71 is hereby cancelled.

ANNEX A

The Co-ordinator of Training Research

The Co-ordinator of Training Research at Navy Office is engaged in the following:

a. A joint Instructor Research Project with the University of New England.

b. Conducting Task Analyses and investigating methods of writing Course Training Standards and On the Job Training Standards.

c. Direction of the Training Research Units in the implementation of RANTS.

d. Production of the RAN Training System Manual.

e. Maintaining, through literature, review and liaison an overview of research done elsewhere which may be considered for use in the RANTS.

ANNEX B

Training Research Unit No 1

1. Training Research Unit No 1 was established in February 1969 at HMAS CERBERUS and initially:

a. Investigated methods of standardising objective type examinations and assessing techniques in Branch Technical Tests.

b. Designed standard proforma for objective type examination and associated analysis technique to be used in Branch Technical Tests.

c. Produced a pamphlet to explain the setting, marking and analysis processes in objective type testing.

d. Assisted RAN schools on request to convert their written Branch Technical Tests for Leading Rank to objective type tests.

ANNEX B—*continued*

2. The principal areas of work for this Unit are to remain in the field of practical skill testing and the allied study of examinations and testing methods required in the RANTS. The tasks now engaged upon are:

a. To investigate the methods of practical performance testing suitable for the RAN training programme.

b. Assist RAN Schools on request to implement modern practical performance testing techniques.

c. To produce a pamphlet to explain the methods of producing and assessing practical performance tests appropriate to the RAN training programme.

ANNEX C

Training Research Unit No 2

1. Training Research Unit No 2 was established in July 1971 and located initially at HMAS WATSON. Its principal initial tasks will be to carry out course design and apply new training methods within the RAN Training System at the following schools:

a. The TAS School HMAS WATSON.

b. The ND School HMAS WATSON.

c. The EW School HMAS WATSON.

d. The Schools at HMAS PENGUIN.

2. In addition to the precise application of RANTS in the above areas this Unit will be called upon to investigate certain of the matters listed in Paragraph 2 of this Navy Order, namely:

a. 2a (4).

b. 2b (1), (2), (4) and (5).

c. 2c (1), (2), (3) and (4).

d. 2d (1), (2) and (3).

ANNEX D

Training Research Unit No 3

1. The establishment of Training Research Unit No 3 has been approved and it will be located initially at Navy Office on the staff of the Co-ordinator of Training Research. This unit is expected to commence work in January 1972. Its principal tasks will be to carry out research and development in the field of Audio-Visual Aids within the RAN Training System.

2. In addition to the precise application of instructional media to RANTS this unit will be called upon to:

a. Investigate RAN requirements of Audio-Visual Aids and multi-media teaching devices.

b. Compile catalogues of Audio-Visual hardware suitable for the RAN.

c. Assist RAN Schools on request to solve practical Audio-Visual Aid problems.

ANNEX D—*continued*

d. Monitor, evaluate and report on research and development in training aids and media carried out by US, UK and other Armed Forces, State departments of education, industry and other government departments.

e. Monitor, evaluate and report on research and development in training administration.

(311/1/48 DGT)

(*Navy Orders 157/71 and 288/71*)

Section 2

PERSONNEL

UNCLASSIFIED

494/71—Application for Removal—North Australia Area

1. Attention is drawn to NPI 231/24 (1) which states that all interested authorities are to be informed of any request made for a removal.

2. The Naval Officer Commanding, North Australia Area has drawn attention to the fact that he is being omitted from this information in some instances.

3. As he administers all removals to and from that area, it is necessary that he be included in all letters and signals concerning removals to and from Darwin. In addition it is still necessary to include the Commanding Officer, HMAS MELVILLE, and the Commanding Officer, HMAS COONAWARRA, as applicable.

4. Failure to comply with this requirement could cause financial hardship to newly arrived personnel.

(252/4/222 HPB)

UNCLASSIFIED

495/71—Colour Vision Defective Personnel—RAN Policy

1. Following the introduction of the Farnsworth Lantern (FALANT) and Pseudoisochromatic Plates (PIP) as the approved method of determining Naval Colour Perception Standards (NCPS), it has been found that a small number of personnel currently serving in the RAN possess unsafe colour vision (ie, NCPS 4). The instructions for testing with FALANT and PIP are promulgated in ABR 1991 Articles 0511-0515 inclusive.

2. Personnel tested on entry by means of FALANT and PIP should not be affected. However, some of those personnel tested by other devices (eg, Edridge Green Lantern and/or Ishihara Plates) may be found to be NCPS 4 on retesting by FALANT and PIP. The number of personnel involved is expected to be less than 1 per cent of the total naval population.

3. The question of future employment at sea of personnel with unsafe colour vision and their future employment within branches requiring accurate colour perception for the safe discharge of duties involved will be decided by the Naval Board in each individual case. As far as is practicable personnel will continue to be employed at sea and offered the opportunity for further service.

4. Where personnel are found to be NCPS 4, action in accordance with ABR 1991 Article 0536 is to be effected. In instances where medical survey action is appropriate, a recommendation of 'Category A—NCPS 4' is to be made. Where additional disabilities are being considered concurrently by the Medical Board the basic medical category may be amended accordingly, but the qualification NCPS 4 is always to be added (eg, Category BY—NCPS 4). Where applicable the qualification NCPS 4 will be permanent and is never to be omitted, notwithstanding subsequent changes to the basic medical category. Each case will then be considered by the Naval Board and the recommendation will be either confirmed or amended as appropriate to the duties required of each member.

5. In instances where the medical categories of either A, B or BY are qualified by the addition of 'NCPS 4', that member may be posted to shore or seagoing billets, but is not to be employed on any duty for which safe colour vision is essential. Such personnel are not to be employed on the following specific duties:

a. senior member of any NBCD party, during the action or defence state;

b. unsupervised duty involving firefighting equipment, coloured risk markings and coloured telephones during the action or defence state;

c. lookouts responsible to bridge watchkeepers;

d. coxswains of boats;

e. unsupervised handling or accounting of ammunition;

f. unsupervised operation rooms procedures involving coloured symbols;

g. unsupervised selection, storage or packaging of colour coded stores, including medical stores; and

h. unsupervised technical maintenance and repair of equipment or systems involving coloured diagrams, wiring or components.

6. The above restrictions apply equally to employment of such personnel in shore establishments. Where supervision is mandatory it must be readily available in the same compartment space or immediate area of employment. All supervisory personnel must be colour perception safe.

7. Posting authorities will indicate clearly on posting lists all personnel to whom this instruction applies and on each posting occasion. Commanding Officers are to ensure that such personnel are employed only within the provisions of the preceding paragraph.

8. In instances where NCPS 4 personnel whose normal duties at sea would be prejudiced by unsafe colour vision, each case will be reviewed by the Naval Board with a view to restricted employment for the remainder of their current engagement.

(327/53/227 MDG/DGM)

UNCLASSIFIED

496/71—Diving Suitability Tests for Ships Diver Candidates

1. Before making application to place personnel on a Ships Diver Course all ships and establishments are to ensure that candidates undergo the medical examination and suitability test outlined in Paragraphs 3 and 4 below. These must be conducted within six months of commencement of course and confirmation of compliance with this Navy Order is required when applications for course are forwarded to the Diving School, HMAS PENGUIN.

2. To ensure the suitability tests are, as far as possible, of a uniform standard they should normally be conducted by an officer or sailor qualified to supervise Clearance Diving Operations. In circumstances where such personnel are not available the test may be conducted by an officer qualified as a Ships Diving Officer.

3. As a prerequisite to the suitability test the candidate must be examined by a Medical Officer as laid down in ABR 1991, Articles 0720 and 0721. If a recompression chamber is available, the candidate should then undertake a chamber dive to 60 feet; if facilities for the chamber dive are not available the test may proceed without it.

4. The test is to be conducted as follows:

a. the candidate is to swim 200 yards on the surface unassisted by any swimming aid or artificial buoyancy;

b. the candidate dressed in a wet suit and fins but without diving equipment is to jump into the water from a height of 15-20 feet;

c. the supervisor is to familiarise the candidate with the diving equipment and brief him on what to expect underwater;

d. the candidate in wet suit, fins, facemask and SSBA is to enter the water and be positioned with his head just submerged. He is to retain this position for approximately five minutes, familiarising himself with breathing underwater;

e. the candidate is then to exercise clearing a flooded facemask whilst just submerged until it is done to the satisfaction of the supervisor; and

f. the candidate, accompanied by a qualified diver, is then to descend to 20 feet to a shot or to the bottom, and remain at that depth for 15 minutes during which time he is to swim a least 25 yards.

5. On passing the suitability test the candidate is to be provided with a copy of the life line signals which he should be encouraged to study before commencing course.

(311/4/253 DUW)

UNCLASSIFIED

497/71—Eastern Orthodox Denomination Holy Days 1972

Subject to the exigencies of the Service, leave of absence may be granted to Royal Australian Naval personnel belonging to the Eastern Orthodox Denomination who may desire to observe the following Holy Days in 1972, in lieu of those observed by the other Christian Denominations:

Christmas Day	7 January 1972
Good Friday	7 April 1972
Easter	9 April 1972
Easter Monday	10 April 1972

(323/1/24 HPB)

UNCLASSIFIED

498/71—Lump Sums Paid During Service on Termination of Full Time Service or on Completion of Engagement—Liability to Taxation

1. This order is intended as advice to members contemplating leaving or about to leave full time service. It is not to be quoted as an authority.

Termination of Service

2. Section 26 (d) of the Income Tax Assessment Act provides that the assessable income of a taxpayer shall include 5 per cent of the capital amount of any allowance, gratuity or compensation where that amount is paid in a lump sum in consequence of retirement from, or the termination of, any office or employment.

3. The effect of this section on the various amounts to which members may be entitled on termination of service is as follows:

a. *DFRB pension*—as it is not a lump sum payment, any pension received is taxable as income.

b. *Refund of DFRB contributions plus DFRB gratuity*—the refund is not taxable but 5 per cent of the amount of the gratuity is taxable.

c. *Furlough or extended leave*—where either of these is taken in the form of leave of absence the full or half pay is taxable as income.

d. *Pay in lieu of furlough or extended leave*—as this is a lump sum payment only 5 per cent of it is taxable.

e. *Deferred pay and gratuities payable under Part VII of the Naval Financial Regulations*

(1) *Deferred Pay*

Deferred pay (including interest) accrued to, and including, 30 June 1947 is exempt from income tax. Amounts accruing subsequent to 30 June 1947 are taxable to the extent that 5 per cent of the amount received is assessable income.

The amount of deferred pay shown on taxation group certificates includes credits subsequent to 30 June 1947 only.

(2) *Gratuities*

All gratuities paid on termination of full time service are taxable to the extent that 5 per cent of the amount received is assessable income.

The amount of gratuity so payable under the authority of the Naval Financial Regulations is shown in column 3 of taxation group certificates issued following termination of full time service.

The amount of a gratuity paid under the DFRB Act on termination of full time service is not included in a taxation group certificate and it is the responsibility of the member to include 5 per cent of the amount received in his return of income.

Payments other than on Termination of Full Time Service

4. a. Amounts of deferred pay and gratuities paid under the Naval Financial Regulations on completion of an engagement during service are totally assessable income.

b. These payments are shown in column 3 of the taxation group certificates issued for the financial year in which payment is made. An appropriate amount of taxation is withheld from the gross amount due and is included in the amount of tax deducted shown on the group certificate.

c. Advance payment of benefits under Section 42A of the DFRB Act are payments made during a members service and are assessable income in total.

d. An amount is deducted by the DFRB Board before payment and a taxation group certificate showing the gross amount of the advance payment and the taxation deduction is issued at the end of the financial year by the DFRB Board.

Transfer to Reserves for Full Time Service

5. The Commissioner of Taxation has advised that where an employee has his employment formally terminated and ceases duty 'without reaching any understanding with his employer that he will continue to serve in a temporary capacity', the employee has retired from employment within the meaning of section 26 (d). As to the meaning of the word 'understanding', the Commissioner has further advised that 'it remains a question of fact whether or not a transfer to the reserves occurs in circumstances which would prevent the operation of section 26 (d)', and which would thereby render the member liable to taxation on the full amounts of any retirement benefits received.

6. It is often the case that a member volunteers and is accepted for further full time service as a member of the Reserves after he has reached retiring age for his rank in the Permanent Naval Forces. If there is a break in his service (ie, between termination of PNF service and commencement of full time service in the Reserves), he is entitled to certain retirement benefits, which may be liable to taxation on their total or only on 5 per cent of their total, depending on whether or not the member reached before his retirement an 'understanding' with the Navy regarding full time service in the Reserves.

7. To summarise the position and indicate the options open to a member contemplating full time service in the Reserves after termination of PNF service:

a. if there is no break in service the member does not become entitled to payment of any gratuity or allowance, other than those mentioned in Paragraph 4 of this order;

b. if there is a break in service the member is entitled to take any of the benefits mentioned in Paragraph 3 to which he is entitled;

c. any lump sum payments so received may be liable to taxation on their total amount or only on 5 per cent of their total, depending on whether or not there is an 'understanding' at the time of discharge;

d. an application before the due date for discharge to continue to serve after discharge creates an 'understanding' after it is approved;

e. holding a member after the due date for discharge pending approval of such an application creates an 'understanding'.

8. It must be clearly understood that whether or not an 'understanding' has been reached is a question of fact to be determined by the taxation authorities in the light of all the circumstances of the particular case. Members who wish to undertake full time service in the Reserves, and who wish at the same time to take all their retirement benefits and yet pay tax on only 5 per cent of the amounts so received, would be well advised to await their discharge before making application to serve

a period of full time service on the Reserves. A member would not prejudice his position by applying to join the Reserves while still a member of the PNF, provided he does not commence negotiations regarding full time service until he has been formally discharged.

9. If a members entitlement includes a refund of DFRB contributions, this is not taxable at all, regardless of the circumstances (*see* Paragraph 3.b. above).

10. Navy Order 677/69 is cancelled.

(263/1/215 HPB)

(*Navy Order 677/69*)

UNCLASSIFIED

499/71—RAN College Timetable—1972

1. The Naval Board have approved the following Royal Australian Naval College timetable for 1972:

Sunday 2 January	Class I (Degree Course) returns from leave.
Sunday 16 January	Class 1 (CRESWELL Course) returns from leave.
Monday 24 January	New Entry Cadets join.
Monday 31 January	First academic term begins.
Thursday 30 March	Mid-term long weekend.
Monday 3 April	
Friday 12 May	First academic term ends.
Monday 29 May	Second academic term begins.
Friday 7 July	Mid-term long weekend.
Monday 10 July	
Friday 25 August	Second academic term ends.
Monday 18 September ..	Third academic term begins.
Friday 27 October	Mid-term long weekend.
Monday 30 October	
Thursday 7 December ..	Promotion Day.
Friday 8 December	Academic Year ends.
Friday 15 December	Cadets proceed on leave.

2. Navy Order 498/70 is hereby cancelled.

(310/1/69 DAPO)

(*Navy Order 498/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

500/71—Naval Stores (General Group/Class 4220 and 8040)—Replacement of Wet Suit Repair Outfits

1. 0433-L90951 Repair Outfit was introduced as the wet suit repair kit for use in the RAN. On exhaustion of existing stocks of 0433-L90951 it is intended to replace this kit with a kit comprised of the following items:

Group Class	Catalogue No	Description	Denom	Acctg Classn
4220	66-044-1251	Repair kit Divers Dress	KT	C
8040	66-044-1252	Adhesive	TB	C

2. The repair kit 4220-66-044-1251 consists of the following items:

1 square foot SHARKSKIN
1 square foot SMOOTH NEOPRENE
1 yard roll NEOPRENE TAPE.

The adhesive is supplied in 1 oz tubes fitted with an applicator nozzle and has a shelf life of six months.

3. It should be noted that the items may be demanded from General Naval Stores, Garden Island.

(512/74/163 DNS)

UNCLASSIFIED

501/71—Stores (General)—Demand for Stores on EDP—Change of Date Required

1. The purpose of this order is to introduce a facility to change the date required for all outstanding demands at the one depot using a single document.

2. Under the existing procedures for recording demands on EDP, the only method of changing the date required is by the insertion of the new date against each item using Form SX34 (DAC). The demand status (long term or short term dues out) for all outstanding demands at the one depot may be changed by use of Forms SD18 (DCTC) or SX31 (CLOR) as appropriate but the actual date required cannot be nominated.

3. The form amendments and applicable procedures are detailed hereunder.

Form SD18 (DCTC)

4. a. On reprint, Form SD18 will be amended as shown in Annex A. In the meantime, the existing form is to be amended by extending the double broken line between 'message type' block and 'For DTO use' block down the form as shown in Annex A so that the new facility can be utilised immediately.

b. The form is to be prepared as follows:

Source .. .. ..
Year .. .. ..
Register .. .. ..
Registration No .. ..
Item Sequence No ..
Store Depot Code .. ..
Consignee Code .. ..
} In accordance with ABR 5063 Chapter 5 Appendix 20.

Mod Code:

(1) If date required to be changed, insert code 1.

(2) If total cancellation required, insert code 2.

Date Required:

If code 1 inserted in Mod Code Column, insert date required, otherwise leave blank.

c. The date inserted in the 'date required' block determines the status of the due out (Navy Order 362/70 is relevant). The status of an 'earmarked' due out is not changed by the above procedure except where the new date required indicates that it should now be made a 'short term' due out.

Form SX31 (CLOR)

5. a. On reprint the 'dues out long term' block will be removed. In the meantime this block is not to be used and the form is only to be used to request a consolidated list of outstanding requirements.

b. If amendment of the due type is required the procedures detailed in Paragraph 4 are to be used.

6. Form SX34 (DAC) is still to be used for transactions applicable to individual items.

7. ABR 4 will be amended.

ANNEX A

SD18 (1968)

TOTAL DUES CANCELLATION OR CHANGE OF DATE REQUIRED

FORM CODE	SOURCE	YEAR	REGISTER	REGISTRATION NO.	MESSAGE TYPE	FOR D.T.O. USE
DCTC			6		O	

ITEM SEQUENCE NO.	STORE DEPOT CODE	CONSIGNEE CODE	MOD* CODE	DATE REQUIRED

AUTHORISED BY

..... Signature ..... Rank ...../...../19..... Date

MODIFICATION CODE

1 – Change Date Required

2 – Cancel Outstanding Dues Out Recorded.

* To be completed only when MOD CODE is "1"

SD18

(400/1/1416 DSUA)

(Navy Order 362/70)

Section 7

CANCELED LIST

UNCLASSIFIED

502/71—Cancellation of Navy Order 211/69

Navy Order 211/69 is hereby cancelled.

(303/221/97 D of T)

(Navy Order 211/69)

Navy Orders 337-572/68 are now over three years old and may be disposed of accordingly.

22823/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 503/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
13 December 1971.

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

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

503/71—Officer Course Programme 1972

1. The programme of officers courses for 1972 is detailed in the Annex to this order. ABR 27 Volume III should be consulted to determine the appropriate method of nomination for any given course.

2. In accordance with Naval Board policy courses for Commanding Officers designate will be arranged by Navy Office as the requirement arises.

3. Alterations and additions to the course programme will be promulgated by amendments to this order.

Amendment List

Amendment No	*Authority*	*Date Corrected*

ANNEX

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Starting Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Aircrew ..	901711	BATC 4/71 ..	CERBERUS ..	55	15.11.71	19.2.72	5–24	To 84 Pilot
		1/72			21.2.72	5.5.72		To 85 Pilot, 44 Observ
		2/72			22.5.72	4.8.72		To be 86 Pilot
		3/72			14.8.72	27.10.72		To 87 Pilot
		4/72			13.11.72	9.2.73		To 88 Pilot
	901100/	Pilot 82	RAAF PT COOK/	—	9.8.71	15.9.72	—	Ex 2/71
	901101	83	PEARCE		2.11.71	8.12.72		Ex 3/71
		84			14.2.72	.3.72		Ex 4/71
		85			8.5.72	.6.73		Ex 1/72
		86			TBA	TBA		
		87			TBA	TBA		
	901102	Observer 42	RAAF EAST SALE	255	30.6.71	16.6.72	—	—
		43			5.1.72	1.12.73		
		44			28.6.72	14.6.73		Ex 1/72
		45			TBA	TBA		
		46			TBA	TBA		
	901103	ATC 50	RAAF EAST SALE	—	24.1.71	16.6.72	—	—
		51			8.5.72	22.9.72		
		52			TBA	TBA		
	901104	Flying/Instructor 51 ..	RAAF EAST SALE	—	10.1.72	28.4.72	—	—
		52			8.5.72	18.8.72		
		53			TBA	TBA		
	901105	HELO Instructor ..	RAF	12 weeks	TBA	TBA	—	July, October
	901106	QUADRADAR 35 ..	RAAF EAST SALE	30	24.1.72	10.3.72	—	—
		36			20.3.72	5.5.72	—	—
		37			22.5.72	7.7.72	—	—
		38			TBA	TBA	—	—
	901110	Advanced Navigation 25 ..	RAAF EAST SALE	—	1.5.72	8.9.72	—	—
	901115	Tracker TACCO ..	ALBATROSS ..	—	10.7.72	15.9.72	—	—
	901130	HELO CONV. 17 ..	RAAF FAIRBAIRN	—	10.1.72	14.4.72	—	—
		18			TBD	TBD	—	—
	901131	HELO OFS 7	ALBATROSS ..	—	17.1.72	23.6.72	—	WATSON 10.4 to 14.4 and 5.6 to 9.6 for 901439
		8			17.7.72	22.12.72		WATSON 25.9 to 29.9 and 4.12 to 8.12 for 901439

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/Max Nos	Remarks
Aircrew—*continued*	901132	Tracker OFS 6	ALBATROSS ..	—	30.8.71	28.2.72	—	—
		7			10.1.72	2.6.72		
		8			24.7.72	8.12.72		
	901133	Skyhawk OFS 7	ALBATROSS ..	—	27.3.72	18.8.72	—	—
	901138	SESO	ALBATROSS ..	—	As required		—	—
	901345	Aircrew Pilot	CERBERUS ..	10	10.1.72	21.1.72	5–24	Ex 79 Pilot
					17.4.72	28.4.72		Ex 80 Pilot
					17.7.72	28.7.72		Ex 81 Pilot
					9.10.72	20.10.72		Ex 82 Pilot
AIO/ Navigation	901431	RANTACTICAL ..	WATSON ..	10	22.5.72	2.6.72	—	—
					28.8.72	8.9.72		
	NN	Tactical	WATSON ..	10	27.11.72	8.12.72	—	—
	901440	Reserve N1	RTEs	—	8.5.72	12.5.72	—	Apply WATSON for
					9.10.72	13.10.72		examination papers
	901441	Reserve N3	WATSON ..	10	8.5.72	19.5.72	–6	—
					6.11.72	17.11.72		
	901442	Reserve Officers AIO ..	WATSON ..	10	As required		—	—
	901443	MIDS SLEX Phase 1 ..	WATSON ..	30	10.1.72	18.2.72	—	2/71
					3.7.72	11.8.72		1/72
	901444	MIDS SLEX Phase III AIO	WATSON ..	35	28.2.72	14.4.72	—	2/70 } includes Phase
					23.10.72	8.12.72		1/71 } III TAS
	901446	IO ND/TAS	WATSON ..	50 NOM.	28.2.72	5.5.72	—	Includes Sea 14.4. to 28.4
					28.8.72	24.11.72		Includes Sea 6.10 to 20.11
	901447	Small Ship NAV ..	WATSON ..	10	1.2.72	11.2.72	–6	—
					22.5.72	2.6.72		
					4.9.72	15.9.72		
	901448	ORO	WATSON ..	90	8.5.72	2.6.72		
			CERBERUS		5.6.72	9.6.72		
			WATSON		12.6.72	14.7.72		
			ALBATROSS		17.7.72	21.7.72		
			WATSON		24.7.72	4.8.72		
			SEA		7.8.72	25.8.72		
			WATSON		28.8.72	8.9.72		901431
	901480	Small Ship AIO	WATSON ..	10	14.2.72	25.2.72	–6	—
					8.5.72	19.5.72		
					18.9.72	29.9.72		
	NN	RANRS AIO	WATSON ..	15	13.3.72	30.3.72	—	—
	901605	CO DESIG (MSC) ..	WATSON ..	10	23.10.72	3.11.72	–2	MSC SUPPORT
		CO DESIG (MHC) ..	WATSON ..	10	20.11.72	1.12.72	–2	MHC SUPPORT
ASW ..	901400	SOSP	AJASS	5	TBA	TBA	—	—
	901404	Joint ASW Intro ..	AJASS	5	TBA	TBA	—	—
	901405	Joint ASW Tactical Period	AJASS	10	TBA	TBA	—	—
	901429	RAN ASW Equipment ..	WATSON/WPD ..	5	As required		—	—
	901436	SLEX Phase III TAS ..	WATSON ..	35	28.2.72	14.4.72	—	2/70 } Includes Phase
					23.10.72	8.12.72		1/71 } III AIO
	901437	Demolitions Supervisor ..	WATSON ..	5	14.2.72	18.2.72	4–6	—
					1.5.72	5.5.72		
					17.7.72	21.7.72		
					4.9.72	8.9.72		
					3.10.72	6.10.72		
	901438	ASW Acquaint	WATSON ..	5	28.2.72	3.3.72	—	— —
					8.5.72	12.5.72		
					3.10.72	6.10.72		
					20.11.72	24.11.72		
	901439	HELO ASW	WATSON ..	10	10.4.72	14.4.72	—	HELO OFT 1/72
					5.6.72	9.6.72		HELO OFT 1/72
					25.9.72	29.9.72		HELO OFT 2/72
					4.12.72	8.12.72		HELO OFT 2/72
Communications	901323	Basic COMMS	CERBERUS ..	5	6.3.72	10.3.72	—	Ex 901341
	901328	SLEX Phase III	CERBERUS ..	10	7.2.72	18.2.72	—	1/70
					22.5.72	2.6.72		2/70
Diving ..	901425	Ship Diving Officer ..	PENGUIN ..	20	17.1.72	11.2.72	—	—
					14.2.72	10.3.72		
					8.5.72	2.6.72		
					3.7.72	28.7.72		
					17.7.72	10 8.72		
					7.8.72	1.9.72		
					21.8.72	15.9.72		
					9.10.72	3.11.72		
					6.11.72	1.12.72		
Divisional ..	901342/ 901343	Divisional, Man Management, Sports	CERBERUS ..	20	21.2.72	17.3.72	5–24	SLEX 1/70
					5.6.72	14.7.72		SLEX 2/70
					18.9.72	13.10.72		GLSBLTS
Gunnery ..	901380	Basic Gunnery	CERBERUS ..	5	21.2.72	25.2.72	—	RANR
	901381	DGO	CERBERUS ..	63	26.1.72	2.5.72	—	—
				3	3.5.72	5.5.72		EAA
				5	8.5.72	12.5.72		Sea Firings
				15	15.5.72	2.6.72		WATSON, 5AIO 10 TAC Course
	901387	SLEX Phase III	CERBERUS ..	15	17.1.72	4.2.72	—	1/70
					1.5.72	19.5.72		2/70

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/Max Nos	Remarks
Hydrography Indoctrination	901050	H4	PENGUIN ..	95	20.3.72	17.8.72	2–10	—
	901340	New Entry	CERBERUS ..	15	10.1.72	28.1.72	5–24	SLEN RMIT
					1.2.72	11.2.72		Mathematics
					17.1.72	4.2.72	5–24	IO1/72 DO1/72
					21.2.72	10.3.72		MO1/72
					24.7.72	11.8.72		IO2/72
	901341	RANR	CERBERUS ..	10	7.2.72	18.2.72	5–24	—
					1.5.72	12.5.72		
					13.11.72	25.11.72		
	901344	SD Officers	CERBERUS ..	20	10.4.72	5.5.72	5–24	—
	NN	SD TECH Officers FAMIL	CERBERUS ..	10	14.8.72	25.8.72	5–24	—
	901345	Aircrew Pilot	CERBERUS ..	10	10.1.72	21.1.72	5–24	Ex 79 Pilot
					17.4.72	28.4.72		Ex 80 Pilot
					17.7.72	28.7.72		Ex 81 Pilot
					9.10.72	20.10 72		Ex 82 Pilot
Instructor Officers	901181	IO Duties (PT 1).. ..	CERBERUS ..	—	10.1.72	14.1.72	—	IO1/72 Enter 4.1.72
	901340	Indoctrination	CERBERUS ..	15	17.1.72	4.2.72	—	—
	901181	IO Duties (PT 2).. ..	CERBERUS ..	15	7.2 72	18 2 72	—	—
	901300	PRELIM NBCD ..	CERBERUS ..	5	21.2 72	25.2.72	—	—
	901446/	IO ND/	WATSON ..	50	28.2 72	—	—	SEA 14.4 to 28.4.72
	901182	IO TAS	WATSON ..		—	5.5.72	—	
	901183	IO Basic Electronics ..	CERBERUS ..	60	8.5.72	21.7.72	—	—
	903600	IT	CERBERUS ..	10	As required		—	—
	901181	IO Duties (PT 1).. ..	CERBERUS ..	—	10.7.72	21.7.72	—	IO 2/72 Enter 4.7.72
	901340	Indoctrination	CERBERUS ..	15	24.7.72	11.8.72	—	—
	901181	IO Duties (PT 2).. ..	CERBERUS ..	15	14.8.72	18.8.72	—	—
	901300	PRELIM NBCD ..	CERBERUS ..	5	21.8.72	25.8.72	—	—
	901446/	IO ND/	WATSON ..	50	28.8.72	—	—	SEA 6.10 to 20.11.72
	901182	IO TAS	WATSON ..		—	24.11.72	—	
	901183	IO Basic Electronics ..	CERBERUS ..	60	27.11.72	9.2.73	—	—
	903600	IT	CERBERUS ..	10	As required		—	—
	901184	IO TELECOMMS ..	CERBERUS ..	50	6.3.72	12.5.72	—	—
	901185	IO Computer	CERBERUS ..	60	6.3.72	26.5.72	—	—
	901186	IO Radar	CERBERUS ..	45	18.9.72	24.11.72	—	—
	901187	IO Surface Weapons ..	CERBERUS ..	10	As required		—	—
	901470	MET	ALBATROSS ..	20	3.4.72	28.4.72	—	PRE 901180 UK
MCD ..	901432	Long Minewarfare and Clearance Diving	PENGUIN ..	—	5.1.72	9.1.72	—	—
			WATSON		10.1.72	18.2.72		
			SEA		21.2.72	25.2.72		

			WATSON		28.2.72	3.3.72		
			SEA		6.3.72	10.3.72		
			WATSON		13.3.72	17.3.72		
			PENGUIN		20.3.72	30.6.72		
			WATSON (EOD)		3.7.72	1.9.72		
			PENGUIN		4.9.72	13.10.72		Balance TBD
Medical/Dental	901195	MOFAMILIARISATION..	CERBERUS ..	15	1.2.72	18.2.72	—	—
	901340	Indoctrination	CERBERUS ..	15	21.2.72	10.3.72	5–24	—
	901191	MO UW MEDICINE ..	PENGUIN ..	15	13.3.72	7.4.72	—	—
	901192	MO AV MEDICINE ..	ALBATROSS ..	5	10.4.72	14.4.72	—	—
	901194	MO NBCD	PENGUIN ..	10	11.9.72	22.9.72	—	—
	901197	Foreign Services MOUWMED	PENGUIN ..	—	TBD	TBD	—	—
	901198	WM/SS UWMED ..	PENGUIN ..	10	TBD	TBD	—	—
	901302	Combined Services MONBCD	PENGUIN ..	5	30.10.72	3.11.72	—	—
	901196	DO Familiarisation ..	CERBERUS ..	5	10.1.72	14.1.72	—	—
	901340	Indoctrination	CERBERUS ..	15	17.1.72	4.2.72	—	—
NBCD ..	901300	Preliminary NBCD ..	CERBERUS ..	5	21.2.72	25.2.72	—	IO1/72
					28.2.72	3.3.72	—	RANR Exempt RANRS(E)
					21.8.72	25.8.72		IO2/72
	901301	Advanced NBCD ..	PENGUIN ..	10	21.2.72	3.3.72	—	And RANRS(E)
					20.3.72	30.3.72		And SLEX 1/70
					4.4.72	14.4.72		And SBLT GLEX
					17.7.72	28.7.72		And SLEX 2/70
	901302	Combined Services MO NBCD	PENGUIN ..	5	30.10.72	3.11.72	—	—
	901308	NBCDO Qualifying ..	PENGUIN ..	20	As required		—	—
	901194X	MO NBCD	PENGUIN ..	10	11.9.72	22.9.72	—	—
RANR ..	901341	Indoctrination	CERBERUS ..	10	7.2.72	18.2.72	—	—
					1.5.72	12.2.72		
					13.11.72	24.11.72		
	901380	Basic Gunnery	CERBERUS ..	5	21.2.72	25.2.72	—	—
	901300	Preliminary NBCD ..	CERBERUS ..	5	28.2.72	3.3.72	—	—
	901323	Basic Communications ..	CERBERUS ..	5	6.3.72	10.3.72	—	—
		RANRS AIO	WATSON ..	15	13.3.72	30.3.72		
	901301	Advanced NBCD ..	PENGUIN ..	10	21.2.72	3.3.72		For RANRS(E)
	901440	Reserve N1 Examination ..	RTEs	—	8.5.72	12 5.72	—	Apply WATSON for Examinations Papers
					9.10.72	13.10.72		
	901441	Reserve N3	WATSON ..	10	8.5.72	19.5.72	–6	—
					6.11.72	17.11.72		

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/Max Nos	Remarks
Supplementary List Seamen	901598	SLEX 2/71	WATSON ..	30	10.1.72	18.2.72	5–24	—
			ANZAC ..	50	21.2.72	28.4.72		
			CERBERUS ..	5	1.5.72	5.5.72		
		SLEX 1/72	CERBERUS ..	80	28.2.72	16.6.72		
			WATSON ..	30	3.7.72	11.8.72		
			ANZAC ..	50	14.8.72	20.10.72		
			CERBERUS ..	5	23.10.72	27.10.72		
		SLEX 2/72	CERBERUS ..	80	28.8.72	15.12.72		
	901710	SLEX 1/70 Phase III ..	—	—	—	—	—	—
	901801	Supply	CERBERUS ..	5	10.1.72	14.1.72	—	—
	901387	Gunnery	CERBERUS ..	15	17.1.72	4.2.72	—	—
	901328	Communications ..	CERBERUS ..	10	7.2.72	18.2.72	—	—
	901342/ 901343	Divisional	CERBERUS ..	20	21.2.72	17.3.72	—	—
	901301	NBCD	PENGUIN ..	10	20.3.72	30.3.72	—	—
	901710	SLEX 2/70 Phase III ..	—	—	—	—	—	—
	901436/ 901444	AIO/TAS	WATSON ..	30	28.2.72	14.4.72	—	—
	901149	Air	ALBATROSS ..	5	17.4.72	21.4.72	—	—
	901801	Supply	CERBERUS ..	5	24.4.72	28.4.72	—	—
	901387	Gunnery	CERBERUS ..	15	1.5.72	19.5.72	—	—
	901342/ 901343	Divisional	CERBERUS ..	20	5.6.72	14.7.72	—	—
	901301	NBCD	PENGUIN ..	10	17.7.72	28.7.72	—	—
	901710	SLEX Phase III 1/71 ..	—	—	—	—	—	—
	901436/ 901444	AIO/ND	WATSON ..	30	23.10.72	8.12.72	—	—
	901149	Air	ALBATROSS ..	5	11.12.72	15.12.72	—	—
Security ..	901528	Security Officers	PENGUIN ..	2–3	14.2.72	16.2.72	—	—
					15.5.72	19.5.72		
					14.8.72	18.8.72		
					13.11.72	17.11.72		
Submarines ..	—	Seaman OTC	RN	—	15.3.72	2.6.72	–20	—
					5.6.72	11.8.72		
					4.9.72	10.11.72		
		Engineer OTC	RN	—	1.5.72	2.6.72	—	4 RAN Places per Course
					20.11.72	22.11.72		
		MEO Application ..	RN	—	5.6.72	22.9.72	—	4 RAN Places
		WEEO Application ..	RN	—	5.6.72	20.10.72	4–8	1 RAN Place
		Sonar Officers	RN	—	10.1.72	4.2.72		
					8.5.72	2.6.72		
					11.9.72	6.10.72		
Supply and Secretariat	901490	SD(S) Education and Acquaint	CERBERUS ..	—	15.5.72	TBD	—	—
	901491	SD(W) Education and Acquaint	CERBERUS ..	—	15.5.72	TBD	—	—
	901494	Basic Supply and Secretariat	CERBERUS ..	—	25.9.72	6.4.73	—	—
	901800	SCSAC	CERBERUS ..	—	15.5.72	TBD	—	—
	901801	SLEX Phase III ..	CERBERUS ..	5	10.1.72	14.1.72	—	1/70
					24.4.72	28.4.72		2/70
Training Technology	901260	Training Admin	CERBERUS ..	10	13.3.72	24.3.72	—	—
					4.9.72	15.9.72		
	901261	Training Management ..	CERBERUS ..	3	TBA	TBA	—	—
	903630	Training Systems Acquaint	CERBERUS ..	1	TBA	TBA	—	—
	902350	Instructional Technique ..	CERBERUS ..	10	—	—	—	As in Sailors Course Navy Order
	903610	Training Technology ..	CERBERUS ..	5	TBA	TBA	—	—
	903640	Quality Control	CERBERUS ..	3	TBA	TBA	—	—
Weapon Electrical Engineering	901176	Junior WEEO Acquaint ..	CERBERUS/EAA	10	TBD	TBD	—	—
	901175	Ikara Management ..	RANITE ..	5	6.3.72	10.3.72	—	Type 12 DE CANO 21/70
			RANAD KINGSWOOD	5	13.3.72	17.3.72		
			RANITE ..	5	4.9.72	8.9.72	—	DDG CANO 21/71
			RANAD KINGSWOOD	5	11.9.72	15.9.72		

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HISTORIAN.

ANO 504/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
1 December 1971.

The enclosed order is 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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Section 2

PERSONNEL

UNCLASSIFIED

504/71—Introduction of The Rank of Warrant Officer into The Sailors Structure of The Royal Australian Navy

Background

1. As already announced by signal (ACNB message DTG 171019Z/Aug 71) the Naval Board have decided to introduce a new rank above the existing rank of Chief Petty Officer. It should be noted that this does not amount to a re-introduction of the old rank of Naval Warrant Officer. This decision has been made because:

a. there are some existing billets filled by Chief Petty Officers in which the duties and responsibilities undertaken within their branches are more demanding than those required of the majority in those ranks;

b. there is scope for some senior sailors to assume duties and responsibilities outside their own branches;

c. there should be an opportunity for the best sailors to attain the same status as Warrant Officer 1st Class in the Army and Warrant Officer in the RAAF.

2. The rank of Warrant Officer will be introduced into the RAN, WRANS, Naval Police, RANER, RAFR, RANR, RANVR and WRANSR. The detailed rules affecting the rank of Warrant Officer in each component of the Naval Forces will be promulgated in due course. The following instructions, which refer primarily to sailors in the Permanent Naval Forces will be applied as required to preserve a measure of uniformity between each component of the Naval Forces.

Title

3. The name of the new rank will be Warrant Officer. Warrants will be issued to the personnel concerned.

4. Details of the descriptive titles and abreviations to be used for correspondence, records and EDP purposes, etc, are given in Annex A to this order.

Functions of The Warrant Officer

5. The principal function of Warrant Officers will be managerial. They will be required to plan, allocate and control work and to play a significant part in the Divisional system. As the use of the rank develops, Warrant Officers will undertake further functions outside their specialisations in the areas of leadership and administration of all Branches; but it is important to ensure that employment outside their own Branch does not prejudice their ability to carry out their prime Branch function.

6. Warrant Officers will not be additional to complement. Initially they will fill existing Chief Petty Officer billets where the duties are of a particularly high standard. These billets already represent full-time jobs and immediate significant changes in their responsibilities may not be involved.

Status

7. Warrant Officers will rank above all Chief Petty Officers regardless of Branch. They will mess with Chief Petty Officers and will be subject to the same general administrative regulations.

8. They will be equivalent to Warrant Officers 1st Class in the Army and Warrant Officers in the RAAF.

9. They will be addressed as 'Mr' by their superiors and 'Sir' by their subordinates; or in the case of WRANS as 'Miss' or 'Mrs' as appropriate by their superiors and 'Ma'am' by their subordinates. They will not be entitled to a salute. They will be required to pay the normal marks of respect to all officers.

10. It is intended that they should, as far as practicable, enjoy enhanced privileges; and Flag Officers and Administrative authorities will, therefore, authorise such relaxations as they deem fit in the particular circumstances of their commands.

Conditions of Service

11. Subject to satisfactory performance Warrant Officers will be given a minimum of five years service in the rank. On attaining the age of 45 years, they will be permitted to re-engage subject to the normal re-engagement requirements, providing they are not blocking the promotion rosters.

12. The sea/shore ratio for Warrant Officers will, as far as possible, be no less favourable than that for Chief Petty Officers of the Branches and categories from which they are promoted.

Training

13. All Warrant Officers will be required to complete successfully an Administration Management and Leadership Course. When the backlog of Warrant Officers has completed this course it will become a prerequisite for promotion to Warrant Officer.

Prerequisites for Promotion

14. The prerequisites for promotion to Warrant Officer are:

a. Four years seniority as a Chief Petty Officer, Chief Artificer, Chief Mechanician or Sergeant 1st Class.

b. Continuous 'Very Good' conduct for three years immediately preceding promotion.

c. Routine Forms PP1 for the preceding two years be at or above the selection level.

d. Moving Average Total to be at the required level.

e. To be medically fit for both sea (RAN only) and shore service.

f. Successful completion of Administration, Management and Leadership Course (when introduced).

Promotion Lists

15. Chief Petty Officers selected for promotion to Warrant Officer will appear on the normal quarterly Branch Promotion Lists and promotions will be effected for eligible sailors subject to vacancies. The authority to promote will rest with the Naval Board.

22860/71—2

Composite Scores

16. Positions on Promotion Lists will be determined by a non-cumulative composite score in which points are allocated as follows:

Performance Evaluation (Maximum)	220 points
Result of Administration, Management and Leadership Course (when introduced)	100 points
Time served in present rank after four years seniority	40 points
Total unbroken service (Maximum)	40 points
	400 points

Reports on Warrant Officers

17. Forms PP1 for Warrant Officers are to be rendered half yearly by Branches and on posting.

Reversion of Warrant Officers

18. Should a PP1 include assessments below pre-determined levels a standard letter will be forwarded to the Warrant Officers Commanding Officer marked 'Personal', copy to the Administrative Authority, stating that a further report is to be rendered in three months time through the Administraive Authority. The report is to include a recommendation on whether the Warrant Officer should be placed on quarterly report.

19. If the second report is above the pre-determined levels, the Commanding Officer and Administrative Authority will be informed that further non-routine reports are no logner required.

20. If a second report again contains assessments below the pre-determined levels, the Commanding Officer and Administrative Authority are to be informed that the Warrant Officer is to be placed on Quarterly Report. The Warrant Officer is to be warned officially by his Commanding Officer of the reason for low assessments, if this has not already been done.

21. Reports on Form PP1 are to be rendered quarterly by the Commanding Officer, through the Administrative Authority, both of whom should make recommendations on the Warrant Officers performance and his suitability to hold his rank.

22. Depending on the contents and recommendations in the special reports, the Naval Board have the following options:

a. to direct that the Warrant Officers Warrant be cancelled, ie, that he should revert to former rank and category with previous seniority, with an option of Free Discharge as a Warrant Officer;

b. the Warrant Officer be posted to another ship or establishment and remain on quarterly report. Subsequent reports, if unfavourable, would normally result in the action at a.

23. A Warrant Officer who is reverted to Chief Petty Officer will not be eligible for consideration for re-promotion until he has completed, after reversion, a period of three years as a Chief Petty Officer excepting that a Warrant Officer reverted for failure at the Administrative, Management and Leadership Course will be considered for re-promotion when he finally passes the course.

Reserve Personnel Carrying out Full Time Service in a PNF Billet

24. The following rules will be effective for Reserve personnel carrying out full time service in a PNF billet:

a. PNF sailors holding the rank of Warrant Officer and transferring to the Reserves for full time service without a break in service or with a one day break for DFRB reasons, will be retained as Warrant Officers but borne over numbers in their category provided such overbearing falls within and remains within allowed overall establishment numbers.

b. Ex-PNF Warrant Officers accepted for full time service after a break of service in excess of one day will retain the rank of Warrant Officer if vacancies exist in their categories or for 'may be any branch' billets.

c. Existing Chief Petty Officers carrying out full time service in a PNF billet will be considered for promotion under the following rules:

(1) Those commencing service within 12 months of discharge from the PNF:

(a) must be qualified for promotion under current rules;

(b) vacancies must exist which cannot be filled by PNF sailors.

(2) Those commencing service in PNF billets after 12 months absence from the PNF:

(a) must be qualified for promotion under current rules;

(b) vacancies must exist which cannot be filled by PNF sailors;

(c) must have completed 12 months service after re-entry in a PNF billet to be eligible for promotion;

(d) relevant Forms PP1 rendered prior to discharge to be taken into account where applicable.

Re-entries

25. To bring Warrant Officers into line with the provisions of Chapter 6 of ABR 10/69 the following conditions of service will apply.

26. Ex-PNF Warrant Officers who re-enter after less than five years absence from the Service will be re-entered as Warrant Officers provided that they are fully qualified in accordance with current rules, that the qualifications have not been made more stringent during their absence and the resumption of rank does not preclude the promotion of any other qualified sailor whose name appears on the current Promotion List.

27. Chief Petty Officers, re-entered within five years, who are fully qualified in accordance with the normal promotion rules will, on re-entry, have their names placed on the bottom of the Promotion List. On the first occasion on which the Promotion List is reframed after receipt of the first PP1 rendered after re-entry they will be afforded the position on the Promotion List appropriate to their composite scores.

28. Ex-PNF Warrant Officers re-entering after absence from the service for five years or more will enter under the provisions of ABR 10/69 Article 0608 (ie, re-entry at the Ordinary Rank) with no cognisance being taken of former service.

29. Ex-RN and ex-RNZN Warrant Officers who enter with less than five years absence will be entered at the Chief Petty Officer level. The prerequisites for promotion to Warrant Officer as laid down at Paragraph 14 of this order will apply. Ex-RN and ex-RNZN Warrant Officers who enter after an absence of five years or more will be re-entered under the provisions of ABR 10/69 Article 0608.

Regulating

30. The Coxswain of a ship or establishment takes precedence over all sailors in a ship including Warrant Officers in the execution of his Regulating duties. (RI Chapter 32 Section 3 refers.)

31. This new arrangement will mean a change from the present principle that the senior Regulating sailor must be equal in status to the most senior sailor on board. It will require co-operation between Warrant Officers and the Coxswain, but this co-operation is expected. It is considered that the arrangement can be made to work satisfactorily in much the same way as a Leading sailor in charge of a patrol. The alternative of making all Coxswains Warrant Officers or giving them a temporary rank whilst in the billet cannot be justified as it would produce an unsound Branch structure. The existing links between the Executive Officer and the Coxswain in the control of sailors and ships administration will continue unimpaired.

Power of Command and Discipline

32. Provision will be made in RI for Warrant Officers to have military command over all Chief Petty Officers regardless of Branch, except as provided in Paragraph 31 of this order.

33. Details of the treatment of Warrant Officers in the event of disciplinary proceedings against them are given in Annex B.

Uniform and Badges

34. Warrant Officers will wear the same uniform as Chief Petty Officers but there will be new badges. The cap badge will be a more embellished version of the Chief Petty Officer cap badge. The cuff badge will incorporate the Australian Coat of Arms, will be similar to that worn by the other Services and will be worn above the three cuff buttons. On blue uniform this will be a bold on blue embroidered badge and on tropical white tunics and mess jackets a metal badge. A wristlet badge will not be worn. Metal collar badges similar to, but smaller than cuff badges will be worn on tropical shirts, action working dress and similar uniforms.

Accommodation

35. For the present special accommodation cannot be provided in HMA ships. Similarly ashore no distinction can be made between Warrant Officers and Chief Petty Officers in the standards or allocation arrangements governing single or married accommodation.

Honours and Awards

36. Warrant Officers will be eligible for recommendation to be honoured by the award of the MBE.

Interim Measures

37. An an interim measure pending legislation to create the new rank, Chief Petty Officers selected for promotion to Warrant Officer will be authorised to use the title, enjoy the privileges and wear the uniform of the new rank. They will in fact remain Chief Petty Officers for the purpose of powers under the Naval Discipline Act but will be deemed to be senior to all other Chief Petty Officers. This interim scheme will be introduced by signal as soon as possible.

38. Details for treatment of these sailors during the interim period are given in Annex B of this order.

Internal Publicity

39. A double distribution of this Navy Order will be made. This is to help ensure that all concerned know of the new arrangements. The extra copies should be made available to Chief Petty Offices Messes, Petty Officer Messes and Ships Company notice boards.

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

ANNEX A

Descriptive Titles	*Abbreviations*
Warrant Officer Coxswain	WOCOX
Warrant Officer Quartermaster Gunner	WOQMG
Warrant Officer Fire Control	WOFC
Warrant Officer Weapon Mechanic	WOWM
Warrant Officer Underwater Weapons	WOUW
Warrant Officer Underwater Control	WOUC
Warrant Officer Radar Plot	WORP
Warrant Officer Clearance Diver	WOCD
Warrant Officer Surveying Recorder	WOSR
Warrant Officer Physical Trainer	WOPT
Warrant Officer Communications Yeoman	WOCY
Warrant Officer Radio Supervisor	WORS
Warrant Officer Radio Supervisor Special	WORSS
Warrant Officer Linguist	WOLIN
Warrant Officer Engine Room Artificer	WOERA
Warrant Officer Engine Room Artificer Diesel	WOERAD
Warrant Officer Mechanician	WOMECH
Warrant Officer Mechanician Diesel	WOMECHD
Warrant Officer Naval Shipwright	WONS
Warrant Officer Engineering Mechanic	WOME
Warrant Officer Engineering Mechanic Diesel	WOMED
Warrant Officer Systems Artificer Power	WOSAP
Warrant Officer Systems Artificer Weapons	WOSAW
Warrant Officer Systems Artificer Communications	WOSAC
Warrant Officer Electrician Power	WOEP
Warrant Officer Electrician Weapons Electronic	WOEWE
Warrant Officer Electrician Weapons Radio	WOEWR
Warrant Officer Electrician Communications	WOEC
Warrant Officer Aircrewman	WOACM
Warrant Officer Airman Aircraft Handler	WOAAH
Warrant Officer Airman Meteorological Observer	WOAMET
Warrant Officer Airman Photographer	WOAPHOT
Warrant Officer Airman Safety Equipment	WOASE
Warrant Officer Aircraft Mechanician Airframes Engines	WOMECHAE
Warrant Officer Aircraft Artificer	WOAA
Warrant Officer Aircraft Mechanician Weapons	WOMECHW
Warrant Officer Air Mechanic Airframes Engines	WOAMAE
Warrant Officer Air Mechanic Weapons	WOAMW
Warrant Officer Systems Artificer Air Weapons	WOSAAW
Warrant Officer Systems Artificer Air Communications	WOSAAC
Warrant Officer Electrician Air Weapons	WOEAW
Warrant Officer Electrician Air Communications	WOEAC

ANNEX A—*continued*

Descriptive Titles	*Abbreviations*
Warrant Officer Writer	WOWTR
Warrant Officer Stores Naval	WOSN
Warrant Officer Stores Victualling	WOSV
Warrant Officer Cook	WOCK
Warrant Officer Steward	WOSTD
Warrant Officer Musician	WOMUSN
Warrant Officer Sick Berth Attendant	WOSBA
Warrant Officer Dental Assistant	WODA
Warrant Officer Dental Mechanic	WODM
Warrant Officer Academic Instructor	WOAI
Warrant Officer Work Study	WOWS

ANNEX B

Discipline

Intention

1. It is intended that Warrant Officers should have disciplinary status and privileges equivalent to those enjoyed by Warrant Officers in the other Services. This must be achieved in two stages:

a. After the necessary amendments to the Naval Discipline Act and other legislation have been made, when the full status of Warrant Officer will be possible.

b. During the interim period between the introduction of the new rank and the passing of the necessary legislation.

Final Position Following Passing of The Necessary Legislation

Summary Punishments

2. The only summary punishments applicable to Warrant Officers will be:

a. Reduction in rank to Chief Petty Officer.

b. Fine of up to 14 days pay.

c. Reprimand.

3. A Warrant Officer will have the right to elect trial by court-martial whenever he is charged with an offence (or offences) which, if proved, would justify reduction in rank to Chief Petty Officer or a fine.

4. A punishment warrant will have to be raised and submitted to a Flag Officer or to the Naval Board for approval if it is proposed summarily to reduce a Warrant Officer to Chief Petty Officer or to impose any fine.

5. A Warrant Officer appearing before his Commanding Officer will do so at a time different from other offenders, but the procedure will otherwise be unchanged. The Naval Board wish Commanding Officers not to delegate their power to try and punish Warrant Officers.

6. After a warrant proposing reduction in rank to Chief Petty Officer or a fine has been approved the warrant will be read to the offender at the Captains table and not publicly as for other offenders.

ANNEX B—*continued*

Reduction in Rank

7. Where a punishment of reduction in rank has been approved as a summary punishment or imposed by court-martial, the ex-Warrant Officer will have to be given the option of discharge. Every case in which a Warrant Officer is reduced in rank is to be reported to Navy Office by letter or signal so that the Naval Board can decide whether the discharge to be offered is 'Free' or 'SNLR'. Recommendations for re-promotion to Warrant Officer will be forwarded to Navy Office. The minimum length of VG conduct required for re-promotion to Warrant Officer will be three years.

Deprivation and Forfeiture of Long Service and Good Conduct Medal

8. The forfeiture of a Warrant Officers Long Service and Good Conduct Medal will be an automatic consequence of conviction of certain offences or the imposition of certain warrant punishments under the ordinary rules given in MNL Chapter 21, Section VI. Officers will not, however, be deprived of the Long Service and Good Conduct Medal as an individual punishment.

Interim Arrangements

9. Pending the passing of the necessary legislation it is the wish of the Naval Board that Warrant Officers be treated in accordance with the arrangements detailed in Paragraphs 2 to 8 above.

(303/21/156 HPB)

22860/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 505/71-512/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
14 December 1971.

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

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CONTENTS

Section 2

PERSONNEL

UNCLASSIFIED

505/71—Jewish Faith—Sacred Festivals, 1972

1. Subject to the exigencies of the Service, Leave of Absence may be granted to Royal Australian Naval personnel belonging to the Jewish Faith who may desire to observe the following Festivals in 1972:

Passover	1st day—Thursday 30 March 1972 2nd day—Friday 31 March 1972 7th day—Wednesday 5 April 1972 8th day—Thursday 6 April 1972
Feast of Weeks	1st day—Friday 19 May 1972 2nd day—Saturday 20 May 1972
New Year (5733)	1st day—Saturday 9 September 1972 2nd day—Sunday 10 September 1972
Day of Atonement	Monday 18 September 1972
Feast of Tabernacles	1st day—Saturday 23 September 1972 2nd day—Sunday 24 September 1972
Eighth Day of Solemn Assembly	Saturday—30 September 1972
Rejoicing of the Law	Sunday 1 October 1972

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

(319/1/8 HPB)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

506/71—General List Officers—Allocation of time Gained

1. Changes in the training of junior General List officers have necessitated some alterations to the rules governing time gained towards promotion to Lieutenant.

2. The current rules are detailed below together with other related information.

CRESWELL Course

3. 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 .. .. 15 credits

4. In addition, a maximum of 17 credits will be awarded for Service Marks.

Allocation of Credits

5. Credits will be awarded to examinable subjects on the following scale:

a. *Academic*

	Maximum Credits
Service Mathematics	6
Service Science	6
War Study	6
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 × 4	8
	43

b. *Naval*

Seamanship	6
Navigation	6
Engineering	3
	15

c. *Service Marks*

(1) Senior Course—First Year	
Term 1	2
Term 2	2
Term 3	3
(2) Senior Course—Second Year	
Term 4	3
Training Ship	4
Term 9	3
	17

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. 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.

Failure

7. An officer who fails any part of the CRESWELL Course will normally be offered transfer to the Supplementary List or have his appointment terminated.

Fleet Training

8. All General List officers undergo Fleet training. On completion of initial Fleet training these officers are examined by a Board and as a result of this examination time will be gained as follows:

80 per cent 1ST CLASS PASS—4 months
65 per cent 2ND CLASS PASS—2 months
50 per cent 3RD CLASS PASS—NIL.

Failure

9. An officer failing in not more than two subjects of the Fleet Board is to be re-examined in them after not less than one month. If the officer passes his re-examination a Third Class Certificate only will be awarded regardless of his total marks, and nil seniority will be gained. The re-examination will not otherwise involve forfeiture of seniority, however it will normally be necessary to forego any leave given on completion of the Fleet Board. Failure to obtain 50 per cent of the total marks, 50 per cent of Service marks, failure in three or more subjects, or in any subject on re-examination, will normally lead to the officers withdrawal from the RAN.

Operations and Weapons Courses

10. On completion of Fleet training, General List seamen and Supply and Secretariat officers proceed to the United Kingdom to undertake professional courses. Up to six months time gained can be awarded for these courses—in accordance with the DCIs (RN) applicable.

Failure

11. In accordance with current DCIs (RN) officers lose one months seniority for each subject failed in OW Courses. An officer who fails a subject may be back-classed, subject to Naval Board approval and recommendation by the Admiralty Board, to take that particular subject again. The marks obtained at the second attempt will not attract any seniority gain.

12. If an officer fails to obtain the overall pass mark, consideration will be given to his withdrawal from training.

Degree Courses

13. To accommodate the varying number of units per year, a graded pass system is used to assess time gained for Degree and Diploma Course officers. Under this system:

a. An officer may not qualify for time gained in any year of training in which he:
   (1) fails to qualify to proceed to the next year of his course without the overall length of his course being extended; or
   (2) qualifies at a Deferred examination.

b. Subject to the provision at a. above, time gained is based on a graded pass system. A graded pass is defined at 25 per cent of the years results being at Credit level or better (or equivalent, where a Distinction equals two Credits and a High Distinction three Credits).

c. An officer who fails Degree or Diploma training during or at the end of the first or second years and returns to the RANC for training may obtain Credits thereafter for results obtained in examinable subjects towards

the gaining of time *see* the scale laid down for the CRESWELL Course. He will gain time for Fleet training and OW courses, if appropriate, under the normal rules.

d. An officer who fails Degree or Diploma training at the end of the third or fourth years will retain time gained during his successful years and gain time in respect of subsequent Fleet training or OW courses, as appropriate, under the normal rules.

e. Should an officer fail a year, and by either repeat or transfer to another course be one year behind his contemporaries, he will remain so until promotion to Lieutenant. On promotion to Lieutenant his seniority will be backdated 12 months (plus time gained) to bring him once more into line with his original contemporaries. On promotion to Lieutenant therefore, such officers will be paid as Lieutenant over one year and will serve for seven years before promotion to Lieutenant-Commander.

Note: Officers will only be allowed to repeat a year of Degree or Diploma training in exceptional circumstances.

Engineering Degree

14. The first year of a BE Degree is completed at the RAN College and the next three years are undertaken at the University of New South Wales. On completion of University training these officers undertake their Fleet training and Application Courses. Time gained is awarded as defined in 8 and 13, for this training as follows:

	1st year	*2nd year*	*3rd year*	*4th year*	*Fleet Training*
CLEAR PASS	1 month	1 month	2 months	2 months	NIL
GRADED PASS	3 months*	3 months	3 months	3 months	4 months

**Note:* A student who obtains a graded pass in the first year of the BE Degree course who subsequently transfers to EX or SU specialisation shall count only two months time gained for his first year.

Arts Degree

15. Officers pursuing a course leading to a BA Degree study for three years at the University of New South Wales. On completion of Degree training these officers proceed to Fleet training followed by OW Courses. These officers are awarded time gained as defined in 8, 10 and 13 as follows:

	1st year	*2nd year*	*3rd year*	*Fleet Training*	*OW Course*
CLEAR PASS	1 month	1 month	2 months	NIL	NIL
GRADED PASS	2 months	2 months	2 months	4 months	6 months

Science Degree

16. Officers studying for a BSc Degree complete the first year at the RAN College before proceeding to the University of New South Wales for a further two years. This is followed by Fleet training and OW Courses. Time gained, as defined in 8, 10 and 13, is as follows:

	1st year	*2nd year*	*3rd year*	*Fleet Training*	*OW Course*
CLEAR PASS	1 month	1 month	2 months	NIL	NIL
GRADED PASS	2 months	2 months	2 months	4 months	6 months

Engineering Diploma

17. These officers complete a three year Diploma Course at the Royal Melbourne Institute of Technology, followed by a Fleet training course. In certain circumstances they may be permitted to complete a fourth year leading to an Engineering Degree. Time gained for RMIT students will be awarded as defined in 8 and 13, as follows:

	1st year	*2nd year*	*3rd year*	*Degree*	*Fleet Training*
CLEAR PASS	1 month	1 month	1 month*	2 months	NIL
GRADED PASS	3 months**	3 months**	3 months**	3 months	4 months

Notes: 1. At * an extra month is added if a student proceeds to a degree.

2. At ** an extra month will be added if the student does *not* proceed to a degree.

3. Individual assessments will be made for some Diploma students, eg, officers who failed the RNEC Manadan Course and commenced Engineering Diploma training at RMIT.

Applicability

18. This Navy Order, which applies to all junior officers who commenced post Matriculation training in January 1968, or later, should be read in conjunction with Navy Order 507/71—Pattern of Training for General List Junior Officer Degree Stream Course Failures.

19. Details of Time Gained are summarised in Annex A.

ANNEX A

Degree, Diploma and CRESWELL Courses—Time Gained

Course	Academic Courses				Fleet Training	OW Course	Total Possible Time
Engineering Degree (UNSW or RMIT)	YEAR I *Clear Pass—1 mth Graded Pass—3 mths	YEAR II Clear Pass—1 mth Graded Pass—3 mths	YEAR III Clear Pass—2 mths Graded Pass—3 mths	YEAR IV Clear Pass—2 mths Graded Pass—3 mths	Common Course— 50%—3rd Class pass —0 time gained 65%—2nd Class Pass —2 months 80%—1st Class Pass —4 months	Not applicable ‡ 0–6 months Not applicable ‡0–6 months	16 months
B.Sc. or B.A. Degree	YEAR I *Clear Pass—1 mth Graded Pass—2 mths	YEAR II Clear Pass—1 mth Graded Pass—2 mths	YEAR III Clear Pass or Better—2 mths				
Engineering Diploma	YEAR I *Clear Pass—1 mth Graded Pass—4 mths	YEAR II Clear Pass—1 mth Graded Pass—4 mths	YEAR III Clear Pass—1 mth Graded Pass—4 mths				
Cresswell Course	† Pass—0 Maximum—6 mths						

* Graded Pass is defined as 25 per cent of individual subject results at Credit level. A disinction is counted as 2 Credits; a High Distinction as 3 Credits.
† In the Cresswell Course, points are gained for individual subject results over the whole course. Every 5 points attracts ½ month time gained, *up to a maximum* of 6 months.
‡ As laid down in current DCI (RN).

(310/201/12 HBB)

(Navy Order 507/71)

UNCLASSIFIED

507/71—Pattern of Training for General List Junior Officer Degree Stream Course Failures

Introduction

1. The following paragraphs give details of the pattern of training to be carried out by General List officers who fail degree courses at the end of first, second, third and fourth years of study. Action to be taken in the event of 'Deferred' examinations being granted is also detailed.

2. A separate Navy Order will be issued on the subject of General List Junior Officers Studying for Degree and Diplomas—Time Gained.

Failure at End of First Year

3. Officers who fail first year degree examinations will remain in their specialisation if Seaman or Supply and Secretariat, or transfer to Seaman or Supply and Secretariat if originally Engineering specialisation. These officers will then join the second year of the CRESWELL Course.

Failure in Second Year—End of Session 1

4. Officers who are recommended for withdrawal from degree studies at the end of Session 1 in mid-July each year will:

a. remain in their specialisation if Seaman or Supply and Secretariat, or transfer to Seaman or Supply and Secretariat if Engineering specialisation;
b. return to RANC for intensive naval training of six weeks duration;
c. join the Fleet with CRESWELL Course contemporaries in September, thereafter following the standard CRESWELL Course pattern of training.

Failure at End of Second Year

5. Officers who fail second year degree examinations will:

a. remain in their specialisation if Seaman or Supply and Secretariat, or transfer to Seaman or Supply and Secretariat if Engineering specialisation;
b. rejoin RANC as Midshipmen in the January immediately following their failure for a period of six weeks during which they undertake an intensive course in naval subjects;
c. concurrently with b. study the subject Law of the Sea;
d. on conclusion of b. and c. join the Fleet for 12 months Phase II training;
e. after 15 months as Midshipman be promoted to the rank of Provisional Acting Sub-Lieutenant;
f. after successful completion of a Fleet Board in March of the year after they join the Fleet, the prefix Provisional will be removed; officers who fail a Fleet Board will be required to undergo a further examination three months later;
g. before joining RANC in late May, officers will normally undertake the following short courses:
   (1) NBCD—one week—HMAS PENGUIN;
   (2) Instructional Technique—two weeks—HMAS CERBERUS;
   (3) Survival—two weeks—RAAF Base Amberley;
h. on completion of one terms study at RANC, proceed to Operations and Weapons courses of 30½ weeks duration in the United Kingdom.

Deferred Examinations

6. Naval students who are offered deferred examinations by the University of New South Wales do not have an automatic entitlement to sit for such examinations. In all cases, the RANC Study Board will decide whether or not an individual naval student shall sit for deferred examinations, such factors as the students other failures and other deferreds, if any, being taken into account.

7. Naval students who are granted deferred examinations by the RANC Study Board will remain on leave until the examination to arrange their own appropriate academic revision programme.

8. On completion of the deferred examination naval students will return to RANC for the intensive naval subjects course. If they subsequently are found to have failed deferred examination, they proceed to Fleet units in March, following the failed-degree stream training pattern. Transfers of specialisation where required will be effected.

9. On notification of success in a deferred examination, naval students rejoin the University stream.

Failure at End of Third or Fourth Year

10. An officer of the Seaman or Supply and Secretariat specialisation who fails his final examination at the end of the third year will normally proceed direct to a sea posting after undergoing necessary PCT.

11. An officer of the Engineering specialisation who fails his third year or fourth year degree examinations will normally proceed direct to a sea posting, and then to application courses.

(134/1/39 D of T)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

508/71—Naval Stores (Electrical)—Teletype Equipment—Initial Outfit of Minor Spares

Navy Order 841/69 is to be amended as follows:

Page 14, 6th last item:

Amend Stock Number 1610-00-787-1926 *to read* 5815-66-026-9434.

(519/57/224 DSUS)

(*Navy Order 841/69*)

UNCLASSIFIED

509/71—Naval Stores General (Group Classes 0473 and 6810) Potassium Chromate Solution—Replacement of Soloid Tablets

1. The use of Potassium Chromate Solution 6810-66-046-0018 has been approved for use in the RAN. This solution will replace the use of 0473-4469 'SOLOID' tablets as an indicator in Boiler Water Testing Sets:

The Potassium Chromate Solution is of equal strength to the solution prepared from the tablets so that no change in testing procedure is required.

2. It should be noted that the Potassium Chromate Solution may be demanded from General Naval Stores, Garden Island.

3. Stocks of 'SOLOID' tablets 0473-4469 will be issued until exhausted.

(512/76/184 DNS)

UNCLASSIFIED

510/71—RAN Ships, Submarines and Training Establishments—Safety—Alpha-Laval Lubricating Oil and Fuel Oil Centrifuges and Separators

1. As a result of an accident with an unbalanced bowl assembly in the MOD (NAVY) in which a centrifuge disintegrated with fatal results, only dynamically balanced bowl assemblies and bowl spindles (complete with worm) in lubricating oil and fuel oil centrifuges and separators will in future be issued by SMSO to HMA ships, submarines and refitting authorities.

2. Since the parts comprising bowl assemblies are not inter-changeable, and the complete assemblies require to be dynamically balanced, no issue of separate components for bowl assemblies will be made. All complete bowl assemblies and/or components of these items (which are of Alpha-Laval manufacture) held as on-board spares are to be returned to SMSO, Sydney, quoting this Navy Order as the authority for return.

3. Users are to demand bowl assemblies or bowl spindles (complete with worm) when individual components are found defective. Defective assemblies are to be returned to stores for repair and/or reconditioning, including final dynamically balancing. Currently approved allowances of on-board spares will be reviewed to determine whether allowances of complete bowl assemblies should be increased.

(1211/51/793 DFM)

RESTRICTED

511/71—Wireless—Type 692/693 UHF Transmitters Duty Cycle

1. Extensive tests carried out by Ministry of Defence (Navy) has revealed that the duty cycle restricting the length of any one transmission using Type 692 UHF Transmitters is unnecessary. The Type 692 may be used continuously for long periods and, therefore, for RATT transmissions.

2. Type 693 and Type 692S UHF Transmitters remain subject to the duty cycle restriction.

3. Navy Order 518/68 is hereby cancelled.

(518/251/809 DWED)

(*Navy Order 518/68*)

Section 7

CANCELLED LIST

UNCLASSIFIED

512/71—Cancellation of Navy Order 329/69

Navy Order 329/69 is hereby cancelled.

(201/53/35 DMP)

(*Navy Order 329/69*)

23096/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 513/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
23 December 1971.

The enclosed order is 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.

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Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

513/71 Sailors Course Programme 1972

1. The programme of sailors courses for 1972 is detailed in Annex A to this order.

2. The durations of courses shown is 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, PE106 (AS3113) when such changes are known.

3. Able Rank promotion courses are to encompass the 'Survival at Sea' aspects of training approved for the rank and category. Survival at Sea training has been programmed to take place at CERBERUS, ALBATROSS and PENGUIN, and allowance has been made for this time in the various course completion dates.

4. Re-engagement categories, as in RI 0824 paragraph 1 are as follows:

Group A—3 years.

Group B—2 years.

Group C—1 year

Group D—no specific requirement but sailors will not be placed on course unless they have nine months to serve from date of completion of course.

Group E—no specific requirement but sailors will not be placed on course unless they have six months to serve from date of completion of course.

5. NBCD components have not been included when determining the re-engagement categories.

6. Re-engagement rules are laid down in RI Article 0824. Course completion dates are published in Annex A to this order and the period of service required on completion of a course commences on the day following.

7. 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 can be posted.

8. ABR 27 Vol. II should be consulted for the arrangements for 'PCT' and 'Continuation Training' course applications.

9. The EDP Course numbers shown in Annex A are the designators used to identify each particular course.

10. Alterations and additions to the programme will be promulgated by amendments to this order.

AMENDMENT LIST

Amendment No.	*Authority*	*Date*

ANNEX A

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
New Entry	910700	Adult Male Recruit	CERBERUS ..	58	—	—	—	13.10.71	14.1.72	120	Junior NBCD Week 8
								27.10.71	28.1.72		
								10.11.71	11.2.72		
								24.11.71	25.2.72		
								6.12.71	10.3.72		
								5.1.72	24.3.72		
								19.1.72	7.4.72		
								2.2.72	21.4.72		
								16.2.72	5.5.72		
								1.3.72	19.5.72		
								15.3.72	2.6.72		
								29.3.72	16.6.72		
								12.4.72	30.6.72		
								26.4.72	14.7.72		
								10.5.72	28.7.72		
								24.5.72	11.8.72		
								7.6.72	25.8.72		
								21.6.72	8.9.72		
								5.7.72	22.9.72		
								19.7.72	6.10.72		
								2.8.72	20.10.72		
								16.8.72	3.11.72		
								30.8.72	17.11.72		
								13.9.72	1.12.72		
								27.9.72	15.12.72		
								11.10.72	29.12.72		
								25.10.72	26.1.73		
								8.11.72	9.2.73		
								22.11.72	23.2.73		
								6.12.72	9.3.73		
	901710	Junior recruit	LEEUWIN ..	240	—	—	—	14.4.71	22.3.72	188	and junior NBCD
								14.7.71	7.6.72	216	
								13.10.71	20.9.72	144	
								5.1.72	13.12.72	252	
								10.4.72	28.3.73	188	
								10.7.72	13.6.73	216	
								9.10.72	26.9.73	144	
	901730	Artificer Apprentice	NIRIMBA ..	3½ years	—	—	—	10.1.72	.6.75	125	—
								3.7.72	.12.75	125	
Seaman Promotion	9011890	POCOX ..	CERBERUS ..	44 (incl 10 NBCD)	D	PENGUIN..	NBCD (10)	17.1.72	28.1.72	4–12	—
						CERBERUS	Sship (24)	1.2.72	3.3.72		
						CERBERUS	REG (10)	6.3.72	20.3.72		
						PENGUIN..	NBCD	10.7.72	21.7.72		
						CERBERUS	REG	24.7.72	4.8.72		
						CERBERUS	Sship	7.8.72	8.9.72		
	9011900	POPT ..	CERBERUS ..	114 (incl 10 NBCD)	C	PENGUIN..	NBCD (10)	10.1.72	21.1.72	4–8	—
						CERBERUS	Sship (24)	24.1.72	25.2.72		
						CERBERUS	PT (80)	28.2.72	23.6.72		
	911910	POQMG ..	CERBERUS ..	115 (incl 10 NBCD)	C	CERBERUS	—	9.8.71	18.2.72	6–10	—
						CERBERUS	QMG (81)	11.10.71	15.3.72		
						CERBERUS	Sship (24)	16.3.72	21.4.72		
						PENGUIN..	NBCD (10)	24.4.72	5.5.72		
						PENGUIN..	NBCD	10.4.72	21.4.72		
						CERBERUS	QMG	24.4.72	15.8.72		
						CERBERUS	Sship	16.8.72	19.9.72		
						PENGUIN..	NBCD	14.8.72	25.8.72	—	Navy Week
						CERBERUS	QMG	29.8.72	11.1.73		
						CERBERUS	Sship	12.1.73	15.2.73		
	911920	POCD ..	PENGUIN ..	115 (incl 10 NBCD)	C	PENGUIN..	Sship (10)	10.4.72	12.5.72	4–8	—
						PENGUIN..	NBCD (10)	15.5.72	26.5.72		
						WATSON (3CAD)	EOD ( )	29.5.72	28.7.72		
						PENGUIN..	Diving ( )	31.7.72	23.10.72		
	911930	POSR ..	PENGUIN ..	94 (incl 10 NBCD)	C	PENGUIN..	NBCD (10)	7.8.72	18.8.72	—	—
						PENGUIN..	Sship (24)	21.8.72	22.9.72		
						PENGUIN..	SR (60)	25.9.72	15.12.72		
	911940	POUW ..	WATSON ..	69 (incl 10 NBCD)	D	PENGUIN..	Sship (24)	17.1.72	18.2.72	6–9	—
						PENGUIN..	NBCD (10)	21.2.72	3.3.72		
						WATSON ..	UW (35)	6.3.72	21.4.72		
						WATSON ..	UW	11.9.72	27.10.72		
						PENGUIN..	NBCD	30.10.72	10.11.72		
						PENGUIN..	Sship	13.11.72	15.12.72		
	911950	PORP ..	WATSON ..	114 (incl 10 NBCD)	C	PENGUIN..	Sship (24)	4.1.72	4.2.72	6–9	—
						WATSON ..	RP (30)	7.2.72	2.6.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/Max Nos	Remarks
Seaman Promotion—*continued*						PENGUIN..	NBCD (10)	3.7.72	14.7.72		
						PENGUIN..	NBCD	3.7.72	14.7.72		
						PENGUIN..	Sship	17.7.72	18.8.72		
						WATSON ..	RP	21.8.72	8.12.72		
	911960	POUC ..	WATSON ..	119 (incl 10 NBCD)	C	WATSON ..	UC (85)	10.1.72	21.4.72	5–8	Type 12 Support
						PENGUIN..	NBCD (10)	24.4.72	5.5.72		
						PENGUIN..	Sship (24)	8.5.72	9.6.72		
						WATSON ..	UC	17.7.72	27.10.72		
						PENGUIN..	NBCD	30.10.72	10.11.72		
						PENGUIN..	Sship	13.11.72	15.12.72		
	911970	POFC ..	CERBERUS ..	111 (incl 10 NBCD)	C	PENGUIN..	NBCD (10)	17.4.72	28.4.72	6–12	—
						CERBERUS	FC (77)	1.5.72	15.8.72		
						CERBERUS	Sship (24)	16.8.72	19.9.72		
	911980	POWM ..	CERBERUS ..	116 (incl 10 NBCD)	C	PENGUIN..	NBCD (10)	10.4.72	21.4.72	6–12	—
						CERBERUS	WM (82)	24.4.72	15.8.72		
						CERBERUS	Sship (24)	16.8.72	19.9.72		
	911710	ABQMG ..	CERBERUS ..	68 (incl 5 NBCD)		CERBERUS	—	—	28.1.72	8–12	—
							QMG (46)	17.1.72	28.3.72		
							Sship (17)	29.3.72	24.4.72		
							NBCD (5)	25.4.72	1.5.72		
							QMG	7.2.72	19.4.72		
							NBCD	20.4.72	26.4.72		
							Sship	27.4.72	23.5.72		
							QMG	21.2.72	3.5.72		
							Sship	4.5.72	30.5.72		
							NBCD	31.5.72	6.6.72		
							QMG	20.3.72	2.6.72		
							NBCD	5.6.72	9.6.72		
							Sship	3.7.72	25.7.72		
							QMG	24.4.72	4.7.72		
							NBCD	5.7.72	11.7.72		
							Sship	12.7.72	3.8.72		
							QMG	17.7.72	26.9.72	—	Navy week
							NBCD	27.9.72	3.10.72		
							Sship	4.10.72	26.10.72		

							QMG	7.8.72	17.10.72	—	Navy Week
							NBCD	18.10.72	24.10.72		
							Sship	25.10.72	20.11.72		
							QMG	29.8.72	9.11.72	—	Navy Week
							Sship	10.11.72	4.12.72		
							NBCD	5.12.72	11.12.72		
							QMG	2.10.72	12.12.72		
							NBCD	8.1.73	12.1.73		
							Sship	15.1.73	7.2.73		
							QMG	30.10.72	5.2.73		
							NBCD	6.2.73	12.2.73		
							Sship	13.2.73	7.3.73		
	911720	ABSR ..	PENGUIN ..	82 (incl 5 NBCD)	—	PENGUIN..	SR (60)	17.1.72	7.4.72	–10	—
						PENGUIN..	Sship (17)	10.4.72	5.5.72		
						PENGUIN..	NBCD (5)	8.5.72	12.5.72		
						PENGUIN..	SR	17.7.72	6.10.72		
						PENGUIN..	NBCD	9.10.72	13.10.72		
						PENGUIN..	Sship	16.10.72	7.11.72		
	911740	ABUW ..	WATSON ..	47 (incl 5 NBCD)	—	WATSON ..	UW (25)	17.1.72	18.2.72	6–10	—
						PENGUIN..	NBCD (5)	21.2.72	25.2.72		
						PENGUIN..	Sship (17)	28.2.72	24.3.72		
						WATSON ..	UW	14.2.72	17.3.72		
						PENGUIN..	NBCD	20.3.72	24.3.72		
						PENGUIN..	Sship	27.3.72	21.4.72		
						WATSON ..	UW	27.3.72	5.5.72	—	Guard
						PENGUIN..	Sship	8.5.72	2.6.72		
						PENGUIN..	NBCD	5.6.72	9.6.72		
						WATSON ..	UW	7.8.72	8.9.72		
						PENGUIN..	NBCD	11.9.72	15.9.72		
						PENGUIN..	Sship	18.9.72	13.10.72		
						WATSON ..	UW	4.9.72	6.10.72		
						PENGUIN..	NBCD	9.10.72	13.10.72		
						PENGUIN..	Sship	16.10.72	10.11.72		
	911750	ABRP ..	WATSON ..	76 (incl 5 NBCD)	—	—	—	8.11.71	—	—	—
									17.3.72	6–9	—
						PENGUIN..	NBCD (5)	10.1.72	14.1.72	—	Guard
						PENGUIN..	Sship (17)	17.1.72	11.2.72		
						WATSON ..	RP (54)	14.2.72	5.5.72		
						PENGUIN..	NBCD	24.1.72	28.1.72	—	Guard
						PENGUIN..	Sship	1.2.72	25.2.72		
						WATSON ..	RP	28.2.72	19.5.72		
						PENGUIN..	NBCD	13.3.72	17.3.72	—	Guard
						PENGUIN..	Sship	20.3.72	14.4.72		
						WATSON ..	RP	17.4.72	14.7.72		
						PENGUIN..	NBCD	24.4.72	28.4.72	—	—

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Seamen Promotion—*continued*						PENGUIN..	Sship	1.5.72	26.5.72		
						WATSON ..	RP	29.5.72	14.9.72		
						PENGUIN..	NBCD	8.5.72	12.5.72	—	Guard
						PENGUIN..	Sship	15.5.72	9.6.72		
						WATSON ..	RP	3.7.72	1.9.72		
						PENGUIN..	NBCD	17.7.72	21.7.72		
						PENGUIN..	Sship	24.7.72	18.8.72		
						WATSON ..	RP	21.8.72	10.10.72		
						PENGUIN..	NBCD	31.7.72	4.8.72		
						PENGUIN..	Sship	7.8.72	1.9.72		
						WATSON ..	RP	4.9.72	17.11.72		
						PENGUIN..	NBCD	14.8.72	18.8.72		
						PENGUIN..	Sship	21.8.72	15.9.72		
						WATSON ..	RP	18.9.72	1.12.72		
						PENGUIN..	Sship	6.11.72	1.12.72		
						PENGUIN..	NBCD	4.12.72	8.12.72		
						WATSON ..	RP	11.12.72	—		
	911760	ABUC ..	WATSON ..	—	—	PENGUIN..	NBCD (5)	17.1.72	21.1.72	6–12	UC Free Running. Type 12 DE Support
						PENGUIN..	Sship (17)	24.1.72	18.2.72		
						WATSON ..	UC	21.2.72	—		
						PENGUIN..	NBCD	20.3.72	24.3.72		
						PENGUIN..	Sship	27.3.72	21.4.72		
						WATSON ..	UC	24.4.72	—		
						PENGUIN..	NBCD	8.5.72	12.5.72		
						PENGUIN..	Sship	15.5.72	9.6.72		
						WATSON ..	UC	3.7.72	—		
						PENGUIN..	NBCD	24.7.72	28.7.72		
						PENGUIN..	Sship	31.7.72	25.8.72		
						WATSON ..	UC	28.8.72	—		
						PENGUIN..	NBCD	11.9.72	15.9.72		
						PENGUIN..	Sship	18.9.72	13.10.72		
						WATSON ..	UC	16.10.72	—		
	911770	ABFC ..	CERBERUS ..	67 (incl 5 NBCD)	—	—	FC (47)	17.1.72	28.3.72	4–6	—
							Sship (17)	29.3.72	24.4.72		
							NBCD (5)	25.4.72	1.5.72		
							FC	21.2.72	3.5.72		
							Sship	4.5.72	30.5.72		
							NBCD	31.5.72	6.6.72		
							FC	24.4.72	4.7.72		
							NBCD	5.7.72	11.7.72		
							Sship	12.7.72	3.8.72		
							FC	17.7.72	26.9.72	—	Navy Week
							NBCD	27.9.72	3.10.72		
							Sship	4.10.72	26.10.72		
							FC	29.8.72	9.11.72	—	Navy Week
							Sship	10.11.72	4.12.72		
							NBCD	5.12.72	11.12.72		
							FC	2.10.72	12.12.72		
							NBCD	8.1.73	12.1.73		
							Sship	15.1.73	7.2.73		
	911780	ABWM ..	CERBERUS ..	79 (incl 5 NBCD)	—	CERBERUS	—	—	17.1.72	10–12	—
									15.2.72		
						CERBERUS	WM (57)	4.1.72	28.3.72	—	—
							Sship (17)	29.3.72	24.4.72		
							NBCD (5)	25.4.72	1.5.72		
							WM	10.4.72	4.7.72		
							NBCD	5.7.72	11.7.72		
							Sship	12.7.72	3.8.72		
							WM	3.7.72	26.9.72	—	Navy Week
							NBCD	27.9.72	3.10.72		
							Sship	4.10.72	26.10.72		
							WM	14.8.72	9.11.72		
							Sship	10.11.72	4.12.72		
							NBCD	5.12.72	11.12.72		
	911790	ABCD (Conversion)	PENGUIN ..	75	C	PENGUIN..	Diving	28.2.72	3.5.72	8–16	—
						WATSON (3CAD)	EOD	8.5.72	2.6.72		
						PENGUIN..	Diving	3.6.72	22.6.72	—	—
						PENGUIN..	Diving	15.5.72	30.6.72		
						WATSON .. (3CAD)	EOD	3.7.72	28.7.72		
						PENGUIN..	Diving	31.7.72	22.9.72		
						PENGUIN..	Diving	3.7.72	1.9.72	—	—
						WATSON (3CAD)	EOD	4.9.72	29.9.72		
						PENGUIN..	Diving	8.10.72	23.10.72		
						PENGUIN..	Diving	16.10.72	5.1.73		
						WATSON .. (3CAD)	EOD	6.1.73	5.2.73		
						PENGUIN..	Diving	2.2.73	26.2.73		
	911800	LSPT ..	CERBERUS ..	120	C	—	—	4.1.72	26.6.72	6–12	—
								3.7.72	21.12.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Seaman Submarines Promotion	908900	POUWSM ..	PLATYPUS ..	45	D	PLATYPUS	SM (30)	24.1.72	25.2.72	2–6	—
						WATSON ..	NAV (5)	28.2.72	3.3.72		With 902940 (SMPO Sship)
						PENGUIN..	Sship (10)	6.3.72	17.3.72		
						PLATYPUS	SM	7.8.72	8.9.72		—
						WATSON ..	NAV	11.9.72	15.9.72		
						PENGUIN..	Sship	18.9.72	29.9.72		
	908910	POUCSM ..	DOLPHIN ..	—	—	—	—	—	—	—	SMPO Sship required
	908920	PORPSM ..	WATSON ..	10	E	—	—	Joins 911950 PORP		—	SMPO Sship required
		SMPO Sship ..	PENGUIN ..	10	E	—	—	6.3.72	17.3.72	−18	For 908900 908910 908920
								18.9.72	29.9.72		
	908160	LSUWSM ..	PLATYPUS ..	15	E	—	—	4.1.72	21.1.72	2–6	—
								13.3.72	31.3.72		
								19.6.72	7.7.72		
								25.9.72	13.10.72		
	908150	LSUCSM ..	PLATYPUS ..	10	E	—	—	17.4.71	28.4.71	2–6	—
								24.7.71	3.8.71		
								30.10.71	10.11.71		
								4.12.71	15.12.71		
	908180	LSRPSM ..	PLATYPUS ..	10	E	—	—	24.1.72	3.2.72	2–6	—
								3.4.72	14.4.72		
								10.7.72	21.7.72		
								16.10.72	27.10.72		
Seaman SM Career PCT	908190	SMPCOW ..	PLATYPUS ..	10	—	WATSON ..	NAV (5)	28.2.72	3.3.72	2–6	Available for SM PO (not marine engineering)
						PLATYPUS	SM (5)	6.3.72	10.3.72		
						WATSON ..	NAV	11.9.72	15.9.72		
						PLATYPUS	SM	18.9.72	22.9.72		
	908990	CPOCOXSM..	PLATYPUS ..	10	E	PLATYPUS	SM, MED	—	—	1–4	—
						PENGUIN..	and VICT	3.1.72	14.1.72		
						REVY ..	—	as required	—	—	Following 902540

Seaman Career and PCT	902560	Support Craft Charge	WATSON ..	15	E	FOCAF ..	—	6.11.71	24.11.71	4–8	Sea 2 days week 2
	902540	Coxn Conversion	CERBERUS ..	40	D	—	—	4.1.72	25.2.72	4–12	Applicable LR, PO and CPO
								17.4.72	9.6.72		
								2.10.72	24.11.72		
	902490	MWV Coxn ..	WATSON ..	20	E	FOCAF ..	—	28.2.72	24.3.72	4–8	Sea 2 days week 3
								31.7.72	25.8.72		
								11.9.72	6.10.72		
	902550	Support Craft Coxn	WATSON ..	18	E	FOCAF ..	—	10.4.72	3.5.72	4–8	Sea 2 days week 2
								9.10.72	1.11.72		
	903290	ASAC ..	WATSON ..	20	E	FOCAF ..	—	17.1.72	11.2.72	4–6	Sea last week
								6.3.72	31.3.72		
								24.4.72	19.5.72		
								10.7.72	4.8.72		
								14.8.72	8.9.72		
								18.9.72	13.10.72		
	NN	ASAC requalifying	WATSON ..	5	E	—	—	28.2.72	3.3.72	4–6	—
								5.6.72	9.6.72		
								6.11.72	10.11.72		
	911500	PB Gun Maintenance	CERBERUS ..	15	E	—	—	17.1.72	7.2.72	Max	8 combined with 911650
								17.4.72	5.5.72		
								17.7.72	4.8.72		
								2.10.72	20.10.72		
	911630	Seacat Aimer ..	CERBERUS ..	15	E	FLEET ..	—	4 courses		Max 6	Seacat Firings
	911650	PBQMG ..	CERBERUS ..	5	E	—	—	17.1.72	21.1.72	Max	8 combined with 911500
								17.4.72	21.4.72		
								17.7.72	21.7.72		
								2.10.72	6.10.72		
	904190	Handling, Questioning Prisoners	CERBERUS ..	—	—	—	—	As required	—	—	—
	911520	CPOQMG, POGMG, Parade and Equipment	CERBERUS ..	5	E	—	—	As required	—	4–6	—
	951600	QMG, Director Alimer	CERBERUS ..	5	E	—	—	As required	—	4–6	—
	951680	Internal Security Instructor	CERBERUS ..	4	E	—	—	As required	—	—	—
Communication Promotion	912910	CY	CERBERUS ..	78 (incl 10 NBCD)	C	CERBERUS	(65)	14.2.72	19.5.72	3–10	—
						HARMAN..	(3)	24.5.72	26.5.72		
						PENGUIN..	NBCD (10)	29.5.72	9.6.72		
						CERBERUS	—	20.7.72	27.10.72	—	—

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/Max Nos	Remarks
Communication Promotion—*continued*	912920	RS	CERBERUS ..	92 (incl 10 NBCD)	C	HARMAN..	—	1.11.72	3.11.72		
						PENGUIN..	—	6.11.72	17.11.72		
						CERBERUS	—	17.1.72	11.5.72	3–10	—
						HARMAN..	(3)	17.5.72	19.5.72		
						PENGUIN..	NBCD (10)	22.5.72	2.6.72		
						CERBERUS	—	6.7.72	3.11.72		
						HARMAN..	—	8.11.72	10.11.72		
						PENGUIN..	NBCD	13.11.72	24.11.72		
	912930	RSS ..	CERBERUS ..	110 (incl 10 NBCD)	—	CERBERUS	—	6.3.72	19.5.72	3–10	—
						LONSDALE	DSD (5)	22.5.72	26.5.72		
					—	HARMAN..	—	29.5.72	21.7.72		
						PENGUIN..	NBCD (10)	24.7.72	4.8.72		
						WATSON ..	AIO (5)	7.8.72	11.8.72		
	912700	COCAT ..	CERBERUS ..	35 (incl 5 NBCD)	—	—	—	4.1.72	21.2.72	12–40	—
								28.2.72	19.4.72		
								17.4.72	6.6.72		
								3.7.72	18.8.72		
								21.8.72	10.10.72		
								23.10.72	12.12.72		
	912710	TO	CERBERUS ..	140 (may reduce)	—	—	—	5.7.71	11.2.72	4–12	Navy Week
								23.8.71	30.3.72	—	Navy Week
								18.10.71	19.5.72		
								6.12.71	28.7.72		
								22.2.72	4.10.72		
								20.4.72	30.11.72	—	Navy Week
								7.6.72	2.2.73	—	Navy Week
								21.8.72	30.3.73	—	Navy Week
								11.10.72	23.5.73		
								13.12.72	22.8.73		
	912720	RO	CERBERUS ..	125 (may reduce)	—	—	—	5.7.71	21.1.72	4–12	Navy Week
								23.8.71	10.3.72		
								18.10.71	28.4.72		
								6.12.71	16.6.72		
								22.2.72	12.9.72		
								20.4.72	9.11.72	—	Navy Week
								7.6.72	15.1.73	—	Navy Week
								21.8.72	9.3.73	—	Navy Week
								11.10.72	2.5.73		
								13.12.72	25.7.73		
Comms Career and PCT	912000	AB Refresher ..	CERBERUS .. KUTTABUL..	20	—	—	—	10.1.72	4.2.72	6–12	—
								10.4.72	5.5.72		
								10.7.72	4.8.72		
								16.10.72	10.11.72		
	912222	Shore Radio Acquaint	HARMAN ..	5	—	—	—	17.4.72	21.4.72	8–12	—
								9.10.72	13.10.72		
	912750	ROSCAT ..	HARMAN ..	55	—	—	—	—	18.2.72	4–10	—
								6.3.72	24.5.72		
								7.8.72	23.10.72		
								30.10.72	4.20.73		
	903560	SHORT ..	HARMAN ..	55	—	—	—	22.5.72	4.8.72	3–8	—
		INDON ..	ARMY ..	—	—	—	—	21.8.72	10.10.72	—	—
Marine Engineering Promotion	953080	CERA CMECH	CERBERUS ..	85	C	—	—	17.1.72	12.5.72	6–15	Combined 953090
								14.8.72	8.12.72		
	953090	CERAD CMECHD	CERBERUS ..	85	C	—	—	17.1.72	12.5.72	6–15	Combined 953080
								14.8.72	8.12.72		
	913990	CNS ..	NIRIMBA ..	40	D	—	—	6.3.72	28.4.72	3–6	—
	913930	MECH ..	NIRIMBA ..	2 yrs	A	—	—	12.7.71	16.6.73	5–10	—
								14.8.72	.6.74		
	953930	MECHD ..	NIRIMBA ..	2 yrs	A	—	—	12.7.71	16.6.73	3–5	—
								14.8.72	.6.74		
	913980	MECH ED ..	NIRIMBA ..	20	—	—	—	10.7.72	11.8.72	–20	Precedes 913930 953930
	913950	DE ERA ..	CERBERUS ..	95	—	—	—	4.1.72	19.5.72	6–12	Combined 913950
								3.7.72	17.11.72		
	913960	DE ERAD ..	CERBERUS ..	95	—	—	—	4.1.72	19.5.72		913960
								3.7.72	17.11.72		
	913910	POME ..	CERBERUS ..	70 (incl 10 NBCD)	D	PENGUIN..	NBCD (10)	11.10.71	22.10.71	6–15	—
						CERBERUS	(60)	25.10.71	4.2.72		
						PENGUIN..	—	4.1.72	14.1.72		
						CERBERUS	—	17.1.72	7.4.72		
						PENGUIN..	—	6.3.72	17.3.72		
						CERBERUS	—	20.3.72	9.6.72		
						CERBERUS	—	3.7.72	22.9.72		
						PENGUIN..	—	25.9.72	6.10.72		
						PENGUIN..	—	4.9.72	15.9.72		
						CERBERUS	—	18.9.72	8.12.72		
	913920	POMED ..	CERBERUS ..	60 (incl 10 NBCD)	D	PENGUIN..	NBCD (10)	4.1.72	14.1.72	6.12	—
						CERBERUS	(50)	17.1.72	24.3.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Marine Engineering Promotion—*continued*						CERBERUS	—	10.7.72	15.9.72		
						PENGUIN..		18.9.72	29.9.72		
	913710	ME	CERBERUS ..	70 (incl 5 NBCD)	—	—	—	27.9.71	11.2.72	10–21	Guard
								4.1.72	7.4.72		
								24.1.72	28.4.72		
								14.2.72	19.5.72		
								28.2.72	9.6.72		
								14.3.72	16.6.72		
								24.4.72	18.8.72		
								8.5.72	1.9.72		
								3.7.72	6.10.72		
								17.7.72	20.10.72		
								7.8.72	10.11.72		
								29.8.72	1.12.72		
								11.9.72	16.12.72		
								16.10.72	4.2.73		
								30.10.72	18.2.73		
	913720	MED ..	CERBERUS ..	60 (incl 5 NBCD)	—	—	—	4.1.72	30.3.72	10–20	—
								20.3.72	16.6.72		
								3.7.72	29.9.72		
								18.9.72	15.12.72		
Career and PCT	913660	Advanced Welding	NIRIMBA ..	60	D	—	—	24.1.72	14.4.72	–4	—
								8.5.72	28.7.72		
								4.8.72	10.11.72		
	913620	TOW ..	CERBERUS ..	60	D	—	—	4.1.72	24.3.72	6–15	With 914960 916220 917580
								20.3.72	9.6.72		
								3.7.72	21.9.72		
								25.9.72	15.12.72		
	913630	B & L ..	CERBERUS ..	20	E	—	—	7.2.72	3.3.72	4–10	—
								10.4.72	5.5.72		
								24.7.72	18.8.72		
								2.10.72	27.10.72		
	902310	MTD ..	ALBATROSS	30	D	—	—	10.1.72	18.2.72	4–20	With 907330
								6.3.72	21.4.72		
								1.5.72	9.6.72		
								10.7.72	18.8.72		
								18.9.72	27.10.72		
								6.11.72	15.12.72		

	953050	PB ERA ..	WATERHEN	10	E	—	—	7.2.72	18.2.72	4–8	With 953040
								29.5.72	9.6.72		
								28.8.72	8.9.72		
								27.11.72	8.12.72		
								and on application			
	953040	PBME ..	WATERHEN	5	E	—	—	7.2.72	11.2.72	4–8	With 953050
								29.5.72	2.6.72		
								28.8.72	1.9.72		
								27.11.72	1.12.72		
								and on application			
	913650	Art Diver ..	PENGUIN ..	20	E	—	—	17.1.72	11.2.72	—	—
								3.7.72	28.7.72		
WEE Promotion	954950	CSAP ..	CERBERUS ..	70	C	CERBERUS	(65)	14.2.72	19.5.72	5–12	—
						WATSON ..	(5)	22.5.72	26.5.72		
	954960	CSAW ..	CERBERUS ..	75	C	—	—	14.3.72	21.7.72	5–12	—
	954970	CSAC ..	CERBERUS ..	115	C	—	—	14.3.72	18.9.72	5–12	—
	954810	DS SAP ..	CERBERUS ..	260 (max)	—	CERBERUS	225 (max)	—	2.6.72	—	—
						WATSON ..	(35 max)	As required			
	954820	DE SAW ..	CERBERUS ..	225 (max)	—	—	—	As required		—	—
	954830	DE SAC ..	CERBERUS ..	315 (max)	—	—	—	—	16.4.72	—	—
								As required			
	914920	POEP ..	—	—	C	PENGUIN..	NBCD (10)	10.1.72	21.1.72	4–12	May be extended for Navy Week
			CERBERUS ..	110 (incl 10 NBCD)	—	CERBERUS	(100)	24.1.72	16.6.72		
					—	PENGUIN..	—	10.7.72	21.7.72		
					—	CERBERUS	—	24.7.72	14.12.72		
	914930	POEWE ..	CERBERUS ..	130 (incl 10 NBCD)	C	CERBERUS	(120)	2.8.71	4.2.72	4–12	—
						PENGUIN..	NBCD (10)	7.2.72	18.2.72		
						PENGUIN..	—	7.2.72	18.2.72		
						CERBERUS	—	21.2.72	4.9.72		
						PENGUIN..	—	31.7.72	11.8.72		May be extended for Navy Week
						CERBERUS	—	14.8.72	23.2.73		
	914940	POEWR ..	CERBERUS ..	155 (incl 10 NBCD)	B	CERBERUS	(145)	5.7.71	11.2.72	4–12	—
						PENGUIN..	NBCD (10)	14.2.72	25.2.72		
						PENGUIN..	—	10.1.72	21.1.72		
						CERBERUS	—	24.1.72	12.9.72		
						PENGUIN..	—	10.7.72	21.7.72	—	May be extended for Navy Week
						CERBERUS	—	24.7.72	9.3.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WEE Promotion—*continued*	914950	POEC ..	CERBERUS ..	145 (incl 10 NBCD)	B	CERBERUS	(135)	2.8.71	25.2.72	4–12	—
						PENGUIN..	NBCD (10)	28.2.72	10.3.72		
						PENGUIN..	—	7.2.72	18.2.72		
						CERBERUS		21.2.72	26.9.72		
						PENGUIN..		31.7.72	11.8.72	—	May be extended for Navy Week
						CERBERUS		14.8.72	19.3.73		
	914710	EMP ..	CERBERUS ..	160	—	—	—	10.1.72	19.9.72		
								4.4.72	12.12.72		
								17.5.72	20.2.73		
								14.8.72	26.4.73	14–16	—
								8.11.72	8.8.73		
	914720	EMWE ..	CERBERUS ..	175	—	—	—	21.2.72	23.11.72		
								17.5.72	6.3.73	14–16	—
								14.8.72	16.5.73		
								4.9.72	7.6.73		
	914730	EMWR ..	CERBERUS ..	200	—	—	—	10.1.72	17.11.72		
								3.7.72	9.5.73	14–16	—
								8.11.72	5.10.73		
	914740	EMC ..	CERBERUS ..	200	—	—	—	21.2.72	22.12.72		
								4.4.72	28.2.73	14–16	—
								3.7.72	9.5.73		
								4.9.72	2.8.73		
WEE Career and PCT	914130	GYRO 5005 ..	CERBERUS ..	5	E	—	—	17.4.72	21.4.72	4–8	—
								5.10.72	11.10.72		
	914160	JDA/PAB ..	CERBERUS ..	9	E	—	—	1.5.72	11.5.72	–6	—
								4.9.72	14.9.72		
								13.11.72	23.11.72		
	914180	IFF 10 ..	CERBERUS ..	15	E	—	—	14.2.72	3.3.72	–6	—
								22.5.72	9.6.72		
								7.8.72	25.8.72		
								27.11.72	15.12.72		
	914260	MK 19 GYRO	CERBERUS ..	22	D	—	—	19.1.72	18.2.72	4–8	—
								14.3.72	14.4.72		
								13.7.72	11.8.72		
	914280	PB EMC ..	CERBERUS ..	35	D	CERBERUS	(20)	7.2.72	3.3.72	2–8	—
						WATERHEN	(15)	6.3.72	24.3.72		
						CERBERUS	—	25.9.72	20.10.72		
						WATERHEN	—	23.10.72	10.11.72		
	914290	PB EMWE ..	CERBERUS ..	27	D	CERBERUS	(14)	4.1.72	21.1.72	2–8	—
						WATERHEN	(13)	24.1.72	10.2.72		
						CERBERUS	—	19.7.72	4.8.72		
						WATERHEN	—	7.8.72	23.8.72		
	914300	Sonar 170B MM10	CERBERUS ..	20	E	—	—	28.2.72	27.3.72	4–8	—
								21.8.72	18.9.72		
	914330	Sonar 177M ..	WATSON ..	30	D	—	—	17.1.72	25.2.72	4–8	—
								17.7.72	25.8.72		
	914380	Ikara Mag Mar Launcher	CAC ..	25	E	—	—	24.1.72	25.2.72	2–6	—
								24.7.72	25.8.72		
	914430	EXDAK ..	RANITE ..	50	D	—	—	17.4.72	23.6.72	–6	CANO 21/70
								25.9.72	1.12.72		
	914530	RATT ..	CERBERUS ..	11	E	—	—	21.2.72	6.3.72	4–12	—
								14.8.72	29.8.72		
	914540	T/TYPE ..	CERBERUS ..	23	D	—	—	7.3.72	11.4.72	4–12	Excludes RATT
								30.8.72	2.10.72		
	914550	AN/URC 58 ..	CERBERUS ..	10	E	—	—	7.2.72	18.2.72	–6	—
								25.9.72	6.10.72		
	914560	KG14 ..	CERBERUS ..	35	D	—	—	17.1.72	6.3.72	4–8	—
								5.6.72	11.8.72		
								24.11.72	2.2.73		
	914570	AN/URT23V ..	CERBERUS ..	20	E	—	—	7.3.72	6.4.72	4–12	—
								27.9.72	24.10.72		
	914580	AN/URR 1051 B	CERBERUS ..	8	E	—	—	7.4.72	18.4.72	4–12	—
								25.10.72	3.11.72		
	914690	TOWL ..	CERBERUS ..	55	D	—	—	4.1.72	17.3.72	6–15	With 913620, 916220, 917580
								20.3.72	2.6.72		
								3.7.72	15.9.72		
								25.9.72	8.12.72		
	954000	KW26C ..	HARMAN ..	45	D	—	—	1.2.72	30.3.72	4–8	—
								7.8.72	6.10.72		
	954010	KW37R ..	CERBERUS ..	30	D	—	—	15.11.71	14.1.72	4–8	—
								20.4.72	2.6.72		
								11.10.72	23.11.72		
	954020	KW37T ..	HARMAN ..	10	E	—	—	17.1.72	28.1.72	4–8	—
								5.6.72	16.6.72		
								27.11.72	8.12.72		
	954030	KW7 ..	CERBERUS ..	30	D	—	—	14.8.72	26.9.72	4–8	—
	954040	KL7.. ..	CERBERUS ..	6	E	—	—	12.4.72	19.4.72	4–8	—
								3.10.72	10.10.72		
	954050	BID610 ..	HARMAN ..	25	D	—	—	1.5.72	2.6.72	2–6	—
								16.10.72	17.11.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WEE Career and PCT—*continued*	954260	4.5 MK 6 ..	CERBERUS ..	25	D	—	—	7.2.72 21.8.72	10.3.72 26.9.72	4–8	—
	954340	MRS3 ..	CERBERUS ..	43	D	—	—	17.1.72 10.7.72	17.3.72 7.9.72	4–8	—
	954390	40/60 BOFORS	CERBERUS ..	8	E	—	—	As required on application		—	—
	954410	Ikara System ..	RANITE ..	20	E	—	—	5.6.72 13.11.72	30.6.72 8.12.72	–6	CANO 21/70
	954420	Test Room ..	RANITE ..	25	D	—	—	7.2.72 17.7.72	10.3.72 18.8.72		CANO 21/70
	954430	Attack Console	RANITE ..	40	D	—	—	8.5.72 16.10.72	30.6.72 8.12.72	–6	CANO 21/70
	954440	Data Processing F2/F3	RANITE ..	65	D	—	—	21.2.72 31.7.72	19.5.72 27.10.72	–6	CANO 21/70
	954450	Guidance ..	RANITE ..	50	D	—	—	7.2.72 17.7.72	14.4.72 22.9.72	–6	CANO 21/70
	954470	Ikara Missile ..	RANAD .. KINGSWOOD	3 3	E	—	—	7.2.72 1.5.72 7.8.72 6.11.72	9.2.72 3.5.72 9.8.72 8.11.72	–4	Applications to FOCEA
	954600	M22/44 Radar	CERBERUS ..	108	C	—	—	18.2.72	25.7.72	4–8	—
	954610	M22/44 Computor	CERBERUS ..	108	C	—	—	17.8.72	24.1.73	4–8	—
	954620	M22/44 Acquaint	CERBERUS ..	15	E	—	—	27.1.72 27.7.72	17.2.72 16.8.72	4–8	—
	954630	Seacat ..	CERBERUS ..	15	E	—	—	7.2.72 24.5.72 31.7.72 13.11.72	25.2.72 13.6.72 18.8.72 1.12.72	4–8	—
	964040	Radar LWOZA	CERBERUS ..	15	E	—	—	25.9.72 27.11.72	13.10.72 15.12.72	–6	—
	964630 964640	High Reliability Soldering	NIRIMBA ..	5	E	—	—	As required on application			
	964300	AC Gen and Dist	CERBERUS ..	10	E	—	—	21.1.72 17.7.72	4.2.72 28.7.72	4–8	—
	964460	GDS5 ..	CERBERUS ..	18	E	—	—	20.3.72 8.9.72	14.4.72 4.10.72	4–8	—
	964490	JYA ..	CERBERUS ..	25	D	—	—	14.3.72	19.4.72	–6	—
	964500	Sea Crypto Refresher	CERBERUS ..	5	E	—	—	6.3.72 11.9.72	10.3.72 15.9.72	4–6	—
	964510	Intro Digital ..	CERBERUS ..	33	D	—	—	4.1.72 3.7.72	17.2.72 16.8.72	4–8	—
	964520	AN/UQN4 ..	CERBERUS ..	15	E	—	—	As required on application			
	964560	AFCB10/GS3	CERBERUS ..	20	E	—	—	24.4.72 12.10.72	23.5.72 10.11.72		
	964580	Intro Digital Ikara	RANITE ..	10	E	—	—	7.2.72 24.4.72 17.7.72 2.10.72	18.2.72 5.5.72 28.7.72 13.10.72	–6	CANO 21/70
	984630	Seacat Guidance	CERBERUS ..	5	E	—	—	As required on application			
Naval Airman Promotion	915960	POACM ..	ALBATROSS	115	C	—	—	TBD	—	—	With 31B obs OFS
	915910	POAAH ..	ALBATROSS	35 (incl 10 NBCD)	D	PENGUIN.. ALBATROSS	NBCD (10) (25)	11.9.72 25.9.72	22.9.72 27.10.72	4–12	—
	915920	POAMET ..	ALBATROSS	40 (incl 10 NBCD)	D	PENGUIN.. ALBATROSS	NBCD (10) (30)	22.5.72 5.6.72	2.6.72 14.7.72	2	—
	915930	POAPHOT ..	ALBATROSS	75 (incl 10 NBCD)	D	PENGUIN.. ALBATROSS	NBCD (10) (65)	28.8.72 11.9.72	8.9.72 8.12.72	2–4	—
	915940	POASE ..	ALBATROSS	45 (incl 10 NBCD)	D	PENGUIN.. ALBATROSS	NBCD (10) (35)	10.4.72 24.4.72	21.4.72 9.6.72	2–4	—
	915710	NAAH ..	ALBATROSS	30 (incl 5 NBCD)	—	PENGUIN.. ALBATROSS PENGUIN.. ALBATROSS PENGUIN.. ALBATROSS PENGUIN.. ALBATROSS	NBCD (5) (25) — — — — — —	7.2.72 14.2.72 1.5.72 8.5.72 10.7.72 17.7.72 6.11.72 13.11.72	11.2.72 17.3.72 5.5.72 9.6.72 14.7.72 18.8.72 10.11.72 15.12.72	4–12	—
	915720	NAMET ..	ALBATROSS	70 (incl 5 NBCD)	—	PENGUIN.. WATSON .. ALBATROSS WATSON .. ALBATROSS PENGUIN..	NBCD (5) NAVYEO (20) (45) NAV YEO — NBCD	7.2.72 14.2.72 13.3.72 3.7.72 31.7.72 3.10.72	11.2.72 10.3.72 19.5.72 28.7.72 29.9.72 6.10.72	4–6 —	— With 907300 With 907300
	915730	NAPHOT ..	ALBATROSS	85	—	PENGUIN.. ALBATROSS	NBCD (5) (30)	13.3.72 20.3.72	17.3.72 14.7.72	2–6	—
	915740	NASE ..	ALBATROSS	65	—	PENGUIN.. ALBATROSS PENGUIN..	NBCD (5) (60) —	10.1.72 17.1.72 15.5.72	14.1.72 14.4.72 19.5.72	3–5	—

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Naval Airmen Promotion—*continued*						ALBATROSS	—	22.5.72	11.8.72		
						PENGUIN..	—	18.9.72	22.9.72		
						ALBATROSS	—	25.9.72	15.12.72		
Naval Airman Career and PCT	902310	MTD ..	ALBATROSS	30	D	—	—	10.1.72	18.2.72	4–16	With 907730
								6.3.72	21.4.72		
								1.5.72	9.6.72		
								10.7.72	18.8.72		
								18.9.72	27.10.72		
								6.11.72	15.12.72		
	915370	SAR Diver ..	ALBATROSS	45	D	PENGUIN..	DIVING (20)	27.3.72	28.4.72	3–6	—
						ALBATROSS	(25)	1.5.72	2.6.72		
						PENGUIN..	—	16.10.72	10.11.72		
						ALBATROSS	—	13.11.72	15.12.72		
	915420	Fireman ..	ALBATROSS	10	E	—	—	6.3.72	17.3.72		
								29.5.72	9.6.72		
								7.8.72	18.8.72		
								4.12.72	15.12.72		
Air Engineering Promotion	916930	MECHAE ..	NIRIMBA ..	230	A	—	—	17.1.72	8.12.72	4–12	—
	916920	POAMAE ..	ALBATROSS	205 (incl 10 NBCD)	B	ALBATROSS	ENG (195)	17.1.72	27.10.72	4–10	—
						PENGUIN..	NBCD (10)	1.2.72	11.2.72		
	916820	LAMAE ..	ALBATROSS	60	D	—	—	14.2.72	5.5.72	4–12	—
								28.8.72	17.11.72		
	914720	NAMAE ..	ALBATROSS	60 (incl 5 NBCD)	—	ALBATROSS	ENG (55)	24.1.72	7.4.72	4–12	—
						PENGUIN..	NBCD (5)	27.3.72	30.3.72		
						PENGUIN..	NBCD	27.3.72	30.3.72		
						ALBATROSS	ENG	4.4.72	16.6.72		
						PENGUIN..	NBCD	29.5.72	2.6.72		
						ALBATROSS	ENG	5.6.72	18.8.72		
						PENGUIN..	NBCD	21.8.72	25.8.72		
						ALBATROSS	ENG	28.8.72	10.11.72		
Air Engineering PCT	916430	Skyhawk AMC Junior	ALBATROSS	20	E	—	—	3.1.72	28.1.72	4–12	—
								10.4.72	5.5.72		
								19.6.72	14.7.72		
								21.8.72	15.9.72		
								13.11.72	8.12.72		
	916440	Tracker AMC Junior	ALBATROSS	15	E	—	—	10.4.72	28.4.72	4–12	—
								19.6.72	7.7.72		
								21.8.72	8.9.72		
								13.11.72	1.12.72		
	916460	Wessex AMC Junior	ALBATROSS	10	E	—	—	10.4.72	21.4.72	4–12	—
								19.6.72	30.6.72		
								21.8.72	1.9.72		
								13.11.72	24.11.72		
	917470	Advanced Air Engineering	ALBATROSS	10	E	—	—	24.1.72	4.2.72	4–12	—
								28.2.72	10.3.72		
								20.3.72	31.3.72		
								17.7.72	28.7.72		
								25.9.72	6.10.72		
	916220	TOWAE ..	CERBERUS ..	50	D	ALBATROSS	AE (10)	13.3.72	24.3.72	—	Ex CER-BERUS
								29.5.72	9.6.72		
								11.9.72	22.9.72		
								4.12.72	15.12.72		
	916940	Mechanician W	NIRIMBA ..	230	A	—	—	17.1.72	8.12.72	4–12	—
Weapons Promotion	916910	POAMW ..	ALBATROSS	145 (incl 10 NBCD)	B	PENGUIN..	NBCD (10)	17.1.72	28.1.72	4–12	—
						ALBATROSS	ENG (135)	31.1.72	25.8.72		
	916810	LAMW ..	ALBATROSS	50	D	—	—	28.8.72	4.11.72	4–12	—
	916710	NAMW ..	ALBATROSS	65 (incl 5 NBCD)	—	PENGUIN..	NBCD (5)	13.12.71	17.12.71	4–12	—
						ALBATROSS	ENG (60)	24.1.72	14.4.72		
						PENGUIN..	—	27.3.72	30.3.72		
						ALBATROSS	—	3.4.72	23.6.72		
						PENGUIN..	—	21.8.72	25.8.72		
						ALBATROSS	—	28.8.72	17.11.72		
Air Weapons	917910	POEAW ..	ALBATROSS	150 (incl 10 NBCD)	B	ALBATROSS	ENG (140)	5.7.71	18.2.72	4–12	—
						PENGUIN..	NBCD (10)	21.2.72	3.3.72		
						PENGUIN..	NBCD	6.3.72	17.3.72	4–8	—
						ALBATROSS	ENG	20.3.72	27.10.72		
	917810	LEMAW ..	ALBATROSS	85	C	—	—	3.1.71	2.5.72	4–12	—
								17.4.72	11.8.72		
	917710	EMAW ..	ALBATROSS	95 (incl 5 NBCD)	—	ALBATROSS	ENG (90)	17.1.72	26.5.72	4–12	—
						PENGUIN..	NBCD (5)	3.7.72	7.7.72		
						PENGUIN..	NBCD	22.5.72	26.5.72		
						ALBATROSS	ENG	19.6.72	20.10.72		
						PENGUIN..	NBCD	7.8.72	11.8.72		
						ALBATROSS	ENG	14.8.72	15.12.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Air Weapons Career and PCT	917480	A4G	ALBATROSS	35	D	—	—	8.5.72	23.6.72	1–8	RANAMEB 26.6.72
	917490	S2E ..						11.9.72	27.10.72	—	RANAMEB 30.10.72
	917500	31B	ALBATROSS	35	D	—	—	8.5.72	23.6.72	1–8	RANAMEB 26.6.72
								11.9.72	27.10.72	—	RANAMEB 30.10.72
	917010 917020 917030	A4G QM/QS	ALBATROSS	40	D	—	—	1.2.72	24.3.72	1–8	RANAMEB 24.3.72
								17.7.72	8.9.72	—	RANAMEB 8.9.72
								30.10.72	22.12.72	—	RANAMEB 22.12.72
	917010 917040 917050	S2E QM/QS..	ALBATROSS	40	D	—	—	1.2.72	24.3.72	1–8	RANAMEB 24.3.72
								17.7.72	8.9.72	—	RANAMEB 8.9.72
								30.10.72	22.12.72	—	RANAMEB 22.12.72
	917010 917060 917070	31B QM/QS..	ALBATROSS	40	D	—	—	1.2.72	24.3.72	1–8	RANAMEB 24.3.72
								17.7.72	8.9.72	—	RANAMEB 8.9.72
								30.10.72	22.12.72	—	RANAMEB 22.12.72
Air Comms Promotion	917920	POEAC ..	ALBATROSS	150 (incl 10 NBCD)	B	ALBATROSS	ENG(140)	5.7.71	18.2.72	4–12	—
						PENGUIN..	NBCD (10)	21.2.72	3.3.72		
						PENGUIN..	NBCD	6.3.72	17.3.72	4–8	—
						ALBATROSS	ENG	20.3.72	27.10.72		
	917820	LEMAC ..	ALBATROSS	85	C	—	—	3.1.72	2.5.72	4–12	—
								17.4.72	11.8.72		
	917720	EMAC ..	ALBATROSS	95 (incl 5 NBCD)	—	ALBATROSS	ENG (90)	17.1.72	26.5.72	4–12	—
						PENGUIN..	NBCD (5)	3.7.72	7.7.72		
						PENGUIN..	NBCD	7.8.72	11.8.72		
						ALBATROSS	ENG	14.8.72	15.12.72		
Air Comms Career and PCT	917520	A4G ..	ALBATROSS	30	D	—	—	8.5.72	16.6.72	1–8	RANAMEB 19.6.72
								11.9.72	20.10.72	—	RANAMEB 23.10.72

	917530	S2E	ALBATROSS	50	D	—	—	18.10.71	14.1.72	1–8	RANAMEB
								8.5.72	14.7.72		17.7.72
								11.9.72	17.11.72	—	RANAMEB 20.11.72
	917540	31B	ALBATROSS	35	D	—	—	8.5.72	23.6.72	1–8	RANAMEB 26.6.72
								11.4.72	27.10.72	—	RANAMEB 30.10.72
	917010 917200 917210 917220	31B QM/QS..	ALBATROSS	40	D	—	—	1.2.72	24.3.72	1–8	RANAMEB 24.3.72
								17.7.72	8.9.72	—	RANAMEB 8.9.72
	917010 917150 917160	A4G QM/QS	ALBATROSS	40	D	—	—	1.2.72	24.3.72	1–8	RANAMEB 24.3.72
								17.7.72	8.9.72	—	RANAMEB 8.9.72
	917010 917170 917180 917190	S2E QM/QS..	ALBATROSS	50	D	—	—	1.2.72	7.4.72	1–8	RANAMEB 7.4.72
								17.7.72	22.9.72	—	RANAMEB 22.9.72
		HELO ..	RANITE ..	TBD	TBD	—	—	13.3.72	TBD	—	CANO 21/70
		EXDAK						21.8.72			
		TOWAL ..	CERBERUS ..	50	D	ALBATROSS	AL (10)	13.3.72	24.3.72	—	EX CER-BERUS
Supply and Secretariat Promotion	919910	POWTR ..	CERBERUS ..	25 (incl 10 NBCD)	E	CERBERUS	(15)	24.1.72	11.2.72	Comb	Course
						PENGUIN..	NBCD (10)	14.2.72	25.2.72	6–10	combines with 907970 POWRWTR
						CERBERUS	—	24.7.72	11.8.72	Comb	Course
						PENGUIN..	—	14.8.72	25.8.72	6–10	combines with 907970 POWRWTR
	919920	POCK ..	CERBERUS ..	30 (incl 10 NBCD)	E	CERBERUS	(20)	21.2.72	17.3.72	Comb	Combines
						PENGUIN..	NBCD (10)	20.3.72	31.3.72	2–5	with 907910 POWRCK
						CERBERUS	—	4.4.72	28.4.72		
						PENGUIN..	—	1.5.72	12.5.72		
						CERBERUS	—	3.7.72	28.7.72		
						PENGUIN..	—	31.7.72	11.8.72		
						CERBERUS	—	4.9.72	29.9.72		
						PENGUIN..	—	2.10.72	13.10.72		
	919930	POSTD ..	CERBERUS ..	25 (incl 10 NBDC)	E	CERBERUS	(15)	24.1.72	11.2.72	Comb	Combines
						PENGUIN..	NBCD (10)	14.2.72	25.2.72	6–10	with 907990 POWRSTD

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Supply and Secretariat Promotion—*continued*						CERBERUS	—	9.10.72	27.10.72	Comb	Combines
						PENGUIN..		30.10.72	10.11.72	6–10	with 907990
											POWRSTD
	919940	POSN ..	CERBERUS ..	25 (incl 10 NBCD)	E	CERBERUS	(15)	21.2.72	10.3.72	4–10	—
						PENGUIN..	NBCD (10)	13.3.72	24.3.72		
						CERBERUS	—	11.9.72	29.9.72	4–10	—
						PENGUIN..		2.10.72	13.10.72		
	919950	POSV ..	CERBERUS ..	25 (incl 10 NBCD)	E	CERBERUS	(15)	4.1.72	21.1.72	Comb	Combines
						PENGUIN..	NBCD (10)	24.1.72	4.2.72	6–10	with 907980
											POWRSV
						CERBERUS	—	3.7.72	21.7.72	Comb	Combines
						PENGUIN..		24.7.72	4.8.72	6–10	with 907980
											POWRSV
	919820	LCK ..	CERBERUS ..	20	E	CERBERUS	—	10.1.72	7.2.72	Comb	Combines
								1.2.72	28.2.72	2–5	with 90781
								14.3.72	12.4.72		LWRCK
								24.4.72	23.5.72		
								15.5.72	13.6.72		
								24.7.72	18.8.72		
								14.8.72	11.9.72		
								25.9.72	20.10.72		
								16.10.72	14.11.72		
								8.11.72	5.12.72		
								20.11.72	15.12.72		
	919710	WTR ..	CERBERUS ..	75 (incl 5 NBCD)	—	—	—	20.9.71	4.2.72	6–9	Combines
								4.1.72	19.4.72		with 907770
								28.2.72	16.6.72		WRWTR
								24.4.72	19.7.72		
								22.5.72	5.9.72		
								17.7.72	31.10.72		
								21.8.72	7.12.72		
								9.10.72	16.2.73		
	919720	CK	CERBERUS ..	85 (incl 5 NBCD)	—	—	—	27.9.71	11.2.72	7–10	—
								1.11.71	17.3.72		
								17.1.72	22.5.72	—	2 courses
								14.2.72	19.6.72		
								20.3.72	20.7.72		
								15.5.72	13.9.72		
								3.7.72	31.10.72		2 courses
								17.7.72	16.11.72		
								18.9.72	7.2.73		
								30.10.72	21.3.73		
	919730	STD ..	CERBERUS ..	30 (incl 5 NBCD)	—	—	—	4.1.72	11.2.72	6–15	Combines
								14.2.72	24.3.72		with 907790
								27.3.72	5.5.72		WRSTD
								24.4.72	2.6.72		
								3.7.72	11.8.72		
								14.8.72	22.9.72		
								18.9.72	27.10.72		
								30.10.72	8.12.72		
	919740	SAN ..	CERBERUS ..	40 (incl 5 NBCD)	—	—	—	4.1.72	25.2.72	6–12	—
								4.4.72	26.5.72		
								3.7.72	25.8.72		
								9.10.72	1.12.72		
	919750	SAV ..	CERBERUS ..	45 (incl 5 NBCD)	—	—	—	14.2.72	14.4.72	Comb	Combines
								10.4.72	9.6.72	6–10	with 907780
								7.8.72	6.10.72		WRSAV
								9.10.72	9.12.72		
Musician Promotion	921990	CPO MUSN ..	CERBERUS ..	210	A	—	—	18.10.71	22.9.72	—	—
								23.10.72	28.9.73		
	921920	PO MUSN ..	CERBERUS ..	120	C	PENGUIN..	NBCD (10)	20.3.72	31.3.72	2–4	—
						CERBERUS	(110)	3.4.72	29.9.72		
						PENGUIN..	NBCD	9.10.72	20.10.72	2–4	—
						CERBERUS	—	23.10.72	27.4.73		
Sick Berth Promotion	918910	POSBA ..	CERBERUS ..	25 (incl 10 NBCD)	E	CERBERUS	MED (15)	10.4.72	28.4.72	2–8	—
						PENGUIN..	NBCD (10)	1.5.72	12.5.72		
						CERBERUS	—	.10.72	10.11.72		
						PENGUIN..	—	13.11.72	24.11.72		
	918710	SBA ..	CERBERUS ..	185 (incl 5 NBCD)	—	—	—	10.5.71	30.3.72	—30	With 907760
								16.7.71	28.4.72	—	WRSBA
								23.8.71	26.5.72		
								15.11.71	7.7.72		
								28.2.72	8.12.72		
								15.5.72	9.3.73		
								14.8.72	18.5.73		
								15.11.72	8.7.73		
	918730	DA	CERBERUS ..	85	—	—	—	10.1.72	5.5.72	1–6	—
								8.5.72	22.9.72		
								25.9.72	9.2.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Sick Berth Promotion—*continued*	918200	LAB ASST ..	CERBERUS ..	280 (incl	A	—	—	19.4.71	23.6.72	—	—
			PENGUIN ..	80 Army	—	—	—	27.9.71	8.12.72		
				140 Public Hosp)				7.2.72	6.4.73	–2	—
								14.8.72	12.10.73	–2	(Cerberus only)
	918220	X-RAY ..	CERBERUS ..	190 (incl	B	—	—	16.8.71	5.6.72	–2	—
			PENGUIN ..	130 Public Hosp)				7.2.72	24.11.72		
								14.8.72	25.5.73		
	918240	ORA ..	CERBERUS ..	140 (incl	B	—	—	16.8.71	24.3.72	–2	—
			PENGUIN ..	80 Public Hosp)				7.2.72	8.9.72		
								14.8.72	16.3.73		
	918260	AVMED ..	ALBATROSS	130	C	—	—	TBD	TBD	–2	—
	918270	ADV N ..	CERBERUS ..	190 (incl	B	—	—	17.5.71	20.3.72	–2	—
			PENGUIN ..	130 Public Hosp)				7.2.72	17.11.72		
	918300	Masseur ..	CERBERUS ..	190	B	—	—	2.7.72	17.11.72	–1	—
	918330	UWMED ..	PENGUIN ..	130	C	—	—	TDB	TDB	1–2	—
	918380	Dispenser	CERBERUS ..	190	B	—	—	16.8.71	26.5.72	1–4	—
			PENGUIN ..	—	—	—	—	7.2.72	17.11.72		
	918410	Dental Hygenist	CERBERUS ..	80	C	—	—	TDB	TDB		
Miscellaneous	902340	PO Leadership	CERBERUS ..	20	E	—	—	3.1.72	28.1.72	—	—
								7.2.72	3.3.72		
								20.3.72	14.4.72		
								17.4.72	12.5.72		
								22.5.72	16.6.72		
								17.7.72	11.8.72		
								14.8.72	8.9.72		
								18.9.72	13.10.72		
								16.10.72	10.11.72		
								13.11.72	8.12.72		
Academic Instructors	902000	Teachers Certificate Course	LEEUWIN ..	3 yrs	4 yrs	—	—	10.1.72	31.12.74	–4	ANO 240/71
Educational	902500	SGCE Preparatory	LEEUWIN ..	95	C	—	—	10.1.72	23.5.72	–50	ANO 32/71
								11.7.72	21.11.72		
	902510	Matriculation Preparatory	LEEUWIN ..	18 mths	A	—	—	12.7.71	8.12.72	–45	ANO 32/71
								11.7.72	7.12.73		25 OCGL 20 OCSLGN

Training Technology	902350	Instructional Technique	CERBERUS ..	10	—	—	—	10.1.72	21.1.72	8–16	—
								1.2.72	11.2.72	8–12	—
								21.2.72	3.3.72	8–16	—
								14.3.72	24.3.72	8–12	—
								4.4.72	14.4.72	8–12	—
								24.4.72	5.5.72	8–16	—
								17. 5.72	26.5.72	8–12	—
								5.6.72	16.6.72	8–16	—
								26.6.72	7.7.72	8–16	LEEUWIN only
								31.7.72	11.8.72	8–16	—
								21.8.72	1.9.72	8–12	—
								11.9.72	22.9.72	8–12	Available NIRIMBA
								2.10.72	13.10.72	8–16	Available SYDNEY Area
								23.10.72	3.11.72	8–16	
								13.11.72	24.11.72	8–16	
								4.12.72	15.12.72	8–16	
	903610	Training Technology	CERBERUS ..	5	E	—	—	TBD	TBD	—	—
	903630	Training Systems Acquaint	CERBERUS ..	1	E	—	—	TBD	TBD	—	—
	903640	Quality Control	CERBERUS ..	3	E	—	—	TBD	TBD	—	—
NBCD ..	902410	Advanced NBCD	PENGUIN ..	10	—	JBMR ..	—	4.1.72	14.1.72	–20	—
								10.1.72	21.1.72		
								17.1.72	28.1.72		
								24.1.72	4.2.72		
								1.2.72	11.2.72		
								7.2.72	18.2.72		
								14.2.72	25.2.72		
								21.2.72	3.3.72		
								28.2.72	10.3.72		
								6.3.72	17.3.72		
								13.3.72	24.3.72		
								10.4.72	21.4.72		
								17.4.72	28.4.72		
								24.4.72	5.5.72		
								1.5.72	12.5.72		
								8.5.72	19.5.72		
								15.5.72	26.5.72		
								22.5.72	2.6.72		
								29.5.72	9.6.72		
								3.7.72	14.7.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
NBCD—*continued*								10.7.72	21.7.72		
								17.7.72	28.7.72		
								24.7.72	4.8.72		
								31.7.72	11.8.72	—	COURS
								7.8.72	18.8.72		
								14.8.72	25.8.72		
								21.8.72	1.9.72		
								28.8.72	8.9.72		
								4.9.72	15.9.72		
								11.9.72	22.9.72		
								18.9.72	29.9.72		
								25.9.72	6.10.72		
								3.10.72	13.10.72		
								9.10.72	20.10.72		
								16.10.72	27.10.72		
								23.10.72	3.11.72		
								30.10.72	10.11.72		
								6.11.72	17.11.72		
								13.11.72	24.11.72		
								20.11.72	1.12.72		
								27.11.72	8.12.72		
								4.12.72	15.12.72		
	902400	Standard NBCD ..	PENGUIN ..	5	—	JBMR ..	—	10.1.72	14.1.72	-20	—
								17.1.72	21.1.72		
								24.1.72	28.1.72		
								1.2.72	4.2.72	—	NAAs
								7.2.72	11.2.72		
								14.2.72	18.2.72	—	NAAs
								21.2.72	25.2.72		
								28.2.72	3.3.72		NAAs
								6.3.72	10.3.72	—	NAAs
								13.3.72	17.3.72		
								20.3.72	24.3.72	—	—
								10.4.72	14.4.72	—	—
								24.4.72	28.4.72		
								1.5.72	5.5.72		
								8.5.72	12.5.72		
								15.5.72	19.5.72		
								22.5.72	26.5.72		

								29.5.72	2.6.72		
								5.6.72	9.6.72		
								3.7.72	7.7.72		
								10.7.72	14.7.72		
								17.7.72	21.7.72		
								24.7.72	28.7.72		
								31.7.72	4.8.72		
								7.8.72	11.8.72		
								14.8.72	18.8.72		
								21.8.72	25.8.72		
								28.8.72	1.9.72		
								4.9.72	8.9.72		
								11.9.72	15.9.72		
								18.9.72	22.9.72		
								25.9.72	29.9.72		
								3.10.72	6.10.72		
								9.10.72	13.10.72		
								16.10.72	20.10.72		
								23.10.72	27.10.72		
								30.10.72	3.11.72		
								6.11.72	10.11.72		
								13.11.72	17.11.72		
								20.11.72	24.11.72		
								27.11.72	1.12.72		
								4.12.72	8.12.72		
Diving	903200	Ship Diver ..	PENGUIN ..	15	—	—	—	17.1.72	4.2.72	—	—
								14.2.71	3.3.72		
								28.2.72	17.3.72		
								10.4.72	28.4.72		
								8.5.72	26.5.72		
								15.5.72	2.7.72		
								3.7.72	21.7.72		
								17.7.72	4.8.72		
								7.8.72	25.8.72		
								21.8.72	8.9.72		
								4.9.72	22.9.72		
								9.10.72	27.10.72		
								23.10.72	10.11.72		
								6.10.72	24.11.72		
								20.11.72	8.12.72		
RANR Seamen	NN	POMG ..	CERBERUS ..	13	—	—	—	14.2.72	25.2.72	3–10	—
								23.10.72	3.11.72		
		ABQMG Phase 2 ..	CERBERUS ..	13	—	—	—	22.5.72	2.6.72	3–10	—
								27.11.72	8.12.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
RANR Communications	NN	CY	CERBERUS ..	13	—	—	—	21.2.72 4.9.72	3.3.72 15.9.72	3–10	—
		RS	CERBERUS ..	13	—	—	—	21.2.72 4.9.72	3.3.72 15.9.72	3–10	—
		TPOP ..	CERBERUS ..	13	—	—	—	22.5.72 20.11.72	2.6.72 1.12.72	3–10	—
		Signalman ..	CERBERUS ..	13	—	—	—	22.5.72 20.11.72	2.6.72 1.12.72	3–10	—
		RO	CERBERUS ..	13	—	—	—	22.5.72 4.12.72	2.6.72 15.12.72	3–10	—
RANR Marine Engineering	NN	ME	CERBERUS ..	13	—	—	—	29.5.72	9.6.72	6–20	—
	953050	PBERA ..	WATERHEN	13	—	—	—	*See* PNF Marine Engineering Courses			
	953040	PBME ..	WATERHEN	5+ Balance of ACT	—	—	—	—	—	—	—
RANR Weapon Electrical Engineering	NN	SAP1 ..	CERBERUS ..	13	—	—	—	7.2.72	18.2.72	2–8	—
		SAC1 ..	CERBERUS ..	13	—	—	—	14.2.72	25.2.72	2–8	—
		OA1 ..	CERBERUS ..	13	—	—	—	28.2.72	10.3.72	2–8	—
		SAP2 ..	CERBERUS ..	13	—	—	—	31.7.72	11.8.72	2–8	—
		SAC2 ..	CERBERUS ..	13	—	—	—	4.9.72	15.9.72	2–8	—
		OA2 ..	CERBERUS ..	13	—	—	—	14.8.72	25.8.72	2–8	—
		EMP ..	CERBERUS ..	13	—	—	—	29.5.72 3.7.72	9.6.72 14.7.72	2–8	—
		EMP Revision	CERBERUS ..	13	—	—	—	17.1.72 17.7.72	28.1.72 28.7.72	2–8	—
		EMC ..	CERBERUS ..	13	—	—	—	14.2.72 31.7.72	25.2.72 11.8.72	2–8	—
		SAP P/Boat ..	CERBERUS ..	13	—	—	—	17.4.72 9.10.72	28.4.72 20.10.72	2–8	—
		EMC/SAC P/Boat	CERBERUS ..	13	—	—	—	1.5.72 3.7.72 25.9.72	12.5.72 14.7.72 6.10.72	2–8	—
		EMP P/Boat ..	CERBERUS ..	13	—	—	—	28.2.72 1.5.72 4.9.72	10.3.72 12.5.72 15.9.72	2–8	—
		EMC Revision	CERBERUS ..	13	—	—	—	10.4.72 14.8.72	21.4.72 25.8.72	2–8	—
RANR Supply	—	POSV ..	CERBERUS ..	13	—	—	—	4.9.72	16.9.72	2–12	—
		LSAV ..	CERBERUS ..	13				4.9.72	16.9.72	2–12	
		POSN ..	CERBERUS ..	13				4.9.72	16.9.72	2–12	
		LSAN ..	CERBERUS ..	13				4.9.72	16.9.72	2–12	
		POWTR ..	CERBERUS ..	13	—	—	—	11.9.72	23.9.72	2–12	—
		LWTR ..	CERBERUS ..	13				4.9.72	16.9.72	2–12	
		POSTD ..	CERBERUS ..	13	—	—	—	2.10.72	14.10.72	2–12	—
		LSTD ..	CERBERUS ..	13				16.10.72	28.10.72	2–12	
WRANS New Entry	907700	Recruit Part 1	CERBERUS ..	22	—	—	—	11.1.72 22.2.72 11.4.72 16.5.72 11.7.72 15.8.72 26.9.72 7.11.72	11.2.72 24.3.72 12.5.72 16.6.72 11.8.72 15.9.72 27.10.72 8.12.72	20–40	—
WRANS Promotion	907910	POWRCK ..	CERBERUS ..	20	E	—	—	21.2.72 4.4.72 3.7.72 4.9.72 20.11.72	17.3.72 28.4.72 28.7.72 29.9.72 15.12.72	Comb 2–5	Combines with 919920 POCK
	907920	POWRRP ..	WATSON ..	80	D	—	—	7.2.72 21.8.72	2.6.72 8.12.72	—	Combines with 911950 PORP
	907930	WRRST ..	CERBERUS ..	45	D	—	—	10.2.72 24.9.72	14.4.72 3.11.72	3–10	IT Course
	907940	WRRSM ..	HARMAN ..	45	D	DSD 5 HARMAN 40	—	10.10.72 23.10.72	20.10.72 18.12.72	3–10	—
	907960	POWRSBA ..	CERBERUS ..	15	E	—	—	10.4.72 9.10.72	28.4.72 27.10.72	0–4	—
	907970	POWRWTR ..	CERBERUS ..	15	E	—	—	24.1.72 24.7.72	11.2.72 11.8.72	Comb 4–10	Combines with 919910 POWTR
	907980	POWRSV ..	CERBERUS ..	15	E	—	—	4.1.72 4.7.72	22.1.72 21.7.72	Comb 6–10	Combines with 919950 POSV
	907990	POWRSTD ..	CERBERUS ..	15	E	—	—	24.1.72 9.10.72	11.2.72 27.10.72	Comb 6–10	Combines with 919930 POSTD

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WRANS Promotion—*continued*	907810	LWRCK ..	CERBERUS ..	20	E	—	—	10.1.72	7.2.72	Comb	Combines
								1.2.72	28.2.72	2–5	with
								14.3.72	12.4.72		919820
								24.4.72	23.5.72		LCK
								15.5.72	13.6.72		
								24.7.72	18.8.72		
								14.8.72	11.9.72		
								25.9.72	20.10.72		
								16.10.72	14.11.72		
								20.11.72	15.12.72		
	907820	LWRRP ..	WATSON ..	40	—	—	—	1.2.72	24.3.72	–6	—
								21.8.72	13.10.72	–6	
	907830	LWRREG ..	CERBERUS ..	85	—	—	—	11.10.71	—	—	—
								4.9.72	6.12.72		
	907710	WRCK ..	CERBERUS ..	40	—	—	—	14.2.72	12.4.72	7–10	—
								18.9.72	14.11.72		
	907720	WRRP ..	WATSON ..	30	—	—	—	14.2.72	24.3.72	6–9	—
								10.7.72	18.8.72		
								30.10.72	8.12.72		
	907730	WRMTD ..	ALBATROSS	30	—	—	—	10.1.72	18.2.72	4–20	With
								6.3.72	21.4.72		902310
								1.5.72	9.6.72		
								10.7.72	18.8.72		
								18.9.72	27.10.72		
								6.11.72	15.12.72		
	937710	WRRO Section A	CERBERUS ..	30	—	—	—	15.11.71	14.1.72	4–16	—
								4.1.72	11.2.72		
								14.2.72	24.3.72		
								27.3.72	5.5.72		
								17.5.72	14.7.72		
								3.7.72	11.8.72		
								14.8.72	21.9.72		
								18.9.72	27.10.72		
								30.10.72	8.12.72		
								11.12.72	16.2.73		
	937730	WRROT ..	CERBERUS ..	50	—	—	—	15.11.71	11.2.72	4–12	—
								17.1.72	28.3.72		
								14.2.72	26.4.72		
								27.3.72	8.6.72		

								8.5.72	8.8.72		
								17.7.72	26.9.72		
								14.8.72	24.10.72		
								25.9.72	5.12.72		
								30.10.72	30.1.73		
								11.12.72	9.3.73		
	937740	WRROM ..	HARMAN ..	105	—	—	—	18.8.71	10.2.72	4–10	—
								29.9.71	23.3.72		
								17.11.71	10.5.72		
								17.1.72	16.6.72		
								14.2.72	13.7.72		
								27.3.72	14.9.72		
								8.5.72	24.10.72		
								17.7.72	11.12.73		
								14.8.72	6.2.73		
								25.9.72	15.3.73		
								30.10.72	18.4.73		
								11.12.72	1.6.73		
	907750	WRWTRST ..	CERBERUS ..	—	—	—	—	4.1.72	25.2.72	—	—
								4.4.72	26.5.72		
								3.7.72	25.8.72		
								25.9.72	17.11.72		
	907760	WRSBA Part 2 Section 1	CERBERUS ..	60	—	—	—	15.11.71	25.2.72	–30	With
								28.2.72	19.5.72		918710
								15.5.72	25.8.72		SBA
								14.8.72	10.11.72		
	937760	WRSBA Part 2 Section 2	CERBERUS ..	60	—	—	—	15.11.71	25.2.72	–30	—
								28.2.72	26.5.72		
								15.5.72	25.8.72		
								28.8.72	17.11.72		
								13.11.72	1.3.72		
	907770	WRWTR ..	CERBERUS ..	50	—	—	—	4.1.72	10.3.72	4–6	With
								14.2.72	26.4.72		919710
								4.4.72	15.6.72		WTR
								17.5.72	26.7.72		
								3.7.72	11.9.72		
								14.8.72	24.10.72		
								25.9.72	6.12.72		
	907780	WRSAV ..	CERBERUS ..	25	—	—	—	14.2.72	17.3.72	2–4	—
								14.8.72	15.9.72		
	907790	WRSTD ..	CERBERUS ..	40	—	—	—	4.1.72	25.2.72	3–6	Combines
								14.2.72	7.4.72		with
								27.3.72	19.5.72		919730
								3.7.72	25.8.72		STD
								14.8.72	6.10.72		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Re-engagement Category	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WRANS Promotion—*continued*								18.9.72	10.11.72		
								30.10.72	15.12.72		
	907300	WRNAV YEO	WATSON ..	20	—	—	—	14.2.72	10.3.72	—	With 915720
								3.7.72	28.7.72		
	907330	WRNCS ..	WATSON ..	30	—	—	—	As required			
	947700	WRAN OTC	CERBERUS ..	87	—	—	Supply	15.11.71	10.12.71	3–8	—
								1.5.72	26.5.72		
							Comms 1	4.1.72	14.1.72		
								29.5.72	9.6.72		
							Admin-NBCD & First Aid	17.1.72	7.4.72		
								3.7.72	15.9.72		
							Comms 2	10.4.72	11.4.72		
								18.9.72	19.9.72		
	947500	OTC COMMS	CERBERUS ..	33	—	—	—	12.4.72	30.5.72	3–8	—
								20.9.72	3.11.72		

(303/21/188 DGT)

(Navy Orders 32/71, 240/71 and Confidential Navy Order 21/70)

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Branch or Group	FEP No	Course	Coordinator Establishment	Duration in Days	Re-engagement Company	Sponsoring Establishment	Subject	Opening Date	Completion Date	Who Met Cost	Remarks
WRAN Promotion—continued								[illegible]	[illegible]		
								[illegible]	[illegible]		
	10T/60	VIRNAY VIII	WATTON	28	—	—	—	[illegible]	[illegible]	—	Wm. [illegible]
	9/T/10	WRNCE	WATTON	28	—	—	—	[illegible]	[illegible]		
	8/T/60	WRAN OTC	CRESSWELL	47	—	—	Supply	17.11.61	10.1.62	3-8	
								[illegible]	[illegible]		
							Cookery 1	[illegible]	[illegible]		
								[illegible]	[illegible]		
							Admin.	[illegible]	[illegible]		
							MGO & Dist Adj	[illegible]	[illegible]		
							Cookery 2	[illegible]	[illegible]		
								[illegible]	[illegible]		
	10/T/60	OTC COOKS	CRESWELL	14	—	—	—	[illegible]	[illegible]	3-8	
								[illegible]	[illegible]		

(Supply Orders 2217/... 240/71 and Confidential News Order 21/58)

HISTORIAN

ANO 514/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
16 December 1971.

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

By direction of the Naval Board,

P. Landau.

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

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Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

514/71—Deck Coverings in HMA Ships and Submarines—Policy

1. The types of deck coverings fitted in HMA ships and submarines are constantly under review by the Naval Board in an endeavour to improve their effectiveness and to reduce maintenance. This order promulgates the current policy for all types of deck coverings in accordance with NCM/1/L2—'Deck Coverings'. For new construction, conversion, etc, deck covering drawings will be prepared in accordance with this order, although some departure may be necessary to meet special circumstances.

2. Deck coverings authorised for individual ships are shown in the relevant deck covering drawings. No departure is to be made from these drawings except when due to wear, etc, it is necessary to renew the covering over large areas of deck or in a complete compartment. In such cases, the policy contained in this order is to be followed and the deck covering drawings amended accordingly.

3. Where applicable, the colour of deck coverings is to be in accordance with the approved colour scheme for the ship.

4. Details of the various coverings are described in the Annexes to this order. The principal types are as follows:

a. Vinyl tiles and sheeting (Annex A).

b. Epoxide resin compounds (Annex B).

c. Carpets (Annex C).

d. Ceramic tiles (Annex D).

e. Tread strips (Annex E).

f. Timber decking (Annex F).

g. Paint.

5. The following tabulation shows the required deck coverings for HMA ships and submarines:

Table A—Deck coverings (Surface Ships)

Table B—Deck coverings (Submarines)

TABLE A

Deck Covering (Surface Ships)

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
	Aircraft Carriers	
Weather decks ..	Flight deck	Paint—non-skid
	Forecastle and quarterdeck	Timber
	Hangars	Paint—non-slip
	Open compass platform	Paint—non-slip and wood gratings
	Walkways and gun sponsons	Paint—non-slip and abrasive strip
	Other Fleet Ships	
Weather decks ..	Weather and forecastle deck, steel	Paint—non-slip and abrasive tread strip or epoxy non-skid paint
	Timber weather deck	Bare
	Open compass platform	Paint—non-slip and wood gratings
	Sloping weather decks and hazardous walking positions	Paint—non-slip and abrasive tread strips or epoxy non-skid paint
	Open bridges, signal decks, etc	Paint—non-slip and abrasive tread strips or epoxy non-skid paint
	Enclosed bridge	Vinyl asbestos tiles
	Support Craft	
Weather decks ..	Steel construction	Paint—non-slip and abrasive tread strip or epoxy non-slip paint
	Timber construction	Nil
	Aluminium construction	Paint—non-slip and abrasive tread strip or epoxy non-skid paint
	Plywood construction	Sheathed with resin and chopped mat coat of epoxy enamel with non-corrosive grit

TABLE A—*continued*

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
Weather decks—*continued*	GRP construction	Epoxy enamel with non-corrosive grit
	Concrete construction	Nil
	All Ships in HMA Fleet	
Habitability Areas ..	Junior Sailors Recreation spaces and Messes, Lecture rooms, Cells, Canteens, Sleeping quarters, all Dining halls and connecting passages	Vinyl asbestos tiles
	Chapels, Wardrooms, Anterooms, Officer cabins, CPOs and POs recreation spaces and Messes	Vinyl asbestos tiles or carpet as applicable
	Flag Officers and Commanding Officers suites, Senior Officers cabins	Fitted carpet
	Where wardroom is used as emergency operating theatre	Fitted carpet laid on vinyl asbestos tiles
Offices	All offices, including Signal, Radar, W/T, Pay, Victualling, Stores Offices and similar spaces	Vinyl asbestos tiles
	Offices, Flag Officer and Commanding Officer	Fitted carpet
Passages and flats ..	Outside, over and leading to accommodation where reduction of noise is a requirement	Vinyl asbestos or flexible tiles. Where heavy wear is experienced at ladders or doorways fluted vinyl tiles are to be fitted
	Located anywhere in ship where noise reduction is *not* a requirement	Paint—non-slip and abrasive tread strips
Storerooms, etc ..	Storerooms and issue rooms normally occupied	Vinyl asbestos tiles in way of desk, serving counter, etc, elsewhere Paint and abrasive tread strips
	Storerooms infrequently occupied	Paint—non-slip

TABLE A—*continued*

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
Storerooms, etc—*continued*	Flour stores, provision rooms, canteen stores, potato and vegetable stores	Paint—non-slip and tread strips
	Oxygen cylinder stores, LP gas cylinder stores	Zinc metal sprayed
Medical spaces ..	Sick bay generally, including surgeons examination room, wards, dispensary, surgical dressing room, medical distribution stations and dental surgeries	Vinyl asbestos or flexible tiles
	Operating theatre (large ships), surgery where used as operating theatre (small ships)	Conductive tiles
	Sick bay services compartment	Vinyl asbestos or flexible tiles
	Aircraft Carriers Only	
Medical spaces ..	Operating theatre (where a separate compartment), Ablution compartments and Bath rooms	Ceramic tiles fully vitreous unglazed
Galleys, etc	Galleys, Bakeries, Pantries, Preparing rooms, Serveries, Sculleries, Enclosed beef screen	Epoxide resin compound
	Galleys of Ton Class *Minesweepers*	Light weight ceramic tiles
Washplaces, Heads, etc	Bathrooms, showers, decontamination spaces	*Aircraft Carriers* Ceramic tiles *Other Ships* Epoxide resin compound in shower cubicles, elsewhere vinyl asbestos tiles or vinyl flexible tiles or sheet
	Heads, WCs	Vinyl asbestos tiles
	Laundries	Vinyl asbestos tiles or epoxide resin compound
	Bathrooms of Ton Class *Minesweepers*	Light weight ceramic tiles

TABLE A—*continued*

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
Workshops, heavy ..	Engineers, blacksmiths ordinance, electrical, plumbing, coppersmiths workshops	Metal tread strips, and bare metal deck. Insulated matting to be provided in electrical workshops in working areas
Workshops, light ..	Workshops where delicate instruments or sharp edged tools are used, including optical instrument room, shipwrights workshop, gyro adjusting room and workshops, where high voltages are used, as radar, W/T and electronics	Vinyl asbestos tile in working areas where men stand. Elsewhere Paint—non-slip
Ammunition Stowage and handling compartment	Magazines and shell rooms including handling rooms, Bomb rooms, etc, 4.5″ SL magazines, Missile magazines and assembly rooms, Gun bays, Rocket repair rooms in aircraft carriers. Area of deck at top or revolving structure, Cordite hoists in 4.5″ Mark 6 turrets on which cartridge loading numbers stand. Torpedo pistol rooms—all torpedo storage in aircraft carriers	Zinc metal spraying or conductive epoxy
Photographic rooms ..	Office and printing rooms	Vinyl asbestos tiles or paint—non-slip
	Developing rooms and chemical mixing rooms	Epoxide resin compound Aircraft carriers—ceramic tiles
Machinery spaces ..	Engine rooms, boiler room and auxiliary machinery spaces, floor plates	Bare chequered steel plate. New construction aluminium alloy positive grip pattern tread plates
Miscellaneous ..	Charthouse, wheel house, primary steering position, NBCD section headquarters and section bases, chart and chronomoter rooms, gyrocompass rooms, telephone exchange, transmitting stations, compartments where desk is lagged such as action information centre, briefing	Vinyl asbestos tiles

TABLE A—*continued*

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
Miscellaneous—*continued*	rooms, ready rooms, aircraft control room, air direction room, radar display rooms, parachute packing rooms, operation room, metadyne rooms, etc	
	Switchboard rooms and sonar instrument space and control rooms	Sheet flexible vinyl in working/maintenance areas. Vinyl asbestos tiles in remaining areas
	Drying rooms	Paint—non-slip
	Battery room, battery charging room and low power rooms	Paint—coal tar epoxy
	Refrigerated spaces	Plastic tread mats
Steering gear compartments, auxiliary machinery spaces, flats, etc	In any location	Paint—non-slip
Helicopter hangar and landing platform	Weather deck and hangar	Paint—non-skid

TABLE B

Deck Coverings (Submarines)

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
Weather decks ..	Casing superstructure decks (a) Steel (b) GRP	Epoxy non-skid paint
Habitability area ..	Wardroom, COs cabin, Senior rates Mess, Senior rates 3 berth cabins	Fitted carpet laid on vinyl flexible tiles or vinyl flexible tiles laid on latex underlay as applicable. Bare steel areas to be paint—non-slip
	Accommodation space aft, Messes	Vinyl flexible tiles laid on latex underlay. Bare steel areas to be paint—non-slip

TABLE B—*continued*

Compartment or Area	*Location on Ship*	*Type of Deck Covering*
Offices	Radar Office, Wireless Office, Compass room	Vinyl flexible tiles laid on latex underlay
Passages	Passageways	Vinyl flexible tiles laid on latex underlay
Storerooms.. ..	Cold and Cool Room	14 SWG AL.AL. lining and portable Al.Al. plastic coated gratings
	Vegetable Store	Paint—non-skid and portable Al.Al. plastic coated gratings
	Cool cupboards and other Stores	Paint—non-slip
Galley, etc	Galley, Aft end pantry and Garbage ejector space	Epoxide resin compound
Washplaces, Heads, etc	Bathrooms, WCs, and Shower recesses	Epoxide resin compound
Ammunition Stowage and handling compartment	Torpedo Compartment	Paint—non-slip or Vinyl flexible tiles as applicable. Needleloom felt mats fitted on trench covers and landing fwd. of Bhd. 34
Machinery spaces ..	Motor room	Vinyl flexible tiles laid on latex underlay
	Main generator room	A1.A1. deck plates fitted with needleloom felt mats
	Auxiliary machinery space	Paint—non-slip
Miscellaneous ..	Control room	Vinyl flexible tiles laid on latex underlay. Bare steel areas to be paint—non-slip
	Battery compartments.	⅛" thick acid resisting rubber
	'S' tank	Paint—non-slip

Note: Paint applied to the various decks is to be in accordance with ABR19 (RAN) Painting Manual.

ANNEX A

Vinyl Deck Coverings

1. Vinyl deck coverings laid on decks of HMA ships and submarines consist of the following types:

a. Vinyl asbestos tiles (and fluted tiles).
b. Vinyl flexible tiles.
c. Vinyl flexible sheeting.
d. Vinyl conductive tiles.

2. Adhesive and fillers used in laying vinyl deck coverings are as follows:

0474-L55018 ..	Latex emulsion for vinyl asbestos tiles, vinyl flexible tiles and conductive tiles (NCM/5.0/L1).
0474-L55017 ..	Natural rubber latex adhesive (NCM/5.0/L3) used in internal wet areas.
0474-L55020 ..	Epoxy adhesive for vinyl asbestos tiles, vinyl flexible tiles and conductive tiles (NCM/5.0/L2).
7930-66-TSN-0012 ..	Epoxide putty for filling small irregularities (NCM/5.0/L5).
0474-L55017 ..	Latex cement underlay to be used on submarines and only where specified on surface ships (NCM/5.0/L4).

3. All compartments where vinyl deck coverings are specified shall have their decks prepared as follows:

a. Steel Decks—In washplaces, heads, etc (where hot water is used) the deck surface is to be cleaned to bare metal by abrasive blasting and after thoroughly cleaning, the deck is to be metal sprayed in accordance with ABR 19:

1st Coat—Zinc is applied to give a metal thickness of 2 ± 1 mil.
2nd Coat—Aluminium is applied to give an overall metal sprayed thickness of 5 ± 1 mil.

In areas other than those above the surfaces are to be cleaned to bare metal by mechanical methods or abrasive blasting.

b. Aluminium Decks—If smooth these decks are to be treated to provide a keying surface by wire brushing.
c. GRP Decks—Shall be treated as for Aluminium b. above.
d. Timber Decks—Shall be cleaned back to bare timber by scraping and/or sanding.

4. All compartments where skirting boards are specified or where the deck covering is to be coved up the bulkhead, the bulkheads or sides of ship are to be cleaned to bare metal to the height of 10 inches and treated as for the associated deck.

5. It is essential from the top-weight aspect, that the vinyl coverings should be laid directly onto the deck wherever practicable. The use of latex cement underlays is to be kept to the minimum and is only to be used to form a fillet where covering is specified, or where the ship or class specification required the deck covering to have an underlay.

6. Any small irregularities in the deck surface are to be faired with epoxide putty.

ANNEX A—*continued*

7. Where specified latex cement underlay is to be applied and allowed to cure in accordance with the manufacturers instructions. Care shall be taken to cover the deck completely and evenly with a minimum of air bubbles. The thickness of the underlay shall not exceed ¼ inch at one application and shall be tightly packed into the joints of deck and bulkhead. Underlay shall also provide a fillet for coving where required. No traffic shall be allowed on the underlay during the cure and prior to laying of vinyl deck coverings.

Vinyl Asbestos Tiles

8. Generally vinyl asbestos tiles shall be fitted wherever possible when a decorative and durable finish is required. These tiles are harder and more resistant to marking than the flexible vinyls. Vinyl asbestos tiles are obtainable in 9 inch × 9 inch × ⅛ inch size and the currently held stocks are in the following colours:

0422-L70483	Green
0422-L70484	Grey
0422-L70485	Blue
0422-L70486	Red
0422-L70487	Black
0422-L70488	White

Fluted vinyl tiles are positioned on the deck where heavy wear is experienced, in way of ladders, doorways, etc, and are available in 9 inch × 9 inch × ⅛ inch thick (+ thickness of flutes).

Vinyl Flexible Tiles

9. Flexible vinyl tiles are only to be used, where specified, for special applications, eg, submarine decks or decks of surface vessels where noise reduction is a requirement. The tiles are laid in compartments and passage-ways adjacent to or above compartments where noise level is to be kept to a minimum. These tiles are available in 12 inch × 12 inch × 0.1 inch size.

Vinyl Flexible Sheeting

10. Vinyl sheeting ⅛ inch thick is to be fitted only for special applications as may be required in the ship or class specifications. The sheet is to be laid in accordance with the manufacturers recommendations and care should be taken to select the correct adhesive.

Vinyl Conductive Tiles

11. Conductive tiles are to be fitted on the decks of compartments where flammable medical agents are used or stored. Each individual tile is required to be earthed by means of copper strips laid under the tiles, therefore the tiles are made larger than the normal vinyl tile sizes to minimise the amount of copper strip used. The tiles are available in 32 inch × 32 inch × ⅛ inch thick sizes (approximately).

12. For details of laying vinyl deck coverings *see* NCM/1/L2.

13. This Annex applies to vessels under construction or under a major refit. Where possible, however, this order applies to all ships undergoing minor repairs. Decks requiring cleaning to bare metal (before tiles are replaced by ships company) are to be cleaned by means available on board ship.

ANNEX A—*continued*

14. For storage purposes, synthetic types of deck coverings should not be placed where they will experience extremes of temperature.

Note: Both vinyl tile epoxy adhesive and epoxide putty may cause dermatitis and precautions should be taken at all times by the use of barrier cream and protective gloves. Should the uncured resin come in contact with the skin it should immediately be washed off with soap and water. The use of powerful solvents is to be avoided.

Polishing

15. Vinyl decks are to be polished with 0474-L59664 resin emulsion polish. The polish is applied to a thoroughly dry, clean deck in three even coats, using a lambswool applicator or mop. Each coat should take approximately five minutes to dry, but should be examined for evenness of drying before the next coat is applied. It should not be necessary to burnish the vinyl after application of the polish.

Daily Maintenance

16. a. Decks should be swept free of dust and grit daily or as required using a hair broom, or a deck sweep mop dampened with detergent solution using 0474-862 detergent (one part detergent to 20 parts water).

b. When sweeping large areas it is advantageous to use sawdust sprinkled with detergent solution (one part detergent to eight parts water). Sweep the treated sawdust over the deck pushing the sawdust in front of the broom. This has the effect of gathering the dust and prevents it from rising and settling back on the deck which serves to clean the deck and give a polished appearance.

c. When the deck is dry, burnish with a polishing machine.

Removal of Accumulated Polish

17. 0442-L59664 Resin emulsion polish has a high 'solids' content and if applied in a three coat system and given daily maintenance should provide a satisfactory coating for vinyl floors for a period of several days to several weeks depending on traffic. When re-application of polish is necessary, all old polish must be removed by the use of 0442-L59848 stripping solution. Using the manufacturers recommended concentration, spread the stripping solution over the deck with a mop and allow to stand for approximately five minutes, then mop off. Any areas where polish or soil is not removed, should be scrubbed with a stiff brush moistened with stripping solution. The floor is then wiped over with a mop dampened with clean warm water and allowed to dry. Three coats of resin emulsion polish are then applied as described under 'Polishing'. Stripping solutions, polishes and detergent solution should be applied sparingly to avoid penetration to the underside of the tiles. Do not use paste polish waxes or other solvent based waxes.

ANNEX B

Epoxide Resin Deck Covering

1. Epoxide resin deck covering, to NCM/5/L6 is supplied in colours of blue or green and has a mottled or flecked appearance due to the aggregate content. Epoxide resin deck covering materials consist of:

0474-L55020 Epoxy Primer.
0474-L55083 Epoxide Resin Deck Covering System—Blue.
0474-L55084 Epoxide Resin Deck Covering System—Green.

ANNEX B—*continued*

2. All compartments where epoxide resin deck coverings are specified shall have their decks prepared as follows:

a. Steel decks—are to be cleaned to bare metal by abrasive blasting. If abrasive blasting is not possible the deck shall be prepared by removing scale with mechanical methods, grease and oil shall be removed by washing with detergent or mineral turpentine. The surface is then treated with phosphoric acid pretreatment solution. For application of phosphoric acid *see* ABR 19.

b. Aluminium decks—are to be treated to provide a good keying surface by wire brushing.

c. Timber decks—are to be free of oil and grease and shall be cleaned to bare timber by scraping and/or sanding.

3. The minimum thickness of epoxide resin deck covering shall be ¼ inch. Laying and finishing shall be in accordance with manufacturers specifications as detailed in NCM/1/L2.

Note: Contact with uncured epoxy resin components particularly the hardener may cause dermatitis, and precautions should be taken at all times by use of barrier cream and protective gloves. Should the uncured resin or hardener come in contact with the skin it should be washed off immediately with soap and water. The use of powerful solvents is to be avoided.

ANNEX C

Carpets

1. The policy regarding supply of carpets to HMA ships and submarines is as follows, and the allowances are shown in the table below:

a. Fitted carpets only are allowed in HMA ships and shall be made available for offices and sleeping quarters of Flag Officers and Commanding Officers and in the chancel, aisle and sanctuary of all ships fitted with a permanent chapel. Other spaces, such as Senior and Junior Officers and Senior Sailors cabins, Wardroom, Senior Sailors messes and recreation spaces shall be fitted with carpet as may be specified in the Ship or Class Specification.

Right of Selection

2. a. Flag Officers and Captains in Command shall have the right of selection from trade sources to a monetary limit of $10, if the carpet available under Department of Works Period Contracts is considered unsuitable. Where the right of selection from trade sources is exercised, preference should be given to Australian manufactured carpet. However, where Australian carpet is not suitable, choice of imported carpet will be permitted. When a selection from trade sources is being made the SVSO, Sydney, should be consulted.

b. Carpet required for Commanding Officers suites and offices, Wardrooms and Anterooms, Chapels, Class 2, 3 and 4 Cabins, Senior Sailors Messes and Recreation Areas is to be purchased by the SVSO, Sydney, or the General Manager, Williamstown Dockyard, as appropriate, and is confined to the following types available under Department of Works Contracts:

ANNEX C—*continued*

(1) 27 inch Australian Axminster 100 per cent wool, 2 ply.

(2) 27 inch Australian Axminster 80 per cent wool, 20 per cent nylon.

(3) 27 inch Twist pile, Wilton, 80 per cent wool, 20 per cent nylon.

(4) 27 inch Twist pile, Wilton, 80 per cent wool, 20 per cent nylon for heavy duty areas only.

c. When exercising the right of selection, officers should ensure that the quality of the carpet chosen is consistent with the cost and that the colour chosen could reasonably be expected to be acceptable to their successors. Design and colour of an extreme character, also light or pastel shades are excluded from the range of selection. If desired, the recommendations of the RAN Ship Habitability Committee can also be made available. When seeking the recommendations of the Committee, particulars of dimensions, existing colour scheme, trunking, etc, passing through the compartment, and any other special features should be forwarded to Navy Office.

Supply and Replacement

3. In the case of ships which have been fitted out to an approved colour scheme, supply is restricted to the particluar carpeting which is the carpet component of that scheme. In the normal course, whether they are components of approved schemes or otherwise, carpets supplied on commissioning will not be replaced during the term of a commission if they are capable of further use after cleaning, dyeing, resewing, etc. Carpets found to be unfit for further service are to be surveyed and an appropriate certificate furnished by the surveying officers.

Ships Commissioning for Short Service

4. Ships commissioning for short service should demand only the minimum of carpet considered essential for the short term and the new carpets are not to be supplied if suitable used carpet are available for supply.

Cleaning of Carpets

5. a. New carpets supplied to HMA ships and submarines are siliconised prior to issue and in order to preserve the strain resistance, retreatment will be required at not more than six monthly intervals.

b. Fitted carpets should be dry powder cleaned in situ. Spot treatment with wet shampoo could be used to advantage on persistent stains.

c. Application:

(1) For light cleaning shake powder onto the whole of the area affected (work in sections) ½ an ounce per square yard. Use more for heavily soiled areas.

(2) Thoroughly massage powder into the pile with a firm brush.

(3) Leave for 20 minutes and vacuum to remove all trace of powder. If trace of stain persists repeat procedure.

d. Wet shampooing is considered more efficient but shrinkage restricts its use.

e. Cans of wet shampoo and dry cleaning powder will be supplied by Superintending General Store Officer, Sydney, on receipt of demands indicating

ANNEX C—*continued*

the area of carpet to be treated. The materials used for carpet cleaning are as follows:

7930-66-044-7997 Shampoo Liquid.
7930-66-044-7998 Cleaning Powder.

f. A specification is being prepared for silicon fluid and instructions for its use will be promulgated as an amendment to this Navy Order in due course.

ANNEX D

Ceramic Tiles

1. Ceramic tiles are laid on decks of HMA ships in accordance with NCM/1/L2 and are available in the following types:

a. Vitreous unglazed tiles.
b. Lightweight tiles.

Vitreous Unglazed Tiles

2. Vitreous unglazed tiles are to be fitted on decks of washplaces, heads, laundries, galleys, bakeries and similar spaces, as required by the Ship or Class Specification, of ships which have no top weight problem. The tile size is 4 inches × 4 inches.

Deck Surface Preparation

3. Deck plating is to be cleaned to bare metal free of rust, scale, oils, dirt, etc, and must be completely dry.

Underlays

4. *Reinforced Cement*—On decks of laundries, galleys, bakeries and associated spaces the underlay is to be reinforced cement. The underlay, mixed to the proportions of one part cement to three and a half parts sand by volume, shall be laid to a maximum thickness of ½ inch to give a fair surface. The underlay shall be reinforced with strong 14 gauge galvanised wire mesh (3 inch), held in position by clips welded to the deck. Slag from the welds shall be cleared from the deck and not embedded in the cement. The mix shall be kept as dry as practicable to ensure that when smoothed no surface water is exuded.

Note: Cement underlay shall not be be used on aluminium decking.

5. *Cork Filled Latex Compound*—In washplaces, heads and on aluminium decks cork filled latex underlay shall be laid to a maximum thickness of ⅜ inch to give a fair surface. Where thicknesses greater than ⅜ inch are required, eg, to fill hollows in deck, successive layers of not more than ⅜ inch thickness shall be laid, each layer shall be allowed to set before applying the next.

Lightweight Ceramic Tiles

6. Lightweight ceramic tiles are to be laid on decks in galleys and washplaces on Ton Class Minesweepers and other classes as may be approved in accordance with NCM/1/L2.

Deck Preparations

7. The existing deck covering is removed and the deck surface thoroughly cleaned to bare timber by scraping and sanding where necessary. Faulty caulking is to be repaired before the new deck covering is applied.

ANNEX D—*continued*

Laying Tiles

8. The tiles are secured to the deck using an approved adhesive which shall be prepared and applied to the surface in accordance with the manufacturers recommendation. The tiles are then carefully positioned and allowed to dry over night. Next morning the paper backing is removed and the unfilled joints, between the tiles are to be grouted with the adhesive. Care should be taken to remove all excess adhesive before it hardens on the tile surface.

ANNEX E

Tread Strips

1. Tread strips are fitted to decks and compartments in HMA ships and submarines where excessive wear is likely to occur and/or to provide good footing. The tread strips shall be fitted in accordance with ship or class specification. Tread strips are classified into the following categories:

a. Tread strips for timber decks.
b. Tread strips for metal decks.
c. Abrasive tread strips.

Timber Decks

2. Timber decks shall have tread strips of nickel silver fitted on the quarterdeck and galvanised mild steel elsewhere. The strips are secured to the deck by wood screws in way of doorways, hatches, ladders, etc.

Metal Decks

3. Tread strips on steel decks of compartments shall be of mild steel strips 1¼ inches wide × $\frac{3}{16}$ inch thick with ⅛ inch ribs and they are to be secured to the deck by full continuous weld. The steel strips are to be of chequered steel plating. On aluminium decks, tread strips shall be of aluminium, welded to the deck.

Abrasive Tread Strips

4. Abrasive tread strips are fitted on weather decks including gun sponsons and platforms, open bridges, signal decks, in such places as working areas around equipment and in walkways. If laid and maintained properly they will give good service, but cannot resist the abrasion caused by dragging heavy items of equipment or stores across them. This must be avoided by the use of planks or shot mats. Damaged or worn tread strips are to be replaced with new ones; tread strips once fitted should not be relaid.

5. The approved material for abrasive tread strips is wet-or-dry 'Safety Walk'. This material is self-adhesive, but a coating of 0442-L58792 contact adhesive is applied to the deck with a serrated spreader, and is used as an additional adhesive. Wet-or-dry 'Safety Walk' is available from Naval Stores on demand under Class/Group 0415 as follows:

	Description	*Denomination*
0415-L77099	'Safety Walk' deck covering Type B. Self-adhesive in rolls 60 feet × 2 feet wide	Rolls
0415-9061	'Safety Walk' deck covering in cleats 24 inches × 6 inches (Medium Type B. Self-adhesive).	No

ANNEX E—*continued*

6. 'Safety Walk' is to be laid in convenient lengths not longer than 4 feet, with a 2-inch spacing between adjacent butts and edges. Where mechanical damage is likely, eg, over plate laps, rivet heads, scuttles, at the base of ladders, outside doorways, etc, small lengths, as required, are to be used.

7. In the case of decks which are corroded sufficiently to prejudice the adhesion of abrasive tread strips, the pits are to be filled with an epoxy putty. The epoxy putty system is supplied in two containers, a base and a hardener and is described as 100 per cent solids. The system is non-inflammable and does not contain volatile solvents.

8. Containers should be kept tightly closed to prevent entry of foreign matter. The separate ingredients will last indefinitely without skimming and hardening in the cans. Avoid inter-changing of lids or contamination of base with hardener. Contact with skin should be avoided and care taken to wash hands with soap and water immediately after use. Tools and equipment should be cleaned promptly after use, preferably with a disposable rag or paper.

9. Abrasive tread strip is to be fixed in position:

a. After application of two coats of zinc chromate primer PR5 on metal sprayed surfaces and coating of 0442-L58792 contact adhesive.

b. After the second coat of coal tar epoxy paint (where heavy duty coating has been used) and a coating of 0442-L58792 contact adhesive.

10. Repairs to tread strips may be carried out by ships staff using 0415-9061 'Safety Walk' deck covering, in cleats 24 inches × 6 inches (Medium Type B self-adhesive). Contact adhesive will be supplied on demand.

11. Commanding Officers of ships concerned are to insert an item in their defect list to cover the work involved in first fitting or subsequent renewal.

GRP Decks

12. The treatment for non-skid walkways on GRP decks is abrasive grit bonded to the deck surface with epoxy enamel. An initial sealant coat of epoxy paint shall be applied and allowed to dry. Within half an hour of application of a second coat of epoxy enamel, the area is sprinkled evenly with abrasive grit and allowed to dry overnight. When set the excess grit is brushed off. A third coat of epoxy enamel is applied to bind the grit and allowed to cure overnight before use by foot traffic. The abrasive grits used are to be of the non-corrodible type, eg, aluminium oxide or silicone carbide.

ANNEX F

Timber Decking

1. With the exception of Ton Class Minesweepers and support craft, where details of decking and methods of fastening are as specified in the individual ship or class specifications, planks laid on decks of HMA ships are generally to be of teak or other approved timber, planed on both faces and seamed. The edge seams are to be caulked with Oakum and laid with an approved marine glue pitch or other approved material. The decking is to be fastened with mild steel studs fitted with galvanised mild steel slotted nuts and washers.

2. An alternative method of caulking is by using silicone rubber elastometers in a specially prepared groove. The preparation consists of machining plank edges and butts so that they form a rectangular groove. The surface of newly laid planks are usually uneven and it is imperative that they be level before caulking to avoid unnecessary waste of compound and to ensure that the correct depth of groove is maintained.

ANNEX F—*continued*

After levelling the grooves are cut to the following dimensions:

Planking Width	*Groove Width*	*Groove Depth*
2 inches	$\frac{1}{4}$ inch	$\frac{3}{16}$ inch
4 inches	$\frac{5}{16}$ inch	$\frac{9}{32}$ inch
5 inches	$\frac{13}{32}$ inch	$\frac{5}{16}$ inch

3. To ensure good adhesion of primer the grooves must be perfectly dry and clean. Water may be eliminated by using radiators and other spots such as bitumen, oil, fats, etc, can be removed by successive brushing of trichlorethylene. Two coats of primer are applied, allowing one hour between coats. A strip of flat cotton expandable braid is fixed to the bottom of each groove one hour after applying the second coat of primer. A drying time of two hours is suitable, for an ambient temperature of 70° F, prior to the application of the caulking compound. Cooler temperatures will require longer drying times. The groove is filled with caulking compound so that there is a slight excess which is forced further into the groove by trowelling. The trowelling operation must be carried out as soon as possible after the application of the compound as the surface commences to vulcanise three minutes after exposure to atmosphere. The caulked surface shall not be touched or walked on for at least 16 hours and a vulcanisation period of four to eight days shall be allowed before sanding or pumicing operations begin. For details of caulking procedures *see* NCM/1/L2.

Note: Never end the working day of applying the second coat of primer, leaving the caulking until the following day, as overnight condensation may form in the groove and prevent good adhesion. Therefore work which cannot be finished the same day should be given the first coat of primer to prevent the ingress of moisture into the planking in way of the grooves. The following morning the grooves shall be washed by brushing them with trichlorethylene or methylated spirit and allowed to dry for half an hour before applying the second coat of primer.

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HISTORIAN

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AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
23 December 1971

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

Section 2

PERSONNEL

UNCLASSIFIED

515/71—Leave Concession Warrants—Cancellation of Warrants and Return of Unused Tickets

1. Cases have occurred recently where personnel who have been included in multiple bookings on Leave Concession Warrants did not travel on the dates indicated because of a change in travel arrangements, and additional warrants were issued for travel at a later date.

2. In each case the members names should have either been deleted from the original warrants or, if tickets had been issued they should have been returned for refund.

3. Subsequent investigations revealed that the members names were not deleted from the original warrants and that there was no record of unused tickets being returned for refund.

4. Similar cases have arisen where unused tickets which have been handed in by personnel on return from leave, have been mislaid in the ship or establishment. In these cases the Department is unable to obtain a refund on the unused tickets.

5. The fact that it is possible that unauthorised persons could have used leave travel concessions in the above cases is viewed with concern. It is therefore requested that present procedures be reviewed to ensure that adequate records are kept where names are deleted from Leave Concession Warrants or where warrants are cancelled. All unused tickets obtained on Leave Concession Warrants should be properly recorded and returned for refund as early as possible and unauthorised personnel should be precluded from access to them.

(187/1/375 HPB)

UNCLASSIFIED

516/71—Sailors—SAR Divers—Selection, Training and Employment

1. Search and Rescue Divers were introduced in order to maximise the chances of recovering personnel from the sea, eg, ditched aircrew. Search and Rescue Divers can be expected to jump from a helicopter into any sea state in which a helicopter recovery can be effected.

Employment

2. A SAR Diver will assist in the rescue of a survivor, whether in or out of an aircraft, who is unconscious, injured or foul of wreckage or parachute harness at or near the surface. He cannot be expected to remain in contact with or carry out a task on a rapidly sinking aircraft.

3. SAR Divers will be allowed to HT723 Squadron in sufficient numbers to permit two sailors to be available at all times. HS817 Squadron will be allowed four SAR Divers. When not employed or standing by for SAR duties, these sailors will be employed in maintenance appropriate to their category. As SAR Divers will be fully occupied on SAR duties or maintenance, they are to be used as part of a ships diving team in periods of operational necessity only.

Application for Course

4. Volunteers from Able and Leading Ranks in all Fleet Air Arm categories except PHOT and MET including qualified ships divers are required for training. Although sailors may volunteer for training at any time, normally they will not be selected and posted for training until they have completed six months at sea in the Able Rank or Able Rank Second Class. General Service Ordinary Seamen who have already qualified as ships divers may volunteer for transfer to the Fleet Air Arm in order to qualify as SAR Divers. Selection will depend on overall manning requirements. Applications accompanied by certificates of medical fitness are to be forwarded to the Naval Board.

Eligibility

5. Volunteers must possess the following qualifications before being selected for training:

a. a recommendation by the Captain;
b. be under 26 years of age on commencement of course;
c. medical category B1;
d. medically fit for ships diver training in accordance with ABR 155;
e. PST; and
f. have not less than twelve months to serve on completion of course.

Training

6. Selected sailors will be given the following training to fit them for their duties:

a. four weeks ships diver and equipment course at HMAS PENGUIN (if not already qualified ships divers);
b. four weeks basic and advanced training at HMAS ALBATROSS in accordance with ABR 27 Volume 2 Article 1519.

Badges

7. On successful completion of the course, sailors will be awarded the Sailor Aircrew Badge to be worn in accordance with the Uniform Regulations. The appropriate rank and category badges are also to be worn.

8. SAR Divers will normally continue to wear the Sailor Aircrew Badge for the remainder of their service as sailors. If the holder is removed permanently from flying duties for disciplinary reasons or other reasons within his control, the badge may be withdrawn by the Naval Board.

Allowance

9. In addition to active pay and allowances appropriate to their rank and category the following continuous rates of allowances will be paid to qualified SAR Divers, whilst posted for SAR duties:

a. Special Allowance .. .. 75 cents per day
b. Supplementary Flying Pay (Subject to NPI 119A/1) .. 15 cents per day

Search and Rescue Divers are not entitled to receive winch operators flying pay *see* NPI 76A or diving pay in accordance with NPI 117 concurrently with Search and Rescue Divers Allowance paid in accordance with NPI 117A.

10. The above allowances are not payable to sailors under training but in the event of accident whilst under training compensation is payable under conditions similar to those provided by the Air Accident (Commonwealth Liability) Act, 1963.

Cessation or Suspension of Special Allowance

11. The special allowance pay will cease or be suspended, as the case may be, under the following conditions:

a. Personnel who become medically unfit to carry out the duties for which the allowance is being paid:
   (1) For reasons beyond their own control—as from 91 days from the date on which they were first checked sick or until such time as certified as permanently unfit for further flying, whichever is the earlier.
   (2) For reasons within their own control—as from the date on which they were first checked sick. In any cases of doubt, payment should be suspended and the case referred to Navy Office for decision.
b. Personnel who fail to keep in Regular Flying Practice:
   (1) A SAR Diver will cease to be qualified and eligible for the allowance if, for Service reasons, he has not fulfilled the requirement to carry out 10 jumps per month for a period of six months. (A member would be required to again re-qualify before the allowance would be payable—*see* Sub-paragraph (3) below.)
   (2) Where, for reasons other than Service exigencies or as otherwise provided, a SAR Diver fails to carry out jumping practice in respect of any month, or for any other reason—including disciplinary reasons—his qualifications lapse, the allowance will cease to be payable.
   (3) Following discontinuance of the allowance under (1) or (2) above and where permitted to seek re-qualification, a member may be required to undertake and graduate from a course of diving training appropriate to the diving qualification sought.
c. Personnel no longer required for SAR Divers—as from the date on which posted for non-SAR Diver duties. Normally a SAR Diver will not be required for flying duties after promotion to Petty Officer.

Continuation Training

12. In order to maintain their efficiency, and retain their SAR Diver qualification, each SAR Diver is to carry out 10 jumps per month. These practices are to be spread over at least two sessions which are to take place a minimum of a week apart.

Relinquishment and Withdrawal of SAR Diver Qualification

13. A sailor who fails to maintain a proper standard of efficiency in flying duties subsequent to qualification may have his SAR Diver qualification withdrawn by the Naval Board on the application of the Captain. A SAR Diver may be temporarily suspended from flying duties by the Captain pending approval for the removal of SAR Diver qualification. A sailor whose SAR Diver qualification is withdrawn will be employed in normal maintenance duties.

14. Applications for removal of the SAR Diver qualification should also recommend whether the ships diver qualification should be removed or retained. Although the ships diver qualification may be retained in accordance with current regulations when the SAR Diver qualification is removed, it is emphasised that removal of the ships diver qualification (in accordance with normal diving requirements) automatically removes the SAR Diver qualification.

15. Navy Orders 708/68 and 51/70 are hereby cancelled.

(303/22/49 D of T)

(*Navy Orders 708/68 and 51/70*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

517/71—Training—40/60 Lightweight Loading Teachers

1. To allow for hand loading drill of 40/60 guns to be practiced, the allowances of 40/60 Lightweight Loading Teachers for HMA ships and establishments is 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 CERBERUS.

d. HMAS TARANGAU.

2. A letter rack stowage will be provided with each teacher to facilitate the complete hand loading cycle.

3. Navy Orders 582/68 and 737/69 are hereby cancelled.

(736/72/1 DUR)

(Navy Orders 582/68 and 737/69)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

518/71—Airfreight Within Australia and The External Territories

1. Period Contract No 1846 has been arranged by the Department of Supply with Trans Australia Airlines for the carriage of airfreight within and between Australia and the External Territories on behalf of the Department of the Navy.

2. A further contract, Period Contract No 1845, has been arranged with Ansett Airlines of Australia for airfreight to, from, and within Papua New Guinea.

3. As the schedules of Trans Australia Airlines and Ansett Airlines of Australia do not coincide in regard to Papua New Guinea, the latter contract permits the use of Ansetts when that airlines schedule will provide the most expeditious service in that area.

4. Trans Australia Airlines is, however, to be regarded as the prime contractor and all airfreight is to be consigned through that airline under Period Contract No 1846 except in the instances referred to in Paragraph 3 when Period Contract No 1845 on Ansett Airlines may be used.

5. At the end of each quarter, commencing from the quarter ending 31 December 1971, a report is to be forwarded to the Director of Supply Services, Navy Office, showing the amount of expenditure incurred during that quarter against each Period Contract. Nil returns are required.

6. FOCEA is not required to furnish the report referred to in Paragraph 5.

(187/2/14 DSUS)

UNCLASSIFIED

519/71—EDP Supply Procedures—Consolidated List of Outstanding Requirements—for Use as an Inability Report—Form SS143

1. The purpose of this Navy Order is to introduce a revised Consolidated List of Outstanding Requirements (Form SS143) for use as follows:

a. by the Superintendent of Supply Administration, Sydney (SSA, Sydney), as a report of requirements outstanding to HMA ships leaving the Australia Station for deployment overseas;

b. by the Supply Officer of the ship as a means of reviewing items outstanding for supply before deployment, including those for which supply is to be deferred or cancelled—*see* Paragraph 5; and

c. by Supply Depots for action to supply the outstanding requirements as requested by the ship.

2. Form SS143 will be produced by EDP as required at the sole request of SSA who will arrange for the CLOR to be circulated for action as indicated in Paragraph 4.

3. This new form will be similar in format to the existing CLOR (Consolidated List of Outstanding Requirements) except that two additional columns, namely, 'ANTICIPATED SUPPLY DATE' (Supply Depot use) and 'SHIP REQUIREMENT CODE' (ship use), together with a tear-off attachment titled 'DEPOT USE ONLY', have been incorporated. In addition the following codes have been included at the base of the form for guidance of ships staff when completing the column headed 'SHIP REQUIREMENT CODE':

Code No	*Legend*
1	Important Item—Supply before departure is required.
2	If not available prior to departure, item is required to be on-forwarded to the ship during deployment.
3	If not available prior to departure, item is required to be retained in Sydney pending the return of the ship.
4	Item no longer required.

Action will be taken by Supply Depots to supply as many items coded 1, 2 or 3 as is possible prior to deployment. Items coded '1' should normally be restricted to genuinely important items which could affect the safety or security of the ship. Special attention will be given by Supply Depots to items in his category.

4. The procedure to be followed when a ship is storing prior to departure from the Australia Station is:

a. Ships storing programme to be forwarded to SSA, Sydney, at least six weeks prior to programmed deployment or refit completion date. Replenishment demands are to be input to EDP as early as practicable and the date required shown thereon is to be in accordance with the storing programme.

b. At an appropriate time prior to the deployment/refit completion date, SSA, Sydney, will request CLOR print-out by input to EDP of Form SX31 (Request for Consolidated List of Outstanding Requirements).

c. EDP will produce, in triplicate, Form SS143 and forward all copies of the report to SSA (NB Copy is not forwarded to the ship at this stage).

d. Upon receipt of Form SS143 SSA will forward Copy No 2 to the ship for completion of the column headed 'Ship Requirement Code' and return to SSA.

e. Upon receipt of Copy No 2, SSA will update Copies Nos 1 and 3 with the 'Ship Requirement Code' and pass Copies Nos 2 and 3 to the Supply Depot as an indication of requirements. Copy No 3 will be returned to SSA annotated with the full Supply Status of code 1 items in the 'Depot Use Only' area and with the 'Anticipated Supply Date' column completed for code 1 and 2 items.

f. SSA will update Copy No 1 with the anticipated supply dates for code 1 and 2 items and pass to the ship for information and retention.

g. Copy 2 will then be filed by SSA for reference in connection with Report of Proceedings, etc.

5. It should be noted that when 'SHIP REQUIREMENT CODE' 3 or 4 is inserted the following additional action must be taken by ships staff:

Code 3—Form SX34 (DAC) must be input to EDP with new 'DATE REQUIRED'. When new 'DATE REQUIRED' is beyond 30 days from receipt of the DAC by EDP, the requirement will be dealt with as a 'Long Term Dues Out' and the item will automatically be released for supply as indicated in Navy Order 362/70 (as amended by Navy Order 554/70). If the actual 'DATE REQUIRED' is not known, Code 1 must be inserted in the column headed 'NEW DUE CODE' of the DAC and when the actual 'DATE REQUIRED' becomes known a further Form SX34 is to be input to EDP to trigger automatic supply action as referred to in the above quoted Navy Order.

Code 4—Form SX34 (DAC) must be input to EDP to cancel the 'Dues Out' (ABR 4 Article 0637 refers).

6. This revised procedure will not affect the current CLOR requests as detailed in ABR 5063, Volume 3, Chapter 5, Article 5049, whereby HMA ships and establishments, Supply Depots and Navy Office may obtain a Consolidated List of Outstanding Requirements (CLOR) of dues out for a particular consignee as recorded in the EDP stock accounts of a Supply Depot.

7. The above procedures will come into effect, on requests input to EDP from SSA, Sydney, immediately.

8. ABR 4 will be amended.

(464/70/542 DSUA)

(Navy Orders 362/70 and 554/70)

UNCLASSIFIED

520/71—Liquid Fuels Lubricants and Allied Products (POL Items)—Standardisation

1. Australian Defence Standard DEF (AUST) 206 'Handbook of Liquid Fuels, Lubricants and Allied Products' has been revised and is being re-issued as DEF (AUST) 206A by Director of Naval Quality Assurance, Navy Office, Canberra. ABR 4 Article 2102 should be annotated accordingly.

2. POL items other than those included in DEF (AUST) 206A should not be introduced without Navy Office approval.

3. Specifications for new equipments for RAN service should specify POL items required from those included in DEF (AUST) 206A or state that tenderers should select items from DEF (AUST) 206A. If a suitable item is not so included full reasons should be given why a non-standard item is preferred.

4. POL items currently in use but not included in DEF (AUST) 206A should be listed and recommendations forwarded to Navy Office whether suitable items can be found among those included in DEF (AUST) 206A or whether the existing non-standard items should continue to be used. In the latter case, reasons to support the recommendations should be given.

(401/54/453 DNS)

UNCLASSIFIED

521/71—The Defence Cataloguing System—Policy

Description of System

1. The Defence Cataloguing System (DCS) is a procedure for classifying, identifying, documenting and stock numbering of items of supply in the Services inventories in a uniform and consistent manner. The DCS is derived from, and is virtually identical with, the Federal Catalogue System, which was developed in the USA and later adopted by NATO and certain other countries in which it is referred to as the NATO Supply Codification System. Accordingly, as a broad principle and provided that relevant rules and procedures are complied with, codification of an item overseas under the Federal/NATO systems is regarded as bringing it within the scope of the DCS.

2. The underlying principle of the DCS, as laid down by Department of Defence, is that each item of supply repetitively procured, stocked, used or distributed, and which is of such practical logistical importance as to justify inventory management, reporting or stock control will be:

a. classified under one supply classification;

b. identified under one name and description; and

c. given only one identifying stock number which is unique to that item.

3. A brief outline of the DCS is given in Annex A from which it will be observed that the codification of an item of supply under the system results in the allocation to that item of the now generally familiar 13 digit stock number. This is expressed in the format '0000-00-000-0000', in which the first four digits represent the Class (ie, supply classification or commodity area), the next two are the Nation Code of the country which first codified the item, and the remaining seven constitute the item identification number allotted to the particular item involved.

4. Specifically excluded from the DCS are certain relatively small categories of items, as follows:

a. Items which are procured on a one-time basis only, for immediate issue for maintenance, research and development, tests, etc, and which are to become an integral part of another item or consumed or discarded during work processes.

b. Items intended for direct use or consumption on a non-repetitive basis and not subject to inventory management, reporting or stock control.

c. Items of a temporary nature fabricated for use on specific jobs (eg, patterns, jigs, templates, etc).

d. Locally procured items required to maintain commercial type vehicles and works plant, where the parts are listed in manufacturers catalogues, unless codification of specific items is a requirement for departmental supply management purposes.

e. Printed forms, publications, charts, etc, identified and managed under other centrally controlled systems.

f. Parent equipments of a major nature, such as ships and aircraft, which are subject to operational and/or establishment control.

g. Fixed property and installations normally accounted for in Property Assets Registers.

h. Equipment which has not been provided from Public Funds.

5. The development, control and administration of the DCS is vested in the Defence Cataloguing Authority established in the Department of Defence. Within the Department of the Navy implementation is a responsibility of the Director of Supply Services, Melbourne.

Policy and Objectives

6. It is Government policy that the inventories of each of the Armed Services and the Department of Supply will be codified under the DCS. Accordingly, it is mandatory for all eligible new items entering the inventory to be dealt with under the system and a master plan is now being prepared for retrospective conversion, by a target date, of existing items, other than those that are obsolescent or expected to become obsolete by the target date.

7. The primary objective of this policy is the establishment for the Australian Armed Services of a 'common supply language' from which major logistical advantages are expected to flow in the years ahead. As far as the RAN is concerned, complete adoption of the DCS will eliminate the various currently used supply classifications and stock numbering systems of RN, RAN, etc, origins (eg, Admiralty Pattens, Adrefnos, Vocabulary Numbers, 'L' numbers, etc) and will provide a sound basis for management of the inventory under more clearly defined commodity groupings and further rationalisation between the various Supply Branches.

8. Implementation of the master plan for retrospective conversion of the inventory to the DCS will require a major effort in the Department and the Service over a period of some years. Further details of the target date, together with a tentative timetable for dealing with each commodity area, will be promulgated separately.

Temporary Stock Numbering System

9. As the process of codification under the DCS (which includes actions both within the Department and by the Defence Cataloguing Authority) may take some time to complete, provision exists for new items, whether of local or overseas origin, which are not acceptably identified on receipt at the various Supply Depots, to be allocated Temporary Stock Numbers (TSNs) if a delay in codification action is likely to obstruct normal supply processes.

10. The standard TSN system applies to all categories of stores and the numbers are expressed in the format '0000-66-TSN-0000'. The first four digits represent the Class and the next two are the Australian Nation Code; following the 'TSN' indicator is a four digit sequential number for each item dealt with.

11. Although the TSN system exists primarily for Store Depot accounting purposes and its use is avoided wherever practicable, a proportion of the temporary numbers necessarily find their way into the accounts of HMA ships and establishments because of the need for prompt issue of items. Stowage and accounting arrangements for such items are to be in accordance with the provisions of ABR 4, Articles 1705 and 1806.

Issue of RAN Catalogues of Stores

12. It is intended that the RAN inventory will be covered in standard format by the ABR 5074 series (RAN Stores Catalogue), which will replace all other catalogues and vocabularies of overseas and local origin currently in use for the various categories of Stores. Navy Order 399/71 relates to ABR 5074 series catalogue facilities.

13. Navy Order 19/69 is hereby cancelled.

ANNEX A

Outline of Defence Cataloguing System

1. An outline description of the system is as follows:

a. All stores are classified on the basis of technical affinity or other criteria into Groups. Each Group covers a major commodity area and is identified by a two digit code. For example, Communication Equipment is Group 58.

b. Groups are divided into Classes. Each Class is identified by a four digit code in which the first two digits correspond with the Group code. For example, Class 5845 covers Underwater Sound Equipment within Group 58 (Communication Equipment).

c. A specific item within a Class is identified by a nine digit number termed the Defence, NATO or Federal Item Identification Number, ie, DIIN, NIIN, or FIIN. The number is always written in the form of two digits, hyphen, three digits, hyphen, four digits. For example, a DIIN would appear as 66-123-4567.

d. The first two digits in the abovementioned Item Identification Number constitute a Nation Code, which identifies the country which first codified the item (in accordance with the details in Paragraph 3), and the remaining seven digits are non-significant.

e. The full identification number of an item consists of 13 digits and is known as the Defence, Federal or NATO Stock Number (ie, DSN, FSN, or NSN). It is written in the form:

Class		*Nation*		*Non-significant*
5845	-	66	-	123 - 4567

However, formal adoption of a US Federal or NATO Stock Number, including registration with the overseas codification bureau concerned, brings the item concerned within the scope of the Defence Cataloguing System and the number is then regarded as a Defence Stock Number.

2. The method of differentiating one item from another, as described above, is known as 'Item Identification'. The essence of item identification is for the user department to develop to a standard format such as a description of an item that the Cataloguing Authority, without physically sighting the item and merely by comparison of description, no matter by whom prepared, can determine whether or not that particular item has been codified previously.

3. The list of current Nation Codes is:

Code	*Nation*
00	USA
11	NATO HEADQUARTERS
12	WEST GERMANY
13	BELGIUM
14	FRANCE
15	ITALY
17	NETHERLANDS
18	SOUTH AFRICA
21	CANADA
22	DENMARK
23	GREECE
24	ICELAND
25	NORWAY
26	PORTUGAL
27	TURKEY
28	LUXEMBOURG
66	AUSTRALIA
98	NEW ZEALAND
99	UNITED KINGDOM

(400/1/1744 DSUP)

(*Navy Orders 19/69 and 399/71*)

23251/71 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

ANOs 522/71-532/71

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
23 December 1971.

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

CONTENTS

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

522/71—Accidents—Handling of Weapons

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

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

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

a. a clear knowledge of the weapon and how to use it;

b. a sound appreciation of its dangerous potential; and

c. discipline in its use.

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

5. Navy Order 802/68 is hereby cancelled.

(177/1/67 CONS)

(Navy Order 802/68)

Section 2

PERSONNEL

RESTRICTED

523/71—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 are 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.

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 Lieutenant-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 88 1466).

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. Single and married unaccompanied officers will be accommodated at the Government Hostel 'Brassey House' which is situated in Macquarie Street, Barton, Canberra, ACT 2600. Charges incurred will be met by the Department of the Army as the sponsor service for the Department of Defence. Applications for living out away from home allowance in accordance with NPI Articles 93 (1) and 93 (1A) are therefore not required.

10. Navy Order 832/69 is hereby cancelled.

ANNEX A

Australian Services Staff College Joint Service Wing Charter

1. The aim of the Joint Services Staff Course is to train selected 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.

(1600/211/86 DGT)

(Navy Order 832/69)

UNCLASSIFIED

524/71—Family Days—Lifesaving Equipment

1. The total number of visitors who may be embarked during Family Days is not to exceed 75 per cent of the total number in the ships company.

2. Additional equipment is to be embarked for Family Days to meet the minimum requirement of one life-jacket and one life-raft seat per person.

3. Lifesaving equipment requirements can be met from reserve stocks held by SGSO, Sydney, and NSO, Melbourne. When Family Days are organised at ports other than Sydney or Melbourne demands should be made on SGSO, Sydney, and adequate advance notice is to be given.

4. Life-raft requirements will be met either by 0472-5604 or 4220-66-031-3104 and life-jacket requirements by 4220-66-021-5545 inherently buoyant life-preservers.

5. The additional lifesaving equipment is to be strategically positioned on the upper deck adjacent to exit and escape routes. Members of the ships company are to be detailed by name to issue life-jackets and assist visitors in donning life-jackets in the event of an emergency.

6. All equipment drawn for Family Days is to be returned to store on return to harbour.

(512/251/115 CONS)

UNCLASSIFIED

525/71—Trade Proficiency Certificates (Form PH163)—Award to Aircraft Mechanicians

1. RI 1069 lists the civil recognition accorded ex-sailors under the Tradesmens Rights Regulation Act.

2. Certain Aircraft Mechanicians were trained to a rationalised syllabus that did not include turning. They are thus ineligible for recognition as Fitters and Turners.

3. Certificates awarded to these sailors will attest their right to recognition as Fitters.

4. It is appreciated that these classifications take no account of the considerable aircraft training and experience of Aircraft Mechanicians. They do, however, afford a much broader field of employment than that available purely within the aircraft industry. Coupled with the recognition accorded by the Department of Civil Aviation, to which Navy Orders 336/70 and 438/70 refer, they provide greater opportunities for civil employment than would otherwise occur.

(347/1/3 D of T)

(*Navy Orders 336/70 and 438/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

526/71—Accounting—Temporary Transfer of Responsibility for Stores to Petty Officers During Absence of Responsible Officers

1. It has been brought to notice that difficulties are sometimes experienced when an officer responsible for permanent loan lists or Inventory accounts may be absent from his ship for such a length of time that he cannot retain effective control of the stores. This may apply particularly when an officer is posted away from a ship but the relieving officer has not yet joined the ship.

2. In these circumstances at present, Chief Petty Officers may be made responsible for the stores on permanent loan in accordance with ABR 4 Article 1201. Similar action may now be taken in regard to Inventory Accounts and ABR 4 Chapter 19 will be amended.

3. In ships where the highest sailor rank in a particular department of a ship is a Petty Officer, such Petty Officer may be made responsible for stores during the absence of the responsible officer.

4. ABR 4 Chapters 12 and 19 will be amended.

(400/60/216 DSUA)

UNCLASSIFIED

527/71—Ammunition—Cartridges Power—Cartridges Electric Engine Starter No 5 Mark 2

Item .. 369118 - - Cartridges Electric Engine Starter No 5 Mark 2.

Purpose .. To notify the introduction of a 12-year age limit, from date of manufacture in lieu of the six-year age limit promulgated in Navy Order 865/68.

Accounting .. The two hyphens added to the stock number indicate that two extra-digits should be added to denote the year of filling. Service users should demand and account for these stores under the first six digits only.

RANADS .. Circular letter (P) No 249 refers.

(727/58/162 DAS)

(*Navy Order 865/68*)

UNCLASSIFIED

528/71—Ammunition—Fuze VT N80 Mark 3, N81 Mark 4, N97 Mark 5, Mod 1 and Mark 6 Mod 4—Withdrawal from Service

1. *Authorities concerned* .. HMA Ships, Shore Training Establishments and RAN Armament Depots.

2. *Items concerned* ..
   a. Fuze VT N80 Mark 3 Lots MF 18, 22, 23, 24, 25.
   b. Fuze VT N81 Mark 4 Lot MF 11.
   c. Fuze VT N97 M Mark 5 Mod 1 Lots EMI, 16, 20, 21, 22, 23.
   d. Fuze VT N97 Mark 6 Mod 4 Lots EMI, 14.

3. *Information* .. .. Fuzes at a. to d. inclusive have failed proof and have been sentenced 'R' for re-energising.

4. *Action to be taken* ..
   a. By HMA Ships and Shore Training Establishments Fuzes of the above lot numbers are to be returned to RAN Armament Depots at the first opportunity and replacements demanded.
   b. By RAN Armament Depots:
      (1) Stocks and subsequent receipts of affected N80 Mark 3 and N81 Mark 4 Fuzes are to be reported for disposal.
      (2) N97 M Mark 5 Mod 1 and Mark 6 Mod 4 Fuzes affected are to be set aside for re-energising in due course.

5. *Where found* .. .. Fuzes to be withdrawn may be found in service loose under Stock Numbers 35837811, 35837812, 35844311, 35840812 and 35840815.

6. *Safety category* .. BR 862 Article 1705, Category 'ff'.

(726/70/244 DAS)

UNCLASSIFIED

529/71—Economy in the Use of Stores

1. It is essential that all concerned in HMA ships, commissioned establishments, dockyards, etc, exercise the strictest economy in the use of stores in order that the best use may be made of funds allocated for maintenance purposes in the RAN.

2. The more obvious areas in which economies can be achieved are in stores used in normal day to day operations, particularly cleaning and painting materials and requisites, 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. Requests for new and increased allowances of stores, both permanent and consumable, and particularly those involving special purchase, are to be restricted to items which are considered to be essential. Such requests are to be dealt with in accordance with ABR 4, Chapter 3, and ABR 93, Chapters 17 and 28.

4. The Supply Officer, in conjunction with departmental officers, is from time to time to review the range and quantities of stores on board. Any items which are surplus to requirements are to be dealt with in accordance with ABR 4, Chapters 3 and 34, and ABR 93, Chapters 14, 21 and 34.

5. As from the date of receipt of this order, departmental officers are to examine critically Forms SA207 (Counter Book) with a view to ensuring that the quantities of consumable stores drawn for use in accordance with ABR 4, Article 0801 (c) are commensurate with the needs of their departments. A convenient time to carry out this examination would be in conjunction with the test comparisons between copies Nos 1 and 2 of Forms SA207 as currently prescribed in Article 0807 (6).

(400/52/4 DSUP)

UNCLASSIFIED

530/71—Personalised Stationery—Policy

1. The Naval Board have considered the policy relating to the use and printing of personalised stationery and have decided that the following rules shall apply:

a. personal stationery, ie, showing both name and title, is to be available to Board Members and Flag Officers only;

b. stationery showing title only is to be available to Commodores, Naval Officers Commanding, Naval Officers in Charge and the General Manager, Williamstown Dockyard;

c. all other officers are to use standard stationery and follow the instructions contained in the Service Writing Manual (JSP (AS 102)—Paragraph 316) wherever applicable;

d. the printing of personal and specialised stationery is to be arranged through the Fleet Printery as a general rule, otherwise through SVSO, Sydney; and

e. complimentary slips are to be made available only as follows:

(1) *Personal Slips*
For Chief of Naval Staff, Secretary, Director of Naval Recruiting.

(2) *Department of the Navy and Royal Australian Navy Slips*
On which Directors titles may be typed or rubber-stamped.

2. ABR 4 will be amended.

(469/1/92 DOM)

UNCLASSIFIED

531/71—Sonar Type 170 Series—Backlash Measuring Equipment Introduction into Service

(DCI (RN) 575/70)

1. Test Set Overall Backlash 5845-99-924-6417 is being introduced for the measurement of the mechanical backlash in the train and tilt gear trains of Sonar Type 170 Series directing gear assemblies.

2. The test set is for use initially prior to fitting the directing gears within the associated hull outfit to ensure that the overall mechanical backlash is within the designed operating tolerance.

3. Subsequent to installation, should the backlash within the system as measured by the electro-acoustic method (BR 2125 (10) refers) be outside the limits defined, the test set is to be used to recheck the mechanical backlash figures to determine whether any variation has occurred since previous installation reading.

4. On receipt of supplies from the UK, the test sets will be issued without demand to the following:

HMA Dockyards, Garden Island, Williamstown	1 each
HMAS STALWART	1
Spares	1

5. Test sets issued to dockyards are to be held in Weapon Equipment Shops to ensure careful handling and ready availability. Instructions for use are contained within each test set.

6. Establishment lists and associated handbooks are being amended.

(400/1/1315 DNS)

Section 7

CANCELLED LIST

UNCLASSIFIED

532/71—Cancellation of Navy Order 202/71

1. Navy Order 202/71 is hereby cancelled and should be disregarded.

2. The information regarding first-aid equipment and protective clothing for use in ships battery rooms is contained in Navy Order 249/71.

(177/51/63 CONS)

(Navy Orders 202/71 and 249/71)

Navy Orders 573/68 to 773/68 are now over three years old and may be disposed of accordingly.

23620/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 533/71

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
20 December 1971.

The enclosed order is 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

Section 2

PERSONNEL

UNCLASSIFIED

533/71—Compensation for Members of the Naval Forces for Injury or Disease Arising out of or in the Course of their Employment—New Conditions

1. New compensation legislation came into force on 1 September 1970. The purpose of this order is to inform members of the benefits available under the new Act—the Compensation (Commonwealth Employees) Act 1971.

2. The previous Act (the Commonwealth Employees Compensation Act 1930-1971) has been repealed.

3. A summary of eligibility under the new Act, and of the benefits available, are set out in Annex A to this order, which is to be treated as superseding Chapter 48, Section III of RI forthwith. RI will be formally amended in due course.

4. The new Act widens the circumstances in which there is a liability to pay compensation and extends the range of benefits available. It codifies and sets out in greater detail than before the law concerning the rights of members to compensation.

5. The following points are of particular interest to members:

a. *Cover in ships and establishments.*

(1) The Act specifically extends compensation cover to the attendance of a member at his place of employment at a time when, although he is not required to engage in his employment, his attendance is reasonably incidental to his employment.

(2) It is understood that this will be interpreted as covering a member 'living-in' a ship or establishment (other than in married quarters) even when off duty and free to take leave.

(3) It will probably also cover a member while in his living accommodation (other than in married quarters) in a ship or establishment other than that in which the member works.

(4) Cover in these circumstances when off duty does not extend to an injury or disease which results from the member voluntarily subjecting himself to an abnormal risk of injury or disease which it was unreasonable, in the circumstances, for him to subject himself to. Details are given in Article 4843 in Annex A.

b. *Travel on leave.*

(1) The Act extends the circumstances in which cover is provided for members travelling to or from their employment and also significantly improves the cover for certain members travelling to or returning from leave. Details are given in Article 4844 7. to 11. in Annex A.

(2) New forms have been produced for use in connection with claims under the new Act. An initial issue is being made to ships and establishments, without demand.

ANNEX A

SECTION III. COMPENSATION FOR INJURY OR DISEASE (OTHER THAN THOSE FOR WHICH A WAR PENSION IS PAYABLE)

4841. General. Compensation benefits for members, in respect of—

(*a*) injury arising out of, or in the course of, the member's employment by the Commonwealth; or

(*b*) disease in respect of which the employment of the member by the Commonwealth was a contributing factor,

are available under the *Compensation (Commonwealth Employees) Act.*

2. These benefits are not applicable if the injury or disease arises out of service for which provision is made in the *Repatriation Act* (that is, if it is sustained on war service or in the course of special service in a special area as defined in that Act).

3. The *Compensation (Commonwealth Employees) Act* is administered by the Commissioner for Employees' Compensation who is an independent statutory authority appointed by the Governor-General. There is a delegate of the Commissioner at Navy Office, Canberra, with limited powers delegated by the Commissioner.

4. This section summarises the eligibility of members, and the benefits available to them, under the Act. It is designed to give members a general understanding of the matter and does not purport to provide an exhaustive coverage of detail or legal exactness of expression. It is not to be taken as an authority for determining eligibility or entitlements under the Act. For this purpose reference must be made to the Act itself.

4842. Circumstances in which compensation is payable. The Act provides for payment of compensation in the following circumstances:—

(*a*) where a member suffers personal injury or death arising out of, or in the course of, his employment by the Commonwealth (injury here can also mean the aggravation of a pre-existing condition);

(*b*) where employment of a member by the Commonwealth is a contributing factor to the contraction by him of a disease, or to the aggravation, acceleration or recurrence of a disease; or

(*c*) where a member sustains personal injury or death whilst making a journey to or from his place of employment by the Commonwealth.

4843. Meaning of 'employment'. In addition to its ordinary meaning the word 'employment' as used in 4842 (*a*) and (*b*) is given a wider meaning by section 8 of the Act to cover off duty situations.

2. It covers a member attending a university, school or other place of education, training or research, provided the attendance is arranged or approved by the Commonwealth and provided the member is not on leave without pay.

3. A member 'living-in' a ship or establishment even if he works somewhere else, will probably be regarded as covered at all times while onboard and off duty even when he is free to take leave (except, in the case of a married member, while he is in his married quarters).

4. A member not 'living-in' is covered at the following times while off duty in his ship or establishment or other place at which he performs duty:—

(*a*) during an ordinary stand-easy or meal break;

ANNEX A—*continued*

(*b*) for up to one hour before he is required for duty, and for longer if, using the last reasonable means of transport, he reaches his ship or establishment more than one hour before he is required for duty; and

(*c*) for up to one hour after ceasing duty, and for longer if there is no reasonable means of transport within that hour.

5. 'Employment' also includes taking part in 'organised sport'—*see* article 3713.

6. However a member who sustains an injury, contracts a disease, etc, in the circumstances set out in paragraph 2.-5. will not be entitled to compensation if:—

(*a*) the injury, etc, resulted from his voluntarily subjecting himself to an abnormal risk of injury, etc; and

(*b*) it was unreasonable in the circumstances for him to subject himself to that risk.

4844. Journeys to or from 'employment'. The meaning of the word 'journey' used in 4842 (*c*) is dealt with in sections 32 to 36 of the Act.

2. The general rule is that the Act applies—

(*a*) to a journey by a member going on duty irrespective of the place at which the journey started; and

(*b*) to a journey by a member going off duty irrespective of the place at which the journey is intended to end,

as if the member was on duty during the journey.

3. However, if the Act does not apply to—

(*a*) a journey or part of a journey by a route that is not reasonably direct having regard to the means of transport used unless—

(i) that route was taken for a reason connected with the member's duty; or

(ii) the nature of the risk of sustaining an injury or contracting a disease, etc, was not substantially changed, and the extent of the risk was not substantially increased, by reason that the journey or that part of the journey was made by that route; and

(*b*) a part of a journey made after a substantial interruption of the journey unless—

(i) the interruption was made for a reason connected with the member's duty; or

(ii) the nature of the risk of sustaining an injury or contracting a disease, etc, was not substantially changed, and the extent of that risk was not substantially increased, by reason of the interruption.

4. The Act contains special rules for journeys in connection with 'employment' in the extended meaning of that word (*see* article 4843). These special rules are explained in paragraphs 5. to 11.

5. ATTENDANCE AT UNIVERSITY, SCHOOL, ETC. (4843 2.). The general rule applies.

6. LUNCH BREAKS, ETC. (4843 4. (*a*)). Journeys from or to the member's place of duty are covered.

ANNEX A—*continued*

7. JOURNEY ENDING BEFORE TIME OF COMMENCING DUTY OR COMMENCING AFTER TIME OF CEASING DUTY. (4843 4. (*b*) and (*c*)). The following journeys are covered, except when the journey is covered by paragraphs 8., 9. or 10.:—

(*a*) a journey by a member to his place of duty that ended (or would have ended—

(i) up to one hour before he commenced (or would have commenced) duty; or

(ii) more than one hour before he commenced (or would have commenced) duty, if the journey was made by the last means of transport available to him to complete the journey in time to commence duty; and

(*b*) a journey by a member from his place of duty that commenced—

(i) within one hour after he ceased duty; or

(ii) more than one hour after he ceased duty, if the journey was made by the first means of transport conveniently available to him to commence the journey after he ceased duty.

8. LEAVE JOURNEYS BY MEMBERS 'LIVING-IN'. (4843 3.). For a member 'living-in' a ship or establishment (other than in married quarters), the following journeys are covered:—

(*a*) a journey by the member to the ship or establishment that ended (or would have ended) after 2000 on the day before his leave expired, or before 2000 if using the last means of transport conveniently available he reaches the ship or establishment earlier; and

(*b*) a journey by the member from the ship or establishment that started before 0900 on the day after his leave started, or later if the first conveniently available means of transport left after 0900.

9. Where a member lives in one ship or service establishment (other than in a married quarter) but works elsewhere the following journeys are covered:—

(*a*) journeys between that ship or establishment and his place of duty under the rules given in 4844 1., 2. and 3.;

(*b*) journeys on leave to and from the ship or establishment where he lives under the rules given in 4844 8.; and

(*c*) journeys on leave which start or end at his place of duty only under the rules in 4844 1., 2. and 3.

10. A similar rule applies in relation to members provided with temporary living accommodation such as when camping out on duty.

11. If a member 'living-in' makes more than one journey from his ship or establishment or more than one journey to his ship or establishment in any one period of leave he is only covered under the rules in paragraphs 8. to 10. for the first journey each way. He may, however, still be covered under the rule in paragraph 2.

12. JOURNEYS TO COMMENCE SERVICE AND ON DISCHARGE. A journey by a person for the purpose of reporting for service upon appointment or enlistment, and a journey by a person immediately upon the termination of his service as a member are both covered.

ANNEX A—*continued*

4845. Nature of compensation benefits. The nature of the benefits available under the Act to, or in relation to, members who suffer or die from a compensable injury or disease are set out in articles 4846-8.

4846. Death. In the case of death, if the member leaves dependants who were wholly or partly dependent on his earnings, compensation is payable in a lump sum.

2. Where the sum is payable to a person who is under a legal disability (for example, a minor), the sum payable is administered under trustee arrangements.

3. In addition to a lump sum, a weekly payment is made in respect of each child (as defined in the Act) of the deceased who was wholly or mainly dependent upon him.

4. Reasonable funeral expenses are payable.

5. Payments referred to in this article are not affected by compensation paid or payable to the employee before his death.

6. The amounts payable as described in this article are set out in Appendix 48A.

4847. Injury. The Act provides for the following benefits in respect of a compensable injury or disease:—

(*a*) lump sum payments for certain permanent injuries or disabilities;
(*b*) reasonable medical expenses;
(*c*) weekly payments by way of making up loss of pay; and
(*d*) vocational training and other miscellaneous benefits.

2. For obvious reasons members are ordinarily eligible only for lump sum payments while they continue to serve.

3. LUMP SUM PAYMENTS are made for the following permanent disabilities:—

(*a*) loss of a limb or part thereof;
(*b*) partial or total loss of efficient use of a limb or part thereof;
(*c*) partial or total loss of hearing, sight or speech;
(*d*) severe facial disfigurement;
(*e*) total loss of the sense of taste or smell; and
(*f*) loss of the genitals or the total loss of the capacity to engage in sexual intercourse.

4. Lump sum payments are not made under paragraph 3. (*a*), (*b*) or (*c*) if the injury results in the death of the member or if he is, or is likely to become, totally incapacitated; or under paragraph 3. (*d*), (*e*) or (*f*) if the injury results in the death of the member within three months.

5. Where the sum is payable to a member who is under a legal disability (for example, a minor), the sum payable is administered under trustee arrangements.

6. The amounts of lump sum payments are set out in Appendix 48A.

4848. Benefits after discharge. WEEKLY PAYMENTS in respect of a period during which an ex-member is incapacitated for civilian employment by reason of a compensable injury or disease may be made under section 45 of the Act, in the case where the person is totally incapacitated for employment, or section 46 of the Act, in the case of partial incapacity.

ANNEX A—*continued*

2. Weekly payments are not normally made in relation to incapacity arising from an injury in respect of which a lump sum payment has been made under section 39 of the Act, that is, a disability specified in 4847 3. (*a*), (*b*) or (*c*). Weekly payments may, however, be made in such a case—

(*a*) if the ex-member undergoes medical treatment in relation to the injury—in relation to incapacity for employment while undergoing the medical treatment or which results from the medical treatment; or
(*b*) if the injury results in the ex-member being totally incapacitated for work for an indefinite period. In this case a reduced rate of weekly payments applies.

3. Where weekly payments have been made for a continuous period of six months, the ex-member may request that the liability of the Commonwealth to continue making weekly payments be redeemed by the payment to the ex-member of a lump sum. Section 49 of the Act sets out the conditions to be observed by the Commissioner for Employees' Compensation before complying with the request. Where a lump sum has been paid under section 49, the making of weekly payments may nevertheless be resumed in the circumstances set out in paragraph 2. (*b*).

4. Details of weekly payments are set out in Appendix 48A.

5. MEDICAL EXPENSES. Reasonable medical expenses in relation to a compensable injury or disease are payable by the Commonwealth. These include the following:—

(*a*) therapeutic treatment;
(*b*) dental treatment;
(*c*) an examination, test or analysis;
(*d*) the supply, etc., of an artificial limb, etc.;
(*e*) hospital treatment;
(*f*) nursing attendance and provision of medicines, medical and surgical supplies, etc.;
(*g*) reasonable expenditure on fares and accommodation when required to make a journey in order to obtain medical treatment, etc.; and
(*h*) cost of alterations to a building occupied, or vehicle or article used, by the ex-member.

6. CONSTANT HELP GIVEN BY ANOTHER PERSON. Where, as a result of compensable injury or disease, an ex-member requires the constant help or attendance of another person, weekly compensation payments at a specified rate are made.

7. VOCATIONAL TRAINING. Where an ex-member is partially or totally incapacitated for employment by a compensable injury or disease, he may, subject to certain conditions, be provided with vocational training under Part VII of the Social Services Act. Whilst undergoing such training the ex-member is eligible for training and living away from home allowances under the Social Services Act, and weekly compensation payments of an appropriate rate, according to whether he is undergoing full-time or part-time training.

4849. Damages recoverable from another person. Where a member suffers injury or disease through the negligence of another person (including the Commonwealth) the member may take proceedings to recover damages at common law from the other person (including the Commonwealth) in respect of the injury or disease, even though he is claiming compensation under the Act.

2. If the member does not personally claim damages from the other person, he may be requested by the Commissioner for Employees Compensation to take such proceedings. Where the member takes such proceedings on the request of the Commissioner, the proceedings are conducted on the member's behalf at the expense of the Commonwealth.

3. Where the member receives both compensation under the Act and damages from another person he is required to repay to the Commonwealth such amount of the compensation as does not exceed the amount of damages recovered.

4850. Notifications and claims. The Act provides, except in a particular case where the Commissioner otherwise determines, that—

(*a*) a notice of accident or disease must be given as soon as practicable after the accident occurs or the effects of the disease become apparent; and

(*b*) *a* claim for compensation must be made in writing on the proper form within six months of the date of injury, manifestation of the disease, or death as the case may be.

2. NOTIFICATION. It is imperative that any member who suffers any disability, report as soon as possible to the sick bay so that particulars of the disability can be recorded on Form AM209Z, daily medical record. This is an appropriate time at which to acknowledge the notice of injury served by the member and to acquaint him of his right to claim compensation, of the advisability of serving such a claim as soon as practicable and of the requirement to serve the claim within the specified period of six months.

3. CLAIMS. Forms are prescribed by regulation for making claims under the Act; these are:—

PA229 (E.C.1.)—Claim by member for compensation.

PA230 (E.C.2.)—Claim by dependant for compensation in respect of member's death.

PA231 (E.C.3.)—Claim for compensation for loss of or damage to an artificial limb or other artificial aid (to be used only in cases where an accident does not result in personal injury).

PA232 (E.C.4.)—Claim by person other than employee or dependant of deceased member (e.g., hospitals, doctors, undertakers, etc., where a member has failed to claim).

PA233 (E.C.5.)—Supplementary statement to claim for compensation member's form (details of accidents while travelling).

PA234 (E.C.6.)—Supplementary statement to claim for compensation dependant's form (details of accidents, resulting in death, while travelling).

The E.C. numbers are those allocated by the Commissioner. It is sufficient to quote the PA numbers when demanding replenishment.

4. The following additional forms are provided to assist in the investigation of a member's claim:—

Form 1—Statement in support of claim for statement.

Form 2—Report by Medical Officer.

Form 3—Report by witness.

5. A member who considers that he is eligible for compensation under the Act in respect of a disability resulting from an injury or disease should make a claim through his Commanding Officer using Form E.C.1 and Form 1. The claim should be made within six months of the date of injury or within six months of the member first becoming aware that he is suffering from the disease.

6. Form E.C.1 should be accompanied by Forms 1 and 2 in every case, and also by Form 3 where appropriate. The completed forms are to be forwarded to Navy Office through the normal channels as soon as practicable after the forms are completed.

4851. Instructions to medical officers. If in the opinion of the Medical Officer a claim for compensation should be served, he is to arrange for the completion of Form E.C.1 and Form 1 by the member concerned and he himself should complete Form 2.

2. When it is necessary to assess the percentage residual disability, the Medical Officer should give his opinion in answer to the relevant questions on Form 2.

4852. Appeals. A decision ('determination') by the Commissioner for Employees' Compensation on a claim by a member for compensation is subject to appeal by the member or by the Commonwealth.

2. An appeal may be made to a Compensation Tribunal (established under section 64 of the Act) for reconsideration of the claim, or to a prescribed court for a judicial review of the determination.

3. Details are contained in a 'Notice to Claimant' sent to each member with a copy of the Commissioner's determination of the member's claim.

4853. Reservists and Naval Reserve Cadets. RESERVISTS. The benefits of the Act are generally applicable to members of the Naval Emergency Reserve Forces or the Citizen Naval Forces in respect of their naval service.

2. NAVAL RESERVE CADETS. The benefits of the Act are generally applicable to officers, instructors and members of the Naval Reserve Cadets in respect of acts performed in connection with the activities in the Naval Reserve Cadets.

APPENDIX 48A

COMPENSATION (COMMONWEALTH EMPLOYEES) ACT 1971

(Articles 4841-4853)

PART:—

1. Compensation payable in case of death and during periods of incapacity.
2. Compensation in respect of specified losses.

PART 1. COMPENSATION PAYABLE IN CASE OF DEATH AND DURING PERIODS OF INCAPACITY

1. The Act specifies the amount of compensation payable in the case of death and during periods of incapacity. Where a loss of a limb, etc., results, provision is made under the Act for the payment of a lump sum when the condition is permanent and static. Payments of compensation are summarised hereunder:—

In cases of death

2. Where death results from injury or disease and the member leaves dependants wholly dependent upon him (or her), compensation of $13,500 is payable.

APPENDIX 48A—*continued*

3. If there were no dependants wholly dependent, but there were dependants in part dependent, the compensation is such amount (not exceeding $13,500) as the Commissioner determines, having regard to the losses suffered by those dependants as a result of the cessation of the earnings of the member.

4. In addition to the compensation in paragraphs 2. and 3., $5.00 per week is payable in respect of each child under 16 years, or under 21 years if a student child, who was wholly or mainly dependent upon the member (subject to a minimum of $500 in respect of each such child).

5. Reasonable funeral expenses up to $300 are payable whether or not there were any dependants.

In cases of total incapacity

6. Where a successful claimant is totally incapacitated for employment because of his compensable condition and supports his application by appropriate medical certificate, he may be paid compensation at the rate of $35.00 per week, plus $8.50 per week in respect of a spouse or other person who is wholly or mainly dependent upon the claimant, plus $5.00 per week in respect of each child, who is wholly or mainly dependent upon the employee. The total amount of compensation payable cannot exceed the average weekly earnings of the employee before the injury.

7. In addition to the payment under paragraph 6., additional compensation of $8.00 per week is payable if, as a result of the injury, the employee reasonably requires the constant help or attendance of another person and is not being maintained in a hospital, etc., or receiving constant nursing attention, the cost of which is being met by the Commonwealth.

8. A member is not entitled to weekly payments whilst he continues to receive his naval pay. In addition, any moneys he receives from Commonwealth sources in respect of the incapacity, e.g., Social Services pension or the Commonwealth portion of DFRB fund pension, will be taken into account in determining the weekly compensation entitlement. In any case a member cannot receive weekly compensation payments which exceed his rate of pay (as varied) at the date of injury.

9. In cases of total and permanent incapacity no lump sum is payable but weekly payments continue indefinitely.

In case of partial incapacity

10. Compensation is payable according to ability to earn. Generally the payment is an amount equal to the difference between average weekly earnings of the member before injury and the weekly amount the member is able to earn after the injury.

11. A claimant who has received weekly payments for partial incapacity for not less than six months may request the Commissioner to award a lump sum payment in redemption of further liability of the Commonwealth to make weekly payments for the partial incapacity. When told the amount, the claimant may withdraw his request if he does not wish to accept it. A lump sum cannot be paid if the member is likely to become totally incapacitated and the Commissioner must satisfy himself that payment of a lump sum would be in the employee's interest. Once a lump sum is paid, eligibility for weekly payments ceases, except as provided in section 50 (under which weekly payments at a rate calculated under that section are resumed if the employee subsequently becomes totally incapacitated and such incapacity is likely to continue indefinitely).

APPENDIX 48A

PART 2. COMPENSATION IN RESPECT OF SPECIFIED LOSSES

1. **Losses specified in sub-section (2) and in the table in sub-section (4) of section 39**

Nature of Loss	*Amount Payable* $
Loss of, or total loss of sight of, both eyes	13,500
Loss of, or total loss of sight of, a useful eye, the other eye being blind or absent	13,500
Loss of, or total loss of sight of, an eye	5,400
Total loss of hearing	9,450
Total loss of power of speech	9,450
Loss of arm at or above elbow	10,800
Loss of arm below elbow, loss of hand or loss of thumb and four fingers of the one hand	9,450
Loss of thumb	4,050
Loss of forefinger	2,700
Loss of middle finger	2,160
Loss of ring finger	1,890
Loss of little finger	1,755
Total loss of movement of joint of thumb	1,890
Loss of distal phalanx or joint of thumb	2,160
Loss of portion of terminal segment of thumb involving one-third of its flexor surface without loss of distal phalanx or joint	1,890
Loss of two phalanges or joints of forefinger	1,620
Loss of two phalanges or joints of middle or ring finger	1,485
Loss of two phalanges or joints of little finger	1,350
Loss of distal phalanx or joint of forefinger	1,350
Loss of distal phalanx or joint of other finger	1,080
Loss of leg at or above knee	10,125
Loss of leg below knee	8,775
Loss of foot	8,100
Loss of great toe	2,700
Loss of any other toe	1,080
Loss of two phalanges or joints of any other toe	945
Loss of phalanx or joint of great toe	1,350
Loss of phalanx or joint of any other toe	810

Notes: (1) Lump sum payments are also made for a permanent partial loss of efficient use of a part of the body or faculty listed above, such payments being on a percentage basis.

(2) These lump sums are NOT paid so long as the employee is, or is likely to become, totally incapacitated for work. Also, they are not paid where the injury results in the death of the employee.

(3) Payment of a lump sum as above terminates the Commonwealth's liability to make further weekly incapacity payments except as provided in section 47 (under which weekly payments may be resumed during incapacity associated with medical treatment) and section 50 (under which weekly payments may be resumed if the employee subsequently becomes totally incapacitated and such incapacity is likely to continue indefinitely.)

APPENDIX 48A—*continued*

2. **Other losses specified in sections 40, 41 and 42**

Nature of Loss	*Amount Payable*
	$
Section 40—Loss of the genitals or total and permanent loss of the capacity to engage in sexual intercourse	6,750
Section 41—Severe and permanent facial disfigurement	6,750
Section 42—Total and permanent loss of the sense of taste	1,350
Section 42—Total and permanent loss of the sense of smell	1,350

Note: A lump sum payment for any of these four losses does not affect eligibility for weekly payments for future incapacity. However, these lump sums are NOT paid if the employee's death results within three months of the date of injury.

(465/9/73 CEO (GS))

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