ANO's

1972

HISTORIAN

ANOs 1/72-14/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 January, 1972.

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

No	Title
	SECTION 1—ADMINISTRATIVE AND GENERAL
1/72	Australian Navy Orders.
2/72	RAN Materiel Support Endurance Policy—HMA Ships.
3/72	Safety—Forms PA123—Accident Investigation Reports.
4/72	Safety—Heavy Lift Helicopters—Dangers From Down Draught.
	SECTION 2—PERSONNEL
5/72	Programme of RAN Educational Tests During 1972.
6/72	Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the Vietnam Area.
7/72	Uniform and Clothing — Made-to-measure — Commonwealth Government Clothing Factory—1971-72.
8/72	Uniform—Naval Officers—No 12 Shirt Sleeve Undress.
9/72	United Service Institution of New South Wales Essay Competition 1971/72.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
10/72	Machinery Spares—Class 4130—Vee Belt Drives in Air-conditioning Plants in HMA Ships.
11/72	Safety—Care in the Use of Wire Slings.
12/72	Stores (General) Stocktaking Discrepancy Reports (SDRs) Necessity for Full Initial Investigation Prior to Rendition of SDRs.
	SECTION 7—CANCELLED LIST
13/72	Cancellation of Navy Order 359/70.
14/72	Cancellation of Navy Orders.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

1/72—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 diposed 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 including 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 1971 was No 533.

8. Navy Order 1/71 is hereby cancelled.

(47/8/7 CEO (GS))

(Navy Order 1/71)

UNCLASSIFIED

2/72—RAN Materiel Support Endurance Policy—HMA Ships

1. a. Consequent upon the decision to adopt the new system of allowance documentation promulgated in Navy Order 213/70 it has become necessary to revise current materiel support endurance policies.

b. The revised system is contained in the following paragraphs. Definitions are at Annex A to this order.

General Policy

2. a. The range and depth of fleet support materiel to be carried by the forces afloat will be computed to provide:

(1) Self-support by individual ships to achieve a basic combat endurance as follows:

Hull Types	*Equipment Related Items (Days endurance)*	*Non-equipment Related Items and Provisions (Days endurance)*
Ships larger than DD ..	90	90
DD and smaller* ..	90	45
Submarines	90	70
Non-self-sustaining ships (Landing craft and other ships of less than 1,000 tons displacement)	AS REQUIRED TO ACCOMPLISH ASSIGNED MISSION	

*(Small combatant ships (less submarines) which are of not less than 1,000 tons displacement).

Criteria for Development of Allowance Lists

3. The following criteria will be used in the development of shipboard allowance lists:

a. Demand based items (equipment related items having a predicted usage of at least one unit in 90 days) for all installations aboard a ship:

(1) Provide an effectiveness (filling of demands on board) of 90 per cent for a period of 90 days.

(2) Be predicted on combat consumption rates wherever such rates can be ascertained.

b. Insurance items (equipment related items which do not have a predicted usage on board ship of at least one in 90 days):

(1) Only those insurance items vital to the support of the primary mission of a ship or unit, or vital to the safety and welfare of personnel on board ship are to be included in the allowance list.

(2) Insurance items are to be included in minimum depth (either unity or minimum replacement unit), in those cases where they are vital to ship prime missions.

(3) Insurance items presently allowed, except those qualifying under Paragraph 3. b. (1) or (2), with no replenishable usage within the RAN Supply System for two years are to be eliminated from shipboard allowance lists.

Implementation

4. a. The policy is to be used in the production of RANSALS.

b. The policy relating to Non-equipment Related Items and Provisions is to be implemented in current ships at the next occasion of major storing. Where capacity exists to carry Non-equipment Related Items and Provisions giving endurance in excess of that required by Paragraph 2 and this is necessitated by special circumstances, application is to be made to the Administrative Authority for approval.

5. ABR 4 and ABR 93 will be amended in due course.

ANNEX A

Definitions

Equipment Related Items

Those items of maintenance parts required by onboard allowances to support installed equipments.

Non-equipment Related Items

Those items of general use consumables which do not support installed equipments, but are required in the performance of routine onboard functions and includes such items as paints, cleaning gear, oils and greases, etc.

Demand Based Items

A demand-based item is an equipment related item having a predicted usage onboard of at least one in 90 days.

Insurance Items

An insurance item is an equipment related item which does not have a predicted usage onboard of at least one in 90 days.

(1600/6/24 DFSD)

(Navy Order 213/70)

UNCLASSIFIED

3/72—Safety—Forms PA123—Accident Investigation Reports

1. The current rate of accidents involving injury to personnel can be reduced by a careful study of accident reports and the prompt introduction of steps necessary to remedy existing procedural faults or equipment failures.

2. Form PA123—Accident Investigation Report—was designed to this end. However, it is apparent that the form is not being forwarded to the Co-ordinator of Naval Safety after a large proportion of incidents which warrant it.

3. Commanding Officers are to ensure that Form PA123 is rendered as required by RI 1624.

4. Navy Order 838/68 is hereby cancelled.

(341/1/12 CONS)

(Navy Order 838/68)

UNCLASSIFIED

4/72—Safety—Heavy Lift Helicopters—Dangers From Down Draught

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

2. This incident illustrates the considerable effect that a heavy lift helicopter can have when landing on or hovering in the vicinity of a ship. In addition it should be remembered that quite large articles, if left lying unsecured and unattended, may be sucked into the air and become lethal missiles.

3. While it may be difficult to take due precautions when frequent and unexpected helicopter sorties are being flown, every effort is to be made to ensure the safety of personnel and of boats at booms and that all loose equipment is adequately secured during such operations.

4. Navy Order 860/68 is hereby cancelled.

177/1/68 CONS)

(Navy Order 860/68)

Section 2

PERSONNEL

UNCLASSIFIED

5/72—Programme of RAN Educational Tests During 1972

Navy Order 342/71 is to be amended as follows:

LEEUWIN Educational Tests (LET):

Delete: 28 February to 6 March

Insert: 25 February to 3 March

Delete: 13 November to 20 November

Insert: 20 November to 27 November.

(325/1/25 DNES)

(Navy Order 342/71)

UNCLASSIFIED

6/72—Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the Vietnam Area

1. This order explains the manner in which benefits arise under Repatriation, War Service Homes and Tax Legislation for special service.

2. Special service is performed during a period when a member is outside Australia and he or his unit is allotted for special duty in a special area. It may also include the time of travel to and from the place of special duty.

3. Special duty is duty relating directly to warlike operations or a state of disturbance. It does not include temporary duty in special areas, such as staff visits or other occurrences of a short term nature, nor does it include service in ships engaged in escort duties or in transporting personnel and supplies to or from special areas.

4. Special areas are defined by regulations. Those currently defined are Vietnam (Southern Zone) and an area seaward (100 miles) as contained in Annex A.

5. The allotment of RAN ships or units for special service is made from date of departure from the last port of call in Australia to the date of arrival at the first port of call on return to Australia.

6. Annex B to this order lists the ships and units which have been allotted for special service in the Vietnam area and the periods of allotment, where applicable. This allotment will confer eligibility on permanently posted crew members of ships, and members posted to the respective units, for the following benefits:

a. Repatriation entitlement for occurrences during the period of allotment;

b. War Service Homes benefits;

c. Returned from Active Service Badge; and

d. Complete tax exemption for the period of allotment and for periods of leave accrued during allotted service.

7. A member permanently posted from Australia to a ship or unit which is allotted for special service will himself be allotted from the date of his departure from the last point in Australia.

8. Allotment for special service will continue during movements between allotted ships or units and, for purposes of tax exemption, whilst a member is in hospital because of illness or injury sustained during allotted service. Where a member who is allotted for special service returns to Australian for Rest and Recuperation, on emergency leave granted on compassionate grounds, on duty, or for medical reasons, and subsequently returns to Vietnam, allotment may continue for a period of up to 14 days whilst in Australia.

9. The position of a member who is temporarily on board a ship allotted for special service but who is not permanently posted to the ship, eg, a Midshipman under training, will be considered in relation to whether his particular service satisfies the requirement of special service (*see* Paragraphs 2, 3 and 4). If so he will be allotted individually for the period involved.

10. Should a member while serving overseas suffer death or incapacity from hostile action when he is not allotted for special duty repatriation pension or pensions may be applied as if he were so allotted. Any such occurrence should be specially recorded and reported to Navy Office.

11. Members who become eligible for Repatriation or War Service Homes benefits under this order and who wish to avail themselves of such benefits should apply direct to the Deputy Commissioner, Repatriation Department, or the Deputy Director, War Service Homes, Department of Housing, in the capital city of their state of residence, as appropriate (*see* RI 4861 (7)).

ANNEX A

Definitions of Special Areas (Vietnam)

a. Vietnam (Southern Zone)—31 July 1962.

b. Waters Adjacent to Vietnam—1 March 1967.

All that area of land and waters (other than land or waters forming part of the territory of Cambodia or China) bounded by a line commencing at the intersection of the boundary between Cambodia and Vietnam (Southern Zone) with the shore of Vietnam (Southern Zone) at high-water mark; thence proceeding in a straight line to a point 100 miles west (true) of that intersection; thence proceeding along an imaginary line parallel to, and at a

ANNEX A—*continued*

distance of 100 miles from, the shore of Vietnam at high-water mark to its intersection with the parallel 21 degree 30 minutes north latitude; thence proceeding along that parallel westerly to its intersection with the shore of Vietnam at high-water mark; thence following the shore of Vietnam at high-water mark to the point of commencement.

ANNEX B

Allotment of RAN Ships and Units for Special Service for the purpose of the Repatriation (Special Overseas Service) Act 1966–1967 and the Income Tax Assessment Act (1936–1967)—Vietnam.

HMA Ship or Unit	*Period*	
	From	*To*
CDT 3—		
Contingent 1	5.2.67*	29.8.67
Contingent 2	12.8.67*	11.3.68
Contingent 3	11.2.68*	3.9.68
Contingent 4	12.8.68*	4.3.69
Contingent 5	10.2.69*	21.8.69
Contingent 6	12.8.69*	10.3.70
Contingent 7	10.3.70*	29.10.70
Contingent 8	14.10.70	5.5.71
HMAS HOBART	7.3.67	27.9.67
	22.3.68	11.10.68
	16.3.70	9.10.70
HMAS PERTH	2.9.67	10.4.68
	19.9.68	12.4.69
	14.9.70	8.4.71
RANHFV	15.10.67*	17.10.68
	9.9.68*	11.9.69
	9.9.69*	10.9.70
	9.9.70*	16.6.71
RAN Element of No 9 Squadron RAAF	Date of departure from Australia	Date of return to Australia
HMAS BRISBANE	19.3.69	13.10.69
HMAS VENDETTA	16.3.71	11.10.71
	15.9.69	11.4.70

* These are the dates applicable to the main body of the particular contingent.

(302/201/25 HPB)

UNCLASSIFIED

7/72—Uniform and Clothing—Made-to-measure—Commonwealth Government Clothing Factory—1971-72

1. The prices for made-to-measure uniform and clothing supplied by the Commonwealth Government Clothing Factory have increased by 20 per cent from 19 October 1971.

2. Navy Orders 423/71 to 428/71 and notice board copies are to be noted accordingly.

(930/52/44 D of V)

(*Navy Orders 423/71 to 428/71*)

UNCLASSIFIED

8/72—Uniform—Naval Officers—No 12 Shirt Sleeve Undress

The following items are available on demand from the Superintending Victualling Store Officer, Royal Edward Victualling Yard, Sydney:

Class	*Catalogue No*	*Description*
V1	10583	Cloth, wool/polyester, navy blue
V2	20038 to 20040	Belt, trousers, nylon, blue
V5	67027	Badge, collar, Chaplain
V5	67038	Badge, collar, Surgeon CAPT
V5	67039	Badge, collar, Surgeon CMDR
V5	67040	Badge, collar, Surgeon LCDR
V5	67041	Badge, collar, Surgeon LEUT
V5	67042	Badge, collar, Surgeon SBLT
V5	67043	Badge, collar, Surgeon CAPT(D)
V5	67044	Badge, collar, Surgeon CMDR(D)
V5	67045	Badge, collar, Surgeon LCDR(D)
V5	67046	Badge, collar, Surgeon LEUT(D)
V5	67047	Badge, collar, Surgeon SBLT(D)
V5	67065	Badge, collar, Wardmaster LCDR
V5	67066	Badge, collar, Wardmaster LEUT
V5	67067	Badge, collar, Wardmaster SBLT

(930/51/188 D of V)

UNCLASSIFIED

9/72—United Service Institution of New South Wales Essay Competition 1971/72

1. The Naval Board have been advised that the United Service Institution of New South Wales conducts an annual essay competition in two Sections:

a. *Senior Section.* Open to all members of the Service Institution of New South Wales and to all ranks of the Active and Reserve Lists of the Royal Australian Navy, the Australian Military Forces and the Royal Australian Air Force.

b. *Junior Section.* Open to all apprentices of the RAN, AMF and RAAF Apprentices Schools and all members of the RANR Cadets, the Australian Cadet Corps, the Air Training Corps and the Australian Sea Cadet Corps.

Subjects

Senior Section

2. 'How should the Armed Forces of Australia and their associated government departments be organised and administered?'

or

'Discuss the relative merits of the strategic concepts of forward defence and continental defence of Australia in the foreseeable future.'

or

'The replacement for the present air superiority fighter will be so sophisticated that it will not be able to provide effective close air support for ground forces. The enormous cost of new aircraft may preclude the Air Force from obtaining two separate types of aircraft. Discuss this statement and indicate how the close air support role can best be provided by Australian defence forces'.

Junior Section

3. 'The three armed services each support a cadet training establishment for youths of secondary school age. Taking into account morale, social and political conditions and the costs and benefits involved, discuss the value of cadet training to the Australian nation.'

or

'The then Minister for Defence, Mr Malcolm Fraser, speaking in Perth on the case for national service in July 1970, was reported as having said ('Sydney Moring Herald' 11 July 1970) "National Service was not introduced because of Vietnam. It was introduced because we cannot raise an army of sufficient size to guard Australian security". With the withdrawal of Australian forces from Vietnam in the near future, is National Service still needed to maintain the army at its present effective strength, or on the current pay scales and conditions of service, is an all volunteer force army possible?'.

Prizes

4. $75 will be awarded for the winning essay in the Senior Section and $25 for the winning essay in the Junior Section.

5. The referees are empowered to recommend that prizes not be awarded if, in their opinion, essays do not reach a sufficiently high standard.

6. In the case of two or more essays of equal merit from the same Section, the prize money for the Section may be shared.

Judging

7. Essays will be judged by at least three referees appointed by the President of the United Service Institution of New South Wales.

8. The decision of the referees will be final.

Submission of Essays

9. Essays are to be typewritten and submitted in quadruplicate. The Services have offered to provide typing assistance and this can be arranged direct with the appropriate Service.

Length of Essays

10. a. *Senior Section.* Not to exceed 10,000 words.

b. *Junior Section.* Not to exceed 4,000 words.

11. Authorship is to be strictly anonymous. Each competitor is to adopt a motto and enclose with his essay a sealed envelope with the motto and some identification typewritten on the outside and his name and address (unit address where applicable) inside.

12. The title and page number of any published or unpublished work to which reference is made in the essay must be quoted.

13. Essays are to be addressed to the Honorary Secretary, United Service Institution of New South Wales, Naval House, 32 Grosvenor Street, Sydney, 2000. The envelope is to be marked 'United Service Institution of New South Wales Essay Competition'. Entries close on 31 March 1972.

Promulgation of Results

14. The results of the competition will be advised to the Services and will be promulgated as well in the United Service Institution Journal and Newsletter.

Publication

15. Essays submitted become the property of the United Service Institution of New South Wales and the Institution reserves the right to publish the winning essays.

(138/1/131 DNES)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

10/72—Machinery Spares—Class 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 precise details including belt cross section and length to enable Stores Officers to meet the matched set requirements.

3. Any attempt to match a single belt to an existing set of belts will, due to wear and rate of stretch, etc, result in early failure of the complete set of belts. Therefore should one or more belts in a matched set stretch or fail necessitating replacement, the complete set of belts should be renewed. BR 3001, Article 3003 refers.

4. Navy Order 183/71 is hereby cancelled.

(1112/54/300 DFM)

(Navy Order 183/71)

UNCLASSIFIED

11/72—Safety—Care in the Use of Wire Slings

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

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

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

a. No unauthorised wire slings are to be permitted.

b. Authorised wire slings are to have a working load of at least 1 ton using a minimum safety factor of 5 over the breaking load.

c. A dogman, crane chaser, or rigger specifically named is to be employed when hoisting any load over 1 ton. In ships and uniformed establishments a competent seaman is to exercise supervision over such hoists.

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

4. Navy Order 809/68 is hereby cancelled.

(1224/272/106 CONS)

(*Navy Order 809/68*)

UNCLASSIFIED

12/72—Stores (General) Stocktaking Discrepancy Reports (SDRs), Necessity for Full Initial Investigation Prior to Rendition of SDRs

1. Perusal of Stocktaking Discrepancy Reports (SDRs) received at Navy Office shows that discrepancies reported are most frequently attributed to errors in issuing, accounting, or failure to take accounting action at the appropriate time. It is evident that in many cases full initial investigation of discrepancies would establish that adjustment action in accordance with ABR 4 Article 1604 (5) was the proper course, thus obviating the need for many items to be included in SDRs.

2. The explanations referred to above are inconclusive and cannot be regarded as satisfactory. All suggest an unsatisfactory standard of stores accounting and control, and invariably attract unfavourable comment when approval to adjustment action is sought from competent authority.

3. It is essential that the procedures of ABR 4 Chapter 16 are followed when stocktaking, in particular, that the initial investigation into discrepancies is thorough and as conclusive as possible. This applies also at a Supply Operations Assistance Programme (SOAP). The fact that the physical muster is carried out by the SOAP team does not absolve ships staff from carrying out the requisite thorough and conclusive investigation.

4. In future, where warranted by the nature of discrepancies reported or the explanation provided, SDRs will be returned to originators through Administrative Authorities for further investigation and report, with a view to reducing discrepancies and establishing the responsibility of individuals for unsatisfactory aspects of stores accounting control within a ship or establishment, so that disciplinary action or administrative censure may be considered in appropriate cases.

(400/1/2115 DFSD)

Section 7

CANCELLED LIST

UNCLASSIFIED

13/72—Cancellation of Navy Order 359/70

Navy Order 359/70 is hereby cancelled.

(1213/53/270 DFM)

(*Navy Order 359/70*)

UNCLASSIFIED

14/72—Cancellation of Navy Orders

Navy Orders 490/69, 670/69, 684/69, 710/69, 716/69, 763/69, 803/69, 839/69, 847/69, 31/70, 161/70, 203/70, 212/70, 217/70, 226/70, 257/70, 259/70, 283/70 and 345/70 may now be cancelled, having been incorporated in ABR 4, RAN Storekeeping Manual, by Change No. 2.

(465/7/1 DSUA)

23831/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 15/72-17/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 January, 1972.

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

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

15/72 Safety—Use of Lifelines.

SECTION 3—OPERATIONAL AND TRAINING

16/72 RAN School of Aviation Medicine—Functions and Courses of Instruction.

SECTION 4—EQUIPMENT, STORES AND SERVICING

17/72 Cables, Glands and Wiring-cables—Semi-air Spaced Aluminium Sheathed—Installation—Precautions to be Observed.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

15/72—Safety—Use of Lifelines

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

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

3. In a more recent incident a sailor working over the side of a ship in drydock fell some fifteen feet before being brought up by his lifeline.

4. Both these incidents show the care necessary tending lifelines and the need for them to be kept in hand with turns appropriate to the expected load and not made fast.

5. The use of lifelines is to be limited to the following occasions:

a. By divers; instructions are given in ABR 155 (The Diving Manual).

b. Overside working by non-swimmers or by all men when the ship is underway, in a strong tideway or in drydock.

c. Aloft working over 20 feet when, if a 4240–66–026–5074 safety belt is not worn, a safety rope should be rove to a point higher than the man if he is to work beyond the scope of ladders or foot ropes.

d. Attached to a swimmer during rescue operations.

e. Between decks, only in the few cases where a man is likely to succumb to foul atmosphere or uncertain foot hold, close to a door or below a hatch. If he is going in to rescue an earlier entrant, where speed is essential, then he must take in a second line in addition to his own life-line.

f. As directed in BR 3000 (Engineering Manual), Articles 0602 and 0604.

6. Between decks, users of breathing apparatus for fire fighting or damage control will normally be working in congested spaces and where the risk of entanglement of any sort of line is high and the hauling of a life-line around obstacles is impracticable; in such cases the men should carry guide lines and will also need an audible warning device to give signals to their supervisors.

7. Navy Order 820/68 is hereby cancelled.

(177/1/66 CONS)

(Navy Order 820/68)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

16/72—RAN School of Aviation Medicine—Functions and Courses of Instruction

1. The RAN School of Aviation Medicine, short title SAVMED is established at RAN Air Station, Nowra to carry out the following functions:

a. The instruction of Medical Officers in the principles and practice of medicine as applied to the special requirements of the Fleet Air Arm.

b. The instruction of officers and sailors in such medical subjects as may be necessary for the proper performance of their duties connected with aviation.

c. High altitude indoctrination of Naval aircrew.

d. Diagnostic decompression tests as directed.

e. To investigate and advise on the medical aspects of Naval aviation problems, survival training matters and safety equipment.

f. Research.

Co-operation With Safety Equipment and Survival Training School

2. The school works in close co-operation with the Safety Equipment and Survival Training School. One officer from the School of Aviation Medicine acts as Safety Equipment Medical Officer to both schools.

3. The Senior Medical Officer of the RAN School of Aviation Medicine is to maintain a close liaison with the RAAF Institute of Aviation Medicine, Point Cook.

Courses for Medical Officers

4. It is the intention that at least one medical officer in Aircraft Carriers and at Naval Air Stations should have completed a recognised course in Naval Aviation Medicine.

Courses for Aircrew

5. A course in aviation medicine will be given to aircrew as part of their Operational Officer Flying School training. A refresher course in aviation medicine will be given to all aircrew at three yearly intervals. Notation of attendance at these courses will be made in medical documents and flying log-books as follows: The year of attendance will be shown after the flying medical category eg, A1/71. The course of aviation medicine for aircrew will include hypoxia demonstrations in a decompression chamber for aircrew who may be required to fly above 10,000 feet. Lectures will be given on the following subjects:

a. Medical fitness for flying.

b. Hypoxia.

c. Decompression sickness and dysbarism.

d. Ejection.

e. Spatial disorientation.

f. High intensity noise.

g. Acceleration and 'G' forces.

h. Day and Night vision.

i. Protective and survival equipment.

j. Survival on land and sea.

k. Accident prevention.

l. Recent advances in aerospace medicine.

6. The course of Aviation Medicine will cover the following broad outlines in the syllabus:

a. The physiology of high altitude flying.

b. Acceleration and 'G' forces.

c. Sub, Trans and Supersonic speed escape systems.

d. Day and night vision.

e. Clothing and equipment, including oxygen systems and pressure suits.

f. Aircrew welfare and comfort, including aircrew fatigue.

g. Survival.

h. Examination for fitness for flying.

i. Accident prevention.

j. Psychology of flying.

k. Aviation Pathology.

l. Aircrew Diet.

m. Aircrew human engineering and the work loads involved in the performance of the duties associated with aircrew.

Courses for Selected Senior Officers

7. A special short course of three days duration for Commanding Officers, Commanders (Air), Air Group Commanders and Squadron Commanders is given in conjunction with the Safety Equipment and Survival Training School in matters appertaining to the duties of these officers in aviation medicine and safety equipment.

Courses for Medical Branch Sailors

8. Courses of 26 weeks duration are conducted to qualify sailors of the Sick Berth Branch in the Aviation Medicine specialisation.

Investigations and New Problems

9. Problems requiring investigation or new methods to be tried by the research and development section of the school, will be referred to the School of Aviation Medicine by the Naval Board. Matters raised by units operating aircraft are to be communicated to the Naval Board through the appropriate Administrative Authority.

10. Matters brought to light by the School of Aviation Medicine either from their own researches or from liaison with other Institutes of Aviation or Aerospace Medicine are to be reported by the School of Aviation Medicine to the Naval Board through Commanding Officer, NAS Nowra, with a copy to Medical Director-General.

11. The priority in which investigations on the aforementioned subjects are to be undertaken will be arranged by Director Naval Aviation Policy after consultation with the Medical Director-General.

Special Authority and Requirements

12. The Commanding Officer, RANAS Nowra, has authority to correspond direct with the following on routine and technical matters affecting Aviation Medicine:

Medical Director-General
Director Naval Aviation Policy
Director of Air Stores
Director of Victualling
Director of Naval Stores
Director of Aircraft Engineering

also with—RN Air Medical School Gosport, Hants. (keeping Medical Director-General informed).

(2/51/64 MDG)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

17/72—Cables, Glands and Wiring-cables—Semi-air Spaced Aluminium Sheathed—Installation—Precautions to be Observed

1. MOD (Navy) experience with aluminium air-spaced cables, has shown that it is necessary to retain the PVC sheath of UR63, 79, 83 and 85 to avoid corrosion. Provision of a suitable covering for the PTFE version of UR63 (0561–180779) is being investigated by MOD (Navy). In the future, new installations or replacements should be installed with PVC covered cables.

2. It should be noted that considerable care is needed to install correctly and maintain these cables. Failure generally occurs due to the following causes:

a. *Collapse of Sheath due to an Excessively Sharp Bend.*

The aluminium sheath is extremely liable to collapse when sharply bent. When this happens the cable is rendered useless and must be replaced. Cable runs should be as straight as possible and bends generous and smooth. After installation the cable should be examined visually and by passing the hand over the sheath, particularly under bends. If any doubt exists that a part of the cable has been incorrectly installed, the PVC covering must be stripped off for a more rigorous inspection of that part. The minimum coiling diameter must be worked to when reeving these cables through a ship or whenever a section of cable has to be reshaped. The minimum bending radius is only to be worked to where final bends are made. These diameters and radii are as follows:

Cable No	*NATO Classification*	*Class*	*Catalogue Number*	*Min BR*	*Min Coil Diameter*
UR63	6145	0561	910–0291	11 in	48 in
UR79	6145	0561	942–4559	11 in	48 in
UR83	6145	0561	942–4563	7 in	30 in
UR85	6145	0561	942–4565	7 in	30 in
0561–180779 (PTFE version of UR63)				11 in	48 in

0561–180779 should be used where the cable is required to pass through hot regions. There is no outer covering over the aluminium of this cable.

b. *Corrosion*

(1) 0561–180779 cable should be run on aluminium channel plate with aluminium cable clips. All glands and gland nuts should be of aluminium, and 8030–66–011–8055 Corrosion Preventive Compound (PX109) should be applied where the gland nut is in contact with the cable and also to the thread of the gland nut at installation.

(2) Contact with copper, or copper bearing alloys, eg, brass, must be avoided and the cable must be protected from the moisture drip from copper or brass. Contact with asbestos causes corrosion and must also be avoided. Unless it is absolutely necessary the cable should not be run inside funnel uptakes.

(3) Throughout its length the cable should be degreased, pretreated with phosphoric acid to specification RAN 20, then painted with two coats of zinc chromate priming paint to specification CPC 108–60, undercoat to specification CPC E59, and topcoat to specification CPC E59.

(4) PVC covered cables are more resistant to corrosion, therefore, the remarks above, in general, do not apply except where the outer (aluminium conductor has been exposed, either at glands or on inspection for kinks, cracks, etc. Where the outer PVC covering has been cut away its ends are to be sealed using 0474–474040 packing material (plastic filling compound) and the exposed aluminium, as well as these ends, taped with 5970–66–029–3833 insulation tape, electrical (Scotch 22).

Ingress of Water due to Inefficient Sealing

c. Great care is to be taken to ensure that no water or moist air enters the end of the cable when it is prepared for termination. The ingress of water into semi-air spaced cables is certain to cause breakdown. Steps should be taken to ensure that splits and cracks in the cable do not occur. When 0611–64014 and 0611–64015 plugs or 06411–64016 and 64017 sockets are fitted to cables UR63 or 0561–180779 a Schrader valve may be fitted to the plug or socket body via a tapped hole normally fitted with a blanking screw. To ensure complete dryness, warm dry air is to be passed through the cable for 10 minutes and the blanking screw replaced immediately on completion.

d. It is important to prevent the ingress of copper or aluminium dust down the cable when the cable is cut or terminated. The sheaths of these cables should therefore be cut by pipe cutter and the insulation and inner conductor sheared. A hacksaw must not be used. The ends of cables are to be effectively sealed with self-adhesive tape immediately after cutting, until they are properly terminated.

Radio Interference Suppression

3. It is a requirement that the aluminium sheath of the cable should be securely bonded to earth where the cable passes into the ship. This is to avoid strong HF interference being conducted along the length of the cable. On the inboard side of the gland the PVC sheath should be stripped back for 2 in, a clip manufactured from 9540–66–029–3884 aluminium alloy channel, fitted around the aluminium sheath and an earth tail of the same material connected to the ships structure. Bolts and nuts should be cadmium plated steel.

(177/201/19 DWED)

24088/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 18/72-25/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 January 1972.

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

No. *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

18/72 Australian Services Representation Overseas.

19/72 Safety—Rescue.

SECTION 2—PERSONNEL

20/72 Loan of RNZN Sailors to the RAN.

21/72 United States Naval Institute—RAN Membership.

SECTION 3—OPERATIONAL AND TRAINING

22/72 Sailors Course Programme 1972.

SECTION 4—EQUIPMENT, STORES AND SERVICING

23/72 Boiler Retubing Tools—Lubricant.

24/72 Fuelling Reports—HMA Ships.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

25/72 ABR 5—RAN Cookery Manual.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

18/72—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 ABR 5028 (RANCO).

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 73/71, 204/71 and 387/71 are hereby cancelled.

ANNEX A

Australian Services Attaches and Advisers Overseas—January 1972:

Burma	Group Captain V. B. Cannon, DFC, Services Attache, Australian Embassy, 88 Strand Road, RANGOON, BURMA.
Cambodia	Colonel W. J. S. Gordon, Services Attache, Australian Embassy, 94 Moha Vithei Preah Norodon, 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, A.C.T. 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	Colonel C. P. West, OBE, Services Attache, Australian Embassy, Quartier Phone Xay, VIENTIANE, LAOS.

Malaysia	Group Captain L. J. Hoare, Services Adviser, Australian High Commission, 44 Jalan Ampang, KUALA LUMPUR, MALAYSIA.
New Zealand	Group Captain R. S. Royston, 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 G. McC. Jude, RAN, Services Adviser to the Australian High Commissioner, Singapore, Australian High Commission, Thorneycroft House, 201 Clemenceau Avenue, SINGAPORE.
Thailand	Colonel K. A. Peddle, OBE, 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	Captain D. W. Leach, CBE, MVO, Australian Naval Representative, United Kingdom, Australia House, The Strand, LONDON, WC2.
United States of America	Commodore A. G. McFarlane, Naval Attache, Embassy of Australia, 1601 Massachusetts Avenue, WASHINGTON DC 20036.

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 73/71, 204/71 and 387/71*)

UNCLASSIFIED

19/72—Safety—Rescue

1. Recently, a pilot was forced to eject from his aircraft and land by parachute in the sea.

2. He was immersed in the sea for some minutes before he was rescued by boat and subsequently by SAR helicopter.

3. After he was winched into the SAR helicopter, it was decided that a search should be made for the crashed aircraft before proceeding to the air station.

4. The rescued pilot suffered unnecessary exposure to cold following immersion as a result of this delay. Had he been injured or in a state of shock, any unnecessary exposure could have proved disastrous to his well-being.

5. In all rescues, whether by helicopter or otherwise, it is mandatory for the survivors to be evacuated for medical examination and treatment as soon as possible, whether or not injury is suspected.

(177/1/181 MDG)

Section 2

PERSONNEL

UNCLASSIFIED

20/72—Loan of RNZN Sailors to the RAN

Navy Order 82/69 is to be amended as follows:

Paragraph 1

Delete Sub-paragraphs 0. (5) and S. (1) and *insert* the following in lieu:

'0. (5). Location Allowances will be paid under the provisions of Chapter Nine of NPRIs and at the rates promulgated in Defence Office Determinations as amended from time to time in respect of:

(a) Personal Location Allowance (NPRI 417)
(b) Overseas Rentals (NPRI 415)
(c) Rent Standards (NPRI 415)
(d) Child Allowance (NPRI 418)
(e) Overseas Transfer Grant (NPRI 429)
(f) Home Transfer Grant (NPRI 430)
(g) Overseas Separation Allowance (NPRI 428).

S. (1). At the commencement and cessation of loan service expenses incurred by personnel proceeding to and returning from Australia will be in accordance with RNZN regulations. This includes accommodation expenses both in New Zealand and Australia, insurance and sea or air travel allowance (NPRI Articles 758, 761, 862 and 202 are relevant). Loan personnel are entitled to an overseas Transfer Grant on arrival in Australia which is intended to cover settling-in expenses, including clothing, furnishings and various incidental expenses. A Home Transfer Grant covers the same expenses on return to New Zealand. NPRI 429 and 430 refer.'

(2/203/7 HPB)

(*Navy Order 82/69*)

UNCLASSIFIED

21/72—United States Naval Institute—RAN Membership

1. The United States Naval Institute is a private professional society for all who are interested in naval and maritime affairs. It is self-supporting and non-profit-making, and publishes a monthly journal, 'Proceedings', which is free to members.

2. RAN personnel are eligible for membership of the USNI, annual subscription being $US11.50.

Contributions to USNI Proceedings

3. The editorial board of Proceedings seeks contributions in the form of essays, comment on current maritime affairs, or notes on progress in naval matters. An honorarium is paid to authors of published material, and intending contributors need not be proficient authors, as the editors of Proceedings will assist in developing articles into publishable form. Proceedings has a readership of some 250,000 in 78 countries.

Address

4. The address of the USNI is:

US Naval Institute,
Annapolis,
Maryland 21402, U.S.A.

Membership Awards to RAN College Graduates

5. Commencing in 1972, the Board of Control of the US Naval Institute will award two memberships annually to graduates of the Royal Australian Naval College. The recipients will be

a. The Dux of the CRESWELL Course.

b. The officer who gains first place in the subject 'War in the 20th Century'.

Note: If the CRESWELL Course Dux gains first place in 'War in the 20th Century', an award will go to the officer gaining second place in the subject.

(1605/3/117 DNES)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

22/72—Sailors Course Programme 1972

The deletions, alterations and additions shown in Annexes A, B and C to this order are promulgated as Amendment No 1 to Navy Order 513/71.

2. The amendment list shown at Paragraph 10 of Navy Order 513/71 should be noted with this first amendment order number 1.

ANNEX A

Deletions

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	901730	Artificer Apprentice	NIRIMBA ..	—	—	—	—	3.7.72	.12.75	—	Delete completion date
Seaman Promotion	911800	LSPT ..	CERBERUS ..	120	—	—	—	4.1.72	26.6.72	—	Delete course 1/72
Seaman Career and PCT	902540	COXN Conversion	CERBERUS ..	—	—	—	—	—	—	—	Delete all detail

ANNEX B

Alterations

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 PCT	914380	Ikara Magmar Launcher	CAC ..	25	E	—	—	28.2.72	30.3.72	2–6	Amended dates 1/72
Seaman Promotion	911960	POUC ..	WATSON ..	119 (including 10 NBCD)	C	PENGUIN	S'Ship(24)	17.1.72	18.2.72	5–8	Amended dates 1/72
						PENGUIN	NBCD (10)	21.2.72	3.3.72		
						WATSON	UC (85)	6.3.72	7.7.72		
	911940	POUW ..	WATSON ..	69 (including 10 NBCD)	D	WATSON	(UW) (35)	6.3.72	21.4.72	6–9	Amended dates 1/72
						PENGUIN	S'Ship (24)	24.4.72	19.5.72		
						PENGUIN	NBCD (10)	22.5.72	2.6.72		

ANNEX C

Additions

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 Career and PCT	902540	COXN Conversion	CERBERUS ..	60	D	CERBERUS KUTTABUL CERBERUS KUTTABUL CERBERUS KUTTABUL	—	4.1.72 28.2.72 17.4.72 12.6.72 2.10.72 27.11.72	25.2.72 24.3.72 9.6.72 7.7.72 24.11.72 22.12.72	4–12	Applicable LR, PO, CPO

(Navy Order 513/71)

(303/21/188 D of T)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

23/72—Boiler Retubing Tools—Lubricant

1. An instance has been reported where a petroleum base grease was used as a lubricant when retubing a boiler. Subsequent removal of this grease caused considerable difficulty during and after boiling out.

2. When retubing or rerolling water tube boilers the correct lubricant to be used to lubricate tube bores, expanders, mandrels and rollers, is the water soluble 0475-910-0558 Oil ZX-1 (NATO Code 0-214) which is available from Superintending General Store Officer Sydney (Depot Code 0027) in 5 gallon drums.

(400/1/2006 DFM)

UNCLASSIFIED

24/72—Fuelling Reports—HMA Ships

1. Fuelling Reports (Forms SA257 formerly AS229) should be rendered promptly to Director of Naval Stores on all occasions of embarking fuel. Additionally Fuelling Reports suitably annotated to show that de-fuelling is involved should be rendered to Director of Naval Stores when fuel is disembarked.

2. Fuelling Reports should be numbered sequentially throughout each calendar year.

3. Signalled reports of fuellings off the Australia Station between 1 April and 30 June each year need be made to ACNB only in the following format.

a. Ship Serial Number of Fuelling Report.

b. Place of fuelling.

c. Date of fuelling.

d. Type of fuel.

e. Quantity.

f. Supplier.

4. To assist in reconciling fuelling transactions with the USN, Fuelling Reports raised for such transactions should also show the quantities in the USN measurements (US barrels or US gallons).

(464/77/229 DNS)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

25/72—ABR 5—RAN Cookery Manual

1. ABR5, RAN Cookery Manual (Volume 1), has been approved, promulgated and copies distributed on an allowance basis to all HMA Ships and Commissioned Establishments. Personal issues will not be made to Cook Sailors.

2. It supersedes BR5, Manual of Naval Cookery, copies of which should be disposed of in accordance with ABR4 Article 2514.

3. ABR5 (Volume 2) Recipes, will be promulgated in due course.

(465/52/614 DFSD)

24255/71 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 26/72-37/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
3 February 1972.

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

RESTRICTED

CONTENTS

No — *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

26/72 Fire Danger—Cigarettes.

27/72 Instructions Governing the Use of Official Motor Transport.

SECTION 2—PERSONNEL

28/72 Leave Concession Travel—Calculation of Amounts Payable Where Members Travel by Air for Whole or Part of Journey to Home Town.

29/72 Leave Concession Travel—Incorrect Preparation of Forms PB106.

30/72 Prize—Supplementary List (Seaman) Midshipmen Entry 1/71.

31/72 Travelling Allowance Members on Short Term Duty Oversea.

SECTION 4—EQUIPMENT, STORES AND SERVICING

32/72 Fires and Fire Fighting—Plastic Containers Prohibition of Use for POL Fluids.

33/72 Hinges—Nylon—Fitting on Upper Deck Locker Doors.

34/72 IKARA, SEACAT, TARTAR Guided Missiles—Defect Reporting by RAN Ships and RAN Establishments other than RANMME Kingswood.

35/72 IKARA, SEACAT, TARTAR Guided Missiles—Defect Reporting by RAN Missile Maintenance Establishment (Kingswood).

36/72 Supply Functions—Terms and Definitions.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

37/72 Forms CG195 and CG196—General Mess Menu—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

26/72—Fire Danger—Cigarettes

The indiscriminate disposal of cigarette butts, and smoking in bed, continue to be frequent causes of fire. Commanding Officers are to ensure that ships companies are warned, frequently, of the dangers of fire through these causes. In addition, sufficient ash trays, or other suitable receptacles should be positioned to encourage the proper disposal of cigarette butts.

(1446/1/107 CONS)

UNCLASSIFIED

27/72—Instructions Governing the Use of Official Motor Transport

The policy governing the use of official motor transport has been reviewed and revised instructions are set out in Annex A to this Order in the form of an Amendment to ABR 5013—Motor Transport Instructions. These instructions will be incorporated in a revision of ABR 5013 which will be issued in due course.

ANNEX A

Amendments to ABR 5013, Motor Transport Instructions

Chapter 1

1. *Delete* existing Article 1 and *insert* the following in lieu:

1. **General**

1. Administrative Authorities and Commanding Officers of HMA ships and establishments are authorised to approve the use of official transport in accordance with these instructions and they may give such delegations as they consider necessary to enable the activities for which they are responsible to be carried out efficiently and to simplify administration.

2. Officers authorised to approve the use of official transport are to use their delegation with discretion, ensuring that transport is used economically.

3. The utmost economy consistent with the requirements of the Service is to be practised in the use of official motor transport. Public transport should always be used when this can be done without a significant loss of efficiency.

4. Official vehicles are available for use where the nature of the occasion demands that the Commonwealth should provide its own transport or where in the interests of economy and efficiency it is desirable that a Commonwealth vehicle be used. Official transport must only be used for official purposes. Such purposes may include the delivery of urgent messages, the carrying of personnel and equipment to job locales, the transport of officers to official conferences or where senior officers are required to attend functions or meetings because of their official positions or in the course of their official duties. There are, however, general rules and instructions which should be observed and these are set out below for the guidance of the responsible officers.

2. *Delete* existing Article 2 and *insert* the following in lieu:

2. Use of Official Transport

1. Conveyance of Personnel to or from Places of Residence. The use of official transport for conveyance of personnel to or from their place of residence is not normally permitted except in the case of the Chief of Naval Staff and the Flag or Naval Officers-in-Charge in the States. Other exceptions may be made in the following circumstances:

a. Naval personnel required to live in when their place of duty is elsewhere;

b. where approval has been given for a vehicle to be garaged at an officers residence;

c. where special circumstances justify the provision of official transport for female staff ceasing duty in hours of darkness;

d. where public transport is not reasonably available to personnel required to work beyond the normal hours of duty;

e. for transport to or from point of departure when an officer is required to undertake a lengthy journey outside normal business hours or is required to travel in uniform; and

f. in circumstances other than the above, where approval is given by the Naval Board.

Use of Official Transport in Meal Breaks

2. Where a person in charge of a vehicle is required to be away from his normal location at the time of a normal meal break, he may be permitted to proceed to the nearest point (including his residence) at which a meal may be obtained.

Lengthy Journeys

3. Official transport should not be used for lengthy journeys when it is more economical, having regard to time taken and the cost, to travel by air or other means. In some cases, travel by motor vehicle may be unavoidable due to the necessity to call at places not serviced by other forms of transport. Lengthy journeys must be approved by an authorised officer.

Transport To or From Airports

4. Personnel travelling by air on official business are to use airlines buses for transport to and from airports except where it is in the interests of Departmental or Service efficiency or economy to use an official vehicle. Official transport to or from an airport may be provided if the extent or nature of baggage carried warrants such action.

Carriage of Unauthorised Passengers

5. Unauthorised passengers shall not be carried in official vehicles. Members of the public may be carried in official vehicles only where it is justified in the interests of Departmental or Commonwealth business, or in cases of emergency.

6. The following broadly represents the classes of persons who may be authorised to use official transport:

a. members of the RAN and civilian employees of the Department of the Navy in the course of their official duties;

b. members of the AMF and RAAF, and members of the Forces of other countries on duty, when attached to or operating with the RAN;

c. employees of other Government departments and local instrumentalities on official duty connected with the RAN;

d. persons performing a service for and at the request of the RAN (eg, visiting lecturers);

e. distinguished visitors to whom, as a matter of courtesy, it is desired to extend transport facilities;

f. civilian contractors, their representatives and employees if necessary to enable them to discharge the terms of their contract with the Commonwealth; an indemnity by the contractor and the passenger is required in such cases;

g. persons entitled to use official transport under other articles of these instructions (eg, for recreational purposes and at isolated establishments); and

h. the wife of a senior officer, or of his representative, when the officer is required in his official capacity to attend a function accompanied by his wife.

3. *Delete* existing Article 3 and *insert* the following in lieu:

3. Garaging of Vehicles

1. Except as otherwise provided in these instructions, official vehicles must be garaged at official premises and approvals for the garaging at private residences should not be given unless it can be shown clearly that improved operational efficiency or marked economies for the Department will result.

2. In assessing such economies, time which would normally be taken by an officer or employee in travelling between his residence and his place of work must not be taken into consideration.

3. Any requests for official vehicles to be permanently garaged at officers or employees private residences must be submitted through Administrative Authorities to the Naval Board. Administrative Authorities should not recommend that approval be given unless the criteria set out in these instructions can be met.

4. Administrative Authorities are authorised to approve temporary garaging of official vehicles at private residences.

5. Where, outside normal hours, an officer is required to use a vehicle either in the course of his duties or for frequent emergency duty, approval may be given to garage a vehicle at that officers residence.

4. *Delete* existing Article 9 and *insert* the following in lieu:

9. Requisitioning of Transport from Governmental Central Transport Authorities

1. If Service transport is not available for a casual requirement, a vehicle with driver may be requisitioned from the Central Governmental Transport Authority (Department of Supply or Interior as appropriate). Requisitions on the Central Transport Authority must be made in accordance with the normal requirements of that authority.

2. Administrative authorities are to ensure that authority to requisition transport from the Central Transport Authority is vested in properly authorised officers and where possible, this function should be centralised.

3. Vehicles without a driver must not be requisitioned permanently from the Central Transport Authority without Naval Board approval.

(465/1/1217 CEO (GS))

Section 2

PERSONNEL

UNCLASSIFIED

28/72—Leave Concession Travel—Calculation of Amounts Payable Where Members Travel by Air for Whole or Part of Journey to Home Town

1. Mistakes are being made in the calculation of rail and air fares where members proceed on leave by air and pay the difference which results in the issue of Forms FN103 for debit/credit adjustment action. Many mistakes are due to the use of incorrect or out of date fares despite the issue of up to date interstate fare tables from Navy Office while others are due to the use of incorrect methods in calculating the difference in fares.

2. In calculating the difference in rail and air fares the cost of travel authorised for the member is to be offset against the Departmental liability and the difference recovered from the member. If a member does not travel in his own registered vehicle or incur any expense for any portion of a journey the Department will not accept any liability for that part of the journey.

3. Examples of the correct methods of calculating the difference in rail and air fares for a sailor entitled to economy class rail travel who travels by tourist class air for the whole or part of the journey Sydney to Melbourne return is shown below;

a. Member travels both ways by air

Travel Authorised	$
Tourist class return air Sydney Melbourne	54.60
Departmental Liability	
Economy class return rail Sydney Melbourne	25.00
Members liability	29.60

b. Member travels one way by air and one way by rail

Travel Authorised	$
Tourist class single air Sydney to Melbourne	27.30
Economy class single rail Sydney/Melbourne	15.20
Total	42.50
Departmental Liability	
Economy class return rail Sydney/Melbourne	25.00
Members liability	17.50

c. Member travels one way by air and one way in his own registered vehicle

Travel Authorised	$
Tourist single air Sydney/Melbourne	27.30
Departmental Liability	
Limited to economy class return rail Sydney/Melbourne as the aggregate of rail fare and mileage allowance exceeds entitlement..	25.00
Members liability	2.30

d. Member travels by air one way and does not incur any expense for the other part of the journey, ie, travels in friends car

Travel Authorised	$
Tourist single air Sydney/Melbourne	27.30
Departmental Liability	
Economy class single rail Sydney/Melbourne	15.20
Members liability	12.10

4. NPI 228/1(h) is relevant.

(187/1/375 HPB)

UNCLASSIFIED

29/72—Leave Concession Travel—Incorrect Preparation of Forms PB106

1. It is apparent from an examination of Forms PB106 being received in Naval Personnel Branch that in some cases not enough care is being exercised in their preparation.

2. As travel warrants are no longer received in Naval Personnel Branch the check and verification of a members leave travel entitlement is made solely from the members PB106. If the form is not completed in all respects it is impossible for the check to be carried out at the time of investigation.

3. The leave travel concession check is an audit requirement and in cases where incomplete forms render the check impossible the forms are returned to the originating ship or establishment for completion.

4. Some forms have been received where the carbon impression has been so faint that it is illegible. Other common omissions are;

a. Name of ship or establishment,
b. Travel required,
c. Method of travel,
d. Class of travel,
e. Air/Rail differences not being shown where the member pays the difference in rail and air fares,
f. Previous leave travel granted.

5. In order to avoid as far as possible the necessity to return Forms PB106 to the originating ships and establishments for completion Divisional Officers and Approving Autho.ities should ensure, before signing, that the form is completed in all respects and all copies of the form are legible.

(187/1/375 HPB)

UNCLASSIFIED

30/72—Prize—Supplementary List (Seaman) Midshipmen Entry 1/71

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

Midshipman D. L. Neild, RAN.

(38/6/31 D of T)

UNCLASSIFIED

31/72—Travelling Allowance Members on Short Term Duty Oversea

1. The rates and conditions for payment of Short Term Duty Travelling Allowance shown in Navy Order 251/71, as subsequently amended by Navy Order 335/71, have been varied as follows:

TABLE A

Delete those rates shown for AUSTRIA, FRANCE, NETHERLANDS, NORWAY, PAKISTAN, SWEDEN, THAILAND, TRINIDAD and TOBAGO, TURKEY and YUGOSLAVIA 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*
Austria	6.9.71	Schillings	560	660	790
France	19.5.71	Francs	155	170	190
Netherlands	19.5.71	Florins	95	105	125
Norway	26.8.71	Kronor	230	260	290
Pakistan—					
Islamabad	16.7.71	$A	17.00	18.00	19.00
Karachi			21.00	22.00	23.00
Dacca			18.00	19.00	20.00
Sweden	19.5.71	Kronor	145	160	185
Thailand	7.9.71	Baht	470	530	610
Trinidad and Tobago	6.8.71	$TT	45	52	60
Turkey	2.9.71	T Lira	320	365	410
Yugoslavia	13.8.71	New Dinars	300	360	420

2. *Delete* the CARIBBEAN AREA (excepting Trinidad and Tobago) and CHILE from TABLE A and insert the rates shown hereunder in TABLE B.

TABLE B

Delete those rates shown for HONG KONG and PAKISTAN and insert the following rates, together with rates for the CARIBBEAN AREA and CHILE, 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*
Caribbean Area (excepting Trinidad and Tobago)	6.8.71	$A	14.00	16.00	18.00
Chile	20.8.71	$A	6.50	7.00	7.50
Hong Kong	19.8.71	$HK	67.00	77.00	87.00
Pakistan—Elsewhere	16.7.71	$A	7.00	7.50	8.00

(252/4/168 HPB)

(Navy Orders 251/71 and 335/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

32/72—Fires and Fire Fighting—Plastic Containers Prohibition of Use for POL Fluids

(DCI (RN) 1010/71)

1. As a result of trials carried out by MOD(N), it has been decided to prohibit the use of plastic containers for all 'Class C' (combustible) fluids (including lubricating oils) in ships machinery spaces and boats engine rooms.

2. BR 3000 (Marine Engineering Manual) has been amended to include an instruction to this effect (Article 2908 change No 25 refers). BR 1754 (Safety Regulations for Storing and Handling POL) will be amended accordingly.

(400/1/2133 DFM)

UNCLASSIFIED

33/72—Hinges—Nylon-Fitting on Upperdeck Locker Doors

1. Nylon Hinges with stainless steel pins are to be fitted, as replacement for defective metal hinges on upperdeck light gauge locker doors. Aluminium and mild steel fastenings as applicable are to be used for securing the nylon hinges.

(400/1/2195 DFM)

RESTRICTED

34/72—IKARA, SEACAT, TARTAR Guided Missiles—Defect Reporting by RAN Ships and RAN Establishments other than RANMME Kingswood

1. This order details procedures for the reporting of defects which occur in IKARA, SEACAT and TARTAR Guided Missiles and supersedes previous instructions.

2. Forms TM199 (previously AS2022 GW/AW) are to be used for reporting defects on missiles, missile components (including explosive components), and missile ancillary items (eg, SEACAT Cannister bases IKARA arming/safety plugs).

3. Missiles, as referred to in this Navy Order, include:
   a. Action Missiles
   b. Practice Missiles
   c. IKARA Test Missiles
   d. TARTAR TSAM
   e. SEACAT Servicing Missiles
   f. SEACAT Drill Missiles

4. Forms TM199 are to be raised on the following occasions:
   a. Failure of missile or fin on test
   b. Failure of missile during Firing Sequence, including details of fin
   c. Misfire and hangfire
   d. In flight failure
   e. Damage caused during handling or storage including abnormal environmental conditions.

5. Where a failure or defect is of such a nature that it could affect safety or operational performance, it is to be initially reported by URDEF or INDEF Signal in accordance with Navy Order 129/71 Annex D (Info ACNB in all cases). The signal should refer to the serial number of the intended Form TM199 and is also to include the following additional information:

a. Missile Type and Serial No.

b. Brief description of the failure and possible cause.

6. Forms TM199 are to be clearly marked with the name of the originating Ship or Establishment. The serial number of the Form is to be prefixed with the letter G followed by either I for IKARA, S for SEACAT or T for TARTAR, and suffixed by the year of occurrence, (eg, GS 10/75 refers to the 10th SEACAT defect raised by the ship in 1975). Sections 7 and 8 of Form TM199 are for the use of RANMME Kingswood, only.

7. Forms TM199 are to be raised as soon as possible after the occurrence of the defect and distributed as follows:

a. Original to Superintendent RAN Missile Maintenance Establishment Kingswood, NSW

b. One Copy to DFM, Navy Office

c. One Copy to INO, Sydney

d. One Copy to the Administrative Authority

e. One Copy to be retained by the Ship.

8. Defective missiles, missile components and missile ancillary items, will not be repaired by Ship/Establishment staff unless a specific instruction is given by ACNB.

9. Defective missiles, missile components and missile ancillary items are to be forwarded to RANAD at the first available opportunity.

10. The originating Ship Establishment will be advised of the results of investigation by the return of a completed copy of the form TM199. When appropriate, advance information will be distributed.

11. Shipborne and RAN Establishment Missile Test Equipment and Fin Test Equipment defects are to be reported in accordance with Navy Order 129/71 Annex J and are to be treated as Category A for TM145 action. For major defects a TM199 is also to be raised.

12. Form CG188 is to be used for reporting errors or omissions in missile technical publications.

13. Navy Order 76/69 is hereby cancelled.

(740/52/375 DFM)

(Navy Orders 76/69 and 129/71)

RESTRICTED

35/72—IKARA, SEACAT, TARTAR Guided Missiles—Defect Reporting by RAN Missile Maintenance Establishment (Kingswood)

1. Instructions to RAN Ships/Establishments for the reporting of defects occurring in IKARA, SEACAT and TARTAR guided missiles, missile components including explosive components, fins and missile ancillary items, (eg, SEACAT cannister bases, IKARA Arming or safety plugs) are contained in Navy Order 34/72.

2. Action to be taken resulting from defects originating from Ships/Establishments, or defects originating at RANMME is as follows:

a. The original of Form TM199 (AS 2022 GW/AW), either ship originated or RANMME originated is to be completed by RANMME to include the following information as applicable:

(1) Results of RANMME tests

(2) Repair action taken by RANMME staff

(3) If defective item is beyond RANMME repair capability and has been forwarded to another authority (eg, GAF, GWESF, EMI, EFM, etc) for investigation or repair.

(4) Recommendations for repair or disposal if the defect is assessed as beyond repair in Australia. The recommendation should, where possible, include an estimate for the cost of repair.

(5) All other information called for on the form or considered relevant.

b. RANMME originated Forms TM199 are to be serial numbered in accordance with the instructions in Navy Order 34/72 Paragraph 6.

c. All completed original Forms TM199 are to be forwarded to DFM, Navy Office, for internal distribution (eg, Explosive Components to DNOI).

d. If action is taken as in Paragraph 2a (3) above, Section 8 of TM199 is to be left blank by RANMME. The original Form TM199 is to be forwarded to DFM, Navy Office, 1 copy to be forwarded to the repair/investigation authority (for retention) and 1 copy to the appropriate local Inspector of Naval Ordnance. The local INO is to complete Section 8 of his copy when repair/investigations are completed, and forwarded, together with detailed information supplied by the repair authority, as in 2c above.

e. For defective items reported as in Paragraph 2. a. (4) above, Section 8 of TM199 is to be left blank by RANMME and the original forwarded to DFM, who will issue repair/disposal instructions. If items are repaired overseas, RANMME is to forward a copy of the Repair Note to DFM on the receipt of the repaired item.

3. RANMME will be advised of the results of investigation/repairs carried out by other authorities by means of the Repair and Investigation Reports as in Paragraph 2. d.

4. Missile Test Equipment, Fin Test Equipment, related specialised test equipment, special tools and handling equipment defects, are to be reported in accordance with Navy Order 129/71 using Form TM145 and TM199 as appropriate for major defects.

5. Form CG188 is to be used for reporting errors or omissions in technical publications.

6. Navy Order 76/69 is hereby cancelled.

(740/52/375 DFM)

(Navy Orders 76/69, 129/71 and 34/72)

UNCLASSIFIED

36/72—Supply Functions—Terms and Definitions

1. Navy Order 343/71 promulgated terms and definitions, relevant to supply functions of departments within the Defence group, that had been approved by the Defence Procurement Steering Committee for Joint Service use.

2. Annex A to this order lists further terms and definitions that have been approved 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. Annex B to this order comments on the usage of certain NATO supply classification terms detailed in Annex A and provides details of terms in current use that have now been superseded.

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 and etc, relating to supply functions and when communicating with departments of the Defence group.

5. ABR 4 and relevant publications, forms, etc, will be amended in due course.

ANNEX A

Class (Supply)

* *See* NATO Supply Class.

Classification (Supply)

* *See* Supply Classification; NATO Supply Classification.

Co-Operative Logistics

1. A method of agreed supply support which enables the Armed Forces of one country to use the organisation and facilities of another country to support specified military equipment common to the Armed Forces of both countries.

Defence Item Identification Number (Authorised Abbreviation DIIN)

2. A number that identifies an item of supply in the Defence supply catalogue; it is the last nine digits of a Defence Stock Number and comprises a two digit NATO Code for Nations followed by a seven digit National Item Identification Number assigned or adopted by Australia.

* *See also* Defence Stock Number; Item of Supply; National Item Identification Number.

Defence Stock Number (Authorised Abbreviation DSN)

3. A stock number approved for use in accordance with the principles of the Defence Cataloguing System; it comprises a four digit NATO Supply Class Code, and a nine digit Defence Item Identification Number.

* *See also* Defence Item Identification Number; NATO Supply Class; Stock Number.

Demand

4. An authorised request for the supply of material.

* *See also* Materiel.

Group Class

* *See* NATO Supply Class.

Group (Supply)

* *See* NATO Supply Group.

Insurance Item

5. An item of supply for which there is little likelihood of usage in normal circumstances although prudence requires that a limited quantity should be stocked because of the effect of non-availability on a mission or service and the production lead time or cost associated with supply after completion of planned continuous production.

* *See also* Item of Supply; Production Lead Time; Supply.

ANNEX A—*continued*

Item of Production

6. Any part, sub-assembly, assembly, or item of equipment supported by the manufacturers or designers part or drawing number and conforming to the same engineering drawings, specifications and inspection standards.

* *See also* Assembly; Item of Equipment; Part; Sub-Assembly.

Item of Supply Concept

7. The concept of a materiel requirement within a logistics system to be met by an item of supply; its formulation involves consideration of all relevant factors such as use, distribution and maintenance and in the Defence Cataloguing System it is expressed in a Defence item identification.

* *See also* Defence Item Identification Number; Distribution; Item of Supply; Logistics; Maintenance (Materiel); Materiel.

Local Purchase

8. Procurement under delegated authority of materiel or services by a depot or unit for its own requirements or those of other activities being supported; it usually occurs in the locality where the depot or unit operates.

* *See also* Materiel; Procurement.

National Item Identification Number (Authorised Abbreviation NAT IIN)

9. A number consisting of a series of seven non-significant digits assigned by a national codification bureau to one and only one item of supply.

* *See also* Item of Supply.

NATO Item Identification Number (Authorised Abbreviation NIIN)

10. A nine digit number consisting of the two digit NATO Code for Nations and the seven digit National Item Identification Number of the assigning nation.

* *See also* National Item Identification Number.

NATO Stock Number (Authorised Abbreviation NSN)

11. A thirteen digit stock number consisting of a four digit NATO Supply Class code and a nine digit NATO Item Identification Number.

* *See also* NATO Identification Number; NATO Supply Class; Stock Number.

NATO Supply Class

12. A sub-division of the NATO Supply Classification structure covering an area of commodities which are relatively homogeneous in respect to their physical or performance characteristics or in the respect that the items included therein are such as are usually procured or issued together; each class is identified by a four digit code in which the first two digits of the code identify the NATO Supply Group and the last two digits the class within the group. (Normally contracted to Class).

* *See also* NATO Supply Group.

NATO Supply Classification

13. The supply classification system used by the NATO nations and by certain other nations including Australia; it derives from the US Federal Supply Classification and provides for 99 Groups each of which may be sub-divided into 99 classes.

NATO Supply Classification Class Code Number

* *See* NATO Supply Class.

ANNEX A—*continued*

NATO Supply Group

14. A major division of the NATO Supply Classification structure which covers a large commodity area; each group is identified by a two digit code.

Obsolescent

15. That status of an item of supply or equipment system which indicates that it is no longer to be provisioned although it may remain in use until worn out or declared obsolete.

* *See also* Equipment System; Item of Supply; Obsolete.

Obsolete

16. That status of an item of supply or equipment system which indicates that it is no longer a requirement and is not to be used.

* *See also* Equipment System; Item of Supply.

Procurement Demand (Authorised Abbreviation PD)

17. An approved and funded demand on the appropriate contracting authority to arrange a contract or contracts for the provision of goods or services as defined in the demand.

Requisition

* *See* Demand.

Service Item Identification Number (Authorised Abbreviation SIIN)

18. A number other than a Defence Item Identification Number assigned or used by a department of the Defence group to identify an item of supply; it is used in conjunction with a Supply Classification code to form a Service Stock Number.

* *See also* Defence Item Identification Number; Item of Supply; Service Stock Number.

Service Stock Number (Authorised Abbreviation SSN)

19. A stock number other than a Defence Stock Number assigned to an item of supply by a department of the Defence group; it comprises a Supply Classification code and a Service Item Identification Number.

* *See also* Defence Stock Number; Item of Supply; Service Item Identification Number; Stock Number; Supply Classification.

Stock Number

20. A number assigned to an item of supply in a logistics system for identification purposes.

* *See also* Defence Item Identification Number; Defence Stock Number; Item of Supply; Logistics; NATO Stock Number; Service Identification Number; Service Stock Number.

Supply Classification

21. The segregation of related items of supply into relatively homogeneous commodity areas for the purposes of supply management within a logistics system; supply classes are normally coded for convenience.

* *See also* Item of Supply; Logistics; NATO Supply Classification; Supply.

Unit of Issue (Authorised Abbreviation UI)

22. The standard quantity in which an item of supply is measured, accounted for and issued.

* *See also* Item of Supply.

ANNEX B

Comment on Certain NATO Supply Classification Terms and Superseded Terms

NATO Supply Group

1. As indicated in the definition of the term 'NATO Supply Classification' there are 99 groups which, as shown in the definition of 'NATO Supply Group', cover large commodity areas and are identified by a *two*-digit code.

NATO Supply Class

2. It should be appreciated that whereas one may refer to a 'NATO Supply Group' (NSG) by referring to its *two*-digit code, use of the *four*-digits are necessary to identify any specific 'NATO Supply Class' (NSC), eg, 5306–Bolts. The term 'Group/Class', with or without the oblique stroke has been used generally for many years, however it is of significance that it has no standing or usage in the Defence Cataloguing System and its general usage should be replaced by 'NSC' or 'Class'.

Superseded Terms

3. The use of the following terms should be discontinued in favour of those indicated:

a. Group Class	*See* NATO Supply Class (Paragraph 2 above also refers).
b. Group	*See* NATO Supply Group (Paragraph 1 above also refers).
c. Defence Supply Classification ..	*See* NATO Supply Classification.
d. Denomination of Quantity (D of Q)	*See* Unit of Issue (UI). The traditional and widely used term 'Denomination of Quantity' has now been replaced in favour of the more realistic term 'Unit of Issue'.

(400/1/1293 DSUP)

(*Navy Order 343/71*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

37/72—Forms CG195 and CG196—General Mess Menu—Introduction

1. Form CG150 has been replaced by two forms, CG195 and CG196. The forms measure 22″ x 12″ and 16″ x 12″ respectively, and are designed to accommodate more comfortably the multi choice menus now in use.

2. The paper used should make up to five carbon copies, as desired, but it is not suitable for stencil reproduction.

3. The new forms begin the week on a Monday, and more space has been provided to list the courses available at the midday and evening meals, which are now described as Lunch and Dinner.

4. Ships and establishments should demand and use the form best suited to their requirements.

(464/54/276 DFSD)

Navy Orders 774/68 to 894/68 are now over three years old and may be disposed of accordingly.

10116/72 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 38/72-50/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15 February 1972.

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

No — *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

38/72 Aircraft Technical Publications—Fleet Air Arm Distribution Listings and Amendments.

39/72 CO_2 Extinguishers—Electric Shock.

SECTION 2—PERSONNEL

40/72 RAN Relief Trust Fund Financial Statement, 1970–1971.

SECTION 4—EQUIPMENT, STORES AND SERVICING

41/72 Accounting for Stores in HMA Ships and Commissioned Establishments—Introduction of Revised Ledger System.

42/72 Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 January 1972.

43/72 Modification Instructions.

44/72 Naval Stores (General)—Group/Class 7920 and 7240—Mop, Wet with Cellulose Sponge—Introduction into Service.

45/72 Plastic Foams for Use in HMA Ships.

46/72 Will not be Issued.

47/72 Welding—Electric Welding in Compartments Containing Resiliently Mounted Electronic/Electric Equipment Wired with Screened Cable—Precautions to Minimise Fire Hazards.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

48/72 ABR 4—RAN Storekeeping Manual.

49/72 Accounting—Wardroom Messes—Bar Chit.

50/72 Binders for NAVAIR Technical Publications.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

38/72—Aircraft Technical Publications—Fleet Air Arm Distribution Listings and Amendments

1. The Superintendent, Aircraft Maintenance and Repair (SAMR) is the authority for distribution listings within the Service and Civil Repair Organisations (CROs) for all aircraft technical publications including Illustrated Parts Breakdown (IPBs) which are directly concerned with RAN manned and unmanned aircraft, ie, covering Aircraft, Airframes, Engines, Electrics, Instruments, Avionics, Ejection Seats, Safety Equipment, the installation and operation of equipments required to carry/launch stores. (Zuni and 2.75″ Rocket Launchers are excepted).

2. In cases where amendments to the subject publications are proposed they are to be submitted to SAMR. SAMR is responsible for the preparation, editing and publication of amendments for distribution through the appropriate Supply Department.

3. Publications concerning Naval armament stores are not covered by this order.

(465/201/668 DAE)

UNCLASSIFIED

39/72—CO_2 Extinguishers—Electric Shock

1. Attention is drawn to the occurrence of 'Electric Shock' sometimes experienced by the operator when a CO_2 (Carbon Dioxide) fire extinguisher is discharged.

2. This is due entirely to the build up of a static electrical charge by the passage of the gas. It is not due to any electrical charge in the apparatus on fire.

(400/1/1931 DNW)

Section 2

PERSONNEL

UNCLASSIFIED

40/72—RAN Relief Trust Fund Financial Statement, 1970-1971

1. The Statement of Accounts of the RAN Relief Trust Fund for the period 1 July 1970, to 30 June 1971, and the Balance Sheet at 30 June 1971, are promulgated as Annex A to this order.

Assistance Rendered

2. The reasons for which loans have been made during the last two years are as follows:

Nature	*Loans Made*		*Percentage of Cases*	
	1969–70	*1970–71*	*1969–70*	*1970–71*
Housing..	269	287	17.7	21.0
Furniture	597	625	39.3	45.7
Medical, Dental, Funeral	68	35	4.5	2.6
Travelling and Removals	97	118	6.4	8.7
Domestic (Overdue Accounts) ..	427	267	28.1	19.5
Other Reasons	60	34	4.0	2.5
Total	1,518	1,366	100.0	100.0

3. The amounts advanced under the respective categories were:

	1969–70	1970–71
	$	$
Housing Loans	225,959	253,255
Furniture Loans..	306,551	332,187
Other Loans	51,766	49,205
Total	584,276	634,647

Grants

4. The grants shown in the Balance Sheet were made up as follows:

	$
a. To widows or dependants of personnel who died whilst serving ..	853.00
b. To dependants of deceased personnel whose outstanding Relief Trust Fund loans were written off	492.00
c. To ex-Naval men or their dependants	190.77
Total	1,535.77

ANNEX A

Royal Australian Navy Relief Trust Fund
Statement of Income and Expenditure for the Year Ended 30 June 1971

1969–70	Expenditure		1970–71	1969–70	Income		1970–71
$		$	$	$		$	$
	Administrative Expenses—				Interest—		
2,273	Salaries, Travelling and Insurance	2,548.88		1,472	Investments	1,606.86	
25	Miscellaneous	23.20	2,572.08	1,640	Bank	2,182.51	3,789.37
17	Depreciation of Office Equipment		—	31,849	RAN Central Canteens Fund Contributions—		
1,862	Grants..		1,735.77		2 October 1970	5,853.30	
819	Bad Debts		947.59		11 November 1970	19,472.10	
400	Donation Refunded		—		4 May 1971	18,121.60	43,447.00
82,911	Surplus of Income Over Expenditure ..		41,988.78	53,346	Donations		7.85
88,307			47,244.22	88,307			47,244.22

Balance Sheet as at 30 June 1971

30 June 1970	Liabilities		30 June 1971	30 June 1970	Assets			30 June 1971
$		$	$	$		$	$	$
	Accumulated Funds—				Cash—			
	Balances as at 1 July 1970	748,698.23		68,745	Bank		102,274.55	
748,698	Add Surplus of Income Over Expenditure ..	41,988.78	790,687.01	21,664	Agency Advances		12,774.13	115,048.68
					Loans Outstanding—			
					Balance at 1 July 1970 ..	625,872.76		
					Add New Loans 1970–71 ..	634,646.72	1,260,519.48	
					Less Repayments 1970–71 ..	615,681.95		
					Loans Converted to Grants	492.00		
				625,873	Bad Debts	947.59	617,121.54	643,397.94
				32,305	Investments—At Cost ..			32,105.60
					Interest Accrued—			
				111	Investments			134.79
748,698			790,687.01	748,698				790,687.01

The above Balance Sheet and Statement of Income and Expenditure have been examined and are in agreement with the books and accounts. In my opinion they show fairly the financial operations for the year ended 30 June 1971 and the state of affairs of the Royal Australian Navy Relief Trust Fund as at that date.

(Sgd.) J. K. Lawrence
(J. K. LAWRENCE)
Acting Auditor General for the Commonwealth
1 October 1971

(Sgd.) H. D. Stevenson — Rear Admiral
(Sdg.) W. A. Kemp — A/Captain, RAN
(Sgd.) J. C. Drinkwater — Commander, RAN
} TRUSTEES RAN RELIEF TRUST FUND
(Sgd.) K. C. Cameron — Supply Commander RAN (Ret'd), SECRETARY

(212/54/16 DFSD)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

41/72—Accounting for Stores in HMA Ships and Commissioned Establishments—Introduction of Revised Ledger System

1. Navy Order 617/70 promulgated for information broad details of changes in stores accounting in HMA Ships and Commissioned Establishments to be introduced as circumstances permit. The purpose of this Navy Order is to introduce the revised ledger system as described at Paragraphs 3b to f. and 3h. of Navy Order 617/70.

2. In HMA ships the revised leger system will be introduced at SOAP. Introduction of the ledger system in Commissioned Establishments and Ships not subject to SOAP is under study and details will be promulgated separately.

3. The revised ledgers are made up of the forms set out in the table below and are available in two sizes, 8 in x 5 in for filing in binders (form SA288) or standard card cabinets and 7¼ in x 3¼ in for filing in punch card cabinets:

Form No		*Previous Form No*	*Colour*	*Description*
8″ x 5″	*7¼″ x 3¼″*			
SA302	SA306	SA103 SA112	Pink	Permanent Ledger
SA303	SA310	SA206	White	Consumable Ledger
SA304	SA311	SA137	Yellow	Replenishment Record
SA305	SA307	SA112 SA249	Blue	Permanent Loan Record
SA316	SA308	SA256	Buff	Record of Serial or Registered Numbers of Important Stores
SA315	SA309	SA251	Salmon	Transactions in Components

Forms SA302, SA303, SA304, SA306, SA310 and SA311 are available as continuous forms so that they may be printed on by computer.

4. At SOAP or on Commissioning most of the initial Permanent, Consumable and Replenishment Record ledger pages will be produced by the computer. The computer will also produce an initial supply of serially numbered blank Permanent and Consumable pages for use for additional Permanent and Consumable items and as continuation pages.

5. Further supplies of forms are to be obtained as follows:

a. serially numbered blank forms SA302/SA306 and SA303/SA310 on written request to the Senior Inspector (Stores), c/o Superintendent of Supply Administration, Garden Island, NSW; and

b. forms SA304/SA311, SA305/SA307, SA316/SA308 and SA315/SA309 by SD from SVSO Sydney.

6. Permanent and Consumable ledger pages forms SA302/SA306 and SA303/SA310 are to be registered, transferred and disposed of in accordance with Navy Order 338/71. Replenishment Record pages, forms SA304/SA311, are not to be serially numbered or registered.

7. The registration procedure is also to apply to DDGs and will be introduced at SOAP.

8. For stores under the control of the Supply Officer, other than Victualling Stores, one account is to be maintained with Permanent, Consumable and Replenishment Record pages included together and arranged in accordance with ABR 4 Article 1806. In ships where Selected Item Management (SIM) has been introduced the account is to be divided into SIM and non-SIM decks. Individual Permanent items may require one or more related ledger pages which are to be arranged as follows:

Permanent page
Permanent Loan Record(s)
Record of Serial Numbers of Important Stores
Transactions in Components page.

9. Items intended for Permanent Loan are to be initially brought on charge on Permanent Ledger page, form SA302/SA306, and then transferred to the Permanent Loan Record, form SA305/SA307. Where a number of departments hold the same line item on Permanent Loan separate copies of form SA305/SA307 for each line item are to be raised for each responsible custodian. Form SX100 is to be used to reduce the quantity recorded on the Permanent Ledger Page, form SA302/SA306 and to bring the item on charge on the Permanent Loan Record. The Permanent Ledger page will therefore show storeroom stock only; total holdings are obtained by adding the remains quantities on the Permanent Ledger page to the remains quantities on the Permanent Loan Record page(s).

10. With the introduction of revised ledger system, procedures at Paragraph 11 for recording Dues In are to be implemented. The left hand columns of the face of forms SA302/SA306, SA303/SA310 and SA304/SA311 will be over printed by the computer with column headings for the information required to record Dues In (*see* Annex A). When required these headings should be repeated in manuscript over the left hand columns on the reverse side of the forms except form SA306. The forms will be amended at the next reprint to include the Dues In columns.

11. As an external Stores Demand is raised particulars of the date, voucher number and quantity demanded are to be entered in the relevant columns of the Dues In record. When the demand is satisfied or cancelled the Dues In record is to be finalised by ruling a horizontal line through the entry in the Dues In record. In the case of partial supply, only the quantity due in is to be ruled through and the quantity still outstanding is to be entered in lieu.

12. Transactions recording the receipt, issue and balance of stocks are to be recorded on the right hand columns only.

13. In addition to recording Dues In, details of receipts, issues and remains are to be recorded on the Replenishment Record, forms SA304/SA311. These forms will be overprinted by the computer with column headings for the purpose until supplies of the revised form are available. Where required the headings are to be repeated in manuscript on the reverse side of the form (*see* Annex A).

14. It is intended that the DDGs will be subject to SOAP in the United States in the near future and to facilitate this special arrangements have been made for the production of ledger pages. Prior to SOAP in the US each ship will be subject to SOAP in Australia from which items of US origin will be printed on US ledger forms irrespective of accounting classification and items of non-US origin will be printed on forms SA306, SA310 and SA311 in accorance with the principles for the use of these forms as outlined above. At the SOAP in the United States all items irrespective of country of origin or accounting classification

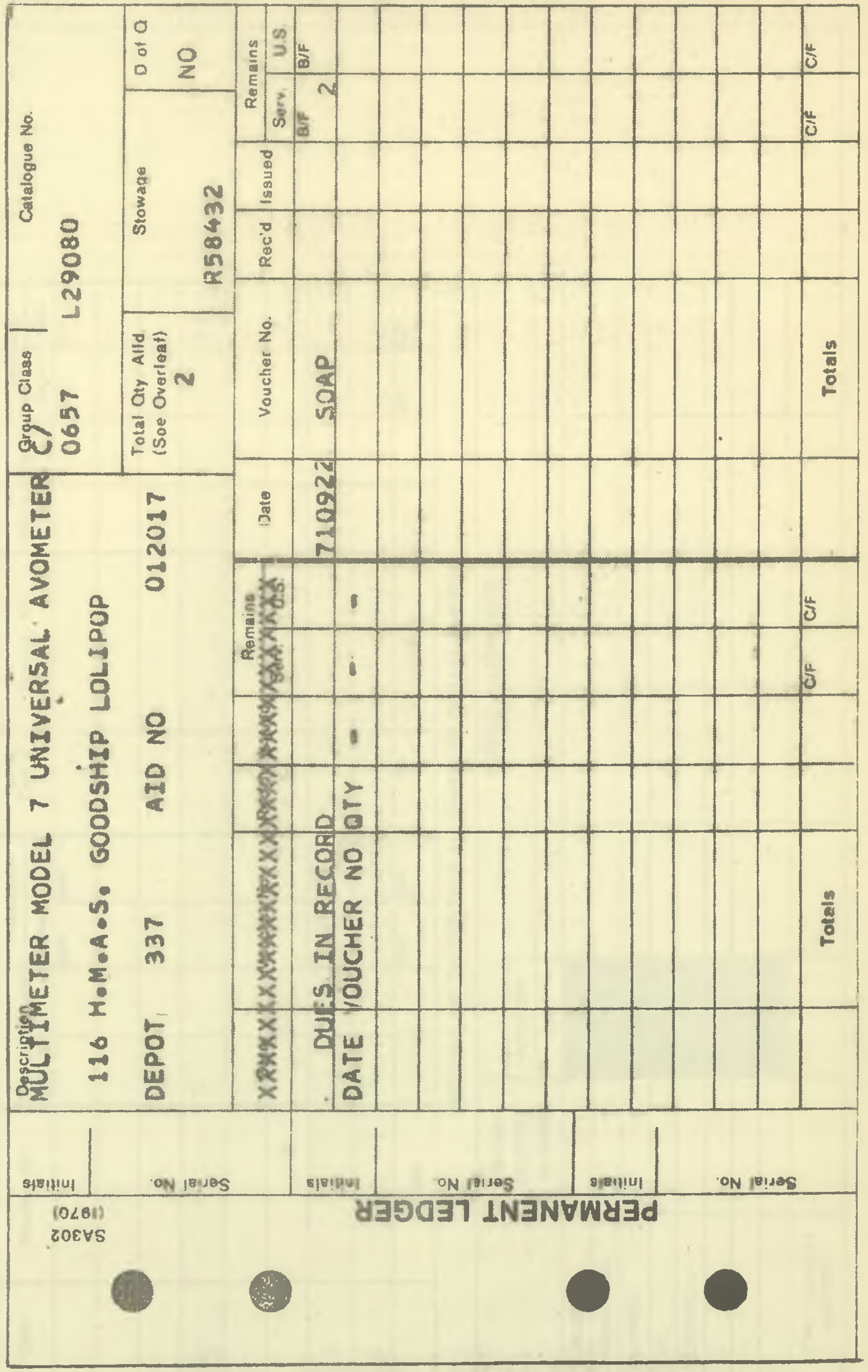
will be printed on US ledger forms. For items added prior to SOAP in the US, ledger pages for those of US origin are to be raised on blank serially numbered US ledger forms supplied by the computer and entered in the Register of Additional Ledger Pages irrespective of accounting classification; those of non-US origin are to be dealt with in accordance with Paragraphs 4 and 5. After the SOAP in the US ledger pages for all additional items and those produced at subsequent SOAPs are to be on forms SA306, SA310 and SA311.

15. Irrespective of accounting classification all US ledger forms are to be included in the Register of Ledger Pages or, in the case of additional pages the Register of Additional Ledger Pages. Supplies of additional serially numbered blank US ledger forms are to be obtained on written request to the Senior Inspector (Stores), c/o Superintendent of Supply Administration, Garden Island, N.S.W.

16. ABR 4 and ABR 93 will be amended.

ANNEX A

Form SA302/SA306 (FACE)



SA302
(1970)

PERMANENT LEDGER

Initials | Serial No. | Initials | Serial No. | Initials | Serial No.

Description
MULTIMETER MODEL 7 UNIVERSAL AVOMETER
116 H.M.A.S. GOODSHIP LOLIPOP
DEPOT 337 AID NO 012017

Group Class: C/ 0657

Catalogue No.: L29080

Total Qty Alld (See Overleaf): 2

Stowage: R58432

D of Q: NO

				Remains Serv.	Remains U.S.
XRNKXXXXXXXXXXXXXXXXXXXXXXXXXXXX					
DUES IN RECORD					
DATE	VOUCHER NO	QTY	-	-	-
Totals				C/F	C/F

Date	Voucher No.	Rec'd	Issued	Remains Serv.	Remains U.S.
710922	SOAP			B/F 2	B/F
Totals				C/F	C/F

Form SA302/SA306 (REVERSE)

DUES IN RECORD.

Date	Voucher No.	~~Rec'd~~ CCTY	~~Issued~~	~~Remains~~ ~~Serv.~~ ~~B/F~~	~~U.S.~~ ~~B/F~~	Date	Voucher No.	Rec'd	Issued	Remains Serv. B/F	Remains U.S. B/F
	Totals			C/F	C/F		Totals			C/F	C/F

DETAILS OF QUANTITIES ALLOWED BY ESTABLISHMENT

	ORIGINAL QUANTITY ALLOWED	REVISED ALLOWANCES					
		AUTHORITY					
		DATE					
EXECUTIVE							
ENGINEERING							
GUNNERY							
TAS							
ELECTRICAL							
TOTAL QUANTITY ALLOWED							

Form SA303/SA310 (FACE)

SA 303 (1970)

CONSUMABLE LEDGER

Initials / Serial No. / Initials / Serial No. / Initials / Serial No.

Description
CAPACITOR

116 H.M.A.S. GOODSHIP LOLIPOP

DEPOT 337 AID NO 200468

Group Class	Catalogue No.
0631	012-4895

Stocks not to fall below or allowed by establishment	Stowage	D of Q
1	AB743	NO

Date	Voucher No.	Received	Issued	Remains	Date	Voucher No.	Received	Issued	Remains
DUES IN RECORD				B/F	710922	SOAP			B/F
DATE	VOUCHER NO	QTY	-	-					
	Totals			C/F		Totals			C/F

Form SA303/SA310 (REVERSE)

DUES IN RECORD.

Date	Voucher No.	~~Received~~ QTY	~~Issued~~	~~Remains~~	Date	Voucher No.	Received	Issued	Remains	
			–	~~B/F~~ –					B/F	
	Totals			C/F		Totals			C/F	

Form SA304/SA311 (FACE)

SA304 (1970)

Description	Group Class	Catalogue No.
CAPACITOR 116 H.M.A.S. GOODSHIP LOLIPOP	0631	012-7089

DEPOT	AID NO	Stock not to fall below	Stowage	D of Q
337	200468	1	AB41852	NO

REPLENISHMENT RECORD

Date	Received	Remains	Date	Received	Remains	Date	Received	Remains	Date	Received	Remains	Date	Received	Remains
DUES	IN	RECORD		-	DATE	RECD	ISS	REM	-	DATE	RECD	ISS	REM	-
DATE	VOUCHER		QTY	:	SOAP				:					:
				:					:					:
				:					:					:
				:					:					:

Form SA304/SA311 (REVERSE)

DUES IN RECORD

Date	~~Re-ceived~~	~~Re-~~	~~Date~~	~~Re-ceived~~	~~Re-maing~~	~~Date~~	~~Re-served~~	~~Re-maing~~	~~Date~~	~~Re-ceived~~	~~Re-maing~~	~~Date~~	~~Re-served~~	~~Re-maing~~		
	VOU	CHER	QTY		DATE	REC'D	ISS	REM		DATE	REC'D	ISS	REM			

(464/70/546 DSUA)

(Navy Orders 617/70 and 338/71)

UNCLASSIFIED

42/72—Fixed Issuing Prices for Provisions and Victualling Allowances as from 1 January 1972

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, 1 July and 1 October 1971, respectively, have been amended from 1 January 1972.

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 1972:

	Ashore $	*Afloat* $
Messes of 50 or less victualled from a separate galley ..	0.85	0.88
All other messes of 300 or less messed separately	0.83	0.86
Messes of more than 300	0.81	0.84
Additional for ships deployed with the ANZUK Force ..	—	0.04
Supplementary 'Broadside' messing allowance for HMAS ANZAC, DIAMANTINA, DUCHESS and QUEENBOROUGH	—	0.01
HMAS COONAWARRA	0.87	—
HMAS TARANGAU and small craft (messes of 50 or less) under the operational control of NOIC PNG	0.89	—
Cadet Midshipmen at RANC	0.92	*
Junior Recruits at Training Establishments		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses ..		

* The allowance of 92 cents per day for Cadet Midshipmen, Junior Recruits, Apprentices and Australian Sea Cadets, is increased to 95 cents per day when victualled on board ships undergoing training and when messed separately.

4. Navy Order 405/71 is hereby cancelled.

(903/51/179 D of V)

(*Navy Order 405/71*)

RESTRICTED

43/72—Modification Instructions

1. The following is a list of Modification Instructions issued from Navy Office from 1 August 1971 to 30 November 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.

ALTERATIONS AND ADDITIONS	DISTRIBUTION																																			
	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	TRV 253	TRV 254	TRV 255
Modification number																																						
A/0241/67						X	X	X	X																													
A/0089/71			X															X																				
A/0229/69												X	X	X																								
A/0116/70						X		X																														
A/0215/71			X															X																				
A/0163/70						X		X																														
A/0243/69													X																									
A/0137/71																									X	X												
A/0102/71	X																																					
A/0161/71			X																						X	X	X	X	X	X								
A/0041/70	X																																					

ALTERATIONS AND ADDITIONS	DISTRIBUTION																																			
	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	TRV 253	TRV 254	TRV 255
Modification number																																						
A/0036/70			X																																			
A/0049/70			X														X																					
A/0106/70			X			X	X	X	X																													
A/0210/71						X	X	X	X																													
A/0234/71					X																																	
A/0014/70	X																																					
A/0169/71												X	X	X																								
A/0291/68																											X	X	X									
A/0232/70																															X							
A/0050/70												X		X																								
A/0203/71																																				X	X	

ALTERATIONS AND ADDITIONS	DISTRIBUTION																																			
	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	TRV 253	TRV 254	TRV 255
Modification number																																						
A/0258/71				X																																		
A/0192/71										X	X																											
A/0147/70							X		X																													
A/0100/70			X	X																																		

ALTERATIONS AND ADDITIONS	DISTRIBUTION																																									
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD					
Modification number																																										
A/0241/67 ..																X		X		X																						
A/0089/71 ..																X		X		X	X			X	X											X						
A/0229/69 ..																X		X		X																						
A/0116/70 ..																X		X		X																						
A/0215/71 ..																X		X		X	X			X	X											X						
A/0163/70 ..																X		X		X																						
A/0243/69 ..																X		X		X																						
A/0137/71 ..																X		X		X																						
A/0102/71 ..																X		X		X																						
A/0161/71 ..																X		X		X																						
A/0041/70 ..																X		X		X	X			X	X											X						

ALTERATIONS AND ADDITIONS	DISTRIBUTION																																								
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD				
Modification number																																									
A/0036/70 ..																X		X		X																					
A/0049/70 ..																X		X		X				X	X											X	X				
A/0106/70 ..																X		X		X					X																
A/0210/71 ..																X		X		X																					
A/0234/71 ..																X		X		X					X																
A/0014/70 ..																X		X		X																					
A/0169/71 ..																X		X		X				X	X											X	X				
A/0291/68 ..																X		X		X															X						
A/0232/70 ..																																			X						
A/0050/70 ..																X		X		X																X					
A/0203/71 ..																X		X		X					X																

ALTERATIONS AND ADDITIONS	DISTRIBUTION																																								
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD				
Modification number																																									
A/0258/71 ..																X		X		X																					
A/0192/71 ..																X		X		X																					
A/0147/70 ..																X		X		X																					
A/0100/70 ..																X		X		X																X					

FIELD CHANGES	DISTRIBUTION																																	
	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																																		
F/ULQ–6A/005 ..			X									X	X	X																				
F/SRC–20/013 ..										X	X	X				X																		
F/URA–17/005 ..	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X															
F/WRT–2/017 ..													X	X																				
F/UCC–1D(V)/001 ..	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X															
F/UCC–1D(V)/003 ..	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X															
F/SLR–2/009 ..	X					X		X																										

FIELD CHANGES	DISTRIBUTION																																	
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOIC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD	DSMR
Modification number																																					
F/ULQ–6A/005 ..																X		X		X	X			X	X											X		
F/SRC–20/013 ..				X												X		X		X	X			X	X											X		
F/URA–17/005 ..				X					X			X				X		X	X	X	X			X			X											
F/WRT–2/017 ..																X		X		X	X			X	X											X		
F/UCC–1D(V)/001 ..				X					X			X				X		X	X	X	X				X											X		X
F/UCC–1D(V)/003 ..				X					X			X				X		X	X	X	X				X											X		X
F/SLR–2/009 ..				X												X		X		X	X			X	X											X		

MODIFICATIONS	DISTRIBUTION																																		
	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/40MMMK9*/28	X				X										X	X	X																		
M/MK145AA/A001 ..						X	X	X	X	X	X				X	X																			
M/185/007			X			X	X	X	X	X	X				X	X	X	X																	
M/185/006			X			X	X	X	X	X	X				X	X	X	X																	
M/177/A01																																			
M/667–668/068			X				X		X																										
M/667–668/070			X							X	X																								
M/208U–10/002.. ..																																			
M/208U–10/003.. ..																																			
M/AP204068/A01 ..	X		X			X		X								X																			
M/170/083						X	X	X	X	X	X				X	X																			
M/KG14/004																																			

MODIFICATIONS	DISTRIBUTION																																		
	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/RA00/ANG			X			X	X	X	X																										
M/AR–1/A01																																			
M/QU00/AN3						X	X	X	X																						X				
M/QA00/002						X	X	X	X								X																		
M/177/054						X	X	X	X		X																								
M/QH00/A004						X	X	X	X	X	X				X	X																			
M/177/048						X	X	X	X	X																									
M/WLR–1C/A02 ..												X																							
M/667–668/073							X		X		X																								
M/667–668/074							X		X		X																								
M/667–668/075							X		X		X																								
M/QA00/A001			X					X									X																		

MODIFICATIONS	DISTRIBUTION																																				
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD	GOSI	RNO (B)	OIC (M)
Modification number																																							
M/40MMMK9*/28..				X												X		X		X																			
M/MK145AA/A001				X												X		X		X																			
M/185/007 ..																X		X		X																			
M/185/006 ..																X		X		X																			
M/177/A01 ..														X		X				X	X			X	X										X				
M/667–668/068 ..																X		X		X				X	X										X				
M/667–668/070 ..																X		X		X				X	X										X				
M/208U–10/002 ..					X	X														X	X			X	X										X				
M/208U–10/003 ..					X	X														X	X			X	X										X				
M/AP204068/A01 ..				X												X		X		X	X			X	X										X				
M/170/083 ..																X		X		X	X			X	X										X				

MODIFICATIONS	DISTRIBUTION																																				
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD	GOSI	RNO (B)	OIC (M)
Modification number																																							
M/KG14/004 ..				X	X											X		X		X	X			X	X										X				
M/RA00/AN6 ..																X		X		X																			
M/AR–1/A01 ..																X								X	X										X				
M/QU00/AN3 ..				X												X		X		X															X				
M/QA00/002 ..				X												X		X		X					X										X				
M/177/054 ..																X		X		X	X			X	X										X	X			
M/QH00/A004 ..			X	X												X		X																	X		X	X	
M/177/048 ..															X	X		X		X	X			X	X										X	X			
M/WLR–1C/A02 ..																X		X		X	X			X	X										X	X			
M/667–668/073 ..																X		X		X	X			X	X										X	X			
M/667–668/074 ..																X		X		X	X			X	X										X	X			

MODIFICATIONS	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOIC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	DNS	DSD	GOSI	RNO (B)	OIC (M)
Modification number M/667–668/075 ..																																					X			
M/QA00/A001 ..			X																																			X		
M/208U–10/004 ..					X	X																															X			
M/208U–10/005 ..					X	X																															X			
M/208U–10/007 ..					X	X																															X			

DISTRIBUTION

(400/30/19 DFM)

UNCLASSIFIED

44/72—Naval Stores (General)—Group/Class 7920 and 7240—Mop, Wet Cellulose Sponge—Introduction into Service

1. As a result of satisfactory trials it has been decided to introduce into service the undermentioned cleaning aids:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acct'g Classification*
7920	66–046–5834	Mop, wet, cellulose sponge ..	No	C
7920	66–046–5835	Sponge cellulose	No	C
7240	66–046–5836	Bucket, Plastic	No	C

2. These mops and buckets will be found convenient for mopping up small areas of spillage, for general mopping in small areas where the surface is smooth, and for damp wiping of internal bulkheads and walls above normal reach level. The mops are also very suitable for spreading a thin film of liquid polish, after which the sponge head will need washing out in a detergent solution.

3. They should not however be used as an alternative to cotton mops and wringer buckets over large areas of spillage, etc, being slower in operation.

4. The items should be demanded from Superintending General Stores Officer, Sydney, Code 0027.

(501/52/32 DNS)

UNCLASSIFIED

45/72—Plastic Foams for Use in HMA Ships

1. The increasing use of plastic foams in RAN ships although offering advantages over conventional materials, gives rise to various hazards associated with these materials. In particular, the flammability, toxicity of products of combustion and smoke emission of plastics are of different characteristics to those of the superseding materials.

2. It has been accepted that the risks involved with plastic foams are outweighed by the advantages gained by lower weight, greater thermal efficiency, improved cost effectiveness and suitability for the task; and in introducing these foams, attention of all personnel is drawn to the hazards involved and the need to apply the requirements of Navy Order 155/71 in case of fire in a compartment containing plastic materials.

3. The following table sets down the approved type of foams for various purposes, and lists as far as practical the relative flammability and smoke emission ratings as determined by ASTM. Designations D2863 and D2843 respectively. The toxicity ratings of the exotic gases which constitute a small volume of the smoke emitted vary in degree and are not included in the table.

Application	*Material*	*Flammability See ASTM D2863*	*Smoke Density See ASTM D2843*
Thermal Insulation All cold fresh water, hot water, chilled water, tepid water and refrigerant system piping	Closed Cell flexible PVC (like Bradflex)	25.5	74%
Piping hangers, clamps, supports also flanges, valves, and fittings	Rigid expanded SE polyurethane (like Isothane SE)	22.5	48%
Ventilation and A/C trunking flat surfaces	Rigid expanded SE polyurethane (like Isothane SE)	22.5	48%
Ventilation and A/C trunking curved surfaces	Closed cell flexible PVC (like Bradflex)	25.5	74%
Refrigerated Spaces	Rigid expanded SE grade polyurethane (like Isothane SE)	22.5	48%
Weatherdeck steel doors, Panel construction, minor doors	Rigid expanded SE grade polyurethane (like Isothane SE)	22.5	48%
Habitability Mattresses, seat cushions and upholstery	Flexible grade expanded SE grade polyurethane	—	—
Lifesaving Life jackets	PVC Nitrile (like Unifoam 301)	24.3	77%

4. Care should be exercised when working with plastic foams that large accumulation of new or waste material are not allowed on the work site and that the materials (foams, adhesives, etc) brought to the site are in minimal sufficient quantities for daily use. Large quantities of foam or foam scrap constitute a *serious fire hazard.*

5. For details of methods of fixing selection of correct grade of material, glueing techniques and details of facing materials used, reference should be made to the appropriate section of the Naval Construction Manual.

(400/1/1541 DSD)

(Navy Order 155/71)

46/72—Will Not be Issued.

UNCLASSIFIED

47/72—Welding—Electric Welding in Compartments Containing Resiliently Mounted Electronic/Electric Equipment Wired with Screened Cable—Precautions to Minimise Fire Hazards

1. Arc welding in compartments containing electronic/electrical equipment, resiliently mounted in accordance with Admiralty Surface Weapons Establishment Installation Specification B745 and wired with screened cable, is not permissible unless an adequate return cable is efficiently connected at one end of the welding work piece, and at the other end to the vessels main structure or the welding equipment return terminal.

2. It is not permissible to use the earthing arrangements in such compartments for a welding return because these earthing arrangements are inadequate for carrying welding currents which could fuse the earthing arrangements, with attendant fire risk.

3. Dockyard Officers are to ensure that supplies of welding return cables, with clamps, are made available in appropriate sizes and lengths, for issue when arc welding is unavoidable in such compartments.

(1446/1/29 DFM)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

48/72—ABR 4—RAN Storekeeping Manual

1. Navy Order 364/71 announced the introduction of Interim Amendments to ABR 4, RAN Storekeeping Manual.

2. Interim Change No 1 is now in course of distribution. This change includes only those amendments to procedure which were promulgated in Navy Order 344/70.

(465/52/1646 DSUA)

(Navy Orders 344/70 and 364/71)

UNCLASSIFIED

49/72—Accounting—Wardroom Messes—Bar Chit

1. A modified Bar Chit—SX121 (1971)—is expected to be available on demand in April 1972.

2. It will be noted that the modified bar chit accommodates one mess number only. This change is being made in order to simplify mess accounting procedures.

(464/77/228 DFSD)

UNCLASSIFIED

50/72—Binders for NAVAIR Technical Publications

1. Expanding binders, designed for NAVAIR Technical Publications, are available on demand from SVSO, Sydney, as follows:

a. 7510–66–047–4909—Binder, loose-leaf, NAVAIR Technical Publication, 1½″ to 2½″.

b. 7510–66–047–4910—Binder, loose-leaf, NAVAIR Technical Publication, 2½″ to 3½″.

2. It is envisaged that the thinner of the binders, 7510–66–047–4909, will be adequate for most requirements.

3. The word 'Restricted' on the binders is to be amended as necessary to ensure that markings on the binders accord with the security classification of the contents.

(465/53/1322 D of V)

10283/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 51/72-55/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
16 February 1972.

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

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

51/72 HMAS PLATYPUS—Operational and Administrative Control.

SECTION 3—OPERATIONAL AND TRAINING

52/72 Language Training in The RAN.

53/72 Services Staff Colleges—Pre-course Correspondence Studies (Officers Extension Tutorial Course).

SECTION 4—EQUIPMENT, STORES AND SERVICING

54/72 Motor Vehicles—Slinging Arrangements.

SECTION 6—ESTABLISHMENTS

55/72 Fire Precautions—Smoking Tobacco—Carelessness.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

51/72—HMAS PLATYPUS—Operational and Administrative Control

1. For a trial period of one year operational and administrative (less works, property and civil staff matters) control of HMAS PLATYPUS has been exercised by FOCAF in lieu of FOCEA.

2. The trial having proved satisfactory, approval has been given for authority over HMAS PLATYPUS to be exercised as follows on a permanent basis:

a. Operational	by FOCAF.
b. Administrative	by FOCAF, subject to c. below.
c. Naval works, property and civil staff matters	by FOCEA.

3. Action will be taken to amend RI.

(1605/3/36 DAP)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

52/72—Language Training in The RAN

1. There is a requirement in the Royal Australian Navy for volunteers to train as linguists in the following languages:

Officers	Indonesian, Chinese and Russian.
Sailors	Indonesian and Chinese.
Wrans	Indonesian.

Eligibility

2. Officers—Lieutenant-Commanders and Lieutenants of any Branch or List, under 27 years of age.

3. Sailors and Wrans—Leading or Able Ranks of any Branch with the following minimum qualifications:

a. Passed Victorian Fourth Form or equivalent with a good pass in English. A candidate who has the potential to be a good linguist may attempt the language aptitude test before reaching the required educational standard.

b. Under 27 years of age.

c. If required, re-engagement in accordance with RI Article 0824.

Note: Applications may be made to have qualifications a. and b. waived where a candidate:

a. already speaks fluently more than one foreign language; or
b. is considered to have the necessary standard of knowledge of a language required of linguists (arrangements to determine this will be made by Navy Office when the application is received); or
c. it is in the interests of the Service.

Selection

4. Volunteers to undergo aptitude tests for language training will be called for annually. Final selection will depend upon eligibility, aptitude, availability and requirements.

Courses

5. Indonesian and Chinese:

a. Location	RAAF School of Languages, Point Cook.
b. Administration	Students will be borne on the books of HMAS LONSDALE and accommodated at Point Cook.
c. Duration	47 weeks commencing in January.
d. Working Hours	Monday, Tuesday and Thursday: 0800-2130. Wednesday and Friday: 0800-1600.

Note: Graduates in Chinese may be selected for continuation training at the University of Hong Kong for a further two years.

6. Russian:

a. Location	Army School of Education, Beaconsfield, Bucks, UK.
b. Administration	Students will be borne on the books of HMAS CARPENTARIA.
c. Duration	Approximately 18 months, including six months in Paris.

Refresher Study and Re-qualifying Examinations

7. Linguists are required to undergo two weeks refresher study and a re-qualifying examination at intervals of 18 months for 'B' Grade Linguists and two years for 'A' Grade Linguists.

Bounty

8. Qualified linguists will be paid an annual language bounty on the following scale:

Language	*'B' Grade*	*'A' Grade*
Russian and Indonesian	$200	$400
Chinese	$240	$500

Note: 'A' and 'B' Grade levels of proficiency are awarded by the RAAF School of Languages.

The Linguist Category

9. On successful completion of the language course at the RAAF School of Languages sailors and Wrans will be transferred to the Linguist Category at the rank equivalent to their existing rank and with the same seniority. Linguists will be employed in complement billets as directed by the Naval Board.

10. Confidential Navy Order 57/68 is hereby cancelled.

(311/1/94 D of T)

(*Confidential Navy Order 57/68*)

UNCLASSIFIED

53/72—Services Staff Colleges—Pre-course Correspondence Studies (Officers Extension Tutorial Course)

Introduction

1. The Naval Board, in association with the Air Board, have introduced a tutorial correspondence course, to provide officers with a study programme designed to assist in preparing them for higher rank, and in due course to qualify them for selection for staff courses.

2. It is emphasised that the course does not replace Staff College training. Rather, it offers preliminary study as an aid to success in a Staff Course, and it is the intention of the Naval Board that in the future its completion will be a pre-requisite for Single-Service and Joint-Services Staff Course selection.

Eligibility

3. The course is available to officers of all specialisations of the ranks of Lieutenant, Lieutenant-Commander, and to WRANS Officers of the rank of 2nd Officer, 1st Officer and Chief Officer.

Restrictions

4. In view of the need to second specialist staff to the Extension Tutorial Section, restrictions on naval enrolments may have to be made depending on the number of applicants.

Details of the Course

5. The course extends through two years and consists of four phases covering 80 weeks of programmed private study. The breakdown of the course is:

Year 1—Phase 1—English Expression.
Phase 2—Service Organisation and Management.

Year 2—Phase 3—Strategy.
Phase 4—Current National and International Affairs.

6. The course has been designed to be equally suitable to officers of all branches. Therefore no attempt is made to dwell at any length on one or more specific aspects of the syllabus. To complete the course satisfactorily an officer will be required to:

a. Phase 1—demonstrate an ability to express himself in writing correctly, concisely and unambiguously, and to present and defend opinions and decisions.
b. Phase 2—have a broad knowledge of Service organisation and management.
c. Phase 3—have a basic knowledge of national and global strategy and the employment of defence forces.
d. Phase 4—have sufficient background knowledge of Australia and other selected countries of the world to appreciate the significance of current national and international affairs.

Hours of Work

7. The actual amount of time a student will need to spend each week in study will depend on his experience, his background knowledge of the subjects taught, his proficiency in writing English, and on the thoroughness with which he wants to go into each subject. The planned 'average' study time throughout the 80 weeks is three hours effective study each week. Considerable thought has been given to the breakdown of study guides into weekly tasks and if an officer sets aside one evening only each week for study throughout the 80 study weeks, he shoud accomplish all that is necessary.

Assignments and Consolidation Checks

8. At intervals during the course, assignments are set. Five weeks before each assignment students are given a consolidation check in the appropriate study guide.

9. There are no final examinations. This type of test is replaced by the effort of consistency over the entire 80 study weeks.

Enrolment

10. No 5 OETC commences on 5 June 1972. Applications for enrolment will close on 14 April 1972.

Method of Application

11. Applications for No 5 OETC are to be forwarded through Commanding Officers to:

The Commandant
RAAF Staff College
FAIRBAIRN ACT 2600.

All applications should follow the pro-forma attached as Annex A to this order.

Course Progression

12. Administration of students in HMA ships and establishments will be through the Education Officer or, where appropriate, another officer known as the Tutorial Officer who would be nominated by the Commanding Officer. The Education Officer (or ships Tutorial Officer as appropriate) will be responsible for the authenticity of the supervision exercised over all supervised work forwarded to the Staff College. Officers studying alone will be administered directly by the Staff College, and special arrangements will be made for supervision of work as required.

13. A phase successfully completed will remain at credit. Officers who fail an assignment will be given a supplementary assignment and, if again unsuccessful, will be required to defer completion of the particular phase concerned until the appropriate phase of the subsequent course. Officers who are unsuccessful in particular phases will take longer than two years to complete the course.

14. Students who find that the necessary private study is impossible because of operational commitments, compelling compassionate reasons, or posting to a training course subsequent to enrolment for the Officers Extension Tutorial Course, are to advise the Commandant through their Commanding Officers, that they are withdrawing temporarily from the course. Students who have withdrawn in those circumstances will be expected to re-enrol as soon as the cause of the withdrawal is removed.

15. Officers who arbitrarily withdraw from course for inconsequential reasons will be required to show cause why they should be permitted to enrol at a subsequent course.

16. Officers who do not submit prescribed written work during any period of 10 weeks without first obtaining the approval of the Staff College will be suspended from course. Credit will be given for assignments completed and the officer will be given the opportunity of joining a subsequent course at the appropriate stage.

Recording of Results

17. The Extension Tutorial Section (Naval) will keep a record of the progress of naval students, and completion of the course will be noted in officers records.

18. Navy Order 631/70 is hereby cancelled.

ANNEX A

Officers Extension Tutorial Course

Application for Enrolment

NAME..... Given Names.....

RANK..... Specialisation.....

WHERE SERVING.....

POSTAL ADDRESS.....

.....

DATE OF ENTRY INTO RAN.....

DATE OF BIRTH.....

I hereby apply for enrolment in the extension tutorial course commencing on 5 June 1972.

Signature.....

II

The Commandant
RAAF Staff College
FAIRBAIRN ACT 2600.

Forwarded.

.....
Commanding Officer

(1600/11/67 DNES)

(*Navy Order 631/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

54/72—Motor Vehicles—Slinging Arrangements

1. The slings used for hoisting motor vehicles are to be generally in accordance with Navy Office Drawing No 108/662 (GI No 1935/57). The design of these slings is based on a working load of 35 cwt and this load is not to be exceeded. Special arrangements are to be made for handling heavier weights.

2. When lifting vehicles with this type of sling the following procedure is to be followed:

a. The legs of the sling are to be made to bring the line of the lifting wire over the centre of gravity of the vehicle thus ensuring that the load is balanced and level and will come to rest evenly on all wheels. This is particularly important when the vehicle is being lowered onto or hoisted from a floating platform.

b. Fit the hooks under the wheels and connect the slings using spreader arms.

c. Place the gears of the vehicle in neutral and release brakes as permitted by slope of the ground or deck.

d. Lift vehicle just sufficiently to check that the hooks have correctly taken the line of pull around each wheel.

e. Apply the brakes.

f. Lift the vehicle to the required position.

g. Remove slings and ensure that the vehicle is properly secure before transit.

(459/55/282 DGDM)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

55/72—Fire Precautions—Smoking Tobacco—Carelessness

1. The number of fires in Naval establishments caused by the careless use and disposal of smoking materials continues to increase. Particularly those caused by the dangerous practice of smoking in bed.

Note: The burning of some 'plastic' materials of which mattresses may be made produces toxic fumes, as well as the normal, asphixiating, products of combustion.

2. The provision *and use* of satisfactory receptacles for the disposal of smoking materials in places of assembly is required as is the use of suitable ash trays in accommodation areas, ie, cabins.

3. Personnel are to be reminded that refuse chutes, rubbish bins and similar containers are not to be used for the disposal of smoking materials.

(1446/1/27 DNW)

10705/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 56/72-58/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28 February 1972.

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

No	Title
	SECTION 2—PERSONNEL
56/72	Insurance of Private Motor Vehicles.
57/72	Loan of RNZN Sailors to the RAN.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
58/72	Ammunition—Fuzes VTN97—Policy for Supply Within the RAN

Section 2

PERSONNEL

UNCLASSIFIED

56/72—Insurance of Private Motor Vehicles

1. Personnel who own motor cars or motor bicycles could bring serious financial difficulties upon themselves by not having adequate insurance cover against accidents on the roads.

2. The only insurance cover required by law is a Third Party Insurance Policy. This type of policy covers a driver only for claims in respect of the death of or bodily injury to other persons whom he may kill or harm in the course of driving his car or motor bicycle.

3. A Third Party Insurance policy provides no cover against claims from persons whose vehicles or other property a driver may have damaged.

4. An officer or sailor who has only Third Party Insurance cover may therefore have to pay out of his own pocket for the repair not only of his own vehicle but also for the repair or replacement of any other vehicle (or other property) which he may have damaged by his negligent or dangerous driving. The amount to be paid may run into many thousands of dollars; even in a relatively minor accident the amount is likely to be several hundred dollars. If an officer or sailor has to be sued in court to make him pay, considerable legal costs are likely to be added to the bill for damages.

5. A driver can insure himself against such claims by taking out a Third Party Property Damages Policy. The annual premium on such a policy is understood to vary from State to State and to be between $12 and $22 Naval drivers who have only the ordinary compulsory Third Party Insurance are strongly recommended to protect themselves against possible financial disaster by taking out such a policy.

6. A driver who has a Comprehensive Insurance Policy, which is rather more expensive, is even better covered than one with only a Third Party Property Damage policy This type of policy covers damage to the drivers own vehicle as well as damage to other persons vehicles and property.

7. Commanding Officers are to bring this Order to the attention of their ships companies.

(271/1/82 DNLS)

UNCLASSIFIED

57/72—Loan of RNZN Sailors to the RAN

Navy Order 20/72 is to be amended as follows:

Paragraph S. (1.)

Delete 'NPRI Article 862' and *insert* in lieu 'NPRI Article 762'.

(2/203/7 HPB)

(*Navy Order 20/72*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

58/72—Ammunition—Fuzes VT N97—Policy for Supply Within the RAN

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

2. *Items Concerned* .. .. a. Fuze VT N97 M Mark 5—Amputated DA capability.
   b. Fuze VT N97 Mark 5.
   c. Fuze VT N97 Mark 6.
   d. Fuze VT N97 Mark 7.

3. *Information* .. .. Because of the different number of Marks of N97 fuzes in service in the RAN the future policy for expenditure within the RAN will be as follows:

   Outfits: N97 Mark 7.

   Practice:

   AA—SAFB .. AATFX .. (1) N97 M Mark 5 until stocks exhausted.
   (2) Then N97 Marks 5 and 6 until stocks exhausted.
   (3) Then N97 Mark 7.

   AA—SAFA .. N97 Mark 7.

   SU and NGS .. Airburst .. (1) N97 Marks 5 and 6 until stocks exhausted.
   (2) Then N97 Mark 7.

4. *Action to be Taken* .. a. By HMA Ships and Shore Training Establishments:
   When replenishing, requirements of each type of N97 fuze are to be indicated to conform with the above policy.

   b. By RAN Armament Depots:
   Take the necessary steps to introduce this policy of supply of N97 fuzes as soon as possible.

(726/251/325 DAS)

W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 59/72-66/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 February 1972.

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

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

59/72 ACNB General Messages.

60/72 Naval Metrication Committee.

SECTION 2—PERSONNEL

61/72 Alteration of Lacing of Uniforms, Etc, of RAN and RANR Officers at Sydney, 1971–72.

62/72 RAN, RANR and ASCC Officers and Chaplains Made-to-measure Uniforms at Sydney—1971–72.

63/72 Reimbursement of Costs Incurred by Members Serving in Singapore Under ANZUK Conditions for Children Undergoing Secondary Schooling Correspondence Courses.

64/72 Uniform—Introduction of New Type White Shoes.

SECTION 4—EQUIPMENT, STORES AND SERVICING

65/72 Introduction of AMF Type Gaiter.

66/72 Modification of MRS 3 MOD 1 and GDS 5 Weapon Equipment.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

59/72—ACNB General Messages

1. In accordance with Navy Order 377/71 the state of the ACNB General Messages as at 1 January is as shown in Annex A to this order.

2. Navy Order 470/71 is hereby cancelled.

ANNEX A

1. The following F messages may now be withdrawn:

1971

069 *see* Navy Order 251/71.
076 *see* ABR 10/69 Change 2.
092 *see* ABR 10/69 Change 2.

2. As at 0001Z January the following F messages were in force:

1971

003, 004, 005, 009, 011, 012, 013, 014, 015, 016, 017, 018, 022, 024, 025, 026, 027, 028, 030, 031, 032, 035, 036, 037, 038, 039, 041, 042, 043, 045, 046, 047, 048, 049, 050, 052, 053, 054, 056, 057, 058, 060, 061, 062, 063, 064, 065, 066, 067, 068, 070, 071, 072, 074, 075, 078, 079, 080, 081, 082, 083, 085, 087, 088, 089, 090, 094, 095, 097, 098, 099, 102, 103, 104, 105, 106, 107, 108, 110, 112, 114, 115, 116, 117, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 135, 136, 137, 140, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 178, 179, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195.

(77/1/14 AS (NS))

(*Navy Orders 251/71, 377/71 and 470/71*)

UNCLASSIFIED

60/72—Naval Metrication Committee

1. The Commonwealth Governments decision to convert to the sole use of the metric system is being implemented by the establishment of a Metric Conversion Board (MCB), a statutory body. Commonwealth Departments are represented on this body by an officer of the Department of Education and Science who in turn is Chairman of the Interdepartmental Co-ordinating Committee

2. The MCB has appointed a number of Advisory Committees, one to each approved area of industry, trade, manufacture, education, etc, and these are each under the Chairmanship of a member of the MCB. The Defence Group is represented on appropriate Advisory Committees. The Advisory Committees in turn have set up Sector Committees within their areas of responsibility and the Department of Navy is represented on a number of these committees which relate to particular areas of interest.

3. A Defence Group Committee on Metric Conversion has been established to serve as a link between the Defence Group of Departments and the Interdepartmental Co-ordinating Committee. Information relating to Commonwealth Policy will therefore normally flow to the Departments from the MCB via the IDCC and thence to the Defence Group Committee. Conversely, recommendations from the Defence Group Committee would be passed to the IDCC and thence to the MCB. The Director-General of Naval Design is the Navy Department representative on the Defence Group Committee.

4. A Navy Department Committee has now been established to co-ordinate the introduction of metrication throughout the Department of the Navy within the guidelines produced by the Defence Group Committee on metrication. The Committee comprises the following or their representatives.

Director-General of Naval Design—Chairman
Director-General Dockyards and Maintenance
Director-General of Naval Production
Director of Aircraft Engineering
Director-General of Fighting Equipment
First Assistant Secretary (FM)
First Assistant Secretary (Controller of Supply)
Assistant Secretary (Civil Establishments)
Superintendent of Naval Scientific Services
Director-General of Training
Director of Forward Design
Director of Naval Quality Assurance (who also provides the Secretary for the Committee)

It is intended that one representative from the groups of Divisions and Branches under each Naval Board Member will be responsible for the dissemination of information within these groups and to any associated authorities outside Navy Office as well as providing a point of contact.

5. The Terms of Reference for the Naval Metrication Committee are as follows:

a. To plan, direct and control the conversion to metrication in the Department of the Navy within the framework established by the metric Conversion Board and associated bodies.

b. To serve as a focal point in the Department of the Navy for liaison with the Defence Group Committee on metric conversion, the Sector Committees where appropriate the Defence Standardisation Committee, and the SAA.

c. To serve as a consultative body for advice on all matters relating to metrication within the Department of the Navy.

d. To be responsible for keeping all Divisions, Branches and authorities within the Department of the Navy, informed on all associated matters relating to metric conversion as may be appropriate.

e. To report as necessary to the Naval Board.

6. As progress is made towards the adoption of metric units in various areas, working parties will be set up to deal with specific related problems under the Chairmanship of the appropriate member of the Naval Metrication Committee or his representative.

7. Extracts from the minutes of the Naval Metrication Committee meetings will be circulated throughout the Department of the Navy for information.

8. Members of the Committee should be afforded the utmost co-operation in the discharge of their duties.

(2/1/63 DGND)

Section 2

PERSONNEL

UNCLASSIFIED

61/72—Alteration of Lacing of Uniforms, Etc, of RAN and RANR Officers at Sydney, 1971-72

Consequent upon an increase in prices charged by Evers and Cohen Pty Ltd, for alteration of lacing of uniforms, etc, as from 21 September 1971, the prices detailed in Annexes A and B of Navy Order 353/71, are to be amended as shown in Annexes A and B to this order.

ANNEX A

Alteration of Lacing of Uniforms, Etc—1971-72

—	*Evers and Cohen Pty Ltd*
	Coat, Undress and Jacket, Mess
	$
On Promotion to—	
SUB-LIEUTENANT	—
LIEUTENANT	7.05
LIEUTENANT-COMMANDER	8.43
COMMANDER	9.53
CAPTAIN	10.19
COMMODORE	—
REAR-ADMIRAL (From Captain)	—
REAR-ADMIRAL (From Commodore)	—
VICE-ADMIRAL (From Rear-Admiral)	—
With Distinction Cloth Between Lace—	
SUB-LIEUTENANT	—
LIEUTENANT	7.63
LIEUTENANT-COMMANDER	8.99
COMMANDER	10.20
CAPTAIN	10.76
Removal of gorget patch from shoulder straps of Midshipmen and relacing to rank of A/Sub-Lieutenant	—

ANNEX A—*continued*

—	*Evers and Cohen Pty Ltd*
	Coat, Undress and Jacket, Mess
	$
Replacement of Collar of Coat, Undress of Midshipmen—	
Cloth, Wool, Serge No 2	—
Cloth, Wool, Barathea No 2	—
Replacement of Peak of Cap on promotion to—	
Commander	—
Rear-Admiral	—
Replacement and sewing on of buttons on promotion to Rear-Admiral—	
Coat, Undress	—
Jacket, Mess, Blue	—
Vest, Mess, Blue	—
Removal of letter 'R' from Lacing of sleeves or shoulder straps of Reserve Officers' Uniform on transfer to the RAN	—
On Reversion to—	
SUB-LIEUTENANT (From A/Lieutenant)	4.17
LIEUTENANT (From A/Lieutenant-Commander)	6.09
LIEUTENANT-COMMANDER (From A/Commander)	8.00
COMMANDER (From A/Captain)	5.71
CAPTAIN (From Commodore)	—
With Distinction Cloth Between Lace—	
SUB-LIEUTENANT (From A/Lieutenant)	4.75
LIEUTENANT (From A/Lieutenant-Commander)	6.65
LIEUTENANT-COMMANDER (From A/Commander)	8.57
COMMANDER (From A/Captain)	6.29
CAPTAIN (From Commodore)	—
Replacement of Peak of Cap on reversion to—	
LIEUTENANT-COMMANDER (From A/Commander)	—
COMMODORE or Captain (From A/Rear-Admiral)	—

ANNEX B

Relacing of Uniforms, Etc, (Removal of Existing Lace and Relacing with all New Lace)

1971-72

—	*Evers and Cohen Pty Ltd*
	Coat, Undress and Jacket, Mess
	$
SUB-LIEUTENANT	13.34
LIEUTENANT	15.89
LIEUTENANT-COMMANDER	19.97
COMMANDER	21.03
CAPTAIN	21.34
COMMODORE	—
REAR-ADMIRAL	—
VICE-ADMIRAL	—
With Distinction Cloth Between Lace—	
SUB-LIEUTENANT	13.92
LIEUTENANT	16.45
LIEUTENANT-COMMANDER	20.70
COMMANDER	21.70
CAPTAIN	22.16
COMMODORE	—
REAR-ADMIRAL	—
VICE-ADMIRAL	—
Additional cost for letter 'R' to be inserted in the curl of the lace	0.55

(930/52/44 D of V)

(*Navy Order 353/71*)

UNCLASSIFIED

62/72—RAN, RANR and ASCC Officers and Chaplains Made-to-measure Uniforms at Sydney—1971-72

Consequent upon an increase in prices charged by Evers and Cohen Pty Ltd for Made-to-measure Uniforms as from 21 September 1971, Annexes A and B of Navy Order 357/71 are to be cancelled and Annexes A and B to this order substituted.

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) ..	45.81	47.13	—	—	43.43
SUB-LIEUTENANT ..	52.60	57.55	—	47.35	50.10
LIEUTENANT	57.46	61.46	—	51.45	54.96
LIEUTENANT-COMMANDER	57.75	65.26	—	52.94	55.26
COMMANDER.. ..	61.92	65.79	—	57.41	59.41
CAPTAIN	67.10	69.83	100.63	59.41	64.60
COMMODORE ..	68.63	71.87	102.02	63.76	66.07
REAR-ADMIRAL ..	90.21	93.21	105.21	90.51	88.21
VICE-ADMIRAL ..	95.91	98.91	110.98	96.22	93.91
RANR—					
SUB-LIEUTENANT ..	53.01	57.66	—	47.83	50.52
LIEUTENANT	57.87	61.86	—	51.85	55.36
LIEUTENANT-COMMANDER	59.16	64.65	—	54.52	56.86
COMMANDER.. ..	62.32	66.19	—	57.82	59.86
ASCC—					
SUB-LIEUTENANT ..	53.36	57.70	—	46.53	50.81
LIEUTENANT	57.94	61.91	—	49.96	55.41

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 $0.96 is to be deducted.
2. Addition of distinction cloth between lace when required—$0.64 per coat.
3. Addition of Decorations and Medal Ribbons (Decorations and medal ribbons to be supplied by Officer)—$1.50 per coat.
4. Addition of attachment for Aiguillette—$1.50 per coat.
5. Permanent creasing of trousers with SI-RO-Set process (all wool cloths only)—$0.55 per pair

ANNEX A—*continued*

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)	20.31	—	—	—	—
COAT, MANS, drill, white, officer, with gilt buttons ..	15.40	—	—	—	—
COAT, MANS, drill, white, officer, without buttons ..	14.40	—	—	—	—
JACKET, MANS, cloth, wool, Serge No 2, working dress..	—	—	25.58	—	—
JACKET, MANS, mess, drill, white, officer, with gilt buttons	11.33	—	—	—	—
JACKET, MANS, mess, drill, white, officer, without buttons	10.39	—	—	—	—
TROUSERS, MENS, officer	10.24	—	15.13	17.38	13.48
TROUSERS, MENS, officer (with gold lace)	—	—	—	57.44	—
TROUSERS, MENS, mess officer	—	—	—	17.38	—
TROUSERS, MENS, cloth, wool, Serge No 2, working dress	—	—	18.83	—	—
VEST, MANS, mess, officer	—	7.89	—	12.18	—

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	45.81
Cloth, wool, Barathea No 2	47.13
Cloth, wool, Polyester, Navy Blue	43.43
TROUSERS, MENS, OFFICER—	
Cloth, wool, Serge No 2	15.13
Cloth, wool, Barathea No 2	17.38
Cloth, wool, Polyester, Navy Blue	13.48

(930/52/44 D of V)

(*Navy Order 357/71*)

UNCLASSIFIED

63/72—Reimbursement of Costs Incurred by Members Serving in Singapore Under ANZUK Conditions for Children Undergoing Secondary Schooling Correspondence Courses

1. While 5th and 6th form education for his children in the area is not available, a member of the ANZUK Force or on loan to the Royal Malaysian Navy and serving in Singapore may, with effect from 6 September 1971, be reimbursed proven expenditure for secondary schooling correspondence courses undertaken by his children aged twenty years and under in respect of whom he qualifies for payment of Child Allowance.

2. The member may enrol his children in an Australian teaching institution, either State or private, but reimbursement may be made only up to the level of an Australian State teaching institution. Should cases arise where a course from a State teaching institution is not available, details should be submitted to Navy Office for consideration.

3. Payment of Child Allowance in accordance with the provisions of NPI 105/302 may be continued in respect of children for whom correspondence course costs are being reimbursed.

4. The amount which may be reimbursed is to be determined on the basis of expenditure by the member on:

a. enrolment and examination fees;

b. postage charges; and

c. prescribed essential textbooks.

5. This provision will be included in the Naval Pay Instructions in due course.

(252/10/9 HPB)

UNCLASSIFIED

64/72—Uniform—Introduction of New Type White Shoes

1. The Naval Board have approved the introduction of white shoes with poromeric uppers and brown synthetic soles and heels to replace white buckskin shoes in the kit of Officers, Midshipmen and Cadet Midshipmen. The new type shoes may also be worn optionally by Senior Sailors and will be included in the optional kits of Chief Petty Officers and confirmed Petty Officers.

2. Officers will be required to provide themselves with the new shoes in the course of normal kit replacement.

3. Stocks of the new shoes will be available by 4 April 1972. Initially they are to be reserved for repayment issues, and HMAS CERBERUS and HMAS CRESWELL are to continue to demand buckskin shoes for gratuitous issue to Midshipmen (SL) and Cadet Midshipmen on entry, until stocks are exhausted.

4. The Service issuing price of the new shoes is $8.58 per pair.

5 Details of sizes and catalogue numbers are contained in Annex A.

6. ABR 93, Manual of Victualling Stores, Part II, Section 2, Scales 1, 2(A), 2(B), 3(B), 3(F) and 9A will be amended.

ANNEX A

Class	*Catalogue No*	*Description*
8430	66–047–4962	Shoe, mans, dress, white, size 5
8430	66–048–0835	Shoe, mans, dress, white, size 5½
8430	66–047–4985	Shoe, mans, dress, white, size 6
8430	66–048–0836	Shoe, mans, dress, white, size 6½
8430	66–047–4986	Shoe, mans, dress, white, size 7
8430	66–048–0837	Shoe, mans, dress, white, size 7½
8430	66–047–4987	Shoe, mans, dress, white, size 8
8430	66–048–0838	Shoe, mans, dress, white, size 8½
8430	66–047–4988	Shoe, mans, dress, white, size 9
8430	66–048–0839	Shoe, mans, dress, white, size 9½
8430	66–047–4989	Shoe, mans, dress, white, size 10
8430	66–048–0840	Shoe, mans, dress, white, size 10½
8430	66–047–4990	Shoe, mans, dress, white, size 11

(917/65/247 D of V)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

65/72—Introduction of AMF Type Gaiter

Navy Order 293/71 is to be amended as follows:

ANNEX A

a. *Delete* HMAS HARMANs existing allowance of 20-prs Gaiters, AMF type, undyed, and *insert* 25-prs in lieu.

b *Delete* the existing Paragraph (*a*) (2), and insert the following:

'The AMF Gaiter will be supplied undyed, and in black. The undyed gaiters are for ceremonial purposes only, whilst the black gaiters are to be utilised at all other times On receipt of the undyed gaiters from the Stores Depot, they are to be painted white with 0473–L58382 or 0473–L58384 (quart and gallon size respectively) Paint, plastic, white PP160, which is available from SGSO, Garden Island (Source Code 0027) The paint is to be applied to clean dry canvas in one or two coats as may be necessary, in the proportion of 1 part water to 3 parts plastic. Refurbishing by washing should be carried out wherever possible rather than applying numerous coats of paint for subsequent usage.'.

(710/51/276 DAS)

(Navy Order 293/71)

66/72—Modification of MRS 3 MOD 1 and GDS 5 Weapons Equipment

1. The MRS 3 MOD 1 Gun Fire Control System and Gun Direction System MARK 5 presently installed in Destroyer Escorts YARRA, PARRAMATTA, DERWENT, and STUART are planned to be replaced during the ships half life modernisation refit.

2. All modification proposals received by the Director of Fleet Maintenance up to the end of 1973, will be processed in the normal manner. Modification information received after 1973 will be examined critically and only promulgated if:

a. the proposal highlights an existing safety hazard to personnel or equipment, or

b. the modification will significantly improve the systems performance and is considered to be cost effective.

3. Each ship will be advised of the known outstanding modifications to their equipments and will be provided with instructions necessary to complete those outstanding modifications.

4. In no way is this order to override or amend any existing operational or maintenance instructions and every reasonable attempt is to be made by Ships and Establishments to improve the equipments performance and reliability.

(737/256/90 DFM)

11330/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 67/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
2 March 1972.

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 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

67/72—Resettlement in Civil Life—Naval Resettlement Organisation

Section I—General

1. The Naval Board appreciate that officers and sailors who leave the Navy after long-term service desire civilian employment but that they may find difficulty in obtaining suitable employment through isolation from civilian pursuits. The Resettlement Scheme is intended to assist such long-term service personnel. The organisation is under the direction of the Director of Naval Education Service, who will collaborate where necessary with the Director-General of Personal Services. Instructor Officers on the staffs of Flag Officers act as advisers on resettlement information. In each ship or establishment, an officer is to be nominated as Resettlement Officer. The initial duty of providing resettlement information rests with Divisional Officers, and the Resettlement Officer is the channel of communication between the Divisional Officer and sources of information. The Director, Naval Education Service, is to be advised whenever Resettlement Officers change.

Eligibility for Training

2. The major aspects of the scheme are restricted to members with long-term service, since these members are likely to find the adjustment to civil life more difficult than members with short-term service, and they therefore require, and by virtue of their service deserve, additional resettlement assistance.

3. For the purpose of the Resettlement Scheme long-term service members are defined as follows:

a. officers and sailors with a minimum of 20 years service;

b. officers and sailors being discharged compulsorily on attaining the age for retirement or discharge or to meet the needs of the Service, and with a minimum of 12 years service; or

c. officers and sailors being discharged compulsorily on medical grounds irrespective of length of service, except for disabilities occasioned by disobedience or wilful neglect.

It should be noted that no person discharged for disciplinary reasons is eligible for assistance under the Resettlement Scheme.

Note: 'Service' is defined as total service, not necessarily continuous, with HM Australian Armed Forces. Resettlement advice to RN personnel serving overseas is given in current DCIs.

4. Long-term service personnel, as defined in Paragraph 3, are eligible for pre-discharge and post-discharge training if this training is considered by the Resettlement Co-ordinating Committee (which comprises representatives of the Navy, Army, Air Force and the Department of Labour and National Service) to be directed towards the effective resettlement of the person. For this purpose 'effective resettlement' is determined in accordance with the following general principles:

a. the officer or sailor should be able to transfer from the Navy to a civilian occupation with the minimum of involuntary break in continuity of employment;

b. the officer or sailor should be employed in an occupation which will make the best use of his qualifications, skills and experience;

c. the officer or sailor should be established in employment the remuneration for which will, together with his service pension, provide him with an income broadly equivalent to that which he received in the service;

d. the employment obtained should offer reasonable security; and

e. resettlement measures should always take into account the wishes and needs of the individual.

Outline of Resettlement Scheme

5. The Resettlement Scheme has the following provisions:

a. *For all Members of the Permanent Naval Forces:*

The Services Vocational and Educational Training Scheme (Navy Order 309/70) provides that on satisfactory completion of a SVETS course or course unit, a refund of 75 per cent of the cost of all compulsory fees may be claimed except that a member with 15 years completed service at the time of enrolment for a course will be entitled to a 100 per cent refund.

b. *For Long-term Service Personnel:*

(1) The organisation of a resettlement information and advice service for the collection and dissemination of resettlement information and for advice to serving members on all aspects of civil employment.

(2) Arrangements whereby members requiring employment assistance will be interviewed before discharge and preliminary employment action initiated through the Commonwealth Employment Service on their behalf.

(3) Where appropriate, during the last three months of their service, a brief period of pre-discharge resettlement training to facilitate the transition from service to civilian occupations.

(4) The provision of post-discharge resettlement training for long-term service members, where this training is considered to be directed towards the effective resettlement of these members.

Provision of Resettlement Information

6. The Department of Labour and National Service, as the agent of the Resettlement Co-ordinating Committee, supplies the following literature in sufficient quantities for distribution to all Naval Resettlement Officers:

a. *Resettlement Bulletins* containing items of current interest, eg, results of placement action, developments in the scheme, special resettlement problems. Frequency of issue—as circumstances permit, but not more frequently than monthly.

b. *Resettlement Information Papers* containing background information, eg, employment opportunities in particular fields. Frequency of issue—as material becomes available.

c. *L and NS Monthly News Release* reviewing the employment situation throughout the Commonwealth.

Operation of the Resettlement Scheme

7. The Department of Labour and National Service will provide, on request, supplies of a L and NS form, Form ES102, for use as detailed in the following paragraphs.

8. Preferably six months before the date of retirement or discharge, every officer or sailor within the categories enumerated in Paragraph 3 is to be interviewed by the ship or establishment Resettlement Officer. To assist Resettlement Officers, Navy Office issues a quarterly list of all long-term personnel and those with special benefits who are due to leave the Service three months hence. The Resettlement Officer is to complete Sections A and B of Form ES102 for each person interviewed. Forms are to be completed in accordance with the direction printed thereon.

9. Section A of Form ES102 records the personal particulars of the officer or sailor concerned, whilst Section B records whether or not he desires the assistance of the Commonwealth Employment Service in seeking post-discharge employment, and the type and location of employment sought.

10. Completed Forms ES102 are to be forwarded to the L and NS Regional Officer, a record of their dispatch being maintained in the ship or establishment. The Department of Labour and National Service desires to compile certain statistics and for this it is essential that all Forms ES102 be forwarded to the Regional Officer regardless of whether or not the individual officer or sailor desires assistance in finding employment.

11. If an officer or sailor regards the dispatch of a Form ES102 as an intrusion in his private affairs, there is no compulsion to send the form, but it should be pointed out that the sending of a form will assist the Resettlement Scheme.

Action by the Commonwealth Employment Service

12. The L and NS Regional Officer will arrange through the Commonwealth Employment Service (CES) such employment assistance as may have been requested. For this purpose it, may be necessary for individual officers and sailors to be interviewed by a CES officer either:

a. in his own ship or establishment (if numbers warrant a visit by the CES officer);

b. at the Higher Appointments Office of the CES in the nearest capital city; or

c. at a local CES district office.

Interviews of this kind will be arranged through the Resettlement Officer.

13. The person interviewed will be regarded for all purposes as being on duty at the time of the interview, and where travel is involved may be permitted to make one return journey between his normal place of duty and the place of interview at public expense. As far as possible, however, special journeys are to be avoided and interviews are to be arranged at times when the officer or sailor concerned would normally be on leave or when he would be in the vicinity of the place of interview for some other purpose.

14. Placement action by the CES is frequently conditional upon the prospective employee visiting the prospective employer. Subject to the exigencies of the Service, special short leave may be granted to an officer or sailor during the last month of his service to enable him to visit a prospective employer. Visits of this kind are to be arranged through the Commanding Officer who is to satisfy himself that the employment offered is apparently such as to justify the visit. Free travel is not allowable in this instance.

15. In many cases, employment will not have been arranged before an officer or sailor actually leaves the Service, but in such cases the CES will continue its efforts to find suitable employment and the officer or sailor concerned will be referred by the Department of Labour and National Service to the local Officer of the CES near where he intends to live.

16. Officers or sailors who have requested employment assistance through the CES but who subsequently obtain employment through other sources must advise the CES without delay. If employment is found before discharge, this advice should be forwarded through the ship or establishment Resettlement Officer, but if after discharge, the advice should be tendered direct to the local CES office. Conversely officers or sailors who in the first place decline the assistance of the CES, may subsequently register and obtain CES assistance if required by a change of circumstances.

17. The information supplied in Paragraphs 10 and 11 of Form ES102 should refer to present and not past qualifications. If the officer filling in these sections is of the opinion that the choices set out in Paragraph 5 of the form do not suit the member, this should be pointed out to him and, if necessary the Regional Director should be contacted for his views before further advice is given to the member.

18. When an officer senior to the Resettlement Officer is requiring assistance, the Captain is to fill in Sections 10 and 11 of Part B (Form ES102).

Resettlement Advisory Panels

19. Resettlement Advisory Panels have been established in New South Wales, Victoria and Western Australia to assist the Department of Labour and National Service in arranging employment for members retiring from the Services.

20. These panels comprise prominent citizens who have made their services available in an honorary capacity.

Section II—Pre-discharge Resettlement Training

21. There will be some long-term service members who may require a brief period of formal or on-the-job training prior to discharge, in order to obtain suitable civilian employment. There will also be some members who may need to complement the theoretical training they have received through SVETS with some practical training, if they are to be able to take advantage, for employment purposes, of the training already completed under SVETS.

Scope of Training

22. Subject to the restrictions contained in the following paragraphs, any training programme which will facilitate the members resettlement may be arranged by the Labour and National Service Resettlement Officer.

Eligibility for Training

23. Pre-discharge training is not a right, and long-term service members do not have any automatic entitlement to this particular form of resettlement assistance. Each case will be determined on the basis of the resettlement needs of the individual, the nature of the assistance which can be arranged by the Department of Labour and National Service, and in accordance with the needs of the Navy.

Conditions for Training

24. The conditions under which this form of resettlement assistance may be provided are:

a. the training must be directly related to the particular resettlement needs of the member;

b. training shall only be arranged during the last three months of a members service;

c. the maximum period for which training may be arranged shall not exceed four weeks in the aggregate;

d. members undertaking this training will be on duty, but will be relieved of their service duties, as necessary, for the period or periods agreed between the Department of Labour and National Service and the Navy.

25. Where a member is selected for training with any organisation, he remains, in all respects, a member of the Forces subject to Service discipline and direction. The member cannot, in any circumstances, be regarded as an employee of the organisation to which he is temporarily attached for training purposes.

Arrangements for Training

26. In the light of the information provided on the members Form ES102, supplemented by the information obtained at the initial employment interview, the Labour and National Service Resettlement Officer in consultation with the ship or establishment Resettlement Officer, will consider the likelihood of the member being able to obtain suitable employment. If it appears to the Labour and National Service Resettlement Officer that the members

effective resettlement is likely to prove difficult and that it might be facilitated by a brief period of training, which the Department of Labour and National Service would be able to arrange, he will contact the ship or establishment Resettlement Officer.

27. The initiative for suggesting a pre-discharge training programme will ordinarily come from the Labour and National Service Resettlement Officer after the initial interview with the member. However, this does not exclude initiatives from the ship or establishment Resettlement Officer, nor indeed from long-term members themselves.

28. When a proposal for pre-discharge training is initiated, the ship or establishment Resettlement Officer is to raise 'An Application for Pre-Discharge Resettlement Training' form, filling in Paragraphs 1 and 2 fully. A specimen form is appended as Annex A to this Order. The form is to be sent to the Labour and National Service Resettlement Officer who conducted the initial interview with the member, and will be returned to the ship or establishment, either with training recommended or not. If training is recommended, an application for the release of the member is to be made to the Naval Board, enclosing the completed Application for Pre-Discharge Resettlement Training form. Normally, all formalities should be completed in sufficient time for the request to reach Navy Office by letter, but in exceptional circumstances requests by signal will be considered. As factors such as the availability of a relief for the member must be fully investigated by Navy Office, applications for pre-discharge training should be made as far in advance of the proposed date of commencement of training as possible. When signalled requests are necessary, the following pro-forma is to be used:

a. Navy Order . . . . Pre-discharge resettlement training.
b. Rank. Surname. Initials. Personal Number.
c. Completed Application Form dispatched on . . . . (date)
d. Proposed date of commencement of training.
e. Number of days of training.
f. Training arranged with . . . . (firm, address).
g. Cost of training.
h. Other information which will assist in a decision.

29. If there is a difference of opinion between the ship or establishment Resettlement Officer and the Labour and National Service Resettlement Officer in regard to the provision of pre-discharge resettlement training and the disagreement cannot be resolved in discussion between the officers concerned, then the matter should be reported to Navy Office for a decision by the Resettlement Co-ordinating Committee.

Section III—Post-discharge Resettlement Training

Scope of Training

30. The courses which may be studied after discharge, and the institutions at which these courses may be undertaken, will normally be those which are approved under the Services Vocational and Educational Training Scheme, provided that the courses are directed towards the persons resettlement. Courses available under the Services Vocational and Educational Training Scheme comprise:

a. such university courses as are made available by university authorities for external or part-time study;
b. any course offered by a school or college operated by a public authority;
c. such courses offered by private institutions as may be listed in current orders on SVETS.

Courses should normally be restricted to those available from government institutions. Courses from private institutions are only approved when no suitable course is available from a government institution.

31. In addition, the Resettlement Co-ordinating Committee, acting in consultation with the Services Education Co-ordination Committee, may approve such other vocational and educational courses as it may consider necessary to meet special resettlement circumstances. Examples of courses for which such special provision may be required are:

a. courses which are only available on a full-time basis and which therefore could not be undertaken through the Services Vocational and Educational Training Scheme whilst the officer or sailor was still serving;
b. courses of formal training for officers and sailors whose circumstances prevented them from participating in the immediate pre-discharge training provided under the resettlement scheme; and
c. courses for medically discharged officers and sailors who, by virtue of an occupational handicap resulting from their disability, may require special vocational training to fit them for employment.

Training Conditions

32. The following conditions, under which post-discharge training assistance shall be available, will apply to personnel who are discharged and fulfil the requirements of Paragraph 3:

a. training may be undertaken by correspondence or on a full-time or part-time attendance basis;
b. applications for training shall be lodged not later than six months after the date of discharge but, in the case of medical dischargees, applications may be accepted by the Department of Labour and National Service up to one year after the date of discharge;
c. the maximum period for which a member may receive training will be three years from the date of commencement of the first available course after the date he lodges a completed application;
d. an officer or sailor shall be eligible for a refund of 100 per cent of the cost of courses satisfactorily completed. In this connection the cost of a course includes all compulsory fees including examination fees (if any) levied by the training institution or examining authority but does not include the cost of prescribed textbooks or instruments and of incidental out-of-pocket expenses which shall be borne by the officer or sailor; and
e. no living allowance shall be payable.

33. Officers and sailors receiving assistance under other Commonwealth educational or training schemes are not eligible for post-discharge resettlement training.

Application for Post-discharge Training

34. Applications for post-discharge training must conform to the condition stated in Paragraph 32b, and be submitted on Form ES104. This form may be obtained from ship or establishment Resettlement Officers to whom an initial distribution of the forms has been made by Navy Office.

35. It will be the responsibility of Resettlement Officers to ensure that, at the pre-discharge resettlement interview, long-term service officers and sailors are informed of the existence of post-discharge training benefits and the conditions relating thereto. Except for those who may wish to exercise their right to apply after discharge, applications for training must be lodged with the Resettlement Officers, either at the time of or following the resettlement interview conducted during the last six months of the officers or sailors service. Where a member considers it likely that post-discharge training will be required, but is unable to specify prior to discharge the training course desired, he should be encouraged to submit an 'open' application.

36. The application form (Form ES104), signed by the officer or sailor, must be endorsed by the Resettlement Officer as provided for on the form, and then forwarded by him to the appropriate Labour and National Service Resettlement Officer in accordance with the procedures for Form ES102. Where possible the application form should be accompanied by Form ES102. In no case, however, should an application for training be sent to the Labour and National Service Resettlement Officer in advance of Form ES102. Where a member elects to submit his application after discharge, he may at any time within six months (12 months in the case of a medical dischargee) following his date of discharge obtain an application form and lodge it with the Labour and National Service Resettlement Officer in the State headquarters of that Department or with any District Officer of the Commonwealth Employment Service.

Determination of Eligibility

37. The Labour and National Service Resettlement Officer is authorised to approve applications for post-discharge training. Applications, which are considered to be marginal or not in accordance with the conditions detailed in Paragraph 32, will be referred for decision to the Resettlement Co-ordinating Committee. When a medical dischargee has lodged his application for training direct with the Labour and National Service Resettlement Officer or a District Officer of the Commonwealth Employment Service, it will be the responsibility of the Labour and National Service Resettlement Officer to check that the applicant is a long-term service member as defined in Paragraph 3 and certify to this effect on the application form.

38. In making his recommendation, the Labour and National Service Resettlement Officer will consider the type of training requested by the officer or sailor in relation to his resettlement prospects in civilian employment, taking into account the principles set out in Paragraph 4. Relevant factors to be considered will be the persons educational standard, his pre-service employment, if any, his service background, and likely opportunities in the employment suited to his qualifications, skills and experience. In assessing these factors the Labour and National Service Resettlement Officer will have the benefit of the information recorded on Parts A and B of Form ES102, supplemented by the information obtained at the employment interview conducted by an officer of the Commonwealth Employment Service, and if need be, from a special interview arranged for this purpose.

39. The Labour and National Service Resettlement Officer will ensure that the course requested is available and that the officer or sailor would, if approved for training, be accepted for that course by the training institution.

40. Guided by the recommendation of the Labour and National Service Resettlement Officer, the Resettlement Co-ordinating Committee will approve or reject the persons application for training.

Advice to Members

41. The Labour and National Service Resettlement Officer will advise the officer or sailor direct (with a copy to his ship or establishment Resettlement Officer if the person is still serving) of the result of his application, and if approved, of the conditions governing the payment of refunds and the method of application for such refunds. The officer or sailor whose application is approved will be advised that he must make his own arrangements to enrol for the first available course, and that it is his responsibility to provide himself with the required text books and equipment and to pay, direct to the training institution, all fees and other charges connected with the course. The officer or sailor will also be requested to advise the Labour and National Service Resettlement Officer as soon as he has completed his enrolment.

Completion of Courses

42. A course will be considered as satisfactorily completed provided that:

a. the training institution certifies that an examination regarded as representing the satisfactory completion of the course or course unit has been passed. However, if an officer or sailor should be unable to sit for an examination because of illness, the particular demands of his employment, or other extenuating circumstances, the Resettlement Co-ordinating Committee, upon the production of satisfactory evidence to substantiate the claim, may approve a refund to the officer or sailor if the provisions of b. below have been observed;

b. if there is no examination as defined in a., the training institution certifies that:

(1) the written and other assignments of the course have been satisfactorily completed; or

(2) there were no written or other assignments for the course but the persons attendance record and performance were satisfactory.

Variation of Courses

43. When a person wishes to vary the course approved for him, he must forward his request to the Labour and National Service Resettlement Officer, who, if the variation is consistent with the approval already given (eg, a change in subjects within the same course) may authorise the change without reference to the Resettlement Co-ordinating Committee. Where the variation is substantial (eg, a completely different course is chosen), then the Labour and National Service Resettlement Officer will refer the request to the Resettlement Co-ordinating Committee for decision.

Refund of Fees

44. On satisfactory completion of an approved course or course unit, a student will be eligible for a refund of fees as set out in Paragraph 32d, provided the conditions referred to in Paragraph 42 have been observed.

45. The student will be required to prepare a claim on Treasury Form No 12, showing details of the course and all compulsory fees paid, and submit it to the Labour and National Service Resettlement Officer in the State where he is residing. Treasury Form No 12 is obtainable from any post office or District Employment Office.

46. After checking that the charges claimed are correct, and that the course was approved and satisfactorily completed by the student, the Labour and National Service Resettlement Officer will endorse the Treasury Form No 12, 'Course approved see ES104', sign the Treasury Form No 12, as 'Officer incurring expense', and forward it to the Regional Accountant of the Department of Labour and National Service who will arrange for a cheque to be dispatched to the student.

ANNEX A

Permanent Forces Resettlement Scheme

Application for Pre-discharge Resettlement Training

(See reverse side for instructions on completion)

1. Name:..... .....
(Surname) (Other names)

Rank: ..... Service address:.....

.....

Discharge date:.....

Present Duties:.....

.....

Training Period: From.....to....., inclusive.

City or town in which member proposes to settle.....

State.....

Type of Training

2. **On-the-Job Training:*

Employer training agent:.....

Employers address:.....

Nature of Employment:.....

Contact for verification:.....Phone No.....

**Formal Training:*

Name of Course:.....

Training Institution:.....

Address of Institution:.....

Cost of Course:.....

Reasons Training is Required:

.....

.....

.....

Resettlement Officer to Complete

Will costs additional to present pay and allowance be involved: Yes/no*

If so, give details.....

.....

ES102 *ATTACHED/FORWARDED TO D L and NS on.....

I certify that this applicant is a long-term member within the definition of the Resettlement Scheme.....

.....(Rank) .....

(Signature of Service Resettlement Officer) (Date)

3. Commanding Officer

.....

.....

..... (Attention:.....)

Department of Labour and National Service Use Only

*(A) Pre-discharge training is recommended for this member subject to the provisions of relevant Service orders. It would be appreciated if you could arrange for this member to be relieved of his Service duties for the above period.

*(B) Pre-discharge training is not recommended.

Date:..... .....

Regional Director
Department of Labour and National Service

* Strike out where not applicable.

Conditions of Training

1. Pre-discharge training may be approved for long-term members of the Permanent Forces where it is necessary for their effective resettlement. The release of a member to undertake such training is subject to Service convenience.

2. During a period of pre-discharge training the member is entitled to receive his normal Service pay and any allowances appropriate to his situation while undergoing training. He remains in all respects a member of the Forces subject to Service discipline and direction and cannot be regarded as an employee of the organisation to which he is temporarily attached for training purposes.

Notes on Completion

1. This form will normally be completed by the Unit Resettlement Officer. It may however be completed by the Labour and National Service Resettlement Officer.

2. The form should be completed in duplicate and both copies should be sent to the Regional Director, Department of Labour and National Service, at the addresses shown below in the State in which the members unit is located, to reach him at least one month before the proposed date of commencement of training. For units in the Northern Territory and Australian Capital Territory, forms should be sent to Adelaide and Sydney respectively. Where the unit is located outside Australia the form should be sent to the capital city of the State in which training is sought.

The Commonwealth Centre Chifley Square SYDNEY NSW 2000	99 Currie Street Box 1435J, GPO ADELAIDE SA 5001
Princes Gate 151 Flinders Street MELBOURNE VIC 3000	2 St George Terrace Box R1273, GPO PERTH WA 6001
Australia House 145 Eagle Street Box 1382, GPO BRISBANE QLD 4001	Mathieson House 81 Murray Street Box 585F, GPO HOBART TAS 7001

(347/201/1 DNES)

(*Navy Order 309/70*)

11332/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 68/72-72/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
3 March 1972.

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

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
68/72	ABR 5020 Naval Pay Instructions—Issue of Reviewed Publications.
69/72	Injuries Sustained in Accidents Ashore—Claim for Damages.
	SECTION 2—PERSONNEL
70/72	Service Funerals.
	SECTION 3—OPERATIONAL AND TRAINING
71/72	Officer Course Programme 1972.
72/72	Sailors Course Programme 1972.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

68/72—ABR 5020 Naval Pay Instructions—Issue of Reviewed Publications

1. The Naval Pay Instructions (ABR 5020) have been reviewed and a revised book of the pay instructions is expected to be available for distribution in approximately six weeks.

2. The new publication will be issued to current holders of ABR 5020 only and will not be available on a 'personal-copy' basis. However, in any case where a current holder does not receive a new issue or a non-holder has a definite requirement for the publication a request may be made in accordance with Navy Order 583/69.

3. It should be noted that the new publication does not include the pay increases and other variations approved recently as a consequence of the recommendations made by the Committee of Inquiry into Financial Terms and Conditions of Service for Male and Female Members of the Regular Armed Forces. These will be included in Amendment No 1 to the new book.

(465/4/585 HPB)

(*Navy Order 583/69*)

UNCLASSIFIED

69/72—Injuries Sustained in Accidents Ashore—Claim for Damages

1. RI 1626 (5) provides that where an officer or sailor sustains medical injuries through an accident ashore and obtains legal advice from a solicitor on the possibility of him making a successful claim for damages against the negligent party, up to $21 of the consulting fee may be re-imbursed.

2. The maximum amount that may be re-imbursed has now been increased from $21 to $50.

3. RI 1626 (5) will be amended in due course.

(201/55/26 CEO (GS))

Section 2

PERSONNEL

UNCLASSIFIED

70/72—Service Funerals

1. The maximum amounts which may be reimbursed the next-of-kin in respect of a privately arranged funeral of a deceased member have been increased with effect from 25 May 1971 as follows:

a. where the next-of-kin elects to make private arrangements for the funeral at the locality of the members death, the maximum amount which may be reimbursed is increased from $120 to $300; and

b. where, following transport of the members remains to an elected alternative locality, the next-of-kin elects to make private internment arrangements, the maximum amount which may be reimbursed is increased from $60 to $150.

2. Statutory Authority is required before payment of the increased rates may be applied and you will be further advised as soon as this authority is obtained.

3. Paragraphs 3, 4, 7 and 8 of Navy Order 134/70 should be noted accordingly.

(341/7/30 HPB)

(*Navy Order 134/70*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

71/72—Officer Course Programme 1972

1. The alterations shown in Annex A to this order are promulgated as Amendment No 1 to Navy Order 503/71.

2. The amendment list should be noted with this first amendment order No 1.

ANNEX A

Alterations

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Starting Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Aircrew ..	901103	ATC 50	RAAF EAST SALE	—	24.1.72	19.5.72	—	Amended dates
		51			8.5.72	25 8.72		
		52			14.8.72	1.12.72		
Training Technology Supplementary List Seamen	901260	Training Admin	CERBERUS ..	10	1.5.72	12.5.72	—	Amended dates
	901598	SLEX 1/72	CERBERUS ..	80	4.9.72	15.9.72	—	Amended dates
			WATSON ..	30	21.2.72	16.6.72		
			ANZAC ..	50	3.7.72	11.8.72		
			CERBERUS ..	5	14.8.72	20.10.72		
		SLEX 2/72	CERBERUS ..	80	23.10.72	27.10.72		
			CERBERUS ..		21.8.72	15.12.72	—	Amended dates

(312/3/164 D of T)

(*Navy Order 503/71*)

UNCLASSIFIED

72/72—Sailors Course Programme 1972

The deletion shown in Annex A to this order is promulgated as Amendment No 2 to Navy Order 513/71.

ANNEX A

Alterations

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	911940	POUW ..	WATSON .. PENGUIN	69 (incl 10 NBCD)	—	—	—	6.3.72	2.6.72	—	Delete all details

(303/21/188 D of T)

(*Navy Order 513/71*)

11605/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 73/72-77/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 March 1972.

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

No — *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

73/72 Tool Control in The Fleet Air Arm.
74/72 User Maintainer Concept—Definition of Terms.

SECTION 2—PERSONNEL

75/72 Eyesight and Colour Perception Standards.
76/72 Uniform—WRANS and RANNS Changes to Dress.

SECTION 4—EQUIPMENT, STORES AND SERVICING

77/72 Procedure for Analysing Supply Support (PASS).

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

73/72—Tool Control in The Fleet Air Arm

Introduction

1. A danger always exists that serious aircraft accidents involving possible loss of life may be caused by loose articles, left in aircraft, interfering with control systems.

2. To eliminate the hazard associated with tools left in aircraft by maintenance personnel, Tool Control has been progressively introduced into the Fleet Air Arm.

3. The principle of tool control is to account for each tool and/or tool control outfit, against the particular aircraft or air technical equipment on which it is to be used.

4. Tools and/or outfits drawn against an aircraft or air technical equipment must never be used for any other purpose.

5. Tool Control Outfits (TCOs) in current use are:

a. Leather or Canvas Pouches.
b. Tool Rolls.
c. Briefcases
d. Fibreglass Tool Boxes.
e. Mobile Composite Tool Boards.
f. Special to Task Tool Boxes, eg, Sheet Metal Repair Box.

6. A recent review of the above TCOs and the control procedures currently employed has resulted in a decision to phase out the composite tool boards and introduce tool boxes for all squadrons and units directly supporting aircraft. To implement the decision tool boards now provided to second line squadrons will be withdrawn and replaced by tool boxes as stocks become available.

Allowances

7. Allowances of TCOs and full details of the tools comprising each TCO will be included in LE48—Allowance List—Composition of Tool Kits.

Publications

8. To rationalise tool control operating instructions, administrative procedures and allowances into one authoritative publication AP (RAN) 78—Tool Control—Instructions and Allowances will be introduced into service. The publication will contain:

a. Instructions for the operation of Tool Control.
b. List of tool outfit containers (illustrated).
c. List of panels for containers (illustrated).
d. Composition of outfits and panels (illustrated).
e. Details of all tools.
f. Allowance list of TCOs proportional to aircraft and equipment holdings.
g. Allowance of tools to be held in tool issue centres and workshops.

9. Instructions for the operation of tool control as it affects maintenance personnel, pending issue of the air publication, are detailed in AP (RAN) 100 Vol 1 Part 12.

Responsibilities

10. The Superintendent Aircraft Maintenance and Repair is responsible for:

a. Approving technical requirements for alteration to TCOs and procedures submitted through AMAFTU by user units.

b. The progressive development of new tools.

c. The evaluation and development of TCOs.

d. Issue of amendments to AP (RAN) 78.

11. The Air Technical Officer of a ship or air station is responsible for:

a. The overall supervision and effectiveness of tool control as operated by squadrons, units and workshops.

b. Authorising the use of locally manufactured or purchased tools to meet urgent operational or maintenance requirements, and submitting details of such tools to higher authority for inclusion in allowance lists.

12. The Supply Officer of a ship or air station is responsible for ensuring that the supply and accounting procedures for tools and/or TCOs within the ship or air station are in accordance with ABR 4 Chapter 27.

(601/51/73 DAE)

UNCLASSIFIED

74/72—User Maintainer Concept—Definition of Terms

The Naval Board have approved the following definitions in determining the areas of responsibility of operators and maintainers:

Definitions

1. *Operator*	A man who is trained to operate a range of equipment but who has no maintenance training and does not do any maintenance. He may do user checks.
2. *Operator/Maintainer* ..	An operator who is trained additionally to carry out routine scheduled maintenance on his equipment and, possibly, other similar equipments. It is not intended that he should have any diagnostic ability. Maintenance to be done by approval job methods.
3. *Maintainer*	A man trained to maintain a range of equipment using schedules and handbooks. His training would include developing his diagnostic skills.
4. *Maintainer/Operator* ..	A maintainer who is trained additionally to operate certain equipment which should, for preference, fall within the range which he maintains.
5. *User/Maintainer* ..	A generic term to include operator/maintainer, maintainer/operator and any variation of the two.

(1605/3/109 DMP)

Section 2

PERSONNEL

UNCLASSIFIED

75/72—Eyesight and Colour Perception Standards

Navy Order 31/71 is to be amended as follows:

Section VII

After Paragraph 10 *insert* Paragraph 11:

'11. All spectacles supplied to service personnel are to be made of impact resistant lenses (hardened glass) except in those cases where the ophthalmologist finds that such lenses will not fulfil the visual requirements of the particular patient and directs in writing the use of other lenses.'

(327/53/143 MDG)

(*Navy Order 31/71*)

UNCLASSIFIED

76/72—Uniform—WRANS and RANNS Changes to Dress

Navy Order 437/71 is to be amended as follows:

a. **Paragraph 1:**

Under the heading 'For Petty Officers and Junior Wrans', *delete* the 2nd, 3rd and 4th Sub-paragraphs and *insert* the following:

'A blue rank badge will be worn on the new working dress blouse on the left sleeve with the base ½ inch above the blue cuff braid; Petty Officer Wrans Regulating and Leading Wrans Regulating will also wear a blue branch badge on the right sleeve ½ inch above the blue cuff braid.'

b. **Paragraph 3:**

Delete item 'V5 67026, Badge, collar, PO (Acting and Confirmed POs) 2 No 2 No' and *substitute:*

'V5 64001, Badge, rank, blue on white embroidered (Acting and Confirmed POs) 3 No 6 No.'

c. **Annex A:**

Scale 6 (B):

Delete '61592-96, Blouse, athletic, cotton, white, No 1'.

Scale 9 (C):

Delete '1 pr gilt metal collar badges on promotion to Acting Petty Officer'.

Insert '5 No blue on white embroidered rank badges on promotion to Acting Petty Officer'.

(917/100/18 D of V)

(*Navy Order 437/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

77/72—Procedure for Analysing Supply Support (PASS)

1. A procedure is being developed to provide a report reflecting supply support status of specified items of equipment or equipment systems. This system is termed Procedure for Analysing Supply Support (PASS). It is envisaged that utilisation of this management tool will provide valuable information in assessing the state of new equipment provisioning, stock replenishment planning, the periodic review of 'problem' equipments, etc.

2. Initially, PASS reports will cover only items of equipment on the NAVEST file and it should be noted that in accordance with ABR 5063, Article 8001, only the particular maintenance spares allowed to ships and establishments are recorded on the NAVEST file. Parts of equipment not allowed as ships maintenance spares, ie, those used only for dockyards or contract repair and overhaul are not recorded in the NAVEST file and it will be some time before such items will be introduced into the PASS system by use of other data sources. Eventually the system will be expanded to embrace all items fitted in all equipments in the RAN.

3. Any ship, establishment, administrative authority, or unit listed in ABR 5063 (Vol 3) Paragraph 1205 may request a PASS Report commencing in mid-1972, the exact date to be promulgated in due course. Requests are to be submitted direct to Navy Office for approval. If the requester is a ship or establishment, an information copy of the request is to be provided to the appropriate administrative authority who may override the request, informing Navy Office and the originator. Routine requests are to be submitted by letter while emergency requests may be transmitted by signal. All requests are to quote this order and should be in the following format:

a. Requester.

b. Designation of item of equipment or equipment system to be queried. The official designation of the item of equipment as shown in the relevant List of Equipment or other relevant documents should be shown. If it is desired to review an equipment system, the individual items of equipment comprising the equipment system are to be stated.

c. Reason for Request.

The Director of Supply Administration (DSUA) will screen all requests and if the equipment is not in the NAVEST file, inform the originator of the estimated acceptable resubmission date.

4. Routine requests will be processed on a monthly basis while emergency queries will be progressed within 48 hours after receipt of the signal.

5. After production of the PASS report, an immediate complete report will be mailed to the requester with a copy to the Director of Fleet Supply Duties (DFSD) if the query emanated from a ship or establishment. The PASS report will also be referred to appropriate Supply Division authorities for a thorough investigation. Within 30 days from production of a PASS report, DSUA will forward the report suitably annotated with the investigation results to the requester with a copy to DFSD if the query emanated from a ship or establishment.

Note: Due to current staff shortages, it may not be possible in the early stages of PASS to fully investigate all reports, but this aspect should improve when the staff ceilings are eventually lifted.

6. The format of the PASS report will be along the following lines:

A. Requester .. ..

B. Equipment/Weapons systems .. ..

C. Summary of items reviewed:

(1) Total lines items reviewed .. ..

(2) Total line items and percent where serviceable stock on hand exceeds Short of Stock Figures (SOS) (*Note 1*) .....%

(3) Total line items and percent where serviceable stock on hand is less than SOS, but above RAT (*Note 2*) .....%

(4) Total line items and percent where serviceable stock on hand is less than RAT .....%

(5) Total line item and percent of nil stock on hand with quantities due in .....%

(6) Total line items and percent of nil stock on hand and nil quantities due in .....%

(7) Total line items and percent not on NAVSTOK .....%

TOTALS .. .. 100% .....

D. *Items Below Short of Stock*

Quantity (SOS)—NAVSTOK and non-NAVSTOCK

(A special indicator (*) will be used to identify items carried in more than one depot if the first depot in the computer file is below SOS. These items will be the subject of further research and any variations will be included in the annotated report referred to at Paragraph 5.)

(1) Stock Number .. ..

(2) Short Name .. ..

(3) Depot Source Code .. ..

(a) SOS quantity .. ..

(b) RAT quantity .. ..

(c) Quantity serviceable stock .. ..

(d) Quantity due in .. ..

(e) Quantity due out .. ..

(f) Status of dues in

ORDER NUMBER QUANTITY STATUS (Including expected delivery date)

Note 1: Short of Stock (SOS)—a quantity equal to the forecast usage during the period necessary to allow special hastening of dues in order to ensure that deliveries are made and stocks replenished before a critical situation arises and/or reserves are tapped.

Note 2: Rationing Figure (RAT)—a quantity set to afford supply depot management control over allocation of stock to meet numerous demands when stocks are reduced to a critical level and reprovisioning is difficult.

7. ABR 4 and ABR 5063 will be amended.

(178/1/234 DFSD)

11801/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 78/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
21 March 1972.

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

By direction of the Naval Board,

P. Handau.

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

FOR OFFICIAL USE ONLY

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

78/72—Lifting Appliances on HMA Ships (Excluding Submarines) Tests Maintenance and Periodic Inspections

1. This order consolidates the important instructions which are to be complied with, when carrying out the tests, maintenance and periodical inspections of lifting appliances and associated equipment on HMA ships. It takes precedent over all other related documents.

2. For the ease of reference, details of the various tests and inspections have been grouped together as follows:

a. *General Test Requirements*

Paragraphs 5-6	Periods between Tests.
Paragraph 7	Method of Initiating Tests.
Paragraphs 8-20	Nature of Tests.
Paragraphs 21-23	Test Tally Plates.

b. *Tests for Particular Equipment*

Paragraphs 25-27	Cranes.
Paragraphs 28-30	Derricks.
Paragraph 31	Fork Lift Trucks.
Paragraph 32	Liferaft Hydrostatic Release Units.
Paragraphs 33-46	Cable and Hawser Handling Arrangements.
Paragraphs 47-48	ASW Davits.
Paragraphs 49-52	Ammunition Lifting Appliances.
Paragraphs 53-55	Boat Lifting Appliances.
Paragraphs 56-58	Machinery Lifting Appliances.
Paragraphs 59-70	Replenishment at Sea.

c. *Testing Lifting Appliances on Particular Ships*

Paragraphs 72-87	Aircraft Carriers.
Paragraph 88	DDGs.
Paragraphs 89-90	Minesweeper Equipments.
Paragraph 91	Ships in Reserve.
Paragraphs 92-95	HMA Fleet Auxiliaries.
Paragraph 96	Mercantile Vessels Requisitioned for Naval Service.

d. *Maintenance Requirements*

Paragraph 97	General.
Paragraph 98	Capstans, Cranes, Winches.
Paragraph 99	Wire Rope.
Paragraph 100	Cordage.

e. *Periodical Inspections*

Paragraphs 101-103	General.
Paragraphs 104-107	Wire Rope.
Paragraph 108	Cordage.
Paragraph 109	Ribbon Strops.
Paragraph 110	Davits.
Paragraphs 111-116	Capstans, Winches, Windlasses and Cable Holders.
Paragraph 117	Lifting Gear to Armour and Other Heavy Hatches.

3. Boat Lifting Weights are included in Annex A.

4. Information on tests, etc, for submarines are found in the Naval Construction Manual, Vol 90, Section T1: 'RAN Oberon Class Submarines Post Refit Trials Instructions, Part 1, Hull Trial No H22, Tests on Lifting Appliances'.

General Test Requirements

Periods between Tests

5. Unless otherwise stated in subsequent paragraphs, all lifting appliances including derricks, davits, cranes, winches, overhead runways, turntables, chains, blocks, grabs, etc, are to be tested by Dockyard Officers at intervals not exceeding three years, normally during a refit period. For ammunition lifting appliances, *see* Paragraphs 49-52.

6. When a lifting appliance due for test has not been used since the last test, a statement to this effect should accompany the Commanding Officers request for test, and Dockyard Officers should exercise their discretion as to whether a re-test is then considered necessary. This relaxation does not apply to lifting appliances for handling torpedoes. warheads, depth charges, mines, ammunition, gun armament, ahead throwing weapons projectiles, and missiles.

Method of Initiating Tests

7. Requests for tests to be carried out by dockyards on lifting appliances are to be initiated by Ships Officers on a main defect list, and the Ships Officers are to ensure that components such as brake linings, gear and electrical switchgear are in efficient operating condition prior to the tests.

Nature of Tests

8. For ships under construction, and conversion, the specified tests of all lifting appliances and associated equipment are invariably to be indicated on the relevant drawings. These tests are to be applied in the first instance at each subsequent occasion of testing and also after any repairs or alterations affecting the strength of any part of the lifting or guying systems have been carried out, unless further instructions involving modifications to the test loads have been issued. If any uncertainty exists as to the tests to be applied, the matter should be referred to Navy Office.

9. The rig of the system, when being tested, is to be in accordance with the approved arrangements, as any variation from these arrangements may result in dangerous stresses occurring in some of the component parts of the system. No alteration to the rig of any lifting system is to be made without prior Navy Office approval. Each lifting and handling system is to be tested as a complete unit.

10. The test is to be carried out on board by Dockyard Officers with the system rigged in the authorised manner by the Ships Staff to ensure that all gear and fittings in association therewith, whether portable or part of the ships structure, are fully tried. The Ships Officers should be in attendance during these tests.

11. Where the purchase of any system is of cordage the static load of twice the working load is not to be suspended by the purchase, but is to hang by a strop on the head of the derrick or davit, etc. This is to avoid overstretching and damaging the cordage.

12. Any equipment including spare gear not subjected to test during the tests of the various systems, eg, geared blocks, strops, spare purchases, etc, is to be tested ashore by the relevant Dockyard Officers.

13. The term 'safe working load' used in connection with these tests is the maximum weight which the system as rigged is approved to hoist and it should be carefully noted that this figure will not in general be the same as the safe lifting load which may be stamped on some of the components parts, leading blocks, etc, and will almost invariably be less than the lifting load marked on the individual parts of the equipment.

14. The lifting appliance, other than commercial type deck cranes (refer Paragraph 27), should first be surveyed after which the undermentioned tests, in general, are to be carried out in the following order:

a. A static load equal to twice the working load, is to be applied for 10 minutes with the system at rest.

b. With the system fully rigged the working load is to be raised, lowered, arrested and traversed where applicable, so as to test all parts of the system: this load is to be moved to the fullest extent possible throughout its complete designed range.

c. A running load of one and a half times the working load, moved in the same manner as the working load.

d. In addition to the working load test at b. above, the efficiency of all associated electrical equipment is to be checked for all specified duties and measurements of volts, amps, and speeds for each control position are to be taken and recorded. These should approximate to the figures obtained at the initial 'on board trials'. If these are not available the data shown on the motor rating plates and on 'as made' drawings should be used as guidance. Where appreciable differences are found these should be investigated and rectified at the earliest opportunity. Where the initial test results are not available and the alternative data is found inadequate to satisfy Dockyard Officers that the tests are satisfactory, application for the initial test figures should be made to the Director of Weapons and Electrical Design, Navy Office.

15. If, in a powered system, the power unit is unable to lift the running test load throughout the full range, the maximum load that can be lifted is to be reported to Navy Office and the appliance is to be limited to a working load of 65 per cent of this value.

16. In applying a running test load to a system with the gear as rigged, in which an electrically driven winch fitted with a slipping clutch is the lifting unit, it should be first confirmed that the slipping clutch is designed to hold twice the working load.

17. After completion of each of the tests the whole gear is to be carefully examined visually for flaws and defects. Any suspected flaws or defects should be investigated by means of non-destructive testing. Where repairs are carried out, the whole of the gear is to be retested. The results of all tests and examinations are to be recorded and the following copies issued:

a. Original to Navy Office.

b. Copy No 1 to FOCAF.

c. Copy No 2 to Ships Captain.

d. Copy No 3 to Dockyard File.

e. Copy No 4 to Testing Officers Records.

18. Any defects that develop during these tests which indicate some form of weakness in design, are to be reported to Navy Office.

19. If, whilst a ship is on service, any part affecting the strength of the lifting and handling equipment becomes defective and is repaired or renewed, a test, which would normally be carried out at a dockyard, is to be applied by the Ships Staff using loads as near the standard loads as can be arranged, before the appliance is passed into service. The result of the latter test is to be recorded and a standard test by Dockyard Officers is to be carried out immediately the ship returns to the dockyard.

20. If there is any reason to suspect that any lifting appliance has been unduly strained, the Commanding Officer should make a request for a re-test to be carried out immediately the ship returns to the dockyard, without waiting for the usual test period. All parts of a lifting system, including all permanent fittings, are to be carefully examined after lifting maximum loads.

Test Tally Plates

21. Unless test particulars are stamped on individual items of equipment, test tally plates showing the following data are to be fixed in a conspicuous position whenever a test is applied:

a. Tested (Place and date).

b. Static load (where applicable).

c. Safe working load.

d. Initials of persons responsible for test.

22. Where the system is tested with the gear rigged, the tally plate is to be marked as follows:

a. System tested as per approved rig.

b. Tested (Place and date).

c. Static test load (where applicable).

d. Running test load.

e. Safe working load.

f. Initials of persons responsible for test.

23. Care is to be taken that any securing holes for the attachment of test tally plates or stamp and centre punch markings are positioned so that the strength of the fitting is not impaired.

Tests for Particular Equipment

24. For ships under construction, the tests of all lifting appliances and associated equipment are to conform to the requirements of the appropriate specifications. For certain appliances, eg. cranes, the initial tests are more comprehensive than those required to be carried out subsequently, whilst for other appliances, shop trials at makers works are carried out which are not repeated after the appliances have been fitted on board. For subsequent tests, additional instructions to those contained in Paragraph 8 are to be observed, as detailed in Paragraphs 25 to 26.

Cranes

25. *Power and Hand-operated Cranes* (Excluding Commercial Deck Types):

a. The working load is to be raised and lowered at the maximum specified radius, by means of the hoisting motion, raised and lowered by means of the topping motion of cranes so provided, and slewed each way with the ship not heeled.

b. At the maximum specified radius a load of 50 per cent greater than the working load is to be raised, *held, topped *(when applicable) and slewed each way with the ship not heeled.

**Note:* Except with hydraulic cranes, where the overload is to be placed on the hook, not raised or topped, and the remaining tests carried out.

c. No greater test load than that described in b. should be applied to deck cranes.

d. Electrically-operated cranes should be tested in all their movements when carrying the maximum working load.

The speeds of operation and motor currents obtained in this test should approximate to those obtained when the cranes were installed. When the information is not held on board, it should be obtained from the Director of Weapons and Electrical Design, Navy Office, Canberra.

Mobile Cranes

26. a. The safe working load is to be raised and lowered at the specified outreach and normal working speed.

b. A running test load of 25 per cent in excess of the safe working load, in the case of 5-ton and 5.35-ton cranes, and 50 per cent in excess of the safe working load in the case of 20,000-lb cranes is to be raised, held and lowered at the specified outreach. Operation at a slow speed is acceptable for this test. The chassis should be stationary.

c. If ashore, the crane is to be on a level surface when handling the test loads; if on board ship, the crane is to be over the hangar bulkhead. The motions are to be performed carefully to thoroughly test the equipment, crane structure and operating gear.

d. No greater test load than that described in b. should be applied.

e. The crane should be tested in all its movement when carrying out the safe working load test. The hoisting speeds should be as follows:

3.5-ton crane	..	35 ft per minute.
5-ton crane	..	23 ft per minute.
5.35-ton crane	..	23 ft per minute.
20,000-lb crane	..	15 ft per minute.

The existing instructions as to the areas of flight decks over which the crane can be used will apply during movement of the chassis.

Commercial Type Cranes, Capstans, etc

27. Where commercial type cranes are fitted, the periods for test are to comply with Paragraph 5 of this order. The actual test loads applied after the crane has been surveyed are to be identical with the manufacturers test loads. Similar test arrangements are to apply to other types of commercial equipment, eg, capstans, winches, etc.

Derricks

28. Derricks fitted with a variable topping lift (span tackle), are to be initially tested with the boom at an angle between 35° and 45° to the horizontal. Although the thrust in the derrick remains fairly constant at all angles, the tension in the topping lift increases considerably as the derricks approach the horizontal position. A derrick should never be worked or tested when drooped at an angle below the horizontal.

29. Derricks with fixed topping lifts are only to be tested at the designed working angle.

30. Where derrick posts are used as part of a derrick rig, care must be taken to ensure that the derrick post and tubular stays are firmly secured in their deck sockets, and in certain cases, preventer wires rigged between tops or derrick post and deckhouse sides. When test loads are applied to the derrick, deck sockets and eyeplates are to be inspected for excessive deflection of deck structure, etc, and deflections are to be measured on the derrick boom and derrick post. Deflections are to be taken on the underside of derrick boom and 90° thereto. After the test load has been removed, further measurements are to be taken to ensure that no permanent set has taken place. Should it be established that permanent set has in fact taken place, further measurements are to be taken 24 hours later (in most cases the derrick will have reverted to its original state during that period. If permanent set is still evident, the matter is to be reported immediately to NAQ who, in conjunction with the design authority, will take remedial action.

Permanent Set on a Derrick is Totally Unacceptable

Fork Lift Trucks

31. a. The safe working load is to be raised to the approximate maximum height on the forks at normal working speed.

b. A running test load of 25 per cent in excess of the safe working load is to be raised, held and lowered at a slow speed.

Note: When carrying out this test, the relief valve of the hydraulic circuit must be temporarily adjusted to take this load. The chassis should be stationary. After running tests, the hydraulic relief valve is to be reset and tested to operate at a working load of 10 per cent in excess of the determined safe working load.

c. No greater test load than that described in b. should be applied.

d. If ashore, the fork lift truck is to be on level surface with the mast vertical when handling the test loads; if on board, the truck is to be over the hangar bulkhead. The motions are to be performed carefully to thoroughly test the equipment truck structure and operating gear.

e. The fork lift truck should be tested in all its movements when carrying the safe working load. The existing instructions as to the areas of flight deck over which the truck can be used will apply during movement of the chassis.

f. Pallet trucks are to be similarly tested.

Liferaft Hydrostatic Release Units

32. The periodic testing of these units according to Navy Office Drawing STDP-1002-001, is to be carried out by Dockyard Officers, who are responsible for their withdrawal from service at intervals not exceeding one and a half years.

Cable and Hawser Handling Arrangements

Capstans

33. The following tests should be applied after each occasion that dockyard repair or refit work has been carried out on the capstan (excluding submarines, for which *see* NCM, V90, section T1):

a. *Forward Capstans*

(1) Heave and veer the anchor and not less than 16 fathoms of hanging cable at the designed speed.

(2) Slack cable speed to be checked, brake gear and slipping clutch to be tested.

(3) Where twin cable holders are fitted these are to be heaved and veered separately and/or concurrently as per working instructions.

b. *After Capstan* (Cruisers and above)

(1) To heave and veer the designed working load.

c. *Other Capstans*

(1) Heave and veer the designed working load.

(2) A running test load of one an a half times the working load at slow speed.

Winches

34. The brakes of power-worked winches are to be tested with a 50 per cent overload which is to be held by the brakes without slipping, except in cases where the brakes are made to withstand a load of the winch, eg, minesweeping winch. All winches, excluding those used for handling torpedoes, warheads, mines, depth charges, ammunition and minesweeping (*see* Paragraph 52) are to be tested at each ship refit but not exceeding a period of three years.

35. Bathy and Oceanographic winches are to be tested at sea in deep water.

36. Where winches are tested in conjunction with the approved rig, a test tally plate with particulars as specified in Paragraph 22, is to be fixed in a conspicuous position and adjacent to the makers description plate.

Ropes, Chains, etc

Steel Wire Rope

37. All steel wire rope associated with a lifting appliance which has been used and has not otherwise been tested as a part of such an appliance, is to be subjected to a dead load test of two-fifths the ultimate breaking load at intervals not exceeding three years. The rope is to be unrove by Ships Artificers and sent to a dockyard for re-test.

38. When tested, the dockyard is to prepare a certificate of test. One copy of the certificate is to be furnished to the Commanding Officer of the ship concerned and the other copy to be recorded at the testing house for reference.

39. When determining the safe working load of steel wire rope for new lifting appliances, the following factors of safety are to be arranged for:

a. Lift wires	12 (minimum)
b. Running rigging (ex-crane wire) ..	8
c. crane wires	6
d. Standing rigging, including boat bridles ..	6

40. Particulars of minimum breaking loads for all grades of steel wire ropes are shown in DG Ships Specification No 165, Steel Wire Rope; Part 1, General Purposes Ropes.

Chain Cable, etc

41. Chain cable and chain cable gear and other associated fittings are to be periodically surveyed and tested in accordance with BR 367, Anchors, Chains, Cables, etc.

Cordage

42. Routine tests of cordage are to be as laid down in the appropriate rope procurement specification, and particulars, shown on tallies, to be attached to each coil. In connection with the visual examination of rigs before commencing and on completion of tests, the following should be noted:

a. No unauthorised departure is to be made from the approved rig, either in respect of size or quality of cordage, as determined by the rigging warrant or otherwise approved, when carrying out the tests. Slings made up for lifting parts of machinery, stores, etc, should be tested as above and slings marked with a tally giving particulars and dates of test.

b. Under normal peace-time supply conditions, untarred sisal and manila when new, are about equal in strength and rather stronger than tarred sisal. Untarred cordage deteriorates more rapidly than tarred, and loses this initial advantage of greater strength after about two months exposure to sea weather conditions. Coir cordage is about one-fifth the strength of manila or one-fourth the strength of hemp, of same size.

c. Information for ships personnel is given in Chapter V of Volume 2 of the Manual of Seamanship BR 67 (2/67).

d. When determining the safe working load of cordage and man-made fibres for new lifting appliances, the factors of safety to be arranged for are to be as for steel wire rope (*see* Paragraph 39). Particulars of minimum breaking loads for some grades of man-made fibres are shown in Naval Construction Manual/5.0/G2 (Nylon Rope (Hawser Laid)) and BSS 3758/64 (Polyester Filament Ropes, Hawser Laid).

Blocks, Hooks, Eyeplates and Cleats

Blocks

43. With the exception of blocks handling ammunition (*see* Paragraph 52) all blocks are to be inspected and tested as follows:

a. *Non-geared:*

Non-geared blocks which have not otherwise been tested as an integral part of a lifting system are to be inspected and tested at a dockyard to the appropriate proof load marked on the block at each ship refit period. The period between tests is not to exceed three years.

b. *Geared:*

All geared blocks for whatever purpose they are provided should be inspected and tested during each ship refit to the appropriate test load shown on the label plate. The period between test is not to exceed three years.

c. *Repair of Load Chains:*

(1) Consequent upon authorisation of the use of high tensile steel chain in lifting appliances, in accordance with BR 1943 SDM (N) 42/4, Lifting Gear for Shore Establishments, it is important that the greatest care should be exercised in the selection of this material when used in the repair of hand operated lifting blocks, particularly where such blocks are of proprietary type, ie, not strictly to Admiralty pattern or specification.

(2) When repair or replacement of the load chain of any block is necessary none other than material of the same grade as previously fitted to that particular block is to be used.

(3) Where identification is difficult, or doubt may exist for any other reason, Navy Office instructions are to be obtained before repairs are carried out.

(4) This precaution is necessary to ensure that the lifting capacity of the appliance is not lowered below that for which it is rated due to the incorporation of inferior material during repair thereby involving a risk of failure in subsequent use.

(5) Until dockyards are fully equipped with the facilities required for the repair and heat treatment of these higher tensile steel chains, work involving the fitting of new links can only be carried out by the chain makers. Appropriate action will therefore be necessary on the part of Repair Authorities at dockyards or bases concerned.

(6) The foregoing instructions apply to load chains in particular, electrically welded, mild steel chain to BS 590 : 1949 is the minimum standard acceptable for hand chains in these lifting appliances.

Hooks

44. Where a hook is not tested as an integral part of a lifting system, it is to be tested ashore to the proof load stamped on the hook.

Eyeplates and Cleats

45. Prior to fitting in place eyeplates and cleats are proof tested in accordance with Specification DGS 5033 incorporated in Material Specification, Part 1C.

46. Welded eyeplates and cleats are only to be used in positions of importance when they can be tested in place after welding, either by direct loading or in connection with the tests of the lifting system in which they may be incorporated. Tests of eyeplates, etc, are to be shown on Form TI149. Where not associated with lifting systems for which periodic tests are specified, they are to be tested during the ship refit period or at periods not exceeding three years, and if then considered necessary, they should be removed and replaced by new fittings.

ASW Davits

Unifoxer Davits

47. Unifoxer davits, rigged as approved are to be tested as follows:

a. Static test load .. .. 10 cwt.
b. Working load .. .. 5 cwt.
c. Running test load .. .. 7½ cwt.

Sonar Type 182 Hand Operated Davit

48. In addition to the instruction listed in Paragraph 47 the following should apply:

Slew the davit through 90° (from outboard to a fore and aft position) against an adverse heel of 10° and an opposng horizontal side load of 1,000 lb at davit head, at right angles to the middle line of ship.

Note: All the tests should be carried out with the jib secured in its raised position but the davit can be removed and 'heeling' test carried out as a shop test provided the heeling conditions can be simulated.

Ammunition Lifting Appliances

49. Appliances not designed for the lifting of ammunition are not to be used for this task. If Ships Staff believe that they have insufficient or ineffective ammunition lifting appliances, then this should be raised as an A and A item.

A/S Projectile Hoists

50. A/S projectile hoists are to be tested as follows:

a. Quarterly by Ships Staff, by raising a full working load.

b. At periods not exceeding one and a half years by Dockyard Officers. A load 50 per cent greater than full working load is to be held so as to test all parts of the lift or hoist.

Ribbon Strops for Torpedo Equipment

51. Ribbon strops, without leather servings, are to be surveyed and tested to the appropriate working load as follows:

a. Survey and load test immediately before issue.

b. Survey by Ships and Depot Ships Staff at six months intervals after receipt of test by dockyard.

c. Survey and load test at ship refit period by dockyard. The period between tests is not to exceed three years.

Lifting Appliances for Shells, Mines, Missiles, etc

52. The following ammunition lifting appliances are to be tested by Dockyard Officers at periods not exceeding one and a half years on application by Ships Officers:

a. Derricks and davits and stump masts, used for handling ammunition.

b. Blocks used for handling ammunition.

c. Wire ropes, whips, slings and jackstays used for handling ammunition are to be tested at the same time as the derricks and lifting appliances.

d. Power worked winches used for hoisting ammunition.

e. Monorails and outriggers used for handling ammunition.

f. The brakes of power worked winches used for hoisting ammunition are to be tested annually.

Boat Lifting Appliances

Boat Lifting Appliances (excluding Schat Davits)

53. The following periodic tests are to be carried out:

a. *Davits:*

(1) Boats davits are to be tested at each ship refit period, provided the period between refits does not exceed three years. Where only one davit is used the safe working load of the davit is to be taken as the lifting weight of the boat (as listed in Annex A), which it should withstand without permanent set or excessive temporary distortion. in the case of a boat hoisted by two davits or other independent hoisting appliances, the safe working load of each appliance is to be taken as half the specified lifting weight of the boat, unless the weight is unequally shared, when the greater of the two loads is to be taken as the safe working load for each appliance. If a spreader is attached, the davits should be tested with the spreader rigged.

(2) When the weight of a boat allocated to a ship would result in the specified working load of the ships derrick or boat davit being exceeded, the matter is to be reported through the Administrative Authority and instructions requested as to whether the derrick or davit is to be re-tested to an increased working load.

b. *Falls:*

(1) The maintenance of boat falls is to be carried out in accordance with the relevant paragraphs for wire rope and cordage.

(2) Ships Officers are to examine the falls at periods not exceeding six months and renew as necessary if any of the signs referred to in Paragraph 103 are apparent.

(3) In addition the falls are to be surveyed and tested by Dockyard Officers with a static load of 1.5 times the safe working load of each fall at periods not exceeding one and a half years.

c. *Slings:*

(1) The first test on completion of manufacture and all subsequent re-tests are to correspond to twice the working load of the sling. This working load is the pull in each leg of sling, including disengaging gear if fitted, when the boat is suspended at davits, or by similar two points lifts; or the pull in each leg of a bridle sling when lifting by crane, derrick or similar arrangement for one point suspension of boat. The weight of the boat is always to include that of the full equipment and fuel and that of men required to be aboard for lifting and lowering. For seaboats the weight of a full crew should be included.

(2) Except where spreader components make it practicable, bridles and slings are not to be tested as a whole; separate tests are to be made with each leg of bridle, span sling and steadying leads, together with all associated joining rings and eyes of disengaging gears or moused hooks.

(3) Boats slings, and sling plates with holding down bolts, complete with all associated disengaging gears, etc, of all ships should be landed for re-test at each ship refit period, and at all other times immediately after repairs have been effected by the Ships Artificers. Where rigid fixtures such as tubes, angles, etc, are to be used in place of slings, they are likewise to be removed for survey and re-test together with their fastening pins and holding down bolts. The test load for such items are to be shown on approved drawings,. Each lifting system is also to be tested as a complete unit (*see* Paragraph 9). In no case should the period between tests exceed three years.

(4) Inspecting Officers and Refitting Authorities are to ensure that during manufacture and in subsequent periodic surveys and tests, boats disengaging gears are fully operational before certifying acceptance for service. Such acceptance is to include a careful check, after galvanising, that the safety pin engages completely in the holes through both check plates, and the removal of surplus zinc deposits on the upper pawl of the releasing lever, which would prevent the safety pin engaging completely in its hole owing to fouling by the back edge of the releasing lever. Ships Officers are to check carefully that the disengaging gear is free running and functioning correctly before putting into operational use.

(5) Where no information is available regarding tests from approved drawings, the test load should be calculated from a diagram of forces:

(a) For two-legged bridle, the joining ring is to be tested either to twice the lifting weight of boat or twice the working load in the two legs together whichever is the greater.

(b) For three-legged bridle, where the distribution of forces is indeterminate, it should be assumed that the test load for the middle leg is 4/3 lifting weight of the boat and that of each side leg equal to the lifting weight; the test load for the joining ring of the three legs is to be twice the lifting weight of the boat.

(c) Where boats are suspended from two lifting appliances, as from davits, the working load is to be calculated on the basis of one half the lifting weight of the boat on each sling unless the weight is unequally shared, when the greater of the two loads is to be taken as the working load for each sling; the ring joining the two legs of the sling is to be tested either to the lifting weight of the boat or twice the working load in the legs, whichever is the greater.

(6) The test load and date of current test are to be stamped on the rings, enlarged end links of bridle or sling legs, and on the frames of disengaging gear or moused hooks.

(7) In ships taken over for Naval Service from mercantile or private sources or otherwise incorporated in HMA Service, special care is to be taken to ensure that the boat slings conform to usual service requirements; sling plate and other relevant fixed fittings in the boat, including fastenings are to be surveyed, to see that they are sufficient and that serviceable clench plates are included with the whole of the fastening arrangements.

(8) The testing of the boat slings is to be included in the periodical defect list.

(9) Special care is to be taken by the Ships Officers when preparing to lift a boat which has been swamped; the boat is to be gradually raised so that the water can be drained, or otherwise removed, until the total weight to be lifted is not appreciably above the authorised lifting weight of the boat The lifting weights of boats are given in Annex A to this order and this information until further notice is the only authority for such weights.

d. *Nylon Rope Strops and Steel Rope Pendents for Hoisting Boats in a Seaway:* It has been decided to extend the strop and pendent method of hoisting boats in a seaway to boats and craft carried in davits and gantries of all ships, in accordance with the Standard Drawings, STDP-1205-020, 'Boat Hoisting in a Seaway'. In ships so fitted, the nylon strops are to be landed at least once a year for re-test to proof loads as shown on the Standard Drawing. The steel wire rope pendents and associated fittings are to be landed for re-test with the boats slings.

Schat Davits

54. For powered operations, the instructions listed in Part A Section 3 and Part B Section 10 (I) are to be observed.

55. In the event of power failure or where powered lowering is not available (HMAS MORESBY and STALWART), the appliances are also to be tested for manual operation when the running load is to be modified as follows to avoid damaging the hand operated clutch and the centrifugal brakes:

a. A running load of 1.5 times the SWL is to be raised only and the load is then to be removed from the davit head by crane.

b. A running load of 1.1 times the SWL is to be used for the lowering and arrester tests.

Machinery Lifting Appliances

56. Hull attachments, together with associated eyeplates, eyebolts, shackles, etc, for lifting machinery items, including propellers, are to be tested in place by Dockyard Officers to a static load of twice the working load at periods not exceeding one and a half years.

57. Before propeller lifting arrangements are rigged for test or changing propellers, hull pads and fittings are to be examined as to their general condition. Eyebolts should be checked, if necessary from the drawing of the approved arrangement, to ensure that they have been specifically supplied for this use. Eyebolts sockets are then to be thoroughly cleaned. Care is to be taken that the faying surfaces on hull pad and eyeplate or eyebolt are free of excrescences which would otherwise prevent accurate faying. Eyebolts are to be tightened sufficiently such that the shoulders seat correctly and to prevent slackening back during lifting operations. If doubt exists after inspection that the fittings do not retain their full efficiency, they are to be tested in place by applying the specified static load before use for lifting operations. A foul pull, at an angle to the plane in which the eyebolts lies should be avoided. In the case of 'River' Class Frigates, the propeller lifting arrangements are not entirely in accordance with modern practise. In view of the ages of these ships, it is not intended to change the fittings but these are not used. Instead, suitable strops over the quarter deck and preventers are to be rigged for lifting propellers when occasions arise.

58. Most classes of ship are not provided with fittings for lifting shafts. In cases where such fittings are provided, however, they are not to be used in future; instead shafts are to be handled in the normal manner using gantries and jacks as necessary.

Replenishment at Sea

59. Appliances on HMA ships which are used in replenishment at sea operations are to be surveyed and tested at intervals not exceeding three years, normally during a refit period.

60. Tests for individual ships and particular appliances are listed in following paragraphs.

61. Before applying test, each appliance is to be rigged as shown on the relevant Navy Office drawings and the pull to be as far as practicable throughout the range of angles required in the Navy Office drawing.

62. The only ships in the Fleet which can at present use the Housefall/Tensioned Highline (STREAM) rigs are:

a. DDGs.

b. SWAN and TORRENS.

c. VENDETTA and VAMPIRE.

and no other ships are to use these rigs as their existing equipment is not strong enough to handle it.

Fuel Reception over the Stern

63. HMA Ships MELBOURNE, SYDNEY and SUPPLY	Contact Naval Technical Services Annex, Sydney for the relevant procedures
Aircraft Carriers	
64. a. *Light Jackstay Rig:* Jackstay line eyeplate and lead eyeplates	5,600 lb static load applied 10° below horizontal
b. *Stump Mast (one ton Heavy Jackstay):*	
(1) Jackstay line eyeplate	15 ton static load applied 10° below horizontal
(2) Outhaul upper and lower eyeplates	2 ton static load
c. *Crane Fuelling Rig:* Crane rigged for fuelling with hose recovered	1 ton static load applied at position shown on relevant Navy Office drawing with crane at 45° to horizontal
Type 12 Frigates	
65. a. *Tripod* (Forward on YARRA and PARRAMATTA; Forward and aft on STUART and DERWENT):	
(1) Jackstay Eyeplates (F and S) ..	15 ton static load applied 20° above horizontal, normal to centreline of ship and 20° either side of normal
(2) Inhaul Eyeplates (P and S) ..	2 ton static load applied 45° below horizontal, normal to centreline of ship and 20° either side of normal
(3) Hose Securing Pendant Eyeplate (P and S)	2 ton static load applied horizontally 20° either side of normal to centreline of ship
b. *After Highpoints* (P and S) (YARRA and PARRAMATTA only):	
(1) Jackstay Lug	14 ton static load applied horizontally
(2) Inhaul Pendant and Lead Lugs..	2 ton static load applied horizontally
c. *Jackstay Storing and Fuelling Rig* (P and S) (SWAN and TORRENS only):	
(1) Jackstay eyeplate and link ..	15 ton static load applied horizontally and 20° above horizontal, normal to centreline of ship and 20° either side of normal
(2) Inhaul Eyeplate	2 ton static load applied horizontally and 45° below horizontal, normal to centreline of ship and 20° either side of normal
(3) Hose securing pendant eyeplate..	2 ton static load applied horizontally, normal to centreline of ship and 20° either side of normal
d. *After Replenishment Mast* (SWAN and TORRENS only):	
(1) Housefall Storing Rig (P and S)..	50,000 lb static load applied horizontally normal to centreline of ship and 30° either side of normal

(2) Jackstay Eyeplate (P and S) ..	8,000 lb static load applied horizontally normal to centreline of ship and 15° either side of normal
(3) Inhaul Eyeplate (P and S) ..	3,000 lb static load applied horizontally normal to centreline of ship and 15° either side of normal

Probe Fuelling Arrangements (P and S) (not fitted in all ships)

66. a. Swivel joint, swivel arm and pelican Hook assembly	36,000 lb static load applied horizontally, normal to centreline of ship and 30° either side of normal
b. Swivel Joint, Span-wire and Adaptor assembly for conventional fuelling	36,000 lb static load applied horizontally, normal to centreline of ship and 30° either side of normal
c. Inhaul and Outhaul lugs	8,000 lb static load applied horizontally, normal to centreline of ship and 30° either side of normal

'Q' Class Conversion Frigate

67. a. *After Tripod—Rig* (*P* and *S*):	
(1) Jackstay Eyeplate	14 ton static load applied horizontally
(2) Lower Eyeplate	2 ton static load applied horizontally

Daring Class Destroyers

68. a. *HMAS DUCHESS:*	
(1) *Forward Tripod:*	
(a) Jackstay Eyeplate (P and S)	15 ton static load applied 20° above the horizontal, normal to centreline of ship and 20° either side of normal
(b) Inhaul Eyeplate (P and S)..	2 ton static load applied 45° below horizontal, 20° either side of normal to centreline of ship
(c) Hose securing pendant eyeplate (P and S)	2 ton static load applied horizontally 20° either side of normal to centreline of ship
(2) *After Stump Mast:*	
(a) Jackstay, inhaul and pendant eyeplates (P and S)	15 ton static load applied 20° above the horizontal, normal to centreline of ship and 20° either side of normal
(b) Lead-in-Eyeplate (P and S)..	2 ton static load applied 45° above the horizontal, normal to centreline of ship
b. *HMAS VAMPIRE and HMAS VENDETTA after modernisation:*	
(1) *House Fall Storing Rig* (P and S)	50,000 lb static load applied horizontally normal to centreline of ship and 30° either side of normal
(2) *Personnel Highline Lug* (P and S)	8,000 lb static load applied horizontally normal to centreline of ship and 30° either side of normal
(3) *Inhaul/Outhaul Lug* (P and S) ..	As for Personnel Highline Lug.

Battle Class Destroyers

69. *Fuelling Tripod:*	
a. Port Top Eye	14 ton static load applied horizontally
b. Port Lower Eye	2 ton static load applied horizontally simultaneously with above.
Repeat Test for Starboard Eyes.	

DDGs

70. *See* Paragraph 88. Excessive temporary distortion or permanent deformation of the support structure during or after a test is not acceptable. On no account should the test loads be increased to compensate for testing an appliance at only one specified angle due to limitations in dockyard test facilities. Unless otherwise stated, where a system involves a combination of eyeplates, swival joints, etc, each test load is to be applied separately. Span wires, handling lines, blocks, etc, are to be examined and tested in accordance with the relevant paragraphs of this order. Further information regarding test requirements may be obtained from Navy Office, Canberra.

Testing Lifting Appliances on Particular Ships

71. Periodic tests are to be carried out on the lifting appliances of particular ships as detailed below.

Aircraft Carriers

Lifts

72. All lifts are to be tested as follows:

a. Quarterly by Ships Staff—the full working load is to be raised and lowered.

b. At each ship refit period by dockyard—subject to the period between tests not exceeding three years except all types of bomb and rocket lifts which are to be tested at periods not exceeding one and a half years by dockyard. Tests embodying the operation at slow speed loads of 50 per cent greater than the full working loads are to be applied so as to test all parts of the lift.

c. By dockyard—on all occasions after adjusting of brakes or other major work and before the lift is considered available for use.

d. In lifts with roller chains—the chains are to be visually inspected every three months by the Ships Staff, and it is essential that the bearing surfaces be adequately lubricated. The inside plates of the chain should also be examined to see whether there are indications of rubbing against the wheel teeth, which would indicate misalignment.

Aircraft Lifts

73. a. By dockyard on the following ships:
HMAS SYDNEY (Working Load 15,000 lb).

(1) Test load 22,500 lb to be placed on middle line on an area 5½ ft square, 8 ft forward or aft of the transverse centreline.

(2) Disconnect electrical connections No 18 and No 19 at control panel to obtain slow running.

(3) Operate lift in both directions through full travel at slow speed with motor generator set running.

(4) Remove test load and re-connect electrical connections No 18 and No 19 for normal running.

b. *HMAS MELBOURNE* (Working Load 24,000 lb).

(1) Test Load 36,000 lb to be placed on an agreed area on the middle line of platform at a fore and after position representing the centre of gravity of the aircraft.

(2) Operate the lift in both directions at slow speed by means of slow running switch.

Brakes on Aircraft Lift Platforms

74. a. The brakes on the aircraft lifts should be capable of sustaining static loads considerably in excess of the working load of the lift, provided the brakes are correctly adjusted and maintained in good working order. In order to ensure that the brakes are satisfactory, they are to be tested by Dockyard Officers at each ship refit period by applying a static load equal to twice the working load of the lift. This test load should be well distributed over the platform.

b. The attention of Commanding Officers is drawn to the need for care in avoiding the inadvertent overloading of the lift platform when it is at flight deck level on such occasions as storing ship or ranging aircraft. In general, the static load placed on lifts should not exceed one and a half times the working load but it is an operational requirement to park two aircraft on the lift platform and if the weight of each approaches the working load of the lift, the hand operated brakes should also be applied. In no cases should the static load be allowed to exceed twice the working load.

c. It is of the utmost importance that solenoid operated brakes of electrically operated lifts on HMAS MELBOURNE and SYDNEY should at all times be efficiently maintained and frequently checked. The correct method to be adopted for their adjustment is as follows:

(1) Before adjusting these brakes the lift platform should be at flight deck level and without load.

(2) Lining should be non-greasy, rivets well countersunk and all hinge pins free and well lubricated.

(3) The rubber stop washer between the stop disc and the magnet cover should cushion slightly before the magnet plunger and the brass washer make contact with the lower half of the magnet casing. If necessary the rubber stop washer should be adjusted in thickness.

(4) Set screws on brake arms should be slackened back and then it should be carefully checked that magnet plunger is fully home, and not held by stop disc on top of magnet. The magnet plunger should have free movement and the axial grooves should be checked to ensure they are not blocked with dirt.

(5) The set screws on brake arms should be screwed up until the magnet plunger lifts 0.1 to 0.125 in.

(6) Tighten up brake springs equally until brake just operates, then slack back $\frac{1}{8}$ in. The designed working length of spring with brake applied is $4\frac{5}{16}$ in, but spring could be operated at $4\frac{3}{16}$ in quite safely.

d. A further refinement following the above is to screw up set screws, with magnet energised, just sufficiently to eliminate sounds of rubbing from the shoes with the lift running.

e. Attention is drawn to the necessity of securing lifts by tackle or other means independent of the safety gear whenever the wires are being repaired or overhauled and before men are sent to work in the lifts or trunks. When the wires of lifts are being overhauled or repaired the safety gear is never to be relied upon as the only means of securing the lifts in position.

Bomb and Other Lifts and Associated Equipment

75. a. By dockyard on the following ships at periods not exceeding one and a half years:

(1) *HMAS MELBOURNE*

(a) *Bomb Lift* (Working Load 2,600 lb).
Test load 3,900 lb to be placed evenly over floor of cage. Lift to be wound slowly downwards by emergency handle. When down, remove 1,300 lb and operate lift electrically.

(b) *Rocket Lift* (Working Load 2,600 lb).
Test load 3,900 lb to be placed evenly over floor of cage. Lift to be lowered at slow speed by means of slow running switch, 500 lb to be removed and lift raised.

(c) *Overside Rocket Lift* (Working Load 820 lb).
Test load 1,230 lb to be placed evenly over floor of lift. Operate lift in both directions throughout travel.

(2) *HMAS SYDNEY*

Bomb Lift (Working Load 2,600 lb).
Test load 3,900 lb to be placed evenly over floor of cage. Lift to be wound slowly downwards by emergency handle. When down, remove 1,300 lb and operate electrically.

Bomb Room, Rocket Motor Magazine, Missile and Torpedo Magazine Monorails

76. For the testing of this equipment, a temporary hook or eye is to be fitted to the gear, and the following test loads applied:

Safe Working Load	*Static Test Load*	*Running Test Load*
10 cwt	1 ton 0 cwt	15 cwt
1 ton 0 cwt	2 ton 0 cwt	30 cwt

Air Armament Equipment

77. a. *Hangar Gantries:*

(1) A maximum working load of 3 tons is to be raised, lowered, traversed and travelled to ascertain that the designed operating speeds are obtained.

(2) A load of 50 per cent, in excess of the 3 ton maximum working load is to be raised, held traversed, travelled and lowered so as to thoroughly test all working parts including the brake.

b. *Bomb Skids*, 0248-5574 and Mark 2 (Working Load 2,000 lb).

(1) The skid is to be carefully surveyed for wear and defects including examination of ball and needle roller bearings on wheels. It is then to be loaded with a load equal to its working load and moved about as would be necessary for its maximum operation. The brake is to be applied quickly at least three times.

(2) The skid is to be loaded with a load equal to one and a half times its working load and moved about and the brake applied as for the working load. Then it is to be thoroughly examined for signs of straining or fracture.

c. *Bomb Stretcher*, 4G-3034 (Working Load 500 lb).

(1) To be thoroughly surveyed for cracks or warp and the straps examined for signs of wear or fraying.

(2) With the end handles supported firmly, so that the feet of the stretcher are a few inches above the deck, apply a static load equal to twice the working load. Then it is to be thoroughly surveyed for cracks and warp.

d. *Bomb Lifting Poles*, 4G-3206 (Working Load 500 lb).
To be surveyed and then, with pole supported firmly at each end, a static load equal to twice the working load is to be suspended from the swivel hook. Re-survey for bending or cracking in bar, lifting hook and U support.

e. *Mark 65, 66 and 67 Bomb Slings* (Working Load, Mark 65—250 lb, Mark 66—500 lb, Mark 67—1,000 lb).
To be surveyed and then assembled to an inert bomb loaded to weight (*see* below), and subjected to the static test load for 10 minutes. Re-survey for cracking of fittings, or fraying of slings.

Static test loads: Mark 65—2,000 lb, Mark 66—3,000 lb, Mark 67—6,000 lb.

f. *Bomb Loading Hoists* 4GC-42321 to 4GC-42353, 4GC-L60038 (Working Load 1,200 lb).

Hoist cable and end fittings to be thoroughly examined for defects followed by loading with a static load equal to twice the working load and then a further examination for defects.

g. The following items are to be tested in accordance with the relevant specifications:

Bomb Skid 1740-00-294-3606
Bomb Skid 1740-00-887-0125
Adaptor 1730-00-532-0320
Adaptor 1730-00-719-9516
Adaptor 1730-00-502-0072
Adaptor 1730-00-563-3229
Adaptor 1730-00-930-7681
Adaptor 4920-00-013-7883
Adaptor 1730-00-966-5887
Adaptor 1730-00-948-3532.

The last two adaptors are for the 21A Bomb Skid and the remainder for the 12B Bomb Skid.

h. *Torpedo Bomb Trolley*, Mark 1 4G3925 (Working Load 2,000 lb).

(1) (a) A test load of 2,500 lb should be raised through the range of lift in three minutes with a continuous operation and remain in in an elevated position for half an hour without more than ½ in settling during this time. The minimum and maximum height for the range of lift is as follows:

(b) Ground to underside of weapon 14 7/16 in minimum.

(c) Ground to underside of weapon 80 inches maximum.

(2) The relief valve should be set to lift 336 lb on the quick lift large diameter pistons, and to change over to the small diameter high pressure pistons at loads 20 per cent in excess of this.

(3) The moving table should operate satisfactorily over the full range of travel in both fore and aft, and port and starboard directions, the total travel to be 8 in and 5 in respectively, and be able to tilt 3° downwards towards the towing handle. Rotation in azimuth 360°, ie, when lifted clear of the tyres.

(4) The table, when set parallel to the ground, should maintain parallelism throughot its lift to within ± 1°. The steering mechanism shall operate without fouling, and the trolley shall be capable of turning in a circle equal to 9 ft 3 in radius.

(5) The braking system should hold the trolley on a slope of 1 in 4.

(6) The trolley is to be tested for lifting with maximum working load. The load then to remain in an elevated position and there is to be no more than 1/16 in creep when measured at the cross head, the ends of which protrude through the frame.

(7) Functioning of the trolley, as to movement of the trolley as a whole, braking when the handles are released, and movement of the head in all directions are to be quite free for maximum travel.

(8) The trolley is to be subjected annually to the overload test detailed in Sub-paragraph (1).

Aircraft Lifting Appliances

78. Aircraft slings, power plant and engine lifting beams and slings and all other lifting tackle used with aircraft or aircraft components, are to be tested as follows:

a. Air stations and establishments—at intervals not exceeding three years.

b. HMA ships—at each ship refit or at intervals not exceeding three years.

79. Attention is directed to the RAN publication AP (RAN) 140, Article 12, which contains design data and appropriate test procedure for this type of equipment.

80. The Air Engineer Officer of the ship, air group or station is to keep a register of lifting tackle in his charge, listing the following information:

a. The description of the appliance.

b. The safe working load.

c. The date when taken on charge.

d. The proof load.

e. Dates of tests carried out and in which dockyard.

81. He is responsible for inserting the necessary items in the periodical defect list for the testing of such appliances. Should it be suspected that a lifting appliance has been overstrained at any time, this officer is responsible, for immediately withdrawing the item from service, and for making arrangements for a survey and proof test to be carried out by Dockyard Officers as soon as possible.

82. Normally, lifting tackle bearing an AM Reference No carries a brass tally stamped with test particulars, but this may not be the case with items of early manufacture whose test load must be established on the occasion on the next test and a tally affixed in accordance with Part A, Section 4.

83. HMA dockyards are periodically issued with a revised list of aircraft slings in current use in the FAA. These drawings give sufficient information of prescribed tests and any drawings that may be required in connection with such work can be obtained on application to Superintendent of Aircraft Maintenance and Repair.

84. The Air Engineer Officer is to decide whether or not a lifting appliance is in a serviceable coindition, and should be guided by the instruction for survey and inspection contained in AP 2817A. In this inspection, he is not to remove sheave pins, shackles, splice servings or protective coverings unless facilities are readily available for replacement without detriment to the efficiency of the item in question.

85. All items of lifting tackle covered by this specification are designed with a 'factor of safety' of not less than 6, except complete aircraft slings designed solely for Naval use which have a 'factor of safety' of 4. In the case of multileg slings, the safe working load for each sling leg should be shown on the identification tally with the leg at 0°, 45°, 60° and 80° from the vertical position.

86. Each item of lifting tackle, except fibre rope or fibre rope slings, is proof-loaded at manufacture to load equal to twice the safe working or normal load. Normal loadings are given in AP 970.

87. Proof-loading figures for separate pennants are not normally required, since the general practice is to proof-load the complete sling whilst the pennants are spread to the correct angles corresponding to their working position.

DDGs

88. USN tests and inspections are to apply to the DDGs until the lifting appliances become due for replacement, when they will be replaced with RAN equipment subject to the requirements of this order.

Minesweeper Equipments

Acoustic Sweeps, Inhaul Wires

89. The inhaul wire when rigged on the derrick is to be tested as follows:

a. *AD Mark 3:*
   (1) Static test load .. .. 5,600 lb
   (2) Working load .. .. 2,800 lb
   (3) Running test load .. .. 4,200 lb

b. *AH Mark 4:*
   (1) Static test load .. .. 4,000 lb
   (2) Working load .. .. 2,000 lb
   (3) Running test load .. .. 3,000 lb.

Triple-barrelled Minesweeping Winches (Ton Class Mincsweepers)

90. Provided that the winches have satisfactorily passed the specified acceptance tests at makers works, the following routine tests carried out on board after each refit of the craft will be sufficient:

a. *In Harbour:*
   (1) Carry out static tests, using the following loads to prove securings to deck and functioning of brakes.

Wires Fitted	*Total Static Load*	*Composition of Test Load*
2¼-in sweep wires ..	11 tons	4 tons on each sweep wire
2-in Kite wires ..	—	3 tons on Kite wires
1⅝-in sweep wires ..	7 tons	2 tons on each sweep wire
2-in Kite wires ..	—	3 tons on Kite wires.

   (2) Run winch on light load for one hour. Check power consumption is not excessive and that motor and bearings do not become hot.
   (3) The specified brake tests, ie, 15 tons from each of the two outer barrels and 19 tons from the inner barrel at 2 ft radius, cannot be applied to each brake singly as these loads are the breaking loads of the wires. The barrels are therefore to be clutched together and the brake torque applied as shown on Navy Office Drawings 210/ACH/93. The anchoring eyeplates shown on this drawings are diagrammatic. Where eyeplates of sufficient strength exist in the ship in suitable positions, these eyeplates are to be used. If it is necessary for the purpose of the test to fit temporary anchorages, care is to be taken not only that their fastening are of sufficient strength, but also that the surrounding structure will not be adversely affected.

b. *At Sea:*
   (1) Stream and recover minesweeping equipment at maximum sweeping speeds of ship and winch as specified. Check power consumption is not excessive.
   (2) An overload test of 7½ tons, ie, 50 per cent, in excess of maximum working load is to be hauled in at slow speed in order to test the gearing of the winch. Owing to the low factor of safety allowed on the wire due to sweeping difficulties, this test can only be applied to the kite barrel, the corresponding tests for the sweep barrels to be limited to 6 tons.

Ships in Reserve

91. All lifting appliances and associated fittings on Ships in Reserve are to be surveyed annually by Ships Staff and any defects revealed brought to the notice of the Dockyard Officers at the next testing period, normally when the ship is re-commissioned.

HMA Fleet Auxiliaries

92. For vessels built for RAN Service under the supervision of classification societies, the tests initially applied to lifting appliances do not always conform to

RAN practice. In general, in vessels built under the supervision of classification societies, the initial tests applied to boat davits are in accordance with Board of Trade Regulations, whilst those for other lifting appliances conform to the appropriate Statutory Rules and Orders; in some instances, however, the tests of certain appliances conform to RAN practice.

93. The standard of tests specified by the relevant Statutory Rules and Orders are appreciably different from those adopted in the RAN Service.

94. In view of the various practices adopted, it should be ensured that subsequent tests are the same as those initially applied unless amending instructions in regard to the test loads have been issued. If in doubt as to the tests to be applied on a subsequent occasion of testing, the matter should be referred to the Naval Board.

95. In future, for ships built for RAN Service, the derricks, davits (other than for lifeboats), etc, are to be capable of withstanding tests in accordance with RAN practice.

Mercantile Vessels Requisitioned for Naval Service

96. When a mercantile vessel is requisitioned for Naval Service, the regulations pertaining to periodical examination and tests of all lifting appliances and associated equipment, as laid down in this order, are to be strictly complied with. If possible the dates of the last test of all wire ropes and lifting appliances are to be obtained from the Ships Officers or the shipping companies at the time the vessel is taken over. If tests are due and records are not available, tests are to be carried out during the conversion periods. In order to conform to RAN practice the working loads of all lifting appliances, except those for handling boats, are to be down-graded as follows:

'The maximum static test load applied is not to exceed the static test load for which the appliance has been tested previously under the Statutory Rules and Orders. Safe working loads for RAN purposes are to be assigned, equal to half the static test load applied. Plates clearly indicating the maximum safe working load for RAN purposes are to be affixed to all appliances after test. For vessels chartered for the carriage of Naval armament stores, appliances not required for handling such stores are to be clearly marked 'Not for armament stores'.

Maintenance Requirements

General

97. Working parts of all mechanical appliances used in accordance with the lifting and handling equipment are to be kept clean and appropriately lubricated. When maintenance instructions are issued by the maker for a particular appliance, they are to be strictly complied with.

Capstans, Cranes and Winches

98. The following instructions are to be observed regarding the lubricants to be used in capstans, cranes and winches:

a. Joint Service Designation Grease XG 274, 0474-943-9814-L2 (5 lb container) is to be used for all bearings including motor bearings. Where crane makers instructions recommend other makes of grease and where those brands are now being used, the use of such makes is to continue pending the earliest favourable opportunity for thoroughly cleaning the lubricating systems and bearings and re-charging with SG 274.

b. Oil OC-300, 0475-943-7238-L1 (45 gallon container) is to be used in all worm gear boxes, and in all spur gear boxes. When topping up gear boxes on cranes, care is to be taken to ensure that oil of the same brand is used as that which the gear box is already charged with. Where this is not known with certainty or where supplies of the original oil are not available, the gear box is to be thoroughly drained and cleaned and re-charged with the appropriate oil specified above. Oils of different grades should not be mixed.

Wire Rope

99. Wires including strops, are to be kept as free as possible from moisture in order to avoid corrosion. They are to be periodically lubricated with a mixture of mineral grease and plumbago in order to reduce the cutting action between the strands and to prevent access of moisture. Wire ropes of cranes, etc, should be coated with Grease XG 280, 0474-910-0516 (45 lb container).

Cordage

100. All cordage when not in use is to be dried and stowed in a well ventilated space; during its storage and when in use subsequently no part of the cordage should be allowed to come in contact with oil, acid or any other deleterious chemicals.

Periodical Inspections

General

101. The Commanding Officer is to ensure that the whole of the equipment of any systems, including associated hull fittings, is examined for defects before and after handling its normal load at six-monthly intervals, and also that all steel wire ropes, splices and strops are examined at frequent intervals with a view to eliminating as far as possible the liability to accident. Particular care is to be taken during these examinations having regard to the present increased interval between dockyard refits.

102. A detailed examination of crane structure, before and after use, is precluded because of the time required to do this efficiently except as required by Paragraph 8.

103. When using any machinery or equipment in very cold weather, the increased brittleness of steel that accompanies low temperature must be borne in mind and particular attention should be paid to parts of the equipment subjected to bending stresses, eg, wires passing round small diameter sheaves, eyes of strops, eyeplates, etc, the effect of cold on the small size of wire ropes is more pronounced than on the large sizes. This defect is not of a permanent nature and recovery takes place on return to normal temperature. Special attention is to be paid to crimping or stranding of wires, to signs of drawing splices and flaw in shackles, eyeplates, and other ships fittings, used in connection with the system.

Wire Rope

104. The breakage of a few wires is a sign that the rope has passed through one-half of its life and should be carefully watched and examined at least every month and replaced by a new one at an early opportunity.

105. When the total number of broken wires in any length of eight diameters of any wire rope used for hoisting or lowering exceeds 10 per cent of the total number of wires, the rope is unfit for use.

106. Boat slings and wires other than those referred to in Paragraph 48c. are to be wiped down, monthly, with boiled linseed oil, and boat slings wire scrubbed, examined and re-coated every three months.

107. Where the hoisting ropes of lifting appliances are enclosed for any part of their length by a ponder-ball, guard or similar covering, this covering is to be removed on each occasion that an examination of the rope is carried out in order that the whole length of the rope is exposed for inspection and preservation as necessary.

Cordage

108. All cordage should be inspected frequently and should be returned to a dockyard for test when signs of wear or chafe indicate that it may be unsafe.

Ribbon Strops

109. Strands of ribbon strops for torpedo handling equipment are particularly liable to deterioration underneath the leather serving where so fitted. This defect cannot be detected without removing the leather.

Davits

110. In ships fitted with destroyed type of davits, special attention should be given to the screw gears and if excessive backlash is found, this should be treated as a defect and corrected at the earliest opportunity.

Capstans, Winches, Windlasses and Cable Holders

111. The Commanding Officer is to ensure that the winches and windlass shafts, cable holders and capstan heads and spindles are turned round and properly lubrirated once a week; that the spindles and deck bushes of the capstans and shafts of winches and windlasses are examined in ship, except for ships in reserve once in every 12 months, and also that when capstan bars are shipped they are invariably well secured and swiftered to prevent accidents.

112. Great care is to be taken in the use of patent capstan compressors and controllers which are fitted to ships, and the directions for their use are to be strictly adhered to.

113. In capstans where the capstan head is secured by means of screws or bolts to a disc keyed to the spindle, the capstan head and the disc are to be parted once in every 12 months, and the bearing surfaces, keys and screws examined for deterioration by rust and any other damage, such as fractured bolts, faulty feather keys, etc.

114. The bearing surfaces are to be cleared of any rust and well greased before the capstan head and disc are replaced. If any repairs are found to be necessary and beyond the capabilities of the Ships Staff, they are to be included in the next defect list forwarded for the vessel concerned.

115. For ships in reserve, the spindle and deck bushes of capstans and the shafts of winches and windlasses are to be examined once in every two years.

116. The results of all tests of lifting appliances are to be recorded, one copy to be placed in the Captain's ship book and one copy forwarded to Navy Office for inclusion in Navy Office copy of the ships book.

Lifting Gear to Armour and Other Heavy Hatches

117. The lifting gear should be examined quarterly, special attention being given to the condition of the shackle pins which should be removed if showing signs of wear. For tests of geared blocks *see* Paragraph 43.

ANNEX A

1. The following list gives the lifting weights in tons of ships boats, including crew, equipment and buoyancy facilities if fitted. Doubtful cases should be referred to the Naval Board.

Type	*Lifting Weight*
a. *Hard Chine Motor Boats:*	
35-ft fast motor boat or barge	6.13 (3 men)
30-ft fast motor boat or barge	4.34 (2 men)
26-ft personnel boat (USN)	4.10 (2 men)
17½-ft lightweight utility boat Variant 'A'	0.63 (1 man)
17½-ft lightweight utility boat Variant 'B'	0.51 (1 man)
14-ft patrol boat dinghy	0.23 (1 man)
b. *Round Bilge Motor Boats:*	
40-ft personnel boat	9.09 (2 men)
40-ft utility boat	9.02 (2 men)
34-ft survey boat (1944 design)	6.44 (3 men)
34-ft survey boat (1962 design)	7.95 (2 men)
33-ft sea boat	5.23 (4 men)
33-ft admirals barge	5.54 (3 men)
32-ft cutter	4.87 (3 men)
28-ft Viking lifeboat	3.00 (2 men)
27-ft whaler	2.39 (4 men)
26-ft whaleboat mark 9 (USN)	2.55 (2 men)
26-ft sea boat	3.43 (3 men)
26-ft utility boat	3.52 (2 men)
25-ft cutter	2.74 (2 men)
17½-ft dinghy	1.39 (2 men)
c. *Pulling and Sailing Boats:*	
27-ft whaler	1.30 (2 men)
16-ft skiff dinghy	0.70 (2 men)
14-ft sailing dinghy (wood)	0.52 (2 men)
14-ft sailing dinghy (GRP)	0.41 (2 men)
10-ft dinghy, 4-ft beam	0.29 (2 men)
14-ft 'bosun' sailing dinghy	0.35 (2 men)

2. All boats constructed after 1971 will have their lifting gear designed to take a full complement of passengers in addition to the weights listed above.

3. However, before the lifting appliances on ships are tested to the increased loads, Dockyard Officers are to ensure that the davits and associated gear have been designed to lift the new boats in their fully loaded condition.

(400/201/152 DSD)

12264/72 W. G. Murray, Government Printer, Canberra

ANNEX A

1. The following list gives the lifting weights in tons of ships boats, including crew, equipment and buoyancy facilities if fitted. Doubtful cases should be referred to the Naval Board.

Type	Lifting Weight (Tons)
Naval (Non Minor Boats):	
32-ft fast motor boat or barge	0.12 (2 men)
29-ft fast motor boat or barge	0.38 (2 men)
26-ft personnel boat (LCPV)	0.10 (2 men)
17½-ft lightweight utility boat Variant "A"	0.09 (1 man)
17½-ft lightweight utility boat Variant "B"	0.21 (1 man)
14-ft pound boat dinghy	0.23 (1 man)
Naval (Minor Boats):	
40-ft personnel boat	0.09 (2 men)
40-ft utility boat	0.02 (1 man)
34-ft survey boat (1944 design)	0.04 (2 men)
34-ft survey boat (1962 design)	0.09 (2 men)
34-ft fast boat	0.22 (4 men)
32-ft admirals barge	0.34 (2 men)
32-ft cutter	0.87 (2 men)
29-ft whaling lifeboat	0.00 (2 men)
27-ft whaler	0.34 (2 men)
26-ft whaleboat mark 9 (USN)	0.52 (2 men)
26-ft fast boat	0.41 (1 man)
26-ft utility boat	0.32 (2 men)
25-ft cutter	0.74 (2 men)
17½-ft dinghy	0.36 (2 men)
Fleet and Sailing Craft:	
27-ft whaler	0.30 (2 men)
16-ft skiff dinghy	0.10 (2 men)
14-ft sailing dinghy (wood)	0.52 (2 men)
14-ft sailing dinghy (GRP)	0.41 (2 men)
10-ft dinghy, 4-ft beam	0.29 (2 men)
14-ft "Junior" sailing dinghy	0.19 (2 men)

2. All boats constructed after 1971 will have their lifting gear designed to take a full complement of passengers in addition to the weights listed above.

3. However, where the lifting appliances on ships are fitted to the increased loads, Dockyard Officers are to ensure that the slings and associated gear have been designed to lift the new boats in their fully loaded condition.

(400/20/1/172 DSD)

K. G. Mills(?), Commander Fleet, Cadogan

HISTORIAN.

ANO 79/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
21 March 1972.

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 6

ESTABLISHMENTS

UNCLASSIFIED

79/72—Master Planning

Introduction

1. The process of Master Planning has been instituted to ensure that:
   a. Establishments and facilities are developed in an orderly fashion to meet their stated purposes.
   b. Due attention is paid to economic, functional and aesthetic considerations in the development of land and facilities under Naval control.

2. Adherence to the objects of Master Planning should ensure that in the future growth of existing establishments and facilities, and in the development of new ones, established town planning principles will result in an optimum blending of site conditions and functional requirements. It should also ensure that accommodation needs are taken account of both in the short and long (up to 25 years) terms and assist in avoiding expenditure on repair and maintenance of buildings with a limited life expectancy.

3. The machinery of Master Planning involves action by and close co-operation between Directors at Navy Office, Administrative Authorities, Establishments, and the Commonwealth Department of Works.

Aim

4. The aim of this instruction is to inform those concerned with Master Planning of their responsibilities, and of the procedures involved in the process.

Definitions

5. The following definitions are pertinent.
   a. *Statement of Requirements to form the Basis of a Master Plan*
   A document of two parts which shows at Part A the approved functions of the establishment and at Part B the required facilities required to meet those functions. *See* Annexes A and B.
   b. *Existing Conditions Survey*
   The collection of documents described at c. to f. below which together contain all the technical information relative to the property to be developed. *See* Annex C.
   c. *Locality and Centrality Plan*
   A plan showing the location of the property to be developed in relation to adjacent towns and transport facilities. They may also record the existence of any Town Planning restrictions/requirements affecting development of the Navy property.
   d. *Commonwealth Lands Plan*
   A plan of the property showing details of title and any easements, rights or lease-holdings pertinent to the site. (For small establishments this plan may be combined with the Existing Conditions Plan (*See* e. below).
   e. *Existing Conditions Plan*
   A drawing (or drawings) showing development which has taken place on a property. It will record contours, engineering services, communications, buildings and any other features which must be taken into account in preparing a Master Plan.

   f. *Landscape Plan*
   A drawing showing existing trees and landscape features, illustrating the extent of work necessary to prevent soil erosion and to combat noise, wind and dust so as to provide a reasonable environment for living and working.
   g. *Master Plan Report*
   A report which highlights points which have emerged in the compilation of the Existing Conditions Survey, and comments upon the capacity of the site to meet the Statement of Requirements (a. above), and any other points which have a bearing on the development of a Master Plan.
   h. *Zone Plan*
   A drawing showing existing and/or proposed use of the property defining areas or zones of separate activity.
   j. *Master Plan*
   A drawing showing the ultimate development of the property over a period of years and supported by some or all of the documents described at Sub-paragraphs b. to h. above.

Development of a Master Plan

6. The following table shows the several steps necessary in the process of developing a Master Plan and nominates the authority responsible for each separate action. It should be read in conjunction with Annexes A, B and C which are intended to act as 'aides memoir'.

	Function	*Action by:*
a.	Preparation of Part A of Statement of Requirements to Form the Basis of a Master Plan. (*See* Annex A)	Project Director
b.	Examination and submission for Board approval of Part A of 'Statement of Requirements'	Naval Works Planning and Priority Committee (Navy Office).
c.	Approval of Part A of 'Statement of Requirements'	Naval Board.
d.	Preparation of schedule of physical facilities required to meet Part A of 'Statement of Requirements' (*See* Annex B).	Establishment concerned under supervision of the Administrative Authority (with assistance as necessary of Project Director and Director of Naval Works).
e.	Processing within Navy Office of Administrative Authoritys submission regarding facilities necessary to meet Part A of 'Statement of Requirements' and of sponsoring it to Naval Works Planning and Priority Committee.	Project Director.
f.	Examination and submission for Board approval of Administrative Authoritys submission regarding facilities necessary to meet Part A of 'Statement of Requirements' including an appreciation of these requirements in relation to existing facilities.	Naval Works Planning and Priority Committee.

Function	*Action by:*
g. Approval of schedule of facilities required to meet Part A of 'Statement of Requirements'.	Naval Board
h. Initiation of action necessary to compile Existing Conditions Survey. (*See* Paragraph 5 b. and Annex C)	Director of Naval Works.
j. Examinations of approved schedule of facilities required to meet Part A of Statement of Requirements in conjunction with Existing Conditions Survey and the preparation of a further schedule, if necessary, of additional facilities required. (This step completes Part B of 'Statement of Requirements'.)	Director of Naval Works.
k. Forwarding of full Statement of Requirements to Form the Basis of a Master Plan to Commonwealth Department of Works.	Director of Naval Works.
l. Examination of Statement of Requirements and site inspection (in conjunction with Project Director and Director of Naval Works)	Department of Works.
m. Preparation and forwarding to Navy Office of a Proposed Master Plan.	Department of Works.
n. Processing within Navy Office the Proposed Master Plan and initiation of action seeking Administrative Authoritys concurrence/comments.	Director of Naval Works.
o. Submission for Board approval of Proposed Master Plan.	Director of Naval Works.
p. Initiation of advice to Department of Works that Proposed Master Plan has received Board approval.	Director of Naval Works.
q. Preparation of Master Plan.. ..	Department of Works.

Note: Approval of a Master Plan does not constitute authority for design or construction. Such authority can only be given within the annual Works Budgeting Procedures.

Special Cases

7. Under certain circumstances it may not be possible to complete the whole process of Master Planning in time to meet an urgent works requirement and in such cases the minimum 'planning' documentation required is a Zone Plan. *See* Paragraph 5 n.

8. A Zone Plan will normally be produced for the purpose of analysing requirements preparatory to the production of a Master Plan.

Future Action

9. Action to update Master Planning documents will be initiated at Navy Office.

ANNEX A

Aide Memoir for Compilation of Part 'A' of a Statement of Requirements to Form the Basis of a Master Plan

Part 'A' is aimed at providing a complete statement of the functions of each establishment and the necessary data in terms of personnel, courses, attached craft, etc, to enable the completion of Part 'B' which covers the facilities in terms of bricks and mortar, etc, that will be required to enable the functions to be discharged. Headings not applicable should be omitted but all headings should be considered in the sequence given.

Part 'A'—HMAS.....Approved Functions and Planning Data

1. The approved functions of HMAS.....*see* (quote authority) are:

a.
b.
c.
etc
} (State approved functions).

ANNEX A—*continued*

Statement of Data for Planning Facilities to Meet Approved Functions

Data	*Requirement*											*Possible Future Requirement*
2. Personnel Planning Figures ..	—	*Personnel Numbers*			*Accommodation Messing and Recreation Requirements*							
		Ships Company	*Under Training*	*Attached Vessels and Teams*	*Living-in Percentages*	*Ships Company Accommodation*	*Under Training Accommodation*	*Duty Watch Accommodation*	*Total Living-in Accommodation*	*Messing and Recreation Facilities*	*Change Room Facilities*	
	Senior Officers (LCDR and above) ..											
	Junior Officers (LEUT and below) ..											
	Chief Petty Officers (Incl Warrant Officers)											
	Petty Officers											
	Junior Sailors											
	Cadet Midshipmen, Apprentices .., Recruits .., Junior Recruits .. — as appropriate to the establishment											
3. Training Courses	*Course*	*Length*		*Frequency*			*Maximum Numbers*					
4. Attached ships and craft	*Type*			*Number*			*Period of Attachment*					
5. Attached parties, teams, etc ..												
6. Attached motor transport and heavy plant	*Type*					*Number*						
7. Other planning data not included above												

ANNEX B

Aide Memoir for Compilation of Part 'B' of a Statement of Requirements to Form the Basis of a Master Plan

1. Part 'B' is designed to provide details of the facilities required to meet the functions listed in Part 'A', taking no account of existing facilities.

2. It is important that wherever possible areas or dimensions should be given for all rooms, enclosed areas, parade grounds, etc. (This is not necessary in the case of sleeping accommodation, messes, etc). Areas given should be realistic, and not to exceed those justified for the particular purpose. Relative to offices, the rank/grade of the occupant(s) should be given: accommodation will then be to 'Scales and Standards'.

3. Headings not applicable should be omitted but all headings should be considered in the sequence given. Additional relevant requirement or information not covered by the Aide Memoir should be inserted into the schedule where appropriate.

4. The suitability of existing accommodation and facilities for future use will be assessed at Navy Office.

Part 'B'—Schedule of Required Facilities to Meet Approved Functions

Section 1—General

Designation

1. Name of the establishment.

Location

2. Including mileage from centre of city or nearest town.

Function

3. Give brief description of the type, role, and operation of establishment. (Extracted from Part 'A').

Personnel (Extracted from Part 'A')

4. a. *Peace:* Present and future figures show break-up by rank, sex and percentages living out. Indicate any other break up required such as students, civilians, staff (schools), etc.

   b. *War:* Additional personnel as for 4 a. above.

Ships, Support Craft, Vehicles, etc (Extracted from Part 'A')

5. a. *Peace:* Present and future figures show vehicles and support craft types. Include plant, trailers, etc.

   b. *War:* Additional vehicles, etc, as for 5 a. above.

Special Factors

6. Give any relevant factors which may have some effect on the planning for the area.

Section 2—Buildings

Administration

7. a. *Headquarters:* Stipulate the offices and the floor areas required in each building, including utility areas, stationery store, conference room, technical library, comcen, toilets, etc.

   b. *Stores Complex:*

      (1) Stipulate the floor area required in the main stores complex (as distinct from miscellaneous buildings under Paragraph 14 below) for general storage requirements, including Naval Stores, Victualling Stores, Machinery Spares, Medical Stores, etc.

      (2) Specify the floor areas allowed in the above for specialised storage purposes (eg, cold rooms, cool rooms, flammable storage, etc), and for offices and amenities.

      (3) Detail the stowage facilities proposed to be utilised—eg, standard adjustable shelving, mobile shelving, pallet racking, etc, and the general extent of each.

   c. *Transport Complex:* Vehicle compound; vehicle shelters; transport office (Stipulate offices and floor areas required); fuel store; battery charging; bowser; vehicle ramp and wash; change room; toilets.

Living Accommodation

8. a. *Sleeping Quarters:* These buildings will be based on 'living-in/living-out' figures. Where applicable, provision to be made for locker and change rooms for 'living-out' personnel.

   b. *Married Quarters.*

Mess Accommodation

9. a. *Messing Facilities:* Galleys, dining halls.

   b. *Messing, sleeping and recreation facilities, Senior Sailors:* Accommodation will be based on 'living-in/living-out' figures; change room facilities for 'living-out' personnel; galleys;

   c. *Wardroom:* As for 9 b. above.

Instructional

10. a. *Lecture rooms:* In administrative buildings or separate block, projection facilities; toilets; technical library; stores.

    b. *Miscellaneous:* Indoor/outdoor minature range; gas chamber; training aids store, etc.

Medical

11. a. *Medical centre:* Stipulate the offices and floor areas required.

    b. *Dental Centre.*

    c. *Hospital or Sick Quarters.*

Amenities

12. a. *Canteens:* Junior Sailors club and canteen.

    b. *Family Store.*

    c. *Libraries:* Whether included in administrative building, instruction block or separate.

    d. *Gymnasium.*

    e. *Assembly Hall/Theatre.*

    f. *Post Office:* In accordance with PMG policy. If required, justification needed.

ANNEX B—*continued*

Religious

13. a. *Chapels:* RC and CE/opd; combined building (Subject to policy).
    b. *Memorials:* Chapels, monuments, etc.

Miscellaneous Buildings

14. a. *Armament Storehouses:* Explosive, non-explosive. Stipulate type of ammunition or explosive and estimated capacities required.
    b. *Fire Station:* Stipulate equipment or appliances to be accommodated; areas; hardstanding. Distance from civil or service facilities.
    c. *Guard House:* Stipulate areas and accommodation required; exercise yard. Control points.
    d. *Sports Pavilion:* Seating capacity; sports store; change room facilities.
    e. *Band Room:* Stipulate areas for practice room, music library, storeroom, office, etc.
    f. *Workshops:* Stipulate areas, etc, according to special or technical requirements.
    g. *Heads Amenities, etc:* Not included elsewhere.
    h. *Others:* eg, radio, hobbies, etc.

Engineering Services

Transportation

15. a. *Roads:* Kerb and channel; point of entry; traffic islands; footpaths, etc.
    b. *Railways:* Spurs; sidings; platforms; and loading ramps, etc.
    c. *Waterways:* Wharves, jetties, anchorages, landing ramps; slipways, etc.
    d. *Airfields:* Runways; taxi ways; helicopter pads.

Water Supply

16. a. *Consumer mains:* Take-offs, etc.
    b. *Water Storage:* Reservoirs; storage tanks; pumps; purification plant, etc.
    c. *Fire Fighting:* Mains; hydrants; booster pumps, etc.

Sewerage

17. a. *Mains:* Branches, etc.
    b. *Treatment Plant:* Pumps disposal of effluent, etc.
    c. *Septic Systems:* Tank capacities, etc.

Drainage

18. a. *Subterranean:* Outfall, etc.
    b. *Surface:* Type, loose covers; erosion arrestors, etc.

Electricity

19. a. *Mains:* Overhead; underground sections; point of entry; transformer stations, etc.
    b. *Emergency Power:* Battery Operated; portable or fixed power generators.
    c. *External Lighting:* Street lighting; security lighting; flood lights.

ANNEX B—*continued*

Telephone

20. a. *Main Lines.*
    b. *Exchange:* Separate building; in administration building; switchboards, etc.
    c. *Public Telephone Boxes:* Location points, including Married Quarters. (Subject to PMG approval).

Gas

21. a. *Main Lines.*
    b. *Storage Tanks and Platform Stowages:* Commercial gases; industrial gases.

Garbage

22. a. *Dumps:* Location (if any).
    b. *Other means of Disposal.*

Security

23. Fencing, etc.

Open Space

Instructional

24. a. *Parade and Assembly Areas:* Area required; type of surface; dais; flagpoles; etc.
    b. *Training Areas.*
    c. *Ranges:* All types other than those covered under Paragraph 10 b.
    d. *Training Courses:* Vehicle driving, etc. *Note:* Where appropriate, it may be necessary to set out requirements for training areas, courses, ranges, etc, in a separate appendix.

Vehicle Parking

25. Private vehicles—visitors; private vehicles—civilian employees; private vehicles sailors; private vehicles—Wardroom and Senior Sailors messes; official vehicles (covered under Paragraph 7 c.). Special areas as receipt and dispatch areas, sports grounds, etc.

Recreational

26. a. *Fields:* Football (all types); cricket; althetics; hockey; base/soft ball, etc.
    b. *Courts:* Tennis; volley ball; basket ball; squash (associated with gymnasium).
    c. *Swimming Pool:* Purification plant; change/locker rooms; toilet; diving towers.
    d. *Miscellaneous.*

Landscaping

27. a. *Features to be Retained:* Rock outcrops; significant trees; historic buildings and/or ruins; monuments, etc.
    b. *Tree and Shrub Planting:* Wind breaks; noise and/or dust reduction; privacy or segregation; erosion arrestors; aesthetic reasons; preferable types (indigenous, deciduous, exotic, etc); current planting programme (if any).
    c. *Gardens and Parkland:* General note on desirable locations, areas, types, etc, if a requirement.

ANNEX C

Aide Memoir For Existing Conditions Survey

Serial No	*Subject*	*Information Required*	*Remarks*
1.	**Title Survey** ..	Surveyed boundaries, all easements rights and restrictions affecting the property	Plan held by the Chief Property Officer of the Department of the Interior
2.	**Locality Plan** ..	Position of the installation relative to nearest towns, communications, topographic features, etc	Outline the Navy area in Indian ink on Ordnance map 1″ to mile, or 1 : 50,000, map and tint in pink wash
3.	**Centrality Plan** ..	Position of the Establishment relative to nearest civic and community facilities, show: a. Post Office b. Shopping Centres c. Churches d. Town Hall e. Schools f. Hotels, Clubs, etc g. Police Stations h. Hospitals j. Fire Stations k. Transportation Systems: (1) Rail (2) Road, including bus routes (3) Tramways (4) Waterways (5) Aerodromes, etc l. Miscellaneous: (1) Parks (2) Recreational areas	A land Department Municipal Map at approximately 1″ to 400′.
4.	**Aerial and Ground Photos**	Air photos, both vertical and oblique, to include immediate locality adjoining military area. Ground photos, if required of buildings, entrances, panoramas, etc	Scale of vertical photos $\frac{1}{25000}$
5.	**Existing Conditions Plan**	Show on one or more drawings: a. Boundaries as in surveyed title documents b. Contours at 5-ft or less. (if survey information available) c. Watercourses and dams d. Land liable to: (1) Flood (2) Subsidence e. Spoil heaps, filled ground, and quarries f. Main traffic routes g. Brief geological information: (1) Roads and footpaths (2) Railway spurs, loops, etc h. Sewerage and drainage: (1) Main connection (2) Disposal works (3) Pumping Stations	Scale: 1″ to 100′ or 200′, and to show existing major vegetation in approx correct location Only when of use in relation to footings hard-standings, drains, etc Indicate if industrial waste is handled and all pipe dimensions and types

ANNEX C—*continued*

Serial No	*Subject*	*Information Required*	*Remarks*
		(4) Main sewers (5) Outfall (6) Land drainage j. Water Supply: (1) Main connection (2) Reservoirs and storage tanks (3) Pumping Stations (4) Other sources (5) Firefighting ring main, etc k. Gas: (1) Main take offs (2) Metering l. Electricity: (1) Main take offs (2) Power Stations (3) Sub-stations (4) HT and LT lines m. Buildings	Indicate all pipes dimension and types. Indicate all pipe dimensions and types Show overhead and underground. Where former, show poles. Show all existing buildings and indicate construction and present use. Also show the Register of Assets numbers, related to the Schedule of Buildings
6.	**Miscellaneous** ..	Any other information which would be of value in evolving the master plan such as: a. Meteorological information b. Current landscape plan and tree planting programme c. Training areas (if any)	Prevailing winds, average rainfall, temperatures, etc

(1424/201/22 ACS)

12322/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 80/72-90/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 March 1972.

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

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

80/72 Suggestion Scheme for Naval Personnel.
81/72 Supply of Petroleum Products to Commonwealth Departments.

SECTION 2—PERSONNEL

82/72 Carriage of VIPs in RAN Aircraft.
83/72 DFRB Fund—Payment of Entitlement on Discharge or Retirement.
84/72 Isometrics—Sit-down Sport.
85/72 Royal Australian Naval College Golf Club.

SECTION 4—EQUIPMENT, STORES AND SERVICING

86/72 Decompression Chamber Pattern LPC Mark 11.
87/72 Guided Weapons—Seacat—Damage to Missile on Launcher.
88/72 Guided Weapons—Seacat Missiles—Canted Motors.
89/72 Sonar—Domes Paint Remover to DEF 1443—Stock No 0442-923-1717—Precautions when Using on GRP Surfaces.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

90/72 Textbooks and Instruments for Educational Purposes.

Section 1
ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

80/72—Suggestion Scheme for Naval Personnel

1. The Service Suggestion Scheme was introduced in 1969 *see* Navy Order 22/69 and is based on the scheme operating for civilian personnel. The scheme provides for cash awards for all adopted suggestions and in addition cash awards may also be paid for certain unadopted suggestions.

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

Submission of Suggestions

3. When suggestions are submitted they should be legibly written and contain complete technical details (if applicable) together with any supporting documents. They are to be addressed to the Commanding Officer of the Ship or Establishment in which the officer or sailor is serving and, in the case of sailors, the suggestion should be submitted through the Divisional Officer.

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

Awards

5. Awards are divided into three classes:

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

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

Class C: For non-adopted suggestions where it is considered an encouragement award is warranted to give adequate recognition of the suggestors interest in improving efficiency. Encouragement awards of either $5.00 or $10.00 may be paid.

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

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

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

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

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

7. Normally, all adopted suggestions will receive an award of at least $11.00. However, payment of any award, and the amount of the award, will depend on the nature of the suggestion.

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

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

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

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

d. proposals for the repair or maintenance of buildings, machines, equipment, etc, will be ineligible for an award, unless an improved method of doing the work is suggested.

e. suggestions concerning grievances, rates of pay and conditions of service, eg, allowances, leave, discipline, etc, will be ineligible for consideration for an award.

f. unless impractical suggestions can be modified to achieve their intended purposes, they will be considered ineligible for an award.

Inventions

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

10. As a general rule a suggestion which appears applicable to both the Service Suggestion Scheme and the Herbert Lott Naval Trust Fund will be considered in the first instance under the conditions of the Service Suggestion Scheme and any award applicable made. It will then be forwarded, together with details of the amount awarded for its use by the RAN, to the United Kingdom for consideration by the Naval Trust Fund. Any award made by the Trust Fund will be a personal award to the suggestor and no offset against previous awards will be involved.

11. Copies of this order are to be placed on notice boards.

(148/1/2 DOM)

(Navy Order 22/69)

UNCLASSIFIED

81/72—Supply of Petroleum Products to Commonwealth Departments

1. The rate of duty applicable for the purchase of petroleum products other than for Papua/New Guinea has been varied with effect from 18 August 1971, as follows:

a. Motor Spirit	17.3 cents per gallon
b. Aviation Gasoline	14.57 cents per gallon
c. Aviation Turbine Kerosene	12.9 cents per gallon

2. In respect of petroleum products delivered on or after the above date and invoiced to include the revised rates, the components charged to Refunds of Revenue shall be at these rates. Navy Accounts Manual (ABR 5018) Articles 75B(1) (d) and (3) are relevant.

3. Components to be charged to Refunds of Revenue for purchases of petroleum products in Papua/New Guinea shall continue to be at the rates as shown in the period contract under which purchases are made.

4. Navy Order 627/70 is hereby cancelled.

(184/1/20 DNA)

(Navy Order 627/70)

Section 2

PERSONNEL

UNCLASSIFIED

82/72—Carriage of VIPs in RAN Aircraft

1. The air transport of VIPs in Australia is not an established function of the RAN but there may be occasions such as a VIP visiting a ship at sea, when RAN aircraft will be required to be used for this purpose.

2. In relation to the carriage of VIPs in Service aircraft, the term VIP includes the following persons:

a. members of the British Royal Family;

b. the Governor-General;

c. the Prime Minister;

d. other Federal Ministers;

e. persons of similar status from other countries;

f. the Leader of the Opposition and Deputy Leader of the Opposition;

g. parliamentary committees travelling on parliamentary business;

h. permanent Heads of Commonwealth Departments; and

i. officers of the ranks of Rear Admiral and above, and equivalent ranks in Australian and other forces.

Approving Authority for VIP Flights

3. The approving authority for VIP flights in RAN aircraft is the Chief of Naval Staff.

Records

4. On each occasion that a VIP flight is undertaken a notation to this effect is to be entered in the Squadron Flight Authorisation Book. If VIP procedures are waived (*see* Paragraph 13) the decision and reasons for it are to be recorded in the Squadron Flight Authorisation Book.

Operational Control of VIP Flights

5. Unless otherwise directed by the Naval Board, operational control of VIP flights is delegated to Flag Officers who are responsible for the efficient conduct of VIP operations.

Safety Aspects

6. The Captain of an aircraft carrying VIPs is to ensure that:

a. passenger manifests are compiled;

b. he is satisfied that the aircraft loading and centre of gravity are within safe limits; and

c. the provisions of RI 6053A and 6211 are carried out.

Briefing, Movement Reporting, Air Traffic Procedures

7. All aspects of briefing, movement reporting and air traffic procedures are to be in accordance with AAP 382 (*see* RI 6305).

Aircrew Standards

8. Before being employed on VIP flying duties aircrew are to have, as appropriate:

a. *Captain*

(1) a total of 1,500 flying hours;

(2) 1,000 hours as an aircraft captain, of which 250 hours must be in multi-engined aircraft;

(3) completed an approved conversion course for the aircraft type, and qualified as aircraft captain;

(4) in current flying practice and to have acquired a minimum of 100 hours on type;

(5) current Green Card Instrument Rating on aircraft type; and

(6) current flying assessment is above average.

b. *Second Pilot*

(1) completed an approved conversion course for aircraft type to first pilot; and

(2) current White Card Instrument Rating on the aircraft type.

c. *Other Aircrew*

(1) In current practice on aircraft type; and

(2) Current flying assessment is above average.

9. The briefing authority is to ensure that the VIP has been given a form of notice (RI 6052) and, if required, that he has signed an indemnity form (RI 6053).

Communications

10. The Commanding Officer of the airfield of departure of a VIP flight is responsible for ensuring that movement messages are dispatched in accordance with AAP 382.

11. VIPs may travel only in multi engined aircraft except as shown in Paragraph 12.

Waiving of VIP Procedures

12. VIP procedures do not apply in the following circumstances and the VIP is to be so informed:

a. When a Service VIP flies as an aircrew member of an aircraft;

b. When a VIP travels in a single-engined aircraft or helicopter; or

c. When a VIP travels as an observer or passenger on an operational flight or exercise.

13. In other circumstances a Commanding Officer may waive VIP procedures prescribed in this order with the concurrence of the VIP for whom the flight is approved, if the Commanding Officer is satisfied that:

a. all VIP procedures cannot be observed;

b. the crew is the best available and is competent to carry out the task;

c. those VIP procedures which can be observed are observed; and

d. the VIPs travel could not be arranged as conveniently by some other means.

14. VIP procedures are not to be waived in respect of the following:

a. members of the British Royal family;

b. the Governor-General; and

c. persons of similar status to the above, including heads of allied and friendly neutral states, Governors-General of Dominions, and Governors of Australian States.

15. RI Article 6065 will be amended.

(75/1/22 DNAP)

UNCLASSIFIED

83/72—DFRB Fund—Payment of Entitlement on Discharge or Retirement

1. Delay in the receipt of DFRB Fund benefits frequently occurs because the ex-member has failed to notify the DFRB Board of a change of address.

2. Payments by the DFRB Board are made by cheque and not to the bank account nominated on discharge to which only moneys from naval sources are credited.

3. The attention of all members being discharged should therefore be drawn to the necessity to advise the DFRB Board and this Department of any change of the address lodged at the time of discharge or retirement.

4. Navy Order 61/69 is hereby cancelled.

(263/1/137 HPB)

(*Navy Order 61/69*)

UNCLASSIFIED

84/72—Isometrics—Sit-down Sport

1. The following article was originally published in the United States Navy magazine ALL HANDS and the Bureau of Naval Personnel, USN, has granted permission for its reprint in Navy Orders and adoption in the Royal Australian Navy.

2. This exercise programme—new to many—is ideal for personnel whose duties or location restrict their ability to engage in athletics and other forms of regular fitness activity.

3. What is isometrics? Briefly, isometrics is based on the principle of one set of muscles working against another. You may have been practising it for years, by some other name, or, more likely, by none at all.

4. Here are nine isometric exercises designed specifically for office personnel and those in other sedentary occupations. All thats needed is a chair, a heavy desk or table, *and one minute a day*.

5. Six seconds for each set of nine muscles are required daily for maximum benefit. By rigidly adhering to the isometrics routine, some men have doubled their strength in 20 weeks. (The average increase in strength is between 3 and 5 per cent each week.) Try it—you'll be surprised at the result.

6. Hold your breath while you do each exercise. Be sure to exert full force for six seconds with each, then relax for a few seconds before going on to the next exercise.

7. Remember, in this programme you should follow a daily schedule, but you need not perform the exercises more than once daily. Muscles can grow in strength only at a certain rate. These exercises build significant muscular strength and tone.

(1) *PULL UP*—For arms and shoulders. Sit straight, grasp the sides of your chair tightly with both hands and pull up as hard as possible. Hold for six seconds.

(2) *HAND PRESS*—For arms, chest and shoulders. Sit straight, chest out, arms held across chest. Place one fist inside the other hand. Press together for six seconds using all the strength of your arms and shoulders.

1

2

(3) *PULL BACK*—For the back. Keep back straight and lean forward until you can grasp your legs or braces of chair. Pull straight up for six seconds, using back muscles only.

(4) *NECK PRESSER*—For the neck. Sit straight with hands clasped behind your neck, elbows held forward. Pull forward with both hands, at the same time pressing head backwards. Hold for six seconds. You'll find that this also has a relaxing effect.

3

4

(5) *STOMACH TIGHTENER* — For waist and abdomen. Sit with legs held together, extended straight out. Bend forward and grasp legs just below the knees. Press down with hands, at the same time pressing up against the hands with both legs. Hold for six seconds.

(6) *CRISS-CROSS* — For chest and legs. Sit on deck with feet about 4in apart. Bend forward and place hands against inside of opposite knees. Attempt to press knees together while at the same time holding them apart with hands. Hold for six seconds.

5

6

(7) *BODY LIFT*—For shoulders, arms, abdomen. Sitting with back straight, lean forward and place your hands, palms down, against the sides of your chair. Hold legs straight out, attempting to raise body about 1in off the chair. Hold for six seconds.

(8) *LEG SQUEEZER*—For legs. Sit forward on edge of chair, lean back, hold legs straight out. Hook one foot over the other and hold tightly. Rest feet on floor, keep legs straight and try to pull feet apart. Hold for six seconds.

7

8

(9) *ARM CURL*—For upper arms. Sit straight, grasp underside of heavy desk or table with palms up, forearms parallel to desk. Push up as hard as possible for six seconds. Repeat this whole series of exercises regularly as a muscle conditioner.

9

8. Navy Order 131/69 is hereby cancelled.
9. This order will be reprinted for posting on Notice Boards.

(311/4/115 DPS)

(*Navy Order 131/69*)

UNCLASSIFIED

85/72—Royal Australian Naval College Golf Club

1. The RANC Golf Club at Jervis Bay is affiliated with the Illawarra and New South Wales Golf Associations.

2. Members of the Club therefore have the opportunity of playing in open competitions at Golf Clubs throughout Australia without incurring the comparatively heavy joining and membership fees of other clubs.

3. All members of the RAN are eligible to join the Club and applications accompanied by a remittance of $5.00 for a years membership, should be forwarded to:

The Hon Secretary,
RANC Golf Club,
HMAS CRESWELL,
JERVIS BAY, A.C.T. 2540.

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

5. Navy Order 179/69 is hereby cancelled.

(108/1/22 DPS (A))

(*Navy Order 179/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

86/72—Decompression Chamber Pattern LPC Mark 11

1. The Decompression Chamber Pattern LPC Mark 11 located at RAN Air Station, Nowra, NSW, is operated by the School of Aviation Medicine for instruction to aircrew:

a. in the use of aircraft and personal oxygen breathing equipment;

b. oxygen pressure breathing and the effects of hypoxia;

c. indoctrination in high altitude flying conditions.

2. The Chamber is held on the engineers list of equipment and administered by the Aircraft Engineering Branch with respect to control of modifications, maintenance and testing.

3. The chamber is to be inspected in accordance with AP(RAN)62 Vol 5 and maintained and operated to AP(N)120.

4. Navy Order 87/69 is hereby cancelled.

(1313/1/190 DAE)

(*Navy Order 87/69*)

UNCLASSIFIED

87/72—Guided Weapons—Seacat—Damage to Missiles on Launcher

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

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

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

4. Navy Order 36/69 is hereby cancelled.

(740/252/142 DFM)

(*Navy Order 36/69*)

RESTRICTED

88/72—Guided Weapons—Seacat Missiles—Canted Motors

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

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

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

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

5. Navy Order 72/69 is hereby cancelled.

(740/52/321 DFM)

(*Navy Order 72/69*)

UNCLASSIFIED

89/72—Sonar—Domes Paint Remover to DEF 1443—Stock No 0442-923-1717—Precautions when Using on GRP Surfaces

1. A recent report of damage to a glass reinforced plastic dome on a submarine indicated that the damage was caused by using a paint remover to remove paint coatings on the dome.

2. At the present time the only material which is recommended for removing paint coatings is paint remover to Specification DEF 1443, Stock No 0442–923–1717. Recent tests indicate that there is a critical time for which the paint remover can safely be left on GRP. If this time is exceeded, serious damage will inevitably result.

(400/2/1018 DFM)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

90/72—Textbooks and Instruments for Educational Purposes

1. The allowances of textbooks and instruments approved for use in preparation for educational tests are shown in Annex A to this order.

2. A number of textbooks previously supplied for use with SGCE English, Economics, Chemistry, Modern History and Geography have been superseded. The textbook previously supplied for ET1 Arithmetic is no longer required. These textbooks and current textbooks and instruments held in excess of the allowances prescribed in this order are to be returned as soon as practicable.

3. New textbooks are being supplied without demand, as they become available. Demands are to be raised where necessary, to bring current holdings of other items up to the prescribed allowances. The procedures to be followed in demanding, accounting and return of these items are detailed in ABR4.

4. Submarines, minesweepers, minehunters, patrol boats, coastal surveying ships and other small ships have no allowances of textbooks and instruments. Items required for candidates from these ships are to be drawn on loan from the relevant base establishment, and returned when no longer required.

5. A supply of textbooks is held in the Central Reference Library, HMAS WATSON, to meet surges in requirement which cannot be met by the approved allowances. Demands are to be forwarded by Education Officers to the Senior Instructor HMAS WATSON. These books are to be returned as soon as the requirement ceases.

6. Demands for exercise navigation charts and mercatorial plotting sheets are to be forwarded to the RAN Chart Depot, Observatory Hill, Sydney, 2000.

7. Navy Order 581/69 is hereby cancelled.

ANNEX A

Ref No	*Title*	*NIRIMBA*	*LEEUWIN*	*LONSDALE HUON ENCOUNTER MORETON*	*Other Shore Establishments*	*Ships (See Paragraph 4)*	*CRL WATSON*
	English						
MBR 8744 ..	A Galaxy of Poems Old and New	200	500	3	20	10	40
MBR 8745 ..	Macbeth	230	400	3	20	5	40
MBR 9371 ..	Julius Ceasar	230	400	3	20	5	40
MBR 9372 ..	Hamlet	..	..	3	20	5	40
MBR 8746 ..	Pygmalion	230	500	3	20	5	40

Ref No	*Title*	*NIRIMBA*	*LEEUWIN*	*LONSDALE HUON ENCOUNTER MORETON*	*Other Shore Establishments*	*Ships (See Paragraph 4)*	*CRL WATSON*
MBR 9373 ..	Death of a Salesman ..	230	..	3	20	5	40
MBR 9374 ..	Summer of the Seventeenth Doll	..	400	3	20	5	40
MBR 8747 ..	The Spy Who Came in from the Cold	230	500	3	20	5	40
MBR 9375 ..	Lord of the Flies	230	..	3	20	5	40
MBR 9376 ..	Bring Larks and Heroes ..	..	400	3	20	5	40
MBR 8748 ..	Australian Heritage ..	200	500	3	20	10	40
MBR 8749 ..	Precis Writing	200	200	3	20	10	40
MBR 8750 ..	Uncommon Common Sense	200	200	3	20	10	40
MBR 8751 ..	Expressive English ..	200	10	3	20	10	40
BR 451 ..	Concise Oxford Dictionary	2	6	3	2	1	..
ABR 5030 ..	Pocket Oxford Dictionary ..	230	400	3	20	10	40
	Economics						
MBR 8754 ..	Descriptive Economics ..	4	4	2	4	3	20
MBR 9377 ..	Our Economic Environment Part 1	4	4	2	4	3	20
	Chemistry						
MBR 9378 ..	Fundamental Chemistry ..	3	4	1	3	2	20
MBR 9379 ..	A Modern Approach to Chemistry	3	4	1	3	2	20
	Modern History						
MBR 9752 ..	Modern Times	4	6	2	5	3	20
MBR 9380 ..	Britain, Europe and the Modern World 1918–1968	4	6	2	5	3	20
MBR 9381 ..	Recent History Atlas ..	4	6	2	5	3	20
	Asian History						
MBR 8824 ..	Birth of Communist China ..	4	6	2	5	3	20
MBR 8825 ..	History of Modern Japan ..	4	6	2	5	3	20
MBR 9382 ..	The Extreme East: A Modern History	4	6	2	5	3	20
MBR 8826 ..	Asia in the Modern World (Supplementary Text)	2	3	1	2	2	20
MBR 8827 ..	East Asia: The Great Tradition (Supplementary Text)	2	3	1	2	2	20
	Geography						
MBR 9383 ..	World, Water and Environment	10	250	3	15	5	40

Ref No	Title	NIRIMBA	LEEUWIN	LONSDALE HUON ENCOUNTER MORETON	Other Shore Establishments	Ships (See Paragraph 4)	CRL WATSON
MBR 9384 ..	Australian Resources and Their Utilisation	10	250	3	15	5	40
MBR 9032 ..	Physical Geography in Diagrams	10	250	3	15	5	40
MBR 9385 ..	Southeast Asia	10	250	3	15	5	40
MBR 9033 ..	A Dictionary of Geography	10	200	3	15	5	40
MBR 9386 ..	Map Studies of Australian Landscapes	2	5	1	4	2	40
MBR 9387 ..	A Geography of Papua and New Guinea	10	10	3	15	5	40
MBR 9388 ..	The Jacaranda Atlas ..	5	100	1	4	2	10
MBR 9389 ..	Atlas of South East Asia ..	5	10	1	4	2	10
MBR 9390 ..	Atlas of South West Pacific	5	10	1	4	2	10
MBR 9034 ..	Wall Map—The World ..	1	4	1	1	1	..
MBR 9035 ..	Wall Map—Europe ..	1	1	1	1	..	..
MBR 9036 ..	Wall Map—Asia ..	1	4	1	1	1	..
MBR 9037 ..	Wall Map—Africa ..	1	1	1	1	..	..
MBR 9038 ..	Wall Map—North America	1	1	1	1	..	..
MBR 9040 ..	Wall Map—South America	1	1	1	1	..	..
MBR 9041 ..	Wall Map—Australia ..	1	4	1	1	1	..
	Mathematics						
MBR 8755 ..	Maths I for Leaving Certificate	150	10	3	20	10	40
MBR 8756 ..	Leaving Maths I	330	200	3	20	10	40
MBR 8757 ..	Leaving Maths II ..	330	20	3	20	5	40
MBR 8758 ..	A First Course in Mechanics	200	20	3	20	5	40
MBR 9042 ..	Mathematics for Today and Tomorrow Book I	350	400	3	20	5	40
MBR 9043 ..	Mathematics for Today and Tomorrow Book II	350	30	3	20	5	40
BR 557 ..	Four Figure Tables ..	330	900	3	20	10	40
MBR 9044 ..	Basic Mathematics (Instructors Reference)	5	10	1	2	1	10
	Physics						
MBR 8759 ..	Physics 2nd ed (PSSC) ..	330	500	2	10	3	20
MBR 8760 ..	Victorian Supplement (PSSC)	2	10	2	10	3	20
MBR 9045 ..	Physics Laboratory Guide 2nd ed (PSSC)	10	80	1	1	1	5
MBR 9046 ..	Teachers Resource Book and Guide 2nd ed (PSSC—4 vols)	6	6	1	1	1	5

Ref No	Title	NIRIMBA	LEEUWIN	LONSDALE HUON ENCOUNTER MORETON	Other Shore Establishments	Ships (See Paragraph 4)	CRL WATSON
	Navigation						
MBR 8887 ..	Tables of Computed Altitude and Azimuth Vol III	5	140	2	10	5	20
MBR 8888 ..	1969 Nautical Almanac ..	5	140	2	10	5	20
BR 45(1) ..	Admiralty Manual of Navigation Vol I	5	50	2	10	5	20
BR 45(2) ..	Admiralty Manual of Navigation Vol II	5	10	2	10	5	20
BR 560 ..	Right Angled Triangle Tables	5	140	2	10	5	20
BR 454 ..	Notes on Navigation ..	5	100	2	10	5	20
	Instruments						
0461–3855 ..	Compasses, Brass, 4-inch approximate, with locking device	200	400	5	20	10	..
0461–3856 ..	Dividers, Brass, 5-inch with fixed points	5	140	2	10	5	..
0461–3724 ..	Protractors, Plastic, 6-inch, semi-circular	200	140	5	20	10	..
0552–160100..	Rulers, Parallel rolling, Brass, 18-inch	5	20	2	10	5	..
0461–490 ..	Rulers, Boxwood, 12-inch (graduated cm and tenths inches)	200	..	5	20	10	..
0552–760 ..	Star Globe	1	3	1	1	..	..
0552–3810 ..	Globe, plain, black, 12-inch	1	3	..	1	..	..

(451/51/9 DNES)

(Navy Order 581/69)

12262/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 91/72-98/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 April 1972.

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

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

91/72 Personal Flags for the Minister for Defence and the Chairman, Chiefs of Staff Committee.

92/72 RAN Hydraulic Systems Committee Terms of Reference and Membership.

SECTION 2—PERSONNEL

93/72 Fees and Allowances for Part-time Medical Services and Ancillary Medical Services.

SECTION 4—EQUIPMENT, STORES AND SERVICING

94/72 EDP Supply Procedures—Consolidated List of Outstanding Requirements—for use as an Inability Report—Form SS143.

95/72 Fuelling Reports—HMA Ships.

96/72 Ikara Tracking Aerial Radome—Painting.

97/72 Medical and Dental Stores—First Aid Kits—Motor Transport—Passenger Carrying Vehicles.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

98/72 Form TT117—Report of Material/Equipment Trial.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

91/72—Personal Flags for the Minister for Defence and the Chairman, Chiefs of Staff Committee

1. The car pennant of the Minister for Defence is described as 'the vertical Service tricolour, charged with the RAN anchor, crossed Army swords and RAAF eagle, all gold'.

2. The car pennant of the Chairman, Chiefs of Staff Committee, is described as 'the horizontal Service tricolour, charged with the RAN anchor, crossed Army swords and RAAF eagle, all gold'.

3. If there is a requirement for these pennants for formal occasions, application should be forwarded to the Director of Communications.

4. RI will be amended in due course.

(37/2/101 D of C)

UNCLASSIFIED

92/72—RAN Hydraulic Systems Committee Terms of Reference and Membership

1. A requirement exists in the RAN to provide standards for hydraulic systems and associated fluids and lubricants. The aim is to improve reliability and performance, reduce maintenance and simplify logistic support.

2. Approval has been given to the formation of an RAN Hydraulics Systems Committee. The terms of reference are shown in Annex A to this order.

Responsibility

3. The RAN Hydraulic Systems Committee is responsible for the investigation of problem areas in hydraulic systems, associated fluids and lubricants and for recommending necessary action to the Naval Board. The responsibility for taking executive action on the recommendation lies with the Directorate concerned.

Operation

4. To enable the RAN Hydraulic Systems Committee to operate effectively, it is important that:

a. The Committee be informed of the problems encountered with service equipment. No change to existing reporting procedures is required and Forms TM145, TM179 and written reports will be directed to Committee representatives by internal action at Navy Office.

b. Naval authorities, HMA ships and submarines be visited by Committee members as necessary to facilitate investigations of problems encountered.

c. Authorities concerned give every assistance to members of the Committee.

Exchange of Information

5. The RAN Hydraulic Systems Committee is to take note of advances in 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 Committee will:

a. Provide a liaison link with MOD (Navy) UK, United States Navy, Canadian Armed Forces (Sea), Royal New Zealand Navy and other expert groups.

b. Forward minutes of its meetings, reports or appropriate extracts to interested parties.

c. Collect, interpret, evaluate and utilise data received from overseas authorities research establishments or any other source.

ANNEX A

RAN Hydraulic Systems Committee Constitution

Membership

Representatives of:

The Director-General Dockyards and Maintenance (Chairman)	(DGDM)
The Director-General Naval Design	(DGND)
The Director of Naval Quality Assurance	(DNQA)
The Director of Aircraft Engineering	(DAE)
The General Manager Garden Island Dockyard	(GMGID)
The General Manager Williamstown Dockyard	(GMWD)
The Flag Officer Commanding Her Majestys Australian Fleet	(FOCAF)
Defence Standards Laboratories (Fuels and Lubricants Group)	(DSL)
The General Overseer and Superintendent of Inspection, East Australia Area	(GOSIEAA)

A Secretary from the Directorate of Naval Quality Assurance.

GMGID will be represented by the Weapons Group, Mechanical Group and the Dockyard Laboratory dependent upon agenda items.

GMWD will be represented by the Weapons Group and the Mechanical Group dependent upon agenda items.

Terms of Reference

a. To provide a central source of technology on hydraulic systems and associated fluids and lubricants.

b. To consult, advise and disseminate information to authorities on all matters concerning hydraulic systems and associated fluids and lubricants.

c. To recommend and advise on policies and standards for design, installation, maintenance and operation of hydraulic systems.

d. To initiate laboratory evaluations and service trials of selected materials or products to assess their suitability for naval service.

e. To liaise with MOD (Navy) UK, United States Navy, Canadian Armed Forces (Sea), Royal New Zealand Navy and other expert groups (Service and Non-service).

f. To recommend, subject to appropriate financial approvals, the use of expert personnel (where necessary, from outside the Department) to assist working parties in the investigation of specific problems.

g. To report annually to Chief of Naval Technical Services.

(8/1/187 DNQA)

Section 2

PERSONNEL

UNCLASSIFIED

93/72—Fees and Allowances for Part-time Medical Services and Ancillary Medical Services

Navy Order 429/71 is to be amended as follows:

Annex A, Column Fee

Item 5c, *delete* $5.00 and *insert* $6.50.

(327/61/43 MDG)

(*Navy Order 429/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

94/72—EDP Supply Procedures—Consolidated List of Outstanding Requirements—for use as an Inability Report—Form SS143

1. Navy Order 519/71 introduced a revised Consolidated List of Outstanding Requirements (Form SS143) which will be produced by EDP, as required, at the request of SSA, Sydney.

2. In order to alleviate the requirement for manual updating of the form during various phases of its distribution it has been decided to produce a four part output which necessitates revision of procedures for handling Form SS143.

3. Navy Order 519/71 is therefore to be amended by the deletion of existing Paragraphs 4c. to 4g. (inclusive) and substituting the following revised Paragraphs 4c. to 4g (inclusive):

c. EDP will produce, in quadruplicate, Form SS143 and forward all copies of the report, with carbon intact, to SSA.

d. Upon receipt of Form SS143, SSA will retain Copy No 4 for record purposes and forward Copies Nos 1, 2 and 3, with carbon intact, to the ship for completion of the column headed 'Ship Requirement Code' and return to SSA.

e. Upon return to SSA, Copies Nos 1, 2 and 3, with carbon intact, will be passed to the Supply Depot as an indication of requirements. Copies Nos 1 and 2 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 destroy Copy No 4 and forward Copy No 1 to the ship, for information and retention, after detaching 'Depot Use Only' section.

g. Copy No 2 will be filed by SSA for reference purposes.

(464/70/542 DSUA)

(*Navy Order 519/71*)

UNCLASSIFIED

95/72—Fuelling Reports—HMA Ships

Navy Order 24/72 is amended by inserting after Paragraph 4:

'5. ABR 4 Article 2109 will be amended in due course. In this regard the reference in Article 2109 (3) to BR 3009 Chapter 19 should read BR 3000 Chapter 19'.

(464/54/418 DNS)

(*Navy Order 24/72*)

RESTRICTED

96/72—Ikara Tracking Aerial Radome—Painting

1. Tests have shown that Ikara Tracking Aerial Radomes can be painted satisfactorily providing the paint application is carefully controlled and it is approved for the Radomes to be painted by dockyards in the following manner.

Preparation

2. Lightly rub down the exterior of the Radome with 320 wet and dry to provide a key for the paint, The glass cloth laminate must not be exposed.

Painting

3. Apply two even coats of EN40 paint (epoxy enamel in matt light grey). The paint is to be sprayed on as thin as possible to cover the surface. A brush must not be used.

Re-painting

4. Before re-painting all old paint is to be removed by use of a liquid paint remover. The only material recommended for removing paint from GRP materials is paint remover to Specification DEF 1443, Stock Number 0442-923-1717. There is a critical time for which the paint remover can safely be left on GRP and, if this is exceeded, serious damage will result. The following procedure is to be followed:

a. the paint remover shall be applied only to the painted surfaces. Extreme care must be taken to ensure that the paint remover is not applied to bare GRP surfaces;

b. when the action of the paint remover has softened the paint, usually after 10 minutes, the surfaces should be scraped with wooden scrapers. Metallic scrapers must not be used on GRP surfaces;

c. on no account should the paint remover be allowed to remain on the surface for more than 20 minutes. After this time the surfaces should be washed with clean, fresh water to remove all paint remover and softened paint. Care should be taken to avoid spreading the mixture over the bare GRP surfaces;

d. if any patches of paint remain, a second application of paint remover may be applied.

5. Ships and authorities concerned are to raise Dockyard Defect Items for the work to be carried out at the first opportunity.

6. After painting, an alignment check of the tracking aerial is to be carried out using the alignment mast followed as soon as possible by range and bearing comparison checks against the Wilranel target or helicopter.

7. Navy Order 135/69 is hereby cancelled.

(740/252/878 DWE)

(*Navy Order 135/69*)

UNCLASSIFIED

97/72—Medical and Dental Stores—First Aid Kits—Motor Transport—Passenger Carrying Vehicles

1. *Introduction* .. A simple first aid kit is to be carried in all passenger and goods carrying service vehicles.

2. *Description* .. The first aid kit contains gauze bandages, triangular bandages, first aid dressings, band aids, adhesive plaster, safety pins and antiseptic cream all packed in a metal case approximately 8¾ inches long, by 5¾ inches wide, by 3¾ inches high.

Stock No	*Designation*	*Denom*
6545-66-019-9803	FIRST AID KIT, General Purpose (DEF) Aust Specification.	Ea

Acctg Classification. The kit is classified Non-expendable (Permanent), the contents Expendable (Consumable).

3. *Allowance* .. Allowance is one kit to each passenger and goods carrying vehicle held on establishment.

4. *Issue Procedure* .. As the purchase and supply of this item is controlled under the Single Service Manager Medical and Dental Supply System, all requirements are to be forwarded to the Medical Director-General for approval and on forwarding to the appropriate AMF-Base Medical and Dental Equipment Depot for supply action.

5. *Replenishment* .. Replenishment items are to be demanded in accordance with ABR 4, Article 3404.

6. *Stowage* .. .. The kit should be placed in convenient location on the vehicle. It appears too big to be placed in the glove box of all vehicles and therefore should be stored either in the boot, under the front seat or if it is found necessary to improvise fastenings locally for the kit, care should be taken to ensure that is done in such a way that it will not impede the driver nor become a hazard if the vehicle is halted abruptly.

(1002/60/130 MDG)

Section 5

BOOKS, CORREPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

98/72—Form TT117—Report of Material/Equipment Trial

1. In order to increase the service life of HMA ships equipment, provide data for future design and reduce maintenance loadings, various Departmental groups and HMA establishments are actively engaged in investigating new and more reliable materials, equipment, processes, etc. A vital and necessary part of these investigations is the information gained from the resulting ship-board evaluation trials which form a separate function to the major ship trials covered in ABR 1921. To enable the maximum benefit to be obtained from these material/equipment evaluation trials it is essential they be correctly conducted and co-ordinated.

2. It has become apparent that a number of corrosion and miscellaneous trials of materials and equipment, other than those being carried out by Dockyard Laboratories, have been conducted by HMA ships and establishments without the prior approval of the Naval Board through the relevant Navy Office Directors. While it is not the intention to prevent experimentation and the use of new techniques, commencement of trials without technical investigation and formal approval by the appropriate authorities is potentially dangerous. In order to avoid this situation in the future and to ensure that adequate records are kept, all such trials are to be approved and implemented by appropriate authorities and the correct procedures must be adopted to enable reports and results to be co-ordinated.

3. To achieve this aim, Form TT117 has been introduced for use by HMA ships and establishments and is to be completed and forwarded to Navy Office for approval by the relevant Directorates BEFORE the commencement of any trial, except where previous authorisation has been otherwise obtained. Approval must not, in any circumstances, be anticipated.

4. This form is not intended for use, unless otherwise directed, for sea trials, acceptance or proving trials of auxiliary machinery and systems, etc, as defined in ABR 1921 (except where components of such equipment/systems have undergone a change in material or design and a material/equipment trials report is specifically requested), Dockyard Laboratory experimental trials and other trials where relevant record documents already exist.

5. To avoid possible duplication of trials effort and to minimise non-receipt or delay of proposals, reports, etc, all Forms TT117 are to be forwarded to Navy Office for the attention of the Director of Naval Quality Assurance (DNQA). Distribution of the proposals to the relevant Directorate will then be arranged for technical investigation and subsequent approval.

6. DNQA will also undertake, on request, to provide or seek any additional information in connection with approved trials and will offer comments on trial viability at all stages of progress.

7. When proposing any trial for the evaluation of materials or equipment for a specific use, or as a substitute for materials or equipment already in service use, the following information is to be provided:

a. Details of the characteristics of the material or equipment proposed for trial and the expected advantages over existing materials or equipment in current use.

b. Where applicable, the stock number and description of any existing or currently used material or equipment which may suit the requirement with or without modification.

c. Where applicable, the details and deficiencies of any currently used material or equipment should these be unsatisfactory for the particular use.

d. Statement of comparative cost material, etc, proposed for trial and those currently used, based on forecast usage in one year.

8. Attention is drawn to the following instructions for use of Form TT117 which also appear on the inside cover of the trials record pad (title of authority to be later amended on issued forms as below):

a. The authority originating any report is to forward one copy to the Director of Naval Quality Assurance, Navy Office.

b. The originator may indicate a proposed distribution to interested authorities by ticking the relevant boxes in the distribution section of the copy forwarded for approval.

c. DNQA will then forward the trial form to the appropriate Directorates for authorisation of the trial.

d. After approval of the originating Form TT117 DNQA will allocate a serial number to the trial. All subsequent reports of the trial are to use this number. The trial form will then be distributed by DNQA to all authorities concerned.

(464/78/410 DNQA)

12634/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 99/72-105/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6 April 1972.

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

RESTRICTED

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
99/72	Administrative Procedures for Macchi MB326H Aircraft.
100/72	Australian Services Representation Overseas.
	SECTION 2—PERSONNEL
101/72	In Port Allowance—North America.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
102/72	Boilers—Main Boilers—Internal Examination and Cleaning.
103/72	Modification Instructions.
104/72	Royal Australian Navy (AF) Failure Reporting System.
105/72	20mm Aircraft Ammunition with Conducting Primers—Precautions.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

99/72—Administrative Procedures for Macchi MB326H Aircraft

1. The following administrative procedures for the operation of the Macchi MB326H aircraft in the RAN have been agreed with the RAAF and are to be implemented by authorities concerned.

Accident and Incident Reports

2. a. Accident and Incident reports as defined in Regulations and Instructions for the RAN will be submitted for Macchi aircraft. RAAF HQSC and DEPAIR are to be included as information addressees on signalled reports in addition to addressees nominated at Paragraph 4 of RI Article 6502. Reports in accordance with ABO T4/11 are also to be dispatched if aircraft damage has occurred.

b. Forms OA109 where applicable are to be initiated and submitted in accordance with current instructions.

c. Forms TA121 are to be raised as necessary in conjunction with Paragraph b. above in addition to any Defect Report required by ABO T4/2. Forms TA121 are also to be raised in respect of defects in RAN peculiar equipment.

Special Flying Instructions

3. Special Flying Instructions applicable to RAN Macchi aircraft will be promulgated by Navy Office.

Modification of Technical Equipment

4. a. The RAN will accept all modifications adopted by the RAAF for engines and maintenance supply items (MSIs) and as a general rule will maintain the same modification standard for aircraft, systems and equipments as the RAAF.

b. ABO T19/1, ABO E12/4 and AAP7001.002-1 will be observed by the RAN and when procuring kits or components for modifications to equipment installed in Macchi aircraft RAN requirements will be allowed for by the RAAF.

c. Macchi modifications adopted by the RAAF, will be submitted to the ANAMC for formal endorsement and recorded in the minutes. Such modifications will retain their RAAF classifications and will not be listed in the RMB. The details of such modifications will be promulgated by amendment action to appropriate RAAF publications including AAP7212.001-100 Macchi Modifications.

d. Modifications to equipments peculiar to RAN Macchi aircraft, eg, TACAN and Standby UHF will be processed by ANAMC and promulgated in the normal manner including RMB action.

e. Weekly Modification and STI returns are not required in respect of Macchi aircraft, engines and MSIs but are required for RAN peculiar equipment, eg, TACAN and Standby UHF. Modification Incorporation Certificates, as required by ABO T19/1 are to include SAMR as an addressee.

Special Technical Instructions

5. Special Technical Instructions applicable to Macchi aircraft and associated systems will be issued direct by the RAAF HQSC in accordance with ABO T5/8 to SAMR and NAS NOWRA. Such instructions are only to be embodied by the operating unit on receipt of signalled advice to this effect originated by SAMR. No STI Macchi RAN will be issued.

Allotment of Aircraft

6. Macchi aircraft will be allotted by SAMR in accordance with current instructions to satisfy the approved squadron establishment of aircraft. Unless varied by more recent instructions the establishment will be VC 724 Squadron—8 aircraft.
Aircraft—2 aircraft.
Support (storage).
Section.

Allotment of Engines

7. The provisions of ABO E12/1 will be observed with regard to allotment of aircraft engines, engine stands and transit cases. Particular attention is drawn to the provisions of Paragraphs 3, 7, 9, 12 and 25 of the above instruction. Allotment requests are to include SAMR as an information addressee, and this authority will nominate a replacement unit by AENAL action. Installation is to be reported by AENAD to SAMR. AENAV and TA110 Reports and Returns are not applicable.

Procedure for Reporting Faulty Packing

8. The provisions of ABO T4/12 and ABO E10/4 will apply in this respect.

Failure and Defect Reporting System

9. The requirements of AAP7001.007-1 will apply; however, in instances where a defect report is requested by the RAAF such requests will be passed through SAMR. Defect Reports will be prepared in accordance with ABO T4/2. When Defect Reports are initiated an additional copy is to be raised and passed to SAMR (Paragraph 15b. of ABO T4/2 refers).

Defective Aircraft Engines and Engine Accessories—Examination and Reporting Procedures

10. The provisions of ABO T4/23 will apply.

Promulgation—Distribution of Advanced Servicing Schedules Amendment Notifications (ASSANS)

11. ASSANS will be distributed to SAMR and VC 724 Squadron in accordance with ABO T5/20. They are to be incorporated in accordance with ABO T5/19 and implemented on receipt unless otherwise directed by SAMR.

Technical Maintenance Plan

12. The RAN component lifting policy will be in accordance with AAP7212.001-7-1 Technical Maintenance Plan Macchi Aircraft. This publication has been amended to reflect RAN capability and responsibility for maintenance activities. On those occasions when VC 724 Squadron requires the assistance of the RAAF to accomplish maintenance on certain MSIs common to both Services, the procedures detailed at Section 3 Sheet 1 of AAP7212.001-7-1 are to be observed.

Contractors Working Parties

13. A period contract has been established with Commonwealth Aircraft Corporation to provide for major airframe repair arisings, and for the provision of Contractors Working Parties in instances where such parties are not sponsored by the RAAF. Applications for such assistance are to be made through SAMR.

Aircraft and Aero Engine Condition Reports

14. The requirements of ABO T5/21 will apply except as varied below:

Aircraft Condition Report—Form EE282 will only be submitted when directed by SAMR and will normally only be rendered on those occasions when the assistance of the RAAF in assessing the feasibility of major repair is sought.

Fatigue Data Recordings for RAN Aircraft

15. The RAN will participate in the RAAF Macchi Fatigue life assessment programme. Fatigue meter data records are to be raised, maintained and dispatched to DEPAIR—Attention D STATS in accordance with AAP7053-002-1 and Macchi Instruction No 4.

Procedure for Dealing with Complaints

16. The provisions of ABO T4/13 will apply to instances concerning poor workmanship or servicing, non-incorporation of modifications or other unsatisfactory technical conditions.

Monthly Maintenance Reports

17. The provisions of ABO T5/14 will apply. In addition to the addressees nominated in ABO T5/14 the report and Annexes are also to be passed to ACNB and SAMR.

Aircraft Maintenance Systems

18. RAN Macchi aircraft are to be maintained in accordance with the provision of ABO T17/6. RANAMM Article 0703 (Suspension of Servicing) is not applicable to Macchi aircraft.

Aircraft Planned Servicing Schedules

19. RAN Macchi aircraft are to be serviced in accordance with the provisions of ABO T5/19. Proposals for amendments are to be processed through SAMR.

Squadron Maintenance Responsibilities

20. All scheduled servicings, including 'E' Servicings, will be carried out by VC 724 Squadron. Ground Support Equipment (GSE) allowances and personnel complements have been established to preclude the requirement to service aircraft outside VC 724 Squadron.

Storage of Aircraft and Engines

21. Airframes are to be stored in accordance with the provisions of AP (RAN) 107. Viper engines both installed and uninstalled are to be inhibited in accordance with AAP7111.009-2.

General

22. The provisions of ABO T4/1, 4/9, 4/17, 6/1, 17/8 and 17/28 will also apply as and when required.

(1313/1/427 DAE)

RESTRICTED

100/72—Australian Services Representation Overseas

Navy Order 18/72 is to be amended as follows:

ANNEX A

Sub-heading 'Pakistan' page 4:

Delete 'Services Adviser, Australian High Commission'.

Insert 'Services Attache, Australian Embassy'.

(22/201/67 DNI)

(*Navy Order 18/72*)

Section 2

PERSONNEL

UNCLASSIFIED

101/72—In Port Allowance—North America

1. Subject to the provisions governing payment of In Port Allowance, members of the ships company of an HMA ship visiting North America may be paid at the following appropriate rate:

Rank	*Rate Per Day—$A*
Commander or higher rank	3.50
Lieutenant-Commander and officers of lower rank and sailors	3.00

2. For the purpose of payment of this allowance, North America is defined as being Canada and the United States of America including Hawaii.

3. NPI 112/3 Paragraph 3 should be amended pending inclusion in the reprint of ABR 5020, Naval Pay Instructions.

(1313/201/308 HPB)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

102/72—Boilers—Main Boilers—Internal Examination and Cleaning

1. A further review of the condition of the main boilers in the Fleet shows that providing prescribed standards of maintenance, and particularly feed water purity, are maintained, then current internal cleaning intervals can be extended.

2. The revised instructions for internal examinations and internal cleaning, which are operative as from the date of this order, are given below.

Internal Examinations

3. The basic interval between internal examinations is eight months. For planning and recording purposes, the date of an internal clean is to be taken as the date of the final closing up of the boiler. Internal examinations are to me carried out as follows:

a. *For all Boilers Except DDG Boilers.*

(1) Eight months and 16 months after Internal Cleaning: an internal examination is to be carried out by the Marine Engineer Officer, and a brief report rendered to the Administrative Authority. The internal gear need not be removed except where necessary to ensure a proper examination. If the condition of the boiler at either of these examinations is found to be such that a full examination with the internal gear removed is considered necessary, then the Administrative Authority is to be informed and is to be associated with this further examination.

(2) 24 months, 32 months and 36 months after Internal Cleaning: an internal examination is to be carried out by the Marine Engineer Officer and a representative of FOCAF. A full report is to be submitted to the Administrative Authority. The removal of part or all of the internal gear for these examinations will be dependent on the condition of the boiler and as required by the FOCAF representative. Application is to be made by signal to FOCAF, giving 28 days notice of the examination becoming due.

b. *For RAN DDG Boilers Only.*

(1) Eight months after Internal Cleaning: an internal examination is to be carried out by the Marine Engineer Officer, and a brief report rendered to the Administrative Authority. The internal gear need not be removed except where necessary to ensure a proper examination. If the condition of the boiler at these examinations is found to be such that a full examination with the internal gear removed is considered necessary, then the Administrative Authority is to be informed and is to be associated with this further examination.

(2) 16 months after Internal Cleaning: an internal examination is to be carried out by the Marine Engineer Officer and a representative of FOCAF. A full report is to be submitted to the Administrative Authority. The removal of part or all of the internal gear for these examinations will be dependent on the condition of the boiler and as required by the FOCAF representative. Application is to be made by signal to FOCAF, giving 28 days notice of the examination becoming due.

Internal Cleaning

4. The need for internal cleaning is dependent on the condition of the boiler as revealed by examination. For planning purposes, the basic internal cleaning interval is 18 months for DDG boilers and three years for all other boilers, from the date of the previous internal clean. Where possible, the internal clean should be planned to coincide with a refit, but the task will remain a ships staff commitment and responsibility.

5. The basic interval may be varied to take account of the condition of individual boilers, using the following procedures:

a. If it is necessary to clean a boiler internally before the programmed interval a report is to be made to FOCAF, through the Administrative Authority, if applicable, stating the circumstances which made this necessary.

b. Subject to the condition of the boiler at the 16 monthly examination for DDG boilers and the three yearly examination for all other boilers, FOCAF may extend the cleaning interval to 21 months for DDG boilers and to three years eight months for all other boilers, informing Navy Office of this action with all supporting evidence.

c. For an extension beyond 21 months or three years eight months (as appropriate) the Administrative Authority is to apply to Navy Office for approval, supplying all supporting evidence on the state of the boiler and stating the reasons for requiring an extension. A proposed date for the internal clean is to be given.

6. It is important that the reports called for in Paragraph 5 above are complete and accurate, to allow Navy Office to keep the cleaning intervals under review.

Internal Chemical Cleaning

7. Whenever possible, new construction boilers are chemically cleaned internally by an inhibited citric acid process before first raising steam. This is carried out before the internal gear is fitted. The process removes all oil and grease, millscale and manufacturing debris from the boiler, and establishes a protective layer of magnetite (black iron oxide Fe_3O_4), over the internal surfaces. The precautions given in BR 3000, Article 1259, Paragraph 3, are to be observed, but care must be taken to avoid damage to the magnetite layer during subsequent examinations.

8. The present policy is that 'in-service' internal cleaning is to be carried out by mechanical methods. 'In-service' chemical cleaning requires FOCAF recommendation and Navy Office approval and will only be considered in exceptional circumstances, eg, presence of active scab pitting and deposits which cannot be removed by normal mechanical means. Navy Order 124/71 refers.

Wear and Waste Test Intervals

9. All Wear and Waste Tests are to be carried out at intervals of not more than three years eight months. The Administrative Authority may apply to Navy Office for an extension of this interval, when this is necessary to allow the Wear and Waste Test to be carried out in conjunction with internal cleaning during a refit. The application should be made as in Paragraph 5c. above. The introduction of a non-destructive examination, to replace the present Wear and Waste Test, will be the subject of a separate Navy Order in due course.

10. Navy Order 469/69 is hereby cancelled.

(1211/52/194 DFM)

(Navy Orders 469/69 and 124/71)

RESTRICTED

103/72—Modification Instructions

Navy Order 43/72 is to be amended as follows:

Page 25

M/RAOO/ANG *should read* M/RAOO/AN6.

(400/30/19 DFM)

(Navy Order 43/72)

UNCLASSIFIED

104/72—Royal Australian Navy (AF) Failure Reporting System

1. Effective aircraft maintenance management depends upon the availability of data relating to the performance and reliability of equipment, the effectiveness of maintenance procedures and the utilisation of maintenance resources.

2. A study on methods of collating this data has resulted in adoption of the RAAF Failure Reporting System (FRS), amended as necessary to accord with RAN administrative procedures. The RAN adaption of the FRS is titled RAN (AF) FRS, the expression in parenthesis denoting that the system is essentially the same as that in RAAF Service and utilises RAAF facilities. The procedure for RAN (AF) FRS operation is detailed in AP (RAN) 77 and applies to all RAN aircraft with the exception of Scout and Dakota for which FRS reporting is not intended. Macchi aircraft are wholly supported by the RAAF and are subject to RAAF FRS as detailed in AAP7001.007-1. Procedures peculiar to the RAN (AF) FRS, including the monthly return of flying hours to enable MTBFs to be calculated are detailed in Chapter 4 of AP (RAN) 77.

3. The RAN (AF) FRS is an EDP based system designed to provide information on equipment failure rates and associated maintenance actions to permit statistical analysis of the reliability of air equipment and the effectiveness of maintenance procedures. To derive maximum benefit from the FRS output data, the reporting unit codes indicate whether the reported failure occurred ashore or afloat. Thus analysis will, inter alia, permit identification of the effect of environmental factors on equipment performance.

4. The RAAF form, EE435, will be used by the RAN as the reporting medium and in appropriate instances replaces the TA118 as the 'unserviceable label'. Input data will be transmitted by the Data Transcription Office (DTO) at NAS NOWRA for all Service units ashore and embarked. Inputs from civilian contractors will be fed through the local RAAF Data Reporting Sections (DRS). All inputs will be processed by RAAF EDP from whence authorities and units may request output data.

5. Whilst RAAF facilities are being employed for the operation of the RAN (AF) FRS, the system remains under RAN control. Direct liaison has been established with the RAAF on matters relating to the processing of FRS data and policy matters affecting the operation and future development of the FRS.

6. The input start date for all shore based units is 3 April 1972; however, to enable instruction of HMAS MELBOURNEs Headquarters Staff and Front Line squadrons on FRS procedures, these units will commence input on 19 June 1972.

7. Although an additional work burden will be created on the introduction of the FRS in the RAN, it is confidently expected that maintenance effort will be progressively reduced as the information obtained from the data collection is applied to the RAN aircraft maintenance system. For example, where 'NOFALTS' are recorded continuously against an equipment removed for scheduled maintenance, a case exists for either lengthening the servicing periodicity or servicing the equipment 'on condition'. However, with any data collection and processing system, before useful statistics can be derived a viable data bank must be established; in the case of the RAN (AF) FRS it is anticipated that this will take approximately 18 months from input start date. Output data interpretation will be progressively developed and related responsibilities defined over the ensuing period.

(1313/1/933 DAE)

UNCLASSIFIED

105/72—20mm Aircraft Ammunition with Conducting Composition Primers—Precautions

1. 20mm ammunition with conducting composition primers has been procured by the RAN for use in Skyhawk aircraft.

2. The primer for this ammunition is electrically initiated and ignites a conventional single-base type propellant containing an anti-fouling agent. The explosive element of the primer has been designed to withstand the shock received in normal handling of ammunition. However, this element is sensitive to electrical energy, the resistance of the assembled primer being from 500 ohms to 5 megohms, and care should be exercised to prevent the primer button from coming into contact with electrical wiring or other sources of electricity.

3. A small clip-on Radhaz shield is used on belted 20mm Mark 100 series ammunition to prohibit contact between the primer and an RF irradiated source. This shield physically covers the primer of the round of ammunition and thus provides protection from the time the shield is installed until the round is stripped from its link during the firing process.

4. The primers of rounds of ammunition that remain in the feed mechanisms and gun chamber, or in the expended case compartment after a gunnery exercise, are not protected against RF radiation, as the Radhaz shield is removed in the feed mechanism. These rounds must therefore be removed with extreme caution to avoid contact between the primer and sources which could radiate electrical energy, such as the gun, feed mechanism and aircraft structure.

5. It is possible that static charges built-up in the human body could activate this primer; therefore persons should not deliberately touch the primer button until such body static has been discharged. Personnel shall not for any reason briskly rub the primer button.

6. Where this ammunition is stored, the magazine door or hatch is to have a notice 'observe Anti-Static Precautions' painted, red on white, on the internal surface.

7. Attention is drawn to BR 862 (NM & ER), Paragraph 0323.

8. Navy Order 127/69 is hereby cancelled.

(727/251/107 DSAW)

(*Navy Order 127/69*)

12788/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 106/72-114/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
26 April 1972.

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

By direction of the Naval Board,

S. 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

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
106/72	Commissioning.
107/72	Decommissioning.
108/72	Demolitions—Responsibilities.
109/72	Naval Dockyard Police—Change of Title.
	SECTION 2—PERSONNEL
110/72	Uniform—Material for Naval Officers Blue Uniforms.
111/72	Uniform—Officers—Evening Shirts.
	SECTION 3—OPERATIONAL AND TRAINING
112/72	Officers Course Programme 1972.
113/72	Sailors Course Programme 1972.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
114/72	Director Aim Cameras and Accessories.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

106/72—Commissioning

The following commissioning has been effected:

HMAS TEAL—7 January 1971.

(1211/251/200 AS (NS))

UNCLASSIFIED

107/72—Decommissioning

The following decommissioning has been effected:

HMAS HAWK—7 January 1972.

(1211/251/200 AS (NS))

UNCLASSIFIED

108/72—Demolitions—Responsibilities

1. Demolitions is a dangerous, specialized task and the services of properly trained officers and sailors should be obtained wherever possible. Occasions may arise where thoroughly trained personnel are not always available and the demolition work has to be carried out by ships landing parties whose training in demolition is only of a general and elementary standard. In this instance personnel are to be employed in the order of availability given in Paragraph 2.

2. The responsibilities for demolitions are:

a. *The Demolitions Officer*

An officer is to be detailed by the Commanding Officer to be the Demolitions Officer. This officer should be chosen according to the availability and degree of qualification in the following order of preference:

(1) MCD or CD Officer.
(2) GL(TAS) Officer.
(3) SD(TAS) Officer.
(4) SD(G) or any other officer.

The Demolitions Officer is responsible to the Commanding Officer for:

Demolitions and underwater weapon disposal equipment (but not the accounting of the explosive stores). Advice to the command on the tactical and practical application of demolitions.

b. *The Demolitions Supervisor*

The Demolitions Officer may also be the Demolitions Supervisor but *see* Paragraph 3. Dependent upon the magnitude and/or tactical importance of the demolition task, the supervision of demolition operations may be delegated to one of the following (in order of preference):

CPOCD
POCD
CPOUW
POUW.

3. Officers in groups (4) must complete a PCT if they are to perform the duties of Demolitions Supervisor. This will be of 5 days duration and will be valid for the officers posting to a particular ship only, unless he has been a Demolitions Supervisor in the immediately preceding 12 months.

4. In ships and establishments where personnel mentioned in Paragraph 2 a. and b. are not borne, demolitions are not to be carried out except in an emergency. In normal circumstances the Command is to request the services of CDT1.

5. The limits of Demolition Supervision responsibility will be as follows:

Demolitions Officer	*Limit of Responsibility*
a. MCD/CD Officer	No limit.
b. GL(TAS) or SD(TAS)	Explosives of such quantity that there will be no property or personnel within the safe distance as calculated for that amount of explosive.
c. SD(G) or other Officers nominated as Demolitions Officer and trained by PCT	Limited to quantities of explosive where the safety distance required does not exceed 1,000 yards and where there is neither personnel nor property within the safety distance being applied at the time.
d. CPOCD	As for b. and for initial demolition training.
e. CPOUW	As for c. and for initial demolition training after suitable PCT.
f. POCD	As for b. and for continuation demolition training.
g. POUW	As for c. and for continuation demolition training after suitable PCT.

Notes: 1. Approximate safety distances are tabled in BR 1836 Chapter 4 Article 5 (*k*) and in Chapter 5, Table 10. These may be used as a guide for most routine demolition tasks.

2. Safety distances quoted are measured from the charge and this figure should be taken as the radius of a circle centred on the charge when determining the limits of responsibility above.

3. Where Explosive Ordnance Disposal is involved only MCD/CD officers may, under normal circumstances, carry out Render Safe Procedures. CPOCD and POCD however may countermine ordnance, if this is adjudged to be the correct RSP, providing their total explosive quantity or safety distances involved fall within the limits outlined above.

6. 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 Demolitions Officer.

7. Navy Order 100/69 is hereby cancelled.

(2/204/90 DUW)

(*Navy Order 100/69*)

UNCLASSIFIED

109/72—Naval Dockyard Police—Change of Title

1. This Navy Order advises that the branch title NAVAL DOCKYARD POLICE has been changed to NAVAL POLICE.

2. The new title reflects more accurately the expanded duties and responsibilities contained in RI Chapter 57.

3. Relevant ABRs will be amended in due course.

(302/54/30 DGM)

Section 2

PERSONNEL

UNCLASSIFIED

110/72—Uniform—Material for Naval Officers Blue Uniforms

1. The approved scales of uniform clothing of RAN, RANER and CNF Officers, Midshipmen (SL) and Cadet Midshipmen have been amended by deleting the serge uniform (undress coat and trousers) and including in its stead a barathea uniform.

2. Navy Order 47/71, which provides that Officers may maintain No 5 Dress, blue uniform (undress coat and trousers) made from wool/polyester material as an optional alternative to barathea will continue to apply.

3. ABR 93, Manual of Victualling Stores, Part II, Section 2, Scales 1, 2 (A), 2 (B), 9 (A) and 12 (A) will be amended.

4. The rates of outfit gratuities payable to officers under Naval Pay Instruction 171/1 will be amended.

(917/98/137 D of V)

(*Navy Order 47/71*)

UNCLASSIFIED

111/72—Uniform—Officers—Evening Shirts

1. The Naval Board have approved the wearing of soft fronted evening shirts optionally by officers on all occasions when evening dress is worn, with the exception that a stiff fronted shirt and winged collar is to be worn with the undress tail coat.

2. Amendments to the scales of issue of evening shirts will be promulgated at a later date.

(917/96/93 D of V)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

112/72—Officers Course Programme 1972

1. The additions and alterations shown in Annexes A and B to this order are promulgated as amendment No 2 to Navy Order 503/71. All previous amendments are included.

2. The amendment list should be noted with this amendment order number 2.

3. Navy Order 71/72 is hereby cancelled.

ANNEX A
Alterations

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Starting Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
Aircrew ..	901103	ATC 50	RAAF EAST SALE	—	24.1.72	19.5.72	—	Amended dates
		51			8.5.72	25.8.72		
		52			14.8.72	1.12.72		
Training Technology	901260	Training Admin	CERBERUS ..	10	1.5.72	12.5.72	—	Amended dates 1/72
					4.9.72	15.9.72		
Supplementary List Seamen	901598	SLEX 1/72	CERBERUS ..	80	21.2.72	16.6.72	—	Amended start date
			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	21.8.72	15.12.72	—	Amended start date
ASW ..	901400	SOSP	AJASS	5	27.11.72	1.12.72	—	Dates inserted
	901404	Joint ASW Intro ..	AJASS	5	5.6.72	9.6.72	—	Dates inserted
	901405	No 29 Joint ASW Tactical period	AJASS	10	24.4.72	5.5.72	—	Dates inserted

ANNEX B
Additions

Branch or Group	*EDP No*	*Course*	*Location*	*Duration in Days*	*Starting Date*	*Completion Date*	*Min/Max Nos*	*Remarks*
ASW ..	901403X	No 83 Joint Unit Course ..	AJASS	—	6.3.72	10.3.72	—	—
			JUCEX	—	13.3.72	24.3.72		
		No 85 Joint Unit Course ..	AJASS	—	17.7.72	21.7.72	—	Course No 84 cancelled
			JUCEX	—	24.7.72	4.8.72		
		No 86 Joint Unit Course ..	AJASS	—	9.10.72	13.10.72	—	—
			JUCEX	—	16.10.72	27.10.72		

(312/3/164 D of T)

(Navy Orders 503/71 and 71/72)

113/72—Sailors Course Programme 1972

1. The deletions, alterations and additions shown in Annexes A, B and C of this order are promulgated as Amendment No 3 to Navy Order 513/71. All previous amendments are included.

2. The amendment list shown at Paragraph 10 of Navy Order 513/71 should be noted with this third amendment order number 3.

3. Navy Orders 22/72 and 72/72 are hereby cancelled.

ANNEX A

Deletions

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	901730	Artificer Apprentice	NIRIMBA ..	—	—	—	—	3.7.72	12/75	—	Delete completion date
Seaman Promotion	911800	LSPT ..	CERBERUS ..	120	—	—	—	4.1.72	26.6.72	6–12	Delete course 1/72
Seaman Career and PCT	902540	COXN Conversion	CERBERUS ..	—	—	—	—	—	—	—	Delete all detail
Seaman Promotion	911940	POUW ..	WATSON PENGUIN ..	69 (incl 10 NBCD)	—	—	—	6.3.72	2.6.72	—	Delete all detail

ANNEX B

Alterations

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 PCT	914380	Ikara Magmar Launcher	CAC ..	25	E	—	—	28.2.72	30.3.72	2–6	Amended dates 1/72
Seaman Promotion	911960	POUC ..	WATSON ..	119 (incl 10 NBCD)	C	PENGUIN	Sship	17.1.72	18.2.72	5–8	Amended dates 1/72
						PENGUIN	NBCD	21.2.72	3.3.72		
						WATSON	UC	6.3.72	7.7.72		
	911940	POUW ..	WATSON ..	69 (incl 10 NBCD)	D	WATSON	UW	6.3.72	21.4.72	6–9	Amended dates 1/72
						PENGUIN	Sship	24.4.72	19.5.72		
						PENGUIN	NBCD	22.5.72	2.6.72		
	911750	ABRP ..	WATSON ..	76 (incl 5 NBCD)	—	PENGUIN	NBCD	24.4.72	28.4.72	6–9	Amended dates course 4/72
						PENGUIN	Sship	1.5.72	26.5.72		
						WATSON	RP	29.5.72	11.8.72		
						PENGUIN	NBCD	8.5.72	12.5.72	6–9	Amended dates course 5/72
						PENGUIN	Sship	15.5.72	9.6.72		
						WATSON	RP	13.6.72	1.9.72		
						PENGUIN	NBCD	17.7.72	21.7.72	6–9	Amended dates course 6/72
						PENGUIN	Sship	24.7.72	18.8.72		
						WATSON	RP	28.8.72	10.11.72		
	911760	ABUC ..	WATSON ..	—	—	PENGUIN	NBCD	8.5.72	12.5.72	6–12	Amended dates course 3/72
						PENGUIN	Sship	15.5.72	9.6.72		
						WATSON	UC	13.6.72	—		
Seaman Career and PCT	903290	ASAC ..	WATSON ..	20	E	FOCAF	—	26.7.72	4.8.72	4–6	Amended dates course 4/72
Educational	902500	SGCE Preparatory	LEEUWIN ..	95	C	—	—	10.7.72	28.11.72	–50	Amended dates course 2/72
Weapons Promotion	916710	NAMW ..	ALBATROSS	65 (incl 5 NBCD)	B	PENGUIN	NBCD	22.5.72	26.5.72	4–12	Amended dates course 2/72
						ALBATROSS	ENG	29.5.72	18.8.72		
Supply and Secretariat Promotion	919730	STD ..	CERBERUS ..	30 (incl 5 NBCD)	—	—	—	8.5.72	16.6.72	6–15	Amended dates course 4/72

ANNEX C

Additions

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 Career and PCT	902540	COXN Conversion	CERBERUS ..	60	D	CERBERUS KUTTABUL CERBERUS KUTTABUL CERBERUS KUTTABUL	—	4.1.72 28.2.72 17.4.72 12.6.72 2.10.72 27.11.72	25.2.72 24.3.72 9.6.72 7.7.72 24.11.72 22.12.72	4–12	Applicable LR PO CPO
Educational	902570	SGCE Chemistry Practical	CERBERUS ..	10	C	—	—	7.8.72	18.8.72	—	Navy Order 147/71

(303/21/188 D of T)

(Navy Orders 147/71, 513/71, 22/72 and 72/72)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

114/72—Director Aim Cameras and Accessories

1. Revised allowances of Director Aim Cameras and Accessories as detailed in Annex A to this order, have been authorised consequent upon an evaluation of camera recording requirements for HMA Ships fitted with M22 Gunnery Fire Control Systems and M22/M44 Gun and Missile Systems.

2. HMA Ships are to raise demands on Electrical Store Depot Woolloomooloo (0094) to complete to the revised allowances.

3. The 6710–66–043–9054 Camera, Motion Picture (previously identified as 6710–14–TSN–9500 Camematic 35 mm cine camera) currently on issue to HMA Ships SWAN and TORRENS, should be returned to Electrical Store Depot Woolloomooloo (0094), upon receipt of the replacement items as detailed in Annex A to this order.

4. Navy Order 233/70 is hereby cancelled.

ANNEX A

Director Aim Cameras and Accessories

Class	Catalogue Number	Description	Allowances: DERWENT, YARRA, STUART and PARRAMATTA	SWAN and TORRENS	VAMPIRE and VENDETTA	DUCHESS	PERTH, BRISBANE and HOBART	MELBOURNE	KUTTABUL	CERBERUS
0553	2520	Cloth selvyt 14″ x 14″	2	2	2	2	2	2	6	2
0553	8840	Camera body 'Cameflex' cine 35 mm	—	*	*	—	—	—	1	—
0553	8851	Lens 75 mm F2	1	—	1	1	1	1	1	—
0553	8854	Lens 300 mm F3.5 C/W transit case	1	2	2	1	1	—	2	1
0553	8855	Lens 500 mm F5.6	—	1	1	1	—	—	1	1
0553	8861	Filter mounted yellow for 300 and 500 mm lenses	1	2	2	1	1	—	1	1
0553	8862	Filter mounted red for 300 and 500 mm lenses ..	1	2	2	1	1	—	2	1
0553	8863	Support Assy-Tele lens	—	—	—	—	—	—	2	—
0553	8880	Lens 40 mm F2	1	—	1	1	—	—	1	—
0553	8895	Unit, focussing, gate type	1	—	—	—	1	1	1	1
0553	8927	Magazine, film, 35 mm 200 ft capacity	6	6	6	6	6	6	12	6
0553	8928	Case to hold camera and accessories	1	2	2	1	1	1	2	1
0553	8929	Case to hold 6 magazines Cat No 8927	1	1	1	1	1	1	2	1
0553	8947	Mount, filter, 51.8 mm for Cat No 8979 and 8880 lens	1	—	1	1	—	—	1	—
0553	8948	Mount, filter, 61.8 mm for Cat No 8850 and 8851 lens	1	—	1	1	1	1	1	—
0553	8951	Filter, glass, 48 mm x 2 Panchromatic	1	2	2	1	1	1	1	—

Class	Catalogue Number	Description	Allowances							
			DERWENT, YARRA, STUART and PARRAMATTA	SWAN and TORRENS	VAMPIRE and VENDETTA	DUCHESS	PERTH, BRISBANE and HOBART	MELBOURNE	KUTTABUL	CERBERUS
0553	8980	Gearbox, with built in electromagnetic counter C/W storage box	1	2	2	1	1	1	2	1
0553	8981	Motor 24V DC governed for 10 frames/second C/W storage box	1	1	1	1	1	1	1	1
0553	8982	Motor 24V DC governed for 25 frames/second C/W storage box	1	2	2	1	1	1	2	1
0553	8985	Support for Cat No 8854 lens C/W adaptor base plate	1	2	2	1	1	—	2	1
0553	8986	Support for Cat No 8855 lens C/W adaptor base plate	—	1	1	1	—	—	1	1
0553	8991	Camera, body Cameflex 16/35 mm C/W 16 mm gate assembly	1	2*	2*	1	1	1	1	1
0553	8998	Evaluator cine theodolite for assessing director aim recording film	—	—	—	—	—	1	2	1
0553	162005	Control unit (Cameflex) C/W case	1§	2§	2§	1§	1§	1§	3§	1§
0553	162006	Mounting, camera adjust	1	1	2	1	1	—	1	1
0553	162034	Harness cable for MRS. 3	1	—	—	1	—	—	—	1
0553	162035	Lens 36″ F11 C/W transit case	1	—	—	—	1	—	1	—
0553	162036	Hood for Cat No 162035 lens	1	—	—	—	1	—	1	—
0553	162037	Filter, mounted, minus ultra violet, for Cat No 162035 lens	1	—	—	—	1	—	1	—
0553	162038	Filter mounted, yellow x 2 for Cat No 162035 lens	1	—	—	—	1	—	1	—
0553	162039	Filter mounted, red x 4 for Cat No 162035 lens..	1	—	—	—	1	—	1	—
0553	162041	Support for Cat No 162035 lens	1	—	—	—	1	—	1	—
0553	162042	Cover, waterproof, for Cat No 162035 lens ..	1	—	—	—	1	—	1	—
0553	162123	Sling, neck, for use with Cat Nos 8840 and 8891 camera bodies	1	2	2	1	1	1	2	1
0553	162192	Test set electrical C/W test cable harness ..	—	—	—	—	—	1	1	—
0553	162193	Outfit 'Cameflex' torque test	—	—	—	—	—	1	1	—
0553	162194	Camera, torque unit	—	—	—	—	—	1	1	—
0553	162195	Magazine, take up, torque unit	—	—	—	—	—	1	1	—
0553	162196	Magazine, take off, torque unit	—	—	—	—	—	1	1	—
0553	162275	Case stowage and transit	1	2	2	1	1	1	2	1
0553	162481	Exposure meter 'Weston'	1	2	2	1	1	1	2	1
0553	L24434	Millers fluid action tripod head	1	1	1	1	1	1	1	—
6760	14–TSN–9528	Lens 50 mm F2.4	—	1†	—	—	—	—	—	—
6760	66–043–9065	M44 director bracket C/W transit case	—	1	—	—	—	—	—	—
6760	66–043–9066	Cover, camera, weather protective	—	—	—	—	—	—	1	1
6760	14–TSN–9537	Interconnecting cables	—	2‡	2‡	—	—	—	—	—

Notes: * The 0553–8840 Camera body—Cameflex may be supplied in lieu of 0553–8991 Camera body—Cameflex to ships allowed 2 No cameras—HMAS SWAN, TORRENS, VAMPIRE and VENDETTA.

† 6760–14–TSN–9528 lens 50 mm F2.4 to be replaced by 0553–8851 lens 75 mm F2 when the 50 mm lens becomes unserviceable—HMAS SWAN and TORRENS.

‡ HMAS SWAN, TORRENS, VAMPIRE and VENDETTA.

§ MOD NO M/QYOO/A001 to be incorporated.

(737/251/5 DSUS)

(*Navy Order 233/70*)

13270/72 W. G. Murray, Government Printer, Canberra

H. STORIAN

RESTRICTED

124

ANOs 115/72-122/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
28 April 1972.

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

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

115/72 HMA Submarines—Material Safety.

116/72 Motor Transport—Registration and Identification of Commonwealth Owned Vehicles.

SECTION 2—PERSONNEL

117/72 Form PH100-1 Officers Certificate of Service.

118/72 Sailors—SAR Divers—Allowance.

119/72 Travelling Allowance—Members on Long and Intermediate Term Duty Oversea.

120/72 Travelling Allowance—Members on Short Term Duty Oversea.

SECTION 4—EQUIPMENT, STORES AND SERVICING

121/72 Temporary Issue of Line Throwing Equipment to Miscellaneous Small Craft.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

122/72 ABR 5074 RAN Catalogue of Materiel—Disposal of Obsolete Printed Catalogues for Classes 27L and 36FF.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

115/72—HMA Submarines—Material Safety

1. The material safety of submarines is largely dependent upon strict compliance with the relevant design principles, maintenance procedures and technical training standards.

2. To ensure compliance with these three factors of material safety and so to minimise the dangers which may arise from system or equipment failures, the Naval Board have approved the formation of a Submarine Material Safety Committee (short title SUBSAFE).

3. The composition of this Committee will be:

DGDM	Chairman
DSMR	Secretary
DSD (SPM)	
DMED (PCD)	
DWED (PCD)	
DSMP	
CONS.	

The Committee may co-opt other representatives when necessary from within the Navy Office or from other sources.

4. The terms of reference of the Committee are:

a. Consideration of the potential danger arising from defects or damage to critical systems and equipment and responsibility for recommending operational restrictions if necessary.

b. Consideration of the safety aspects of deviations from established refitting and maintenance practices proposed by repair authorities and assessing the need for advice from the parent design and maintenance authority.

c. Decision concerning concessions required by repair authorities in the repair of critical systems when these are beyond the competence of local authoritys approval.

d. Continual monitoring of refitting standards and quality control procedures to ensure maximum material safety.

e. Consideration of the safety aspects of Alterations and Additions and Class Modifications originated in the RAN.

f. Recommendations to prevent recurrence of potentially dangerous accidents caused, in whole or in part, by material failure or shortcoming.

g. Informing the appropriate authorities of deficiencies in training if such contributed to a material failure.

5. The Committee will be responsible to the Naval Board through the Third Naval Member.

6. To carry out this task, the Committee must be kept informed through the normal administrative channels by submarine operating, maintenance and repair authorities of damage, defects and deviations from established practices. Where it is proposed

to effect a repair in a Critical System by departing from approved drawings and/or specifications, Navy Office approval is to be obtained before any work is undertaken. Action in these cases should be by signal clearly stating equipment and subject components.

7. If potentially dangerous incidents of a technical nature occur that cannot be reported appropriately on Forms TM179, TM145 or by URDEF procedure, then to enable these incidents to be reported in a standard format with sufficient detail for the Committee to take action, Incident Report Procedure (INCREP) is to be instituted. This is initiated by completing Form TM182 (Submarine Incident Report).

8. The definition of 'an incident of a technical nature' for the purpose of this order is:

> An incident caused by failure of a system or equipment, through design shortcoming, malfunction or mal-operation, that hazarded or could have hazarded the safety of submarine or of personnel.

9. INCREP procedure is required to prevent the recurrence of potentially dangerous situations arising from material failures. It is never to be used as a basis for disciplinary action.

10. Nothing in this order reduces the responsibilities of the Submarine Squadron Commander, Submarine Operating Authorities and Submarine Commanding Officers for taking immediate action to ensure the safety of submarines.

11. Navy Order 113/69 is hereby cancelled.

(177/201/29 DSMR)

(*Navy Order 113/69*)

UNCLASSIFIED

116/72—Motor Transport—Registration and Identification of Commonwealth Owned Vehicles

1. This Navy Order consolidates and clarifies the procedures required in regard to registration, de-registration, etc, of RAN vehicles. Previous instructions promulgated as Navy Order 258/69, as amended by 585/69, are hereby cancelled.

2. All RAN vehicles are to be fitted with Commonwealth registration plates in accordance with Treasury Direction 32/17 unless otherwise directed. Registration plates other than those issued by the Registry (*see* Paragraph 6), are never to be attached to any vehicle and number plates are not to be transferred from one vehicle to another. The current prefix for motor vehicles held by the Department of the Navy is ZN; for trailers ZT; for motor cycles and scooters ZD.

3. The appropriate forms necessary to effect registration, etc, are listed below and stocks may be obtained from:

The Registrar of Commonwealth Motor Vehicles
Department of the Interior
CANBERRA ACT 2601.

a. Application for Registration—Form TS4/1.

b. Notification of Change—Form TS4/2.

(To be used for transfer of vehicles, replacement of number plates and change of vehicle particulars.)

4. Administrative Authorities are to forward the names, designation and specimen signatures of Responsible Officers who are authorised to sign Application for Registration—Form TS4/1, and Notification of Change—Form TS4/2 to the Registrar of Commonwealth Motor Vehicles.

5. As the information contained in the forms referred to in Paragraph 3 is to be coded direct to magnetic tape at the Bureau of Census and Statistics, care is to be taken that letters and numbers only are entered and not punctuation marks, dashes, obliques or similar symbols.

Registration of Vehicles

6. a. Application for Registration is to be made on Form TS4/1 in quadruplicate and forwarded under a brief covering memorandum to the Registrar of Commonwealth Motor Vehicles. Each form is to contain:

(1) The two identifying letters, *see* Paragraph 2 above.

(2) Correct engine number and full particulars of the vehicle.

(3) Advice that Compliance Plate fitted.

(4) Signature of the Responsible Officer.

(5) Signature of a competent officer certifying the vehicles roadworthiness.

Note: Do not separate the original and copies of the forms.

b. On receipt of application, the Registry will allot the registration number and forward the required plates together with two copies of the Registration Certificate. One copy (Holding Departments copy) is to be forwarded to Director of Supply Services, Navy Office, Melbourne, and the remaining copy (De-registration copy) is to be retained. The De-registration copy is required for eventual return to the Registry on disposal of the vehicle.

De-registration of Vehicles

7. When a vehicle is sold, scrapped or otherwise disposed of, the following action is to be taken:

a. Number plates are to be removed from the vehicle and returned to the Registrar of Commonwealth Motor Vehicles together with the De-registration copy of the Registration Certificate. The de-registration section of the certificate is to be completed prior to return to Registry, showing method and date of disposal and signed by the Responsible Officer. Additionally, Director of Supply Services is to be informed by memorandum.

Note: Some Registration Certificates do not have a de-registration section and these should be completed by showing the details on the back of the certificate.

b. If one or both number plates are lost or stolen prior to de-registration, two copies of Form TS4/2—Notification of Change, are to be raised and Parts 1 and 3 of the form completed and signed by the Responsible Officer. One copy is to be forwarded, together with De-registration Certificate to the Registrar and the remaining copy forwarded to Director of Supply Services.

Transfer of Vehicle

8. When a vehicle is transferred from one state to another within the Department of the Navy, three copies of Form TS4/2 are to be raised and Parts 1 and 2 completed and signed by the Responsible Officer. Two copies are to be forwarded to the Registrar and the remaining copy forwarded to Director of Supply Services. The

copy of the Registration Certificate held is to be endorsed with the name of the new holder of the vehicle and forwarded to same. Number plates are to remain attached to the vehicle.

Lost Stolen or Damaged Number Plates

9. a. When one or both number plates have been damaged, lost or stolen and require replacement, three copies of Form TS4/2 are to be raised and Parts 1 and 3 completed and signed by the Responsible Officer. Two copies are to be forwarded to the Registrar and the remaining copy forwarded to Director of Supply Services.

b. On receipt of new number plates the copy of Registration Certificate held is to be amended to show new number and Director of Supply Services notified.

c. If vehicle or plates have been stolen, the matter should be reported to local Police and Commonwealth Police as well as to the Registrar. The loss of a number plate is to be reported to local Police.

Note: If a vehicle is being de-registered and one or both plates have been lost or stolen, action in accordance with Paragraph 7b. is to be taken.

Change of Vehicle Particulars

10. a. The Notification of Change—Form TS4/2 is to be used if there has been any change in vehicle details, eg, engine change, significant modification of vehicle or any details in Registration Certificate found to be incorrect.

b. Three copies of Form TS4/2 are to be raised. Complete Part 1 and record in Part 4 the change or corrected vehicle details only.

Note: In case of engine change, show old Engine No in Part 1 and new Engine No in Part 4. Show also new HP if applicable. The form is to be signed by the Responsible Officer and two copies forwarded to the Registrar and the remaining copy forwarded to Director of Supply Services.

11. ABR 5013, Motor Transport Instructions, will be amended in due course.

(459/53/235 DSUS)

(*Navy Orders 258/69 and 585/69*)

Section 2

PERSONNEL

UNCLASSIFIED

117/72—Form PH100-1—Officers Certificate of Service

1. It has been decided to issue a Certificate of Service to officers on discharge.

2. The Certificate, Form PH100-1, will be prepared in Navy Office and forwarded without demand to the Commanding Officer of the ship/establishment in which he is serving for handing to the recipient. Where this is not possible (eg, in the case of an officer discharged at short notice), the certificate will be forwarded to the officers address on discharge by registered post as soon as possible.

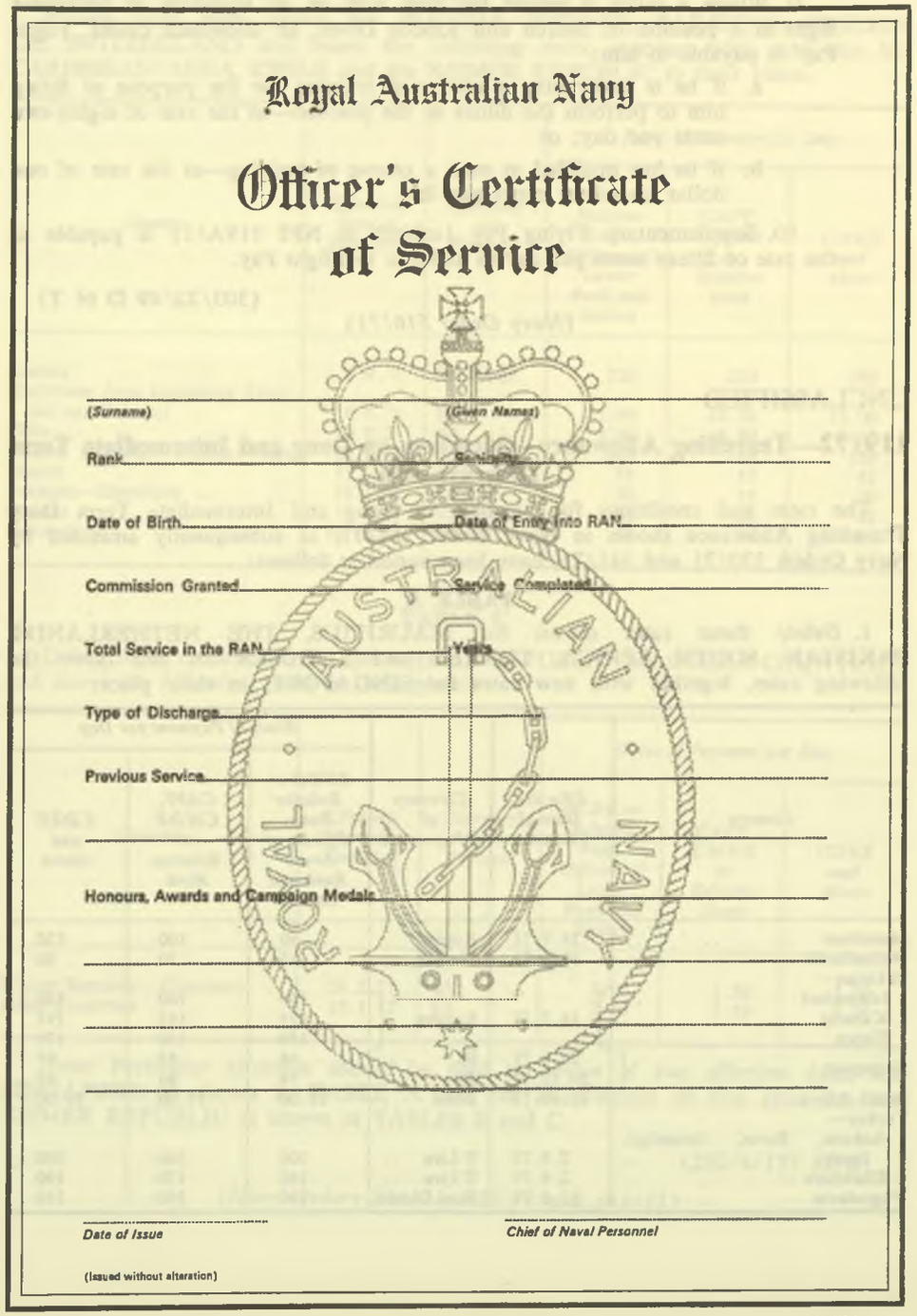
3. A copy of the certificate which is printed on reinforced white paper size 8¼ inches x 11¾ inches with the badge of the RAN superimposed in light blue appears at Annex A.

4. In completing the line 'Type of discharge', all discharges shall be designated honourable except as follows:

a. dismissal—dishonourable;

b. fraudulent entry and other forms of discharge where an officers services are dispensed with because of his unsuitability—unsuitable.

ANNEX A



Royal Australian Navy

Officer's Certificate of Service

(Surname) (Given Names)

Rank Seniority

Date of Birth Date of Entry into RAN

Commission Granted Service Completed

Total Service in the RAN Years

Type of Discharge

Previous Service

Honours, Awards and Campaign Medals

Date of Issue Chief of Naval Personnel

(Issued without alteration)

PH 100-1

(464/70/488 HPB)

UNCLASSIFIED

118/72—Sailors—SAR Divers—Allowance

Paragraphs 9 and 10 of Navy Order 516/71 are to be amended to read:

9. Where a sailor is posted for duty with an air squadron or helicopter flight in a position of Search and Rescue Diver, an allowance called 'Flight Pay' is payable to him:

a. if he is undergoing a course of training for the purpose of fitting him to perform the duties of the position—at the rate of eighty-two cents per day; or

b. if he has qualified at such a course of training—at the rate of one dollar sixty-four cents per day.

10. Supplementary Flying Pay (subject to NPI 119A/1) is payable at the rate of fifteen cents per day in addition to Flight Pay.

(303/22/49 D of T)

(Navy Order 516/71)

UNCLASSIFIED

119/72—Travelling Allowance—Members on Long and Intermediate Term Duty Oversea

The rates and conditions for payment of Long and Intermediate Term Duty Travelling Allowance shown in Navy Order 281/71, as subsequently amended by Navy Orders 330/71 and 341/71, have been varied as follows:

TABLE A

1. *Delete* those rates shown for MAURITIUS, THE NETHERLANDS, PAKISTAN, SOUTH AFRICA, TURKEY and YUGOSLAVIA and *insert* the following rates, together with new rates for SINGAPORE, 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*
Mauritius	24.9.71	Rupees ..	90	100	120
Netherlands	19.5.71	Florins ..	65	70	80
Pakistan—					
Islamabad	16.7.71	Rupees	150	160	170
Karachi			175	185	195
Dacca			150	160	170
Singapore	27.8.71	$S ..	68	83	97
	24.12.71	$S ..	74	86	99
South Africa	13.10.71	Rand ..	15.00	17.00	19.00
Turkey—					
Ankara, Burse, Instanbul, Izmir	2.9.71	T Lira ..	300	340	380
Elsewhere	2.9.71	T Lira ..	150	170	190
Yugoslavia	13.8.71	New Dinars	190	250	310

2. *Delete* the CARIBBEAN AREA (excepting TRINIDAD and TOBAGO) and CHILE from TABLE A and *insert* the rates shown hereunder in TABLE B. *Delete* TIMOR from TABLE A, the rates applicable having been withdrawn.

TABLE B

Delete those rates shown for AUSTRIA, FRANCE, PAKISTAN, SWEDEN and SWITZERLAND and *insert* the following rates, together with rates for the CARIBBEAN AREA, CHILE and the KHMER REPUBLIC 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*
Austria	6.9.71	Schillings	220	250	280
Caribbean Area (excepting Trinidad and Tobago)	6.8.71	$A ..	13.00	14.50	16.00
Chile	20.8.71	$A ..	5.00	5.50	6.00
Khmer Republic—Phnom Penh	26.2.72	Riels ..	640	780	850
France	19.5.71	Francs ..	53	57	61
Pakistan—Elsewhere	16.7.71	Rupees ..	50	55	60
Sweden	19.5.71	Kroner ..	52	60	68
Switzerland	16.12.71	Francs ..	38	40	44

TABLE C

Delete those rates shown for the KHMER REPUBLIC and OTHER COUNTRIES 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*
Khmer Republic—Elsewhere ..	26.2.71	$A ..	2.00	2.50	3.00
Other Countries	13.1.72	$A ..	2.50	2.50	3.00

Note: Particular attention should be paid to advice of two effective dates for SINGAPORE as shown in TABLE A and the introduction of two rates for the KHMER REPUBLIC as shown in TABLES B and C.

(252/4/177 HPB)

(Navy Orders 281/71, 330/71 and 341/71)

UNCLASSIFIED

120/72—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, as subsequently amended by Navy Orders 335/71 and 31/72, have been varied as follows:

TABLE A

1. *Delete* those rates shown for LEBANON, MAURITIUS, SINGAPORE, SOUTH AFRICA, SWITZERLAND and TANZANIA 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*
Lebanon	27.9.71	£L ..	85	96	107
Mauritius	24.9.71	Rupees ..	100	115	130
Singapore	24.12.71	$S ..	80	95	105
South Africa—					
Johannesburg	13.10.71	Rand	19.50	21.00	22.50
Elsewhere			17.50	19.50	21.50
Switzerland	16.12.71	Francs ..	100	110	125
Tanzania	28.9.71	EA Shillings	205	210	220

2. *Delete* TIMOR from TABLE A, the rates applicable having been withdrawn.

TABLE C

Delete those rates shown for OTHER COUNTRIES 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*
Other Countries	13.1.72	$A ..	4.00	4.00	5.00

(252/4/168 HPB)

(Navy Orders 251/71, 335/71 and 32/72)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

121/72—Temporary Issue of Line Throwing Equipment to Miscellaneous Small Craft

1. *Introduction* .. .. It has been decided to provide for the temporary issue of line thowing equipment on an as and when required basis, to miscellaneous small craft operated by FOCEA, and all Naval Officers-in-Charge/Naval Officers Commanding the various areas.

2. *Description* .. .. A line throwing outfit comprises the following items:

Item No	*Stock No*	*Description*	*Unit of Issue*	*Acctg Class*
1.	1005–66–100–2002	Rifle 7.62mm, L1A1	No	P
2.	223617	Launcher, rifle grenade, L1A1	No	P
3.	1330–66–031–5973	Cartridge, 7.62mm line throwing	No	—
4.	223500	Line, nylon ..	No	C
5.	1095–66–039–3072	Projectile, line throwing	No	C
6.	1095–66–048–0825	Caps, projectile (spare)	No	C

3. *Issue Procedure* .. a. Items and quantities to be demanded from Armament Depots are to be kept to a minimum. Requirements will have to be determined by small craft operating authorities according to the prevailing circumstances, after recourse to neighbouring HMA Establishments and visiting HMA Ships, in an endeavour to firstly obtain the items required on loan from those sources. HMA Ships and Establishments when approached to assist in such a matter, are to co-operate to the fullest extent possible.

b. Items detailed at Paragraph 2. above, excluding item 3, are to be demanded from SASO, RAN Weapon Equipment Depot, Garden Island (ØØ35), whilst item 3 is to be demanded from SASO, RAN Armament Depot, Newington (Ø132). Requirements for items 1–6 inclusive, which arise in NOC(WA)s area, are to be demanded from the Officer-in-Charge, RAN Armament and Weapon Equipment Depot, Byford (Ø221).

c. Demands raised are to quote this order as authority, and are to state in addition to all usual details the date by which it is anticipated the equipment will be returned to store. On expiration of the loan period, all items, including consumables and unexpended 1330–66–031–5973 Cartridges, line throwing, are to be returned to the Depot from which they were demanded.

4. *Limitations of Loan* .. The maximum period of loan of a line throwing outfit or any individual item thereof, issued from a Depot in accordance with this Order, is three months. Any item required for longer than this period is to be the subject of separate loan approval action in accordance with normal procedure.

5. *Safe Custody of Items* .. The 1005–66–100–2002 Rifle, 7.62mm L1A1, and the 1330–66–031–5973 Cartridges, line throwing, are important stores, and attention is drawn to the provisions of Navy Order 466/71 regarding their safe custody whilst on loan.

(704/51/29 DAS)

(*Navy Order 466/71*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

122/72—ABR 5074 RAN Catalogue of Materiel—Disposal of Obsolete Printed Catalogues for Classes 27L and 36FF

All items detailed in the 1971 editions of ABR 5074 Catalogues for Classes 27L and 36FF are now obsolete and these Catalogues should be disposed of in accordance with normal procedure.

(465/52/1957 DSUS)

Navy Orders 123/72 and 124/72 will not be issued

13272/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 125/72-133/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1 May 1972.

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

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

125/72 Introduction of Aircraft Ground Support Equipment Maintenance Documentation.

SECTION 2—PERSONNEL

126/72 Herbert Lott Naval Trust Fund Awards for Courses Held During the Two Years Ending 31 March 1970 and 1971.

127/72 The Peter Mitchell Trust Commonwealth Navies Essay Competition—1972.

128/72 The Thurlow Navigation Award.

129/72 United Services Institutes.

SECTION 3—OPERATIONAL AND TRAINING

130/72 Training and Courses in UK—Personnel Records and Security Certificate.

SECTION 4—EQUIPMENT, STORES AND SERVICING

131/72 AC Motors—Electric Motor Starters—Use of Silicone Fluid Dashpots for Overload Relays.

132/72 Sales of Stores—Charges.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

133/72 MBR 8959—International Medical Guide for Ships—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

125/72—Introduction of Aircraft Ground Support Equipment Maintenance Documentation

1. A review of the various Ground Support Equipment (GSE) Maintenance Documentation procedures presently employed has resulted in a decision to introduce a log book/register to contain a record of routine rectifications and servicing work carried out on RAN aircraft GSE.

2. Due to the complexity of some equipments in service and the variation in extent of maintenance required to ensure serviceability, ground support equipment will be divided into three classes to delineate the maintenance to be applied:

a. *Class 1.* Consisting of equipment which due to its complexity and/or sensitivity requires maintenance manuals to detail the procedures for testing, calibration, operation, servicing and repair and may require special tools and support equipment.

b. *Class 2.* Consisting of equipment which due to its simplicity and robust construction can normally be maintained by the application of normal engineering practices and does not require any special instructions to operate or maintain.

c. *Class 3.* Ground Lifting Equipment comprising aircraft slings, power plant and engine beams and slings and all other lifting tackle used with aircraft or components but excluding cranes and general salvage equipment which will come under Class 1.

3. GSE servicing documentation will comprise the following forms:

Binder TA140 (Master Cover)

Forms TA135 Class 1, GSE servicing forms

Forms TA136 Class 2, GSE servicing forms

Form TA137 Ground Lifting Equipment servicing forms.

4. On completion of printing the above forms and binders will be forwarded to user units without demand, further requirements are to be demanded in the normal manner.

5. Instructions for the use of the various forms will be laid down in AP (RAN) 140 Articles 1201 through 1204.

(1313/1/356 DAE)

Section 2

PERSONNEL

UNCLASSIFIED

126/72—Herbert Lott Naval Trust Fund Awards for Courses Held During The Two Years Ending 31 March 1970 and 1971

1. The following officers and sailors gained the best results in their particular courses and have been awarded prizes of £15 Sterling in the case of officers, and £10 Sterling in the case of sailors from the Herbert Lott Trust Fund.

a. *Awards for Courses held during the period 1 April 1969 to 31 March 1970:*

Course	*Rank at Time of Course*	*Name*	*Personal Number*	*Per-cent*
OFS(FW)	SBLT	K. S. Palmer	—	89
POQMG	LSQMG	J. R. Watkins	R62707	92
POUW	LSUW	A. J. White	R54622	86
PORP	LSRP	R. H. McFerran ..	R62384	90
POUC‡	LSUC	B. F. Grace	R59735	=83
POUC‡	LSUC	J. A. Wilton	R93305	=83
POWM	LSWM	E. W. Hunt	R93442	87
CY	LTO	R. B. Chorley	R63595	86
RS	LRO	N. H. Turner	R93942	85
CERA	ERA1	C. J. Glenn	R42366	88
POEP	LEMP	P. J. Hunt	R93677	89
POEWE	LEMWE	D. A. Hick	R59892	85
POEC	LEMC	J. L. Samuel	R62553	84
POEWR	LEMWR	L. C. Gribben	R59788	89
MECH	POME	F. J. Symes	R59834	81
POAMW	LAMW	D. W. Bain	R62329	84
POAACM	LSUC	J. R. Doudle	R58044	72
POFC	POFC	P. B. Donnelly	R93349	86
POASE	PA/POASE	B. J. Andrew	R93777	86
CNS	NSI	J. Keen	R58068	78
MTC	A/LME	R. J. Sykes	R58711	86
MTC	A/LME	K. Grace	R62107	85
POME	LME	B. Stapley	R93932	88
POMED	LMED	R. G. Slapp	R58929	87
POEAW*	LEMAW	W. A. E. Kinross ..	R53303	80
POEAC*	LEMAC	L. F. A. Eyck	R59567	78
POAAH*	LAAH	G. J. Nichols	R59150	93
POAMAE*	LAMAE	R. M. Burggraff.. ..	R93636	83

b. *Awards for courses held during the period 1 April 1970 to 31 March 1971:*

Course	*Rank at Time of Course*	*Name*	*Personal Number*	*Per-cent*
OBSERVER	ASLT	P. R. Burton	—	DUX
OFS(FW)	SBLT	M. Smythe	—	85
OFS (Rotary)	LEUT	M. J. Ward	—	79
POQMG‡	POQMG	P. Burnett	H36895	=87
POQMG‡	LSQMG	D. J. Cashman	R57932	=87
POQMG‡	LSQMG	N. J. Snook	R63052	=87
POUW‡	LSUW	T. R. Coulthard.. ..	R93931	=78
POUW‡	LSUW	A. C. McManus ..	R94973	=78
PORP	LSRP	J. M. Carpenter ..	R57228	85
POUC	LSUC	P. W. Peard	R93558	84
POWM	PA/POWM	I. J. Thomson	R48654	86
CY	LTO	J. G. Payne	R59931	79
RS	LRO	A. L. J. Brine	R59663	81
RS(S)*	LRO(S)	W. Flook	R41759	84
CERA	ERA1	D. J. Northrop	R42387	88
POEP	LEMP	G. J. Mays	R63488	87
POEWE	LEMWE	A. S. Willoughby ..	R59913	84
POEWR	LEMWR	P. A. Patterson	R63496	81
POEC	LEMC	P. J. Tie	R64042	86
MECH	POME	J. R. Bolger	R57641	78
MECHAE*	POAMAE	R. M. Burggraff.. ..	R93636	82
POAACM	LSUC	G. J. Bates	R63178	75
POFC	LSFC	D. McArthur	R65144	89
MTC†	LME	L. G. Shepard	R59630	82
MTC†	LME	R. K. Wheeler	R52134	79
POME	LME	R. J. Opalinski	R63305	88
POEAW	PA/POEAW	B. L. Rowe	R63472	69
POEAC	LEMAC	J. Davis	R51415	82
POAMAE	LAMME	T. J. Epis	R59876	85

Notes: * Included candidates carried over from the previous period.
† 2 Prizes.
‡ Prizes to be shared equally.

2. The following Courses were not held during the years under review, or there were insufficient candidates for an award (ie, six). The latter are indicated with an asterisk:

1969–70	*1970–71*
*MECHAE	*POAAH
*POCD	*POAMW
*RS (S)	*POMED
*POAPHOT	*CNS
*OFS (Rotary)	POAPHOT
*Observer	POCD
	POASE

3. Payment is to be effected through the Ships Cash Account as a charge to Division 649–112—Recoverable Expenditure—Other Governments MOD UK (Navy). *See* Navy accounts Manual Article 332 Clause 2.

4. Authorisation of payment is to be made by the Ship or Establishment in which personnel are borne at the date of this order.

(212/1/20 D of T)

UNCLASSIFIED

127/72—The Peter Mitchell Trust Commonwealth Navies Essay Competition—1972

General

1. Under the terms of the Peter Mitchell Trust, there is held an annual essay competition open to all members of Commonwealth Navies of the rank of Commander and below.

2. The essays are judged by one or more officers selected by the Australian Commonwealth Naval Board and will when possible include officers of Commonwealth Navies other than the RAN.

Prizes

3. Seven prizes are 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 officers (*see* notes).

Group 3. Prizes of $1,000, $500 and $250 for the three best essays submitted by sailors (*see* notes).

Notes: 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.

2. In the event of insufficient entries of merit 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.

Essay Rules

4. 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).

5. 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. A specimen declaration is attached as Annex A to this order.

6. Competitors names must not appear on essays. Instead competitors must use a 'nom-de-plume' which is to appear on the title page of the essay.

7. 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.

8. The Trustees, in consultation with the Australian Commonwealth Naval Board will have power to alter or terminate the competition.

Submission of Essays

9. 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 5.

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.

10. 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 1972:

Director of Naval Education Service
Navy Office
CANBERRA ACT 2600 AUSTRALIA.

11. Competitors are advised that copyrights will reside with the Australian Commonwealth Naval Board.

12. Prizewinners will be notified individually, and full results will be published as soon as possible.

1972 Essay Title

13. The title of the essay for 1972 is:

'The Impact of Japans Evolving Defence Policy on Nations Bordering the Pacific Ocean'.

ANNEX A

Specimen Declaration

1. Attached in a separate envelope is my entry for the 1972 Peter Mitchell Essay Competition.

2. The essay may be identified by the 'nom-de-plume.....

3. The essay is my own unassisted work.

4. I accept as final the judgment of the officers appointed by the Australian Commonwealth Naval Board to judge the competition.

5. I hereby assign to the Australian Commonwealth Naval Board my copyright in the essay.

Countersigned..... Signed.....
(Commanding Officer)

Date.....

(212/1/26 DNES)

UNCLASSIFIED

128/72—The Thurlow Navigation Award

1. Through the Australian Institute of Navigation, the American Institute of Navigation has advised that Service personnel and civilians employed by the Department of the Navy are eligible for nomination for 'The Thurlow Navigation Award'. This Award takes the form of a bronze plaque, given in memory of a brilliant engineer, Colonel Thomas L. Thurlow.

2. Excerpts from the American Regulations regarding the Award are:

'The purpose of the Award is to stimulate the development of the Science of Navigation.

The winner shall be elected by secret ballot by members of the "Award Selection Committee" after careful consideration of all candidates. The election shall take place on or before 15 May, of each year.

Practicability shall be the essence of the Award and with this as a criterion the merits of candidates for the Award shall be considered with respect to the following, giving greatest weight to the first and consideration to the other points in descending order of importance:

a. An outstanding invention or design of equipment which applies to the science of navigation.
b. An outstanding method developed for use in navigation.
c. Outstanding research or study relating to navigation.

In the selection of a recipient for the Award, preference shall be given to candidates whose works assume prominence and importance during the last calendar year previous to the presentation of the Award.'

3. Personnel wishing to nominate for the Award are to forward full particulars to the Secretary, Department of the Navy, through normal naval or departmental channels by 1 November each year.

4. Navy Order 233/69 is hereby cancelled.

(38/3/3 AS (NS))

(*Navy Order 233/69*)

UNCLASSIFIED

129/72—United Services Institutes

1. The United Service Institute, which was founded in New South Wales in 1888 for the promotion and advancement of science and literature in the Services, is seeking new members. There are now United Service Institutes in each capital city in Australia and in other British Commonwealth Countries. The mother Institute is The Royal United Service Institute in London.

2. The object of the United Service Institutes today is to promote the study of Naval, Military and Air art, science and literature, by officers of the different Services. The Naval Board attach importance to officers adding to their overall military knowledge by reading and study.

3. Commissioned Officers of the Navy, Army and Air Force, either active, reserve or retired, may become members. Women officers of the Services are also eligible for membership.

4. In addition to the provisions of an excellent library, other activities of the Institute include:

a. Publication of a journal.
b. Evening lectures.
c. Monthly luncheon.
d. Social activities.

5. Further particulars may be obtained from the Secretary of the various branches whose addresses are as follows:

NSW ..	8 Young Street, Circular Quay, SYDNEY, NSW 2000	Tel 27 2066
QLD ..	Victoria Barracks, BRISBANE, QLD 4000	Tel 33 4420
WA ..	Swan Barracks, Francis Street, PERTH, WA 6000	Tel 28 5021
VIC ..	William Street, MELBOURNE, VIC 3000	Tel 329 7051
TAS ..	c/o Naval, Military and Air Force Club, 31 Davey Street, HOBART, TAS 7000	Tel 2 3498
SA ..	Torrens Hall, King William Road, ADELAIDE, SA 5000	Tel 23 4373

6. Navy Order 389/69 is hereby cancelled.

(108/2/59 DPS (A))

(*Navy Order 389/69*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

130/72—Training and Courses in UK—Personnel Records and Security Certificate

Naval Personnel

1. When personnel are appointed or posted to the United Kingdom for courses or training, action is to be taken by the ship or establishment in which the member is serving to ensure that:

a. Medical and service documents are forwarded to reach the Australian Naval Representative, United Kingdom, at least three days prior to the commencement of the course or commencement of training; and

b. pay account cards are forwarded to reach ANRUK by the time the officer or sailor arrives in the UK. Where a member travels by air his pay account card should be handed to him prior to his departure from Australia and kept readily available either on his person or in hand baggage carried.

2. In addition security clearance Form KE104 is to be completed in respect of all trainees before their departure for the United Kingdom.

3. Part I of Form KE104 is to be completed by the ship or establishment in which the member is serving and two copies are to be forwarded to the Secretary, Department of the Navy, Canberra, ACT, to reach Navy Office at least eight weeks prior to the date of commencement of the course or training. Personnel whose period of training is to be three months or more with the RN will be issued with an RN Identity Card and thus two photographs of such personnel are to be forwarded to Navy Office with the Forms KE104. Photographs are to be of the passport type measuring 1⅝ inches square, showing head and shoulders, and below, a standard name plate bearing the initials and surname. Personnel are to be photographed in uniform, without caps, against a height scale.

4. Part 2 of Form KE104 includes security undertakings relating to the safeguarding of classified information received by the trainee in the course of training overseas. Before these undertakings are signed by a representative of the Secretary, Department of the Navy, it is necessary to ensure that the trainee is aware of his obligations to safeguard the information. Therefore the trainee is to be briefed by the ship or establishment security officer and is to sign the statement on the back of Form KE104.

Civil Personnel

5. Form KE104 is also to be used in the case of civil personnel proceeding to the United Kingdom to attend military courses. The form is to be completed by the appropriate administrative authority and the trainee and two copies forwarded to the Secretary, Department of the Navy, Canberra, ACT.

6. Form KE104 is available on demand from SVSO, Sydney. Demands should be restricted to 12 months requirements.

7. Navy Orders 270/70 and 584/70 are hereby cancelled.

(1617/201/60 HPB)

(*Navy Orders 270/70 and 584/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

131/72—AC Motors—Electric Motor Starters—Use of Silicone Fluid Dashpots for Overload Relays

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

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

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

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

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

5. Silicone fluids should be selected from the following range and demanded as required from Superintending General Store Officer, Sydney (Depot Code 0027):

Class	*Catalogue No*	*Description*	*Denom*	*Acctg Classn*
0475	10238	Silicone fluid, MS 200/50 centistokes, in 2 oz bottle	BO	C
0475	10230	Silicone fluid, MS 200/100 centistokes, in 2 oz bottle	BO	C
0475	10239	Silicone fluid, MS 200/200 centistokes, in 2 oz bottle	BO	C
0475	4536	Silicone fluid, MS 200/350 centistokes, in 2 oz bottle	BO	C
0475	10049	Silicone fluid, MS 200/1000 centistokes, in 2 oz bottle	BO	C
0475	475042	Silicone fluid, MS 200/2000 centistokes, in 2 oz bottle	BO	C

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

(400/2/330 DFM)

UNCLASSIFIED

132/72—Sale of Stores—Charges

1. The authorised rates for the sale of stores are listed below:

a. Departments in Defence Group (Defence, Army, Air and Supply) .. .. Cost

b. Other Commonwealth Departments .. .. .. Cost plus 15%

c. MOD (Navy) and New Zealand Navy .. .. Cost plus 20%

d. State Governments and other Administrations (including foreign Governments) Cost plus 20%

e. Commercial and Private Interests .. .. .. Cost plus 25%

provided that in respect of d. and e. above the rates are not to be less than the ruling commercial rate.

2. For the above purposes 'cost' means 'into store' cost and is to be assessed as follows:

a. Fixed issuing price list or special issuing price list where these have been adopted, eg, victualling stores.

b. Stores purchased locally—latest purchase price.

c. Stores manufactured in naval establishments—manufactured cost including applicable overhead percentage.

d. Stores purchased overseas—all charges up to delivery in Australia. In cases where BR 810 (the rate book for Naval Stores) or overseas invoices are used the approved percentage to cover freight, exchange, etc, is to be added to obtain the into store cost.

e. Stores held at Manus or Darwin or in HMA ships in adjacent waters or outside the Australia Station—all additional charges covering freight and handling.

f. If for any reason prices are not available at a particular office or establishment, application should be made to Flag Officer-in-Charge, East Australia Area, to supply prices. Prices advised will be the 'into store cost' and it will be the responsibility of the office or establishment concerned to calculate the on costs prescribed in Paragraph 1 and the extra charges set out in Paragraphs 4 and 7 of this order.

3. Authorised rates for sale of oil fuel (ie, furnace and automotive diesel) at points of issue will be modified from time to time by the Naval Board.

4. Extra charges to be met by the purchaser are:

a. Cost of special packages and containers.

b. Freight, lighterage and handling charges specially incurred from store to delivery point.

c. Any other extraneous expenditure specially incurred.

5. Except in the case of issues from HMA ships and commissioned shore establishments (in which case claims are raised at Navy Office) claims for stores sold are to be raised locally.

6. Attention is drawn to Navy Accounts Manual, Articles 21, 61, 62 and 159A regarding the approving authority before a sale can be made and requirements regarding prepayment or the lodging of a bank guarantee when a sale is made to commercial or private interests.

7. Treasury Directions 32/39-43 with regard to Customs Duty, Sales Tax, etc, are also applicable where stores are sold to organisations other than departments and authorities entitled to immunity from indirect taxation.

8. Navy Order 282/69 is hereby cancelled.

(201/58/5 DNA)

(*Navy Order 282/69*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

133/72—MBR 8959—International Medical Guide for Ships—Introduction

Navy Order 482/70 is to be amended by inserting MBR 8957 in lieu of MBR 8959 in the heading to the order and in line 1 of Paragraphs 1 and 3 of the order.

(156/51/8 MDG)

(*Navy Order 482/70*)

13476/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 134/72-135/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 May 1972.

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

RESTRICTED

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

134/72 Photography—Titling, Registration, Storage and Disposal of Photographic Negatives and Prints.

SECTION 2—PERSONNEL

135/72 Radiation Hazards—Precautions for Protection of RAN Personnel Concerned With Use of X-ray or Radioactive Materials.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

134/72—Photography—Titling, Registration, Storage and Disposal of Photographic Negatives and Prints

1. This order gives the procedure for the titling, registration, storage and disposal of photographic negatives and prints but does not cover surface gunnery films (dial recording and director aim) for which separate instructions are contained in Navy Orders and the Australian Addendum Nos 2 and 3 to BR 1043; for convenience, it has been set out in two sections, namely, Section 1—Air films, negatives and prints. Section II—Ground films, negatives and prints. An Annex on Sortie Plots is also included.

2. The form of air negative titling shown in Section 1, Paragraph 4 below, conforms to the standard recommended by SEATO. It must be strictly adhered to so that films/prints can be readily identified.

Section I—Air Films, Negatives and Prints

Titling of Air Films and Negatives

3. All air films and negatives other than those exposed on routine training are to be titled as detailed below:

a. *Air Films*—Each roll of film is to be titled at each end, ie, immediately before the first negative and immediately after the last negative.

b. *Single Negatives/Stereo Pairs*—Are to be titled in the rebate on the emulsion side of the film. Where there is insufficient room in the rebate (as in the case of 70-mm negs) a suitable titling strip is to be attached to the negative.

(1) 'Routine Training' Films—Films exposed during 'routine training' need not be titled except for those which are forwarded to other authorities.

(2) Full titling of single negatives which are not being forwarded to DNI is not necessary, but a ships negative number should be given and noted in the register (*see* Paragraph 8).

Form of Titling

4. The following agreed SEATO standard form of titling is to be used with each roll of air reconnaissance, air survey and mapping photography. The different items are to be arranged in the order shown. An example is given in Paragraph 5 and an explanation of each item is given in Paragraph 6:

a. *Item:*

(1) Negative number.

(2) Camera position (depression angle).

(3) Taking unit, ie, squadron number and parent ship.

(4) Service of origin.

(5) Sortie number.

(6) Date (followed by a double hyphen (=)).

(7) Time group and zone letter.

(8) Focal length.

(9) Altitude.
*(10) Kind of photography.
(11) Geographical co-ordinates (lat/long).
(12) Descriptive title.
(13) Project number.
(14) to (19) Survey and mapping data, if required.
(20) Etc, additional data, if required.

b. *Last Item—Security Classification:*

(1) Items (1) to (6) inclusive, form the negative reference and are to be followed by a double hyphen (=).

(2) Items (1) to (12) inclusive (except item (10)), shall be the minimum titling on each reconnaissance film/negative accompanied by acceptable electronic positioning data.

(3) The appropriate security classification shall be shown on all material produced from the original roll of film.

(4) If additional data has to be inserted it shall immediately precede the security classification which shall be the last item listed.

(5) All titling shall be permanently marked in clearly legible capital letters in such a position as to obscure the minimum of detail.

(6) When titling Air Survey and Mapping photography, items (14) to (19) are to be included as follows:

Item:

(14) Camera type and serial number.
(15) Cone serial number.
(16) Lens type and serial number.
(17) Magazine type and serial number.
(18) Type and manufacturer of photographic film, and type of photographic filter used.
(19) Mean terrain elevation above mean sea level.

Example of Titling of Reconnaissance Photography

5. a. 121 F21 6 (R) RAAF 409 15 JUN 68 = 2200Z 36IN 12,000FT 1225S 13052E DARWIN ATC 68-1 SECRET.

b. The items (1) to (9) inclusive, and items (11) and (12) will always apply within the Navy Department. Items (12) and (14) to (19) inclusive, do not at present apply and item (13) will not always apply so that an example of naval titling might read as follows:

004-500 F21 805 MELB RAN 91 23 APR 68 = 2100Z 4IN 1,000FT 3457S 15033E NOWRA CONFIDENTIAL.

Explanation of Items used in Titling

6. a. *Item (1) 121—Negative Number:*

(1) Denotes the 121st exposure of a consecutive sequence of exposures on a roll of film where the operator has himself numbered each separate negative.

(2) In the case of film (eg, 70mm) on which two manufacturers numbers are printed above each frame, the last three figures of the first number are to be used as the negative reference number: eg, if the following numbers appear above a single frame of 70mm film MA945514 MA945515 then the negative reference number should be 514.

Note: The manufacturers have now stopped using a letter and six figure reference. Films are now marked from 000 to 500 for each 100 foot length. However, there are still two numbers shown above each frame and the first number is still to be used as the reference.

(3) Simultaneous exposures on tri-metrogon, split vertical and convergent installations shall have their adjoining exposures matched and numbered identically.

b. *Item (2) F21—Camera Position:*

The following symbols shall be used to indicate camera position. The cameras shall be numbered from left to right relative to the position photographed on the ground along the line of flight.

(1) *V—Vertical:* The single letter V shall indicate a single vertical installation of one camera not tilted more than 5 degrees from the vertical. To indicate the first of more than one vertical the symbol VI shall be used and V2 to indicate the second vertical. The cameras shall be numbered from nose to tail and where two are side by side the port camera shall be numbered first.

(2) *F—Fan:* The single letter F shall indicate a fan of two or more cameras. The F shall be followed by two digits; the first to indicate the number of cameras in the fan; the second to indicate the camera number, eg:

A split fan	F21, F22
A 3 camera fan ..	F31, F32, F33
A 5 camera fan ..	F51, F52, F53, F54, F55.

When more than one fan is installed the letter F shall be preceded by the number of the fan, these being numbered from nose to tail, eg:

First fan	1F31, 1F32, 1F33
Second fan ..	2F21, 2F22
Third fan	3F51, 3F52, 3F54, 3F55.

(3) *C—Convergent Camera Installation:* The single letter C shall indicate two cameras, installed in separate mounts, in the same mount, or two cones in the same body, the photography from which is used as a unit for mapping purposes. Normally the cameras shall be disposed so that their principal plane is in the direction of flight with one camera pointing forward and the other rearward. The C shall be followed by a single digit; 1 to indicate the forward looking camera and 2 to indicate the rearward looking camera, eg:

C1, C2.

(4) *Oblique:*

P—Port	A port facing oblique camera.
S—Starboard ..	A starboard facing oblique camera.
N—Nose	A forward facing oblique camera.
T—Tail	A rear facing oblique camera.
H—Hand held.	

Note: Oblique cameras of multiple installations will be designated by the letter P1, P2, etc (PORT), and S1, S2, etc (STBD), from front to rear.

(5) *Depression Angle:* When oblique photography is titled, the depression angle in degrees from the horizontal plane of the aircraft shall be noted, between brackets, immediately following the camera position, eg:

P (12½°), N (5°).

Note: Not required for hand held obliques.

(6) When cameras with an ODD number of mirrors are used, the letter M shall be inserted immediately after the camera position to indicate that the film must be reversed when printing. This is only to be shown with the titling information at the beginning and end of a roll.

c. *Item (3) 6 (R)—Taking Unit:*

Denotes No 6 Reconnaissance Squadron.

Note: In the case of the RAN, the squadron number will be followed by the name of the parent ship. The name of the parent ship may be suitably abbreviated, eg:

805 MELB—.

d. *Item (4) RAAF—Service:*

Denotes photography carried out by the Royal Australian Air Force. Other Services are to utilise appropriate symbols, eg:

RAN.

e. *Item (5) 109—Sortie Number.*

f. *Item (6) 15 JUN 68—Date:*

Denotes the date the roll of film or negative was exposed.

g. *Item (7) 2200Z—Time Group and Zone Letter:*

The time of photography is to be indicated in Greenwich Mean Time (Z).

h. *Item (8) 36IN—Focal Length of Lens:*

Denotes equivalent focal length of lens indicated in inches (IN).

i. *Item (9) 12,000FT—Altitude Above Mean Sea Level in Feet (FT).*

j. *Item (10) Kind of Photography:*

The following symbols shall be used to indicate the kind of photography, other than reconnaissance:

R = Infra-red.
S = Survey and mapping (1st or highest order of accuracy).
C = Survey and mapping (2nd order of accuracy or below).
*SH = Survey and mapping horizontally controlled electronically.
*SV = Survey and mapping vertically controlled electronically.
*SHV = Survey and mapping horizontally and vertically controlled electronically.
H = Historical.
X = Experimental.

* The appropriate electronic positioning data symbol shall be placed on each survey and mapping negative that is acceptably controlled, as determined by the taking unit.

k. *Item (11) 1225S 13052E—Geographical Co-ordinates:*

(1) Co-ordinates given shall apply to the centre of the frame and be recorded to the nearest minute of latitude and longitude (based on Greenwich). The co-ordinates listed above indicate the geographic location of the first exposure of the roll or run used to photograph the target (Darwin). Similarly, the co-ordinates shall be indicated for the last exposure of the roll or the last exposure of a run over each separate target.

(2) Alternatively, in the case of F95 film where many of the exposures at each end of the roll may be of no value, the co-ordinates (lat/long) should be given for the selected frame(s) of each named target.

(3) When co-ordinates are recorded on each individual frame they shall always represent the centre of that frame. If other co-ordinates are used, this fact is to be clearly stated.

l. *Item (12) DARWIN—Descriptive Title:*

Denotes the approximate place or subject of the photograph.

m. *Item (13) ATC 68-1—Project Number, Year Assigned, Code Name:*

Denotes the year (1968) and the first project assigned by the highest echelon directing the project, ie, AIR TRANSPORT COMMAND, RAAF.

n. *Item (20), etc: Additional Data if Required.*

o. *Last Item—Security Classification:*

Denotes the security classification given the photography in accordance with existing regulations or directives.

Titling of Mosaics

7. A title including the following information is to be stencilled on the northerly side of the original of all mosaics:

a. (1) Security classification.

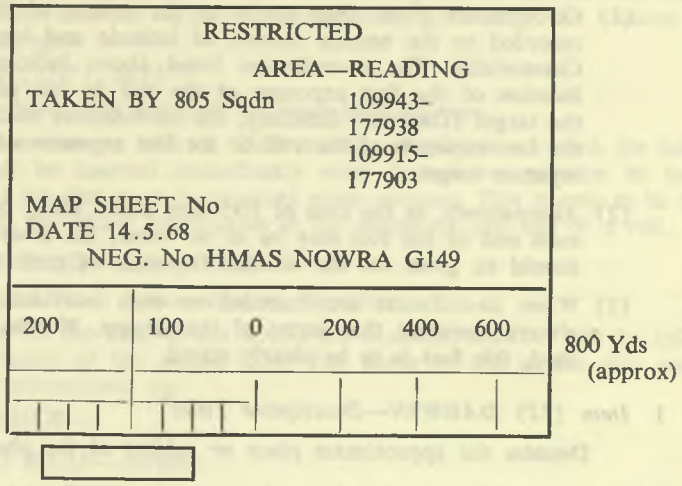
(2) Locality.

(3) Map sheet number.

(4) Latitude and longitude, or grid co-ordinates of corners in the following order:

(a) NW, NE, SW, SE (*see* example).
(b) Unit taking the mosaic.
(c) Date.
(d) Scale line.
(e) North point.
(f) Copy negative number.

b. An example of the title of a mosaic is given below:



½ nautical mile (approx)

c. *Scale Line for Mosaics:* The details of the method of constructing the scale line are as follows: the scale line is to be from 4 to 6 inches in length and of the open-divided type. It is to be a yard scale divided decimally, ie, into tens, hundreds or thousands of yards. The fully divided division will be equal to one of the divisions on the open scale. For the convenience of persons using the scale, a distance in miles (¼, ½ or 1) is to be indicated under the scale line. It should be clearly indicated whether the statute or nautical mile is being used.

Registration of Air Roll Films and Negatives

8. a. *Air Roll Film and Negative Register:* This is to be arranged in columns containing the following information:

(1) First Column .. Storage tin serial number (for internal use in the Phot Sec).

(2) Second Column .. Film reference (*see* Paragraph 3 b. (1)).

(3) Third Column .. Location of photography by name latitude and longitude or map reference.

(4) Fourth Column .. Remarks—To include security classification, if any, written in red ink.

(5) Fifth Column .. Eventual disposal.

Tin No	*Film Reference*	*Location*	*Remarks*	*Disposal*
21	003–487 P (5) 805 MELB-RAN 144 15 MAR. 68 =	COCOS ISLANDS	Beach Reconnaissance	DNI

Note: If desired, an additional column may be used for the negative number of single negatives (*see* Paragraph 3), otherwise the single negative ref number should be noted in the first column.

Storage of Air Roll Films and Negatives

9. a. *Aerial roll films* are to be stored in rolls, uncut, in the tins in which they are supplied, only one complete roll or part of a roll being stowed per tin. All film storage tins are to be marked, with the information shown below. The marking to be both on the lid and the outside of the tin itself:

(1) Security classification of contents and tin serial number (eg, RESTRICTED—TIN7).

(2) Negative reference (Paragraph 4 b. (1) refers).

(3) Lat/Long and name of place/subject.

Example:

RESTRICTED = 003-487 P (5) 805 MELB-BRAN 114, 15 MAR 68 = 2911S 9650E COCOS ISLANDS.

Note: If possible a completed copy of a 'sortie plot' (Chapter 4, of AP 1354 and Annex A to this order, refer) is to be stored with the film in its tin. However, the preparation of a 'sortie plot' is OPTIONAL.

b. *Single Negatives/Stereo pairs* are to be stored in transparent envelopes in the drawers of cabinet, card index. They are to be stowed separately from ground negatives and only one negative or stereo pair should as a general rule be stored in an envelope. The envelope should be marked on the outside with the same titling reference or ships negative number which appears on the negative (*see* Paragraph 3 a. and 3 b. (2)).

Section II—Ground Negatives and Prints

Disposal of Prints and Negatives

10. Prints and ground negatives are to be disposed of in accordance with the instructions issued by the authority initiating the order for photographs to be taken. The negatives should be retained in the parent ship unless specific instructions to the contrary are given:

a. Unclassified prints and lantern slides may be considered as consumable and may be destroyed when no longer required.

b. At the discretion of the Commanding Officer, two prints of each ground negative, likely to be of interest, are to be sent to the Secretary, Department of the Navy, as hereunder:

(1) Security classified (in accordance with RI 3922 and 3923 (3)(e)), operational, hydrographic—as soon as possible.

(2) Unclassified—every three months.

(3) Operational and other air negatives showing any ground detail which may be useful for intelligence purposes are to be forwarded to the Director of Naval Intelligence.

Titling of Ground Negatives

11. All ground negatives are to be titled in the rebate on the emulsion side as follows:

a. Security classification.

b. Ship or establishment.

c. Negative serial numbers (from the ships Ground Negative Register).

d. Date exposed.

Example: RESTRICTED—MELBOURNE G 435 19 NOV 1967.

Registration of Ground Negatives

12. *Ground Negative Register:* This is to be arranged in columns containing the following information:

a. First Column .. Ships negative serial number prefixed by letter 'G'.
b. Second Column .. Date exposed.
c. Third Column .. Size of negative.
d. Fourth Column .. Remarks—to include security classification, if any, written in red ink.
e. Fifth Column .. Eventual disposal.

Negative Serial No 'G'	*Date Exposed*	*Negative Size*	*Remarks*	*Eventual Disposal*
G.619	8 Sept 67	5 x 4	Island Superstructure	Destroyed 9 June 1968

Storage of Ground Negatives

13. a. *Cut film negatives:* are to be stored in order by serial number in the drawers of a cabinet, card index. Each negative is to be protected by a transparent storage envelope. The negative serial number is to be written on the outside of the envelope.

b. *Roll film negatives:*

(1) those which would lose their continuity by being cut and treated as a series of single negatives are to be stored in suitable cartons which should be numbered on the outside as if one negative were enclosed;

(2) those which can be cut, should be dealt with as a series of single negatives (*see* 13 a. above).

Public Relations and Publicity

14. a. The above directions do not apply to the handling of public relations and publicity photographic material.

b. Negatives of all general interest pictures, and of photographs taken specifically for publicity and PR purposes, should be dispatched by the fastest available means to the Director of Public Relations at Navy Office. After printing and appropriate distribution by DPRs Photographic Section, the negatives are filed in the Navy Office Central Photographic Library where they are readily available for all future purposes.

c. Detailed directions on the handling of publicity and PR negatives are contained in RI Chapter 59.

d. *Procedure on Paying Off or Disbandment:*

When photographic sailors leave ships and are not immediately replaced, any remaining negatives on board should be disposed of as follows:

(1) *Classified Negatives:* forwarded to the Secretary, Department of the Navy, for assessment by the appropriate Director.

(2) *Unclassified Negatives:* forwarded to the Director of Navy Public Relations for assessment, indexing and filing at Navy Office.

15. The following instructions on the security treatment of photographs are to be carefully followed. The term 'photograph' as used in this paragraph, includes any air or ground negative and any print therefrom:

a. Security grading must be obtained from the service or authority initiating the order for the photographs to be taken. The instructions contained in Chapter 3 of ACB 0337 provided general assistance in determining security classifications. Where doubt exists the advice of the ships or command Security Officer should first be sought before consulting the Director of Naval Intelligence.

b. Private photographs: the regulations governing the taking and disposal of private photographs are contained in RI Article 3925. When photographs are taken privately by naval officers and sailors and are deemed to be of a classified nature, they are henceforth to be dealt with in all respects as officially taken classified photographs.

c. Removal of photographs from any categories of security so that they become UNCLASSIFIED is to be carried out on the authority of the service or department directly concerned.

d. It is the responsibility of all concerned to ensure that classified photographs do not fall into the hands of unauthorised persons. All unclassified photographs that are not required for filing for record purposes, or for their historical or archival value, are to be destroyed.

e. All photographs of RESTRICTED and higher classification should be stowed in containers of the appropriate security group as detailed in Chapter 6 ACB 0337.

f. Photographs of 'protected subjects' are automatically to be graded as CONFIDENTIAL. A 'protected subject' is any place, installation, establishment, equipment, material or like matter, photography of which is prohibited or controlled by the department concerned and in respect of which the department has made an order or regulation or issued an instruction.

g. The following is a list of protected subjects; this list is subject to amendments, and it is the duty of the persons concerned to be acquainted with all such amendments:

(1) *Naval* .. .. Warships.
Dockyards.
Naval armament depots.
Experimental establishments and any subject regarding which special security instructions are issued.

(2) *Army* .. .. Arsenals.
Military depots and dumps.
Major defence works.
Barracks.
Gasoline bulk stowage depots.
Research and development establishments.

(3) *Air Force* .. .. Air Force stations.
Air Force maintenance and storage units.
Experimental establishments.
Gasoline bulk stowage.

(4) *Service—General* .. Units or establishments which are not shown in the Navy, Army or Air Force List.

16. Navy Order 147/69 is hereby cancelled.

ANNEX A

Sortie Plots

Preparation

1. Commands are required to prepare plots of all photographic reconnaissance sorties, in accordance with the instructions contained in the following paragraphs.

2. Sortie plots are optional, but should be completed where time permits.

3. Photographic Reconnaissance Sorties are to be graded as follows:
   a. 'A' Quality—Good quality, cloud-free cover.
   b. 'B' Quality—Some cloud or hazy in part.
   c. 'C' Quality—Poor quality which is generally unsuitable for interpretation.

4. If the quality varies within a sortie from area to area, the quality is to be shown on the plot against each run or portion thereof. If the quality varies within a run, it is to be shown separately against the varying parts of the run if this is practicable.

5. Oblique photographs are to be plotted.

6. The following particulars are to be included on the plots:
   a. Sortie reference (*see* note below).
   b. Local time.
   c. Height of photography above sea level.
   d. Focal length.
   e. Negative numbers (the negatives not plotted are to be listed).
   f. Photography scale (approximately).
   g. Quality of photographs, ie, 'A', 'B' or 'C'.
   h. Map series and sheet numbers (also, if possible, the name of the largest town near the area plotted).
   i. Latitude and Longitude marked on all four sides of the plot.
   j. Number of parts in plot.

   Note: The sortie reference will consist of items (3) to (6) inclusive of Paragraph 4 (Form for Titling) of this order.

7. A label, as shown in the specimen below, is to be placed on each plot, or part of a plot:

No of Parts
Sortie Reference
Task No.....
Date.....Time.....Squadron.....
F/L.....Height.....Approx Scale.....
Maps.....
.....
Photo Numbers Quality
.....
.....
.....
.....
.....
Camera.....Plotted by.....

8. As far as possible the scale of map used for plotting should vary according to the scale of the photograph, as follows:

	Photo Scale	*Map Scale*
a.	1/18,000 and smaller ..	.. 1/250,000
b.	Greater than 1/18,000	.. 1/100,000

The amount of map detail should be taken into consideration. Map scales of 1/50,000 or 1/25,000 may be used for special work, such as town planning.

Note: For clear indication, the width of the strip drawn on to the map to represent the outline of a run of 'split' cameras should not be less than 1 inch or more than 3½ inches; and the run of a single camera, not less than ½ inch or more than 1½ inches.

9. All suitable photographs from all cameras carried on one sorties must be shown on the plot; if necessary, for the sake of clarity, on separate plots.

(164/201/5 DNAP)

(*Navy Order 147/69*)

Section 2

PERSONNEL

UNCLASSIFIED

135/72—Radiation Hazards—Precautions for Protection of RAN Personnel Concerned With Use of X-ray or Radioactive Materials

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

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

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

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

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

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

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

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

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

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

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

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

a. Determination of 'permissible' levels of exposure.

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

c. Recording and integration of measured or calculated doses.

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

Occupational Exposure

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

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

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

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

Non-occupational Exposure

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

Film-Badge Service

10. All ships and establishments where X-ray units or radioactive materials are empoyed are to use the film-badge service conducted by the Commonwealth X-ray and Radium Laboratory, University Grounds, Parkville, VIC 3052, and are to register with the laboratory beforehand. The registration form is available from the laboratory and must be completed in all details and returned to the laboratory. Upon receipt of the registration form, the appropriate number of holders will be issued. These holders will be retained on loan by the ship or establishment. Additional holders may be obtained at any time on application.

Issue and Wearing of Films

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

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

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

Return of Films

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

Charges

15. There will be no charge for the film-badge service or for the holders, but the holders will be subject to an annual audit check. Any holders unaccounted for and those badly damaged will be charged for at replacement cost. Damaged holders are to be returned to the laboratory under cover of an explanatory memorandum from the Commanding Officer of the establishment or ship, copy being forwarded to the Medical Director-General. Similar reporting action is to be taken in the case of lost holders. The laboratory issues audit check forms covering folders on loan, and these are to be returned without delay.

Special Films

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

Records

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

Health Surveillance

18. All new personnel for employment in work involving exposure, or probable exposure, to ionising radiation, are to be given a general medical examination prior to proceeding to take up such employment. The result of this examination is to be forwarded to Navy Office on Form AF Med 1 (PM149). If the applicant is accepted, the date of commencing employment or training is also to be notified, for entry in the central register.

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

a. *History:* a record is to be made on Form AF Med 1 (PM149) at initial examination of:

(1) Family history, with particular attention to hereditary abnormalities, leukaemia and other malignancies.

(2) Personal history of illness in general.

(3) Any previous occupational or accidental irradiation exposure, or work with cytotoxic or carcinogenic chemicals.

(4) An assessment of doses received from therapeutic or diagnostic irradiation, including infancy or childhood. (*See* Annex B for rough estimates of dose from diagnostic X-rays.)

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

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

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

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

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

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

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

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

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

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

f. Any degree of cataract.

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

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

Over-exposure

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

irradiation), or in circumstances where the film-badge is unlikely to give a true reading, action is to be taken as above and an estimate of the dose actually received is to accompany the report. The dose, estimated to have been received additional to that recorded on the film-badge, will be added to the cumulative dose record in the central register.

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

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

Exposure Records for Personal Papers

25. Records of over-exposure will be kept on Forms AM209Z (PM127) and AF Med 14 (PM158) as appropriate. Records of occupational exposure within the permissible limit will be kept only in the central register at Navy Office. The copies of film-badge reports sent to the wearers establishment are to be regarded as for information only; they should be filed locally, but not inserted into the members Medical History Documents, as permissible occupational exposure should, by definition, have no significance in the aetiology of disease. If any members occupational exposure status is required for administrative purposes, it can be obtained from the Medical Director-General on request.

Special Cases of Occupational Exposure

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

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

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

Electrical Maintenance Personnel

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

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

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

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

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

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

Medical Irradiation

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

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

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

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

13475/72—3

Security

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

36. Navy Order 59/69 is hereby cancelled.

ANNEX A

Definition of Terms and Permissible Safety Doses

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

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

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

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

Dosimeter: instrument that measures radiation dose.

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

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

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

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

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

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

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

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

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

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

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

ANNEX B

Estimated Average Skin Dose to The Patient from Some Diagnostic X-Ray Examinations

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

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

(177/51/37 MDG)

(*Navy Order 59/69*)

13475/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 136/72-143/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 May 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

136/72 Losses, Deficiencies and Overpayments of Public Moneys.

SECTION 2—PERSONNEL

137/72 DFRB Pensions—Commutation.

138/72 Establishment of Command Personal Services Office East Australia Area.

139/72 Loan of RNZN Sailors to the RAN.

140/72 Prizes—Supplementary List Midshipman (Seamen).

SECTION 3—OPERATIONAL AND TRAINING

141/72 Aviation—Detached Helicopter Flights.

SECTION 4—EQUIPMENT, STORES AND SERVICING

142/72 Liquid Fuels Lubricants and Allied Products (POL Items)—Standardisation.

143/72 Medical and Dental Stores—Locker Medical Narcotic—Introduction into Service for Naval Establishments.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

136/72—Losses, Deficiencies and Overpayments of Public Moneys

1. It is apparent that the current wording of Article 135 of the Navy Accounts Manual in respect of procedures to be followed concerning losses, deficiencies and overpayments of public moneys could be misinterpreted.

2. Accordingly action has been taken to revise the above article as follows:

'1. For the purposes of this instruction:

"Competent Authority" means the occupant of a position holding the appropriate delegation by the Treasurer pursuant to Section 70A of the Audit Act to write off losses or deficiencies of public moneys under Section 70C of that Act. Delegations held by officers of the Department of the Navy are shown in Appendix A to Article 25 of these instructions.

A "loss or deficiency of public moneys" is a physical loss by an accounting officer of any property which has a monetary designation and which is readily convertible to cash; it includes the loss of notes, coins, cheques, postage stamps, postal notes, money orders, money order telegrams, bonds, bond coupons savings certificates, savings stamps, income tax instalment stamps, customs or state duty stamps, but does not include:

a. an inscribed stock receipt, fixed deposit receipt or a bank guarantee where negotiable under authority, unless irregular negotiation occurs in the hands of an accounting officer; or

b. a Commonwealth Government cheque which is lost by the payee unless the cheque is drawn in favour of an accounting officer or a Department, or unless a duplicate cheque having been issued the original is debited to the official account.

2. As soon as a loss or deficiency of public moneys is discovered the Commanding Officer is to report the fact:

a. when the loss or deficiency exceeds $20 or is known or suspected to be the result of theft or fraudulent misapplication—to his Administrative Authority, the Naval Board, and in the case of commissioned establishments, the local Commonwealth Audit Inspector;

b. in other cases—to his Administrative Authority and the Naval Board.

When a loss or deficiency occurs in a ship or parent commissioned establishment not bearing a Supply Officer the report is to be made by the Commanding Officer of the parent establishment.

When a loss or deficiency is reported by one of HMA seagoing ships bearing a Supply Officer, Navy Office will inform the Commonwealth Audit Office where necessary.

3. When it is known or suspected that a loss or deficiency is due to theft or fraudulent misapplication the Commanding Officer is to inform the Naval Police, Commonwealth Police or State or Territory Police as appropriate.

4. The Administrative Authority of a ship or commissioned establishment from which a loss or deficiency of pubic moneys is reported should consider the desirability of appointing a Board of Inquiry (*see* Manual of Naval Law, Chapter 25). If a Board of Inquiry is appointed it should consist of three officers of which one shall be an officer of the Supply and Secretariat Branch and at least one shall be from the ship or commissioned establishment in which the loss or deficiency has occurred.

5. The person responsible for a loss or deficiency of public moneys is to be advised that appropriate steps will be taken to recover from him the full amount of the loss, and every effort is to be made to obtain from him restitution in cash or his written authority for recovery by deductions from moneys due to him. If there is a possibility of disciplinary or criminal proceedings, on no account must any undertaking be given that such proceedings will be stayed if the loss or deficiency is made good voluntarily.

6. Accounting instructions for recording and bringing to account discrepancies in the public money and amounts made good by the person responsible are contained in clauses (7), (8), (9) and (10) of Article 130 of these Instructions.

7. When disciplinary action is taken against the person responsible for a loss or deficiency of public moneys and the person is convicted, the tribunal by which he is tried has certain powers to order restitution or compensation. *See* Chapter 22 Section IV of the Manual of Naval Law.

8. When disciplinary action is not taken against the person responsible and he wishes to apply for alleviation of or discharge from his liability, he is to make written application to his Commanding Officer setting out any explanation he may desire to offer. The application shall be considered by the Board of Inquiry appointed under clause (4) of this Instruction (reconvened if necessary) or, if a Board of Inquiry has not been appointed under that clause, by a Board of Inquiry similarly constituted, appointed specifically to consider the application. The Board of Inquiry shall take into consideration the circumstances of the loss or deficiency, the record of the person responsible and the amount of the loss or deficiency in relation to the circumstances. The Administrative Authority is to forward the report and recommendations of the Board of Inquiry with his own observations to Navy Office for consideration and, if necessary, for submission to competent authority.

9. When a Board of Inquiry has not been convened under clause (4), as soon as sufficient information is available the Commanding Officer of a ship or commissioned establishment in which a loss or deficiency of public moneys has occurred is to follow up his initial report (*see* clause 20) with a further report answering, inter alia, the following questions:

a. What is the amount of the loss or deficiency? How, where and when did it occur?

b. Was the loss or deficiency caused by the fraud, mistake, default, neglect or error of any person? If so who is the person and does he admit liability?

c. Has the amount of the loss or deficiency or part of it been made good by the person responsible? If not, why not?

d. If there is evidence of theft or fraudulent misapplication was the loss or deficiency reported to and investigated by the Naval Police, Commonwealth Police or State or Territory Police?

e. If a police investigation was carried out, what was the result of such investigation? Is the prosecution (naval or civil) of any person proposed? If not, why not?

f. If there is evidence of negligence on the part of any person was the degree of negligence sufficient to justify disciplinary action under the Naval Discipline Act? Give details of any disciplinary action taken or proposed.

g. Does investigation reveal any defect in the existing system of control? If so, what remedy is proposed?

This report is to be forwarded to the Naval Board through the Administrative Authority. If the loss or deficiency exceeds $20, or theft or fraudulent misapplication is known or suspected, two copies are to be forwarded to the Chief Auditor, Commonwealth Auditor-Generals Office, through the local Commonwealth Audit Inspector.

10. After consideration of reports made in accordance with clauses (8) and (9) Navy Office will issue such instructions as may be appropriate for the recovery of moneys from the person responsible for a loss or deficiency.

11. The provisions of clauses (2) and (9) also apply to:

a. an irregular payment which has not immediately been recovered;

b. an overpayment due to a breakdown in procedures;

c. an overpayment due to an arithmetical error which cannot be recovered from moneys due, or known to be due in the future to the payee concerned, and which is not recovered within a period of four weeks from the date of recovery of the overpayment;

d. a loss of revenue occasioned by the non-collection of an amount which is determined to be due to the Commonwealth under an Act or regulation or a decision by competent authority; and

e. a non-collection or under-collection of an amount which is due to the Commonwealth, is not recorded in a debtors ledger, and is not recovered within a period of four weeks from the date of discovery.

12. The provisions of clauses (5) and (8) do not apply to losses occurring as a result of exceptional circumstances, eg, an act of God or the Queens enemies. Where practicable, advice and reports to the Naval Board and Commonwealth Audit Office are to be forwarded in accordance with clauses (2) and (9); however, where the circumstances preclude strict compliance with those clauses, eg, loss of one of HMA ships, the Administrative Authority is to furnish reports appropriate to the case furnishing all available information concerning the circumstances and amount of the loss.

13. For any discrepancy or loss of money occurring during such time and in such circumstances as would warrant a claim against the Armoured Car Cash Delivery Contractor, *see* Article 120 (7) of these Instructions.'

3. ABR 5018 will be amended.

(253/80/989)

13972/72—2

Section 2

PERSONNEL

UNCLASSIFIED

137/72—DFRB Pensions—Commutation

1. The Defence Forces Retirement Benefits Board has adopted a special procedure to expedite the consideration of applications for the payment of commutation. Under Section 74 of the Act the DFRB Board may approve an application for commutation by a pensioner, other than a pensioner in receipt of a medical pension under the DFRB Act, who has not attained the age of 57 years.

2. Approval of an application for commutation of pension is dependent on the applicants medical history, current state of health, purpose of commutation and any such other relevant terms and conditions that the DFRB Board may determine. Therefore it is inadvisable for a member to enter into any form of commitment before approval of commutation has been given.

3. Under the new procedure the DFRB Board will accept applications for commutation approximately two months prior to the date of retirement, in order to expedite a final decision upon discharge. Inquiries may be made before applications are submitted.

4. The address, to which all inquiries should be directed, and from which the standard forms of application may be obtained, is:

The Secretary,
Defence Forces Retirement Benefits Board,
West Block,
Parkes, ACT 2600.

5. In the case of early applications, the DFRB Board examines the proposal, in principle, and arranges for the necessary examination by a Commonwealth Medical Officer before the date of the proposed retirement.

6. Adverse medical reports or any other matter requiring special consideration could lengthen the time required to bring an application to finality. However, the DFRB Board has established special procedures to ensure the most expeditious action possible with a view to making payments of approved commutation as soon as practicable, on retirement.

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

8. Navy Order 334/69 is hereby cancelled.

(263/1/174)

(*Navy Order 334/69*)

UNCLASSIFIED

138/72—Establishment of Command Personal Services Office East Australia Area

1. Recognition of the need to improve personal services available for members of the RAN and their families has led to the establishment in Sydney of a more comprehensive Personal Services Office. The new organisation which incorporates the existing Command Welfare and Housing Offices began operating in February 1972, and it is anticipated that all sections will be functioning by 1 June 1972.

2. This order sets out the detailed administrative arrangements for the introduction and proper functioning of the Command Personal Services Organisation in the East Australia Area.

Policy Considerations

3. Although the aim of the CPSO is to provide a comprehensive range of personal services, any extension of facilities beyond those of an advisory service will require careful consideration as regards existing policy or possible conflict with the functions of other Commonwealth and State Departments. Notwithstanding, the Command Personal Services Officer is to continually review the aims and functions of the organisation with a view not only of improving established procedures but also to developing new areas of activity which would be in the best interests and contribute to the welfare of Naval personnel and their families.

Location and Administration

4. The Command Personal Services Office is located on the third floor, Northgate House, 321 Kent Street, Sydney—telephone 290 1077. The officer in charge of the Command Personal Services Organisation (CPSO) is responsible to the Flag Officer Commanding East Australia Area who is the administrative authority. Staff for the CPS Organisation will be posted KUTTABUL (FOCEA) for CPSO.

Role of the Command Personal Services Organisation

5. The role of the CPS Organisation is to provide assistance, advice and support where necessary in matters of housing, removals, entitlements, resettlement, education and the general welfare of members and their families. In addition the CPSO will make facilities available for the regular attendance of a legal panelist to advise members on any matters of a legal nature, whether service or personal.

6. It is not intended that this organisation should be a substitute for the Divisional System or that it should interfere with existing administrative procedures in ships and establishments. The CPSO supplements existing personal services and is more an extension of the Divisional System. Hence it is important that Divisional Officers of members wishing to use the services of CPSO maintain a close liaison with the appropriate Section. Similarly officers seeking advice or assistance from CPSO should keep their Head of Department or Commanding Officer informed.

7. In all cases of stress or hardship the staff of CPSO will direct their efforts to assisting families in averting crises and to saving unnecessary distress at home. Special attention will be given to difficulties experienced by families during a members absence at sea. It is important that personnel in need of advice or assistance seek help without delay and that their families be informed of the method of contacting CPSO.

Services Available to Members and Families

8. A summary of the services available to members and their families through the CPS Organisation is given below:

a. Reception and initial support of families arriving in Sydney from interstate (if required) and overseas. Paragraphs 9 and 10 of this order refer.

b. Information concerning child minding centres and social activities organised in conjunction with Naval Wives Groups.

c. Detailed information on communal facilities in main living areas, eg, schools, transport services, churches, medical and child care centres.

d. Individual counselling by Naval Social Workers in matters of a purely domestic and compassionate nature.

e. Housekeeping service through the Family Services Scheme.

f. Inspections of Naval Married Quarters. Paragraph 11 refers.

g. Arranging minor maintenance of Naval housing. Paragraph 12 refers.

h. Arranging emergency household repairs and maintenance at the request of the occupant when a member is away from home.

i. Advice concerning the purchase of permanent housing including War Service Homes.

j. Information regarding temporary accommodation.

k. Advice and assistance with all aspects of removal including assistance with the preparation of inventories.

l. Information concerning housing rosters.

m. Advice regarding personnel entitlements, including NHBS and RANRTF matters. Paragraph 13 refers.

n. Re-engagement counselling. Paragraph 14 refers.

o. Resettlement advice. Paragraph 16 refers.

p. Educational counselling in respect of members and their families. Paragraph 17 refers.

q. Legal advice. Paragraph 18 refers.

r. Information of a general nature such as area maps, time-tables, baby sitters, discount houses and businesses, complimentary and discounted theatre tickets and reliable lawn mowing and gardening services.

Removals—Settling in Arrangements

9. Applications for removal to the Sydney Area are to include any special requirements the member may have during the period of settling in. In addition to existing removal procedures members may request any or all of the following:

a. Reception of family.

b. Assistance with emergency household items.

c. Additional transport to that approved, ie, at members own expense.

d. Booking of temporary accommodation.

10. In cases where full details of the additional services required are not known at the time of initial application for removal a signal is to be sent in the format shown at Annex B.

Married Quarters Inspection Teams

11. The inspection of Navy owned houses and flats in Sydney will continue to be the responsibility of the Works and Property Section, East Australia Area. Inspection teams comprising Naval personnel are available to assist with the inspection of Navy owned housing and to liaise with the Department of Interior for the inspection of housing provided under the Commonwealth/States Housing Agreement.

Married Quarters Maintenance Team

12. Personnel in this section are responsible for co-ordinating all requests for maintenance of Navy housing and for ensuring that follow-up action is taken within a reasonable time by the responsible authority. In the case of requests for urgent repairs when a member is away from home, the maintenance team will endeavour to arrange repairs of a minor nature or arrange for necessary repairs to be undertaken by a private contractor at the request of the occupant.

Entitlements

13. A new position has been created to deal with all inquiries in the field of personnel entitlements. The senior writer sailor filling this position will be kept up to date in the policy and interpretation of entitlements and will maintain a direct liaison with Personal Services Directorate and and the Naval Personnel Branch at Navy Office.

Re-engagement Counselling

14. In future sailors will be interviewed by Re-engagement Counsellors approximately six months and one month before their current engagement expires. The purpose of the interview will be to advise sailors on the pros and cons of re-engaging and to ensure that each sailor appreciates and considers all the factors which affect him before he decides to leave the Navy. It is not intended that 'hard sell' or coercive techniques be used by the senior sailors conducting these interviews. Re-engagement Counsellors have no executive authority and consequently any steps taken to meet a sailors wishes must be taken only by the appropriate authority.

15. Counsellors are to operate in the Sydney Area, HMAS CERBERUS and HMA ships as required. They are to be afforded all requisite facilities when making their visits.

Resettlement

16. The Resettlement Officer on the staff of CPSO is available to advise ships resettlement officers and to counsel serving members at any stage of their Naval service. This officer will liaise with the Department of Labour and National Service and maintain contacts with private enterprises and employment and management consultant firms.

Education

17. The Resettlement Officer, who is a qualified teacher, is also available to give advice on a wide range of educational matters to members and their families. Particular attention will be given to the various states school curricula for dependants and to both attendance and external courses available to personnel through the Services Vocational and Educational Training Scheme (SVETS).

Legal Advice

18. A legal advisory service is available by appointment through the CPSO. Members seeking advice need not disclose the nature of their problem beforehand.

Organisation and Functions

19. The organisation and analysis of the basic functions of the CPSO are shown at Annex A.

ANNEX A

Organisation and Functions

The Command Personal Services Organisation comprises five sections. Each section is charged with specific functions but there are many areas such as housing, removals and social work where sections are interdependent. The basic organisation together with a brief description of the functions of each section of CPSO is shown below.

ANNEX A—*continued*

Section 1—Family Services

a. Reception and initial support of members/families travelling from overseas and interstate (as required). This section is to arrange some or all of the following services requested by a member:
   (1) Assistance with emergency household items, eg, linen, cutlery and crockery.
   (2) Additional transport required by member at own expense.
   (3) Assistance with customs clearance where possible.
   (4) Temporary accommodation.
b. Liaison with the RAN Wives Association and assistance with the establishment of Naval Wives Groups.
c. Development, in conjunction with Naval Wives Groups, of child minding centres in main living areas.
d. Provision of support for wives of members absent from Australia. This is to include organising social activities in conjunction with appropriate Wives Groups.
e. Provision of detailed information on communal facilities in main living areas.

Section 2—Social Work

a. Assistance with the following:
   (1) Requests for compassionate leave, free discharge, LWOP and special postings or leave.
   (2) Applications for priority housing.
   (3) Allocation of Married Quarters to members having de factor wives.
b. Counselling in matters of a domestic nature, including marriage guidance.
c. Individual counselling on any matter where a member, his wife or family have made a direct approach to a social worker.
d. Administration of the Family Service Scheme and, where necessary, assistance in obtaining emergency housekeepers.
e. Development of a RAN controlled housekeeper service.

Section 3—Housing and Removals

a. Maintenance of housing rosters.
b. Inspection of Naval owned and CSHA houses and flats in conjunction with the responsible authorities.
c. Liaison with appropriate authorities concerning routine maintenance of Married Quarters and minor works.
d. Assistance with urgent repairs to household equipment and fittings when member is away from home.
e. Provision of up to date information on temporary accommodation and advice concerning purchase of permanent housing including War Service Homes.
f. Provision of advice and assistance with all aspects of removals including privately arranged removals.
g. Establishment of lawn mowing and other contacts with a view to discounted household maintenance and repair services being available to members.

ANNEX A—*continued*

Section 4—Entitlements, Resettlement, Re-engagement and Legal Advice

a. Provision of advice concerning:
   (1) Members personal entitlements.
   (2) Naval Health Benefits.
   (3) RAN Relief Trust Fund matters.
b. Provision of resettlement advice and information.
c. Educational counselling in respect of members and their families.
d. Arrangements for individual advice on legal matters by a member of the Reserve Legal Panel.
e. Counselling of all sailors before expiration of current engagement.

Section 5—Information and Records

a. Initial handling of all requests for personal services.
b. Provision of up to date information of a general nature to include:
   (1) Area maps.
   (2) Timetables for main transport services.
   (3) Baby sitting organisations.
   (4) Discount houses and businesses.
   (5) Complimentary and discounted tickets to entertainment and sporting functions.
c. Maintenance of transport records.
d. Maintenance of Legal Panel appointment register.
e. Provision of support for other CPSO sections.

ANNEX B

Settling In Arrangements—Signal Format

Ships and establishments requesting the additional services for members listed in Paragraph 8 of this order are to signal details in the following format at least seven days before arrival of the members family in the Sydney Area:

FROM
TO FOCEA
INFO SHIP/ESTABLISHMENT (POSTED TO)
UNCLASSIFIED REFERENCE: (AUTHORITY FOR REMOVAL)
Navy Order 138/72

A. Name of member.
B. Whether reception of family required.
C. If answer to B. is YES—details of travel arrangements.
D. Whether emergency household items required and estimated duration, if known.
E. Additional transport required at members own expense.
F. Details of temporary accommodation required.
G. Any other requirements on arrival.

(18/201/38)

UNCLASSIFIED

139/72—Loan of RNZN Sailors to the RAN

Agreement under which Royal New Zealand Navy sailors undertake loan service in the Royal Australian Navy

1. The following are terms of service contained in the agreement:

a. *Period of Loan Service:* The periods of loan service will be for two or three years. This period covers passage time and all leave due in respect of loan service including Overseas Drafting Leave prior to departure from New Zealand and Overseas Leave on return to New Zealand.

b. *Application of RNZN Regulations and Orders:* Where Commanding Officers require information regarding any entitlement, forfeiture, or other matter governed by RNZN regulations, reference should be made to the RNZNLO, Canberra, through ACNB. Inquiries should be accompanied by service documents where appropriate.

c. *Service Documents:*

(1) On commencement of loan service, service documents are forwarded to the ACNB through RNZNLO, Canberra.

(2) On completion of loan service, service documents other than pay account cards, are to be returned to the Deputy Secretary of Defence (Navy), Navy Office, Wellington, New Zealand. Pay Account cards are to be furnished to DNA, Melbourne.

(3) In the event of a sailor being released in Australia, a report giving the discharge details is to be forwarded to Navy Office, Wellington, New Zealand.

d. *Passages:*

(1) Passages for RNZN loan personnel to and from Australia and for their families are by the most economical means which may be by commercial air, commercial sea services or by aircraft draft to HMNZ or HMA ships or transports as may be appropriate. Travel by commercial means will be at class appropriate to equivalent RAN sailors.

(2) Removals in New Zealand are arranged in accordance with RNZN regulations.

(3) Removal on arrival in Australia. Where a married accompanied sailor proceeds to Australia for loan service, he is to submit an application through his Commanding Officer to ACNB (Info NOIC local Australian area) for a removal from ships side at port of disembarkation in Australia to his place of residence as early as practicable, prior to his departure for Australia. The actual removal of baggage will then be handled through official channels. The sailor will be met on arrival and private arrangements for baggage removal should not be made.

(4) (a) Dependent children remaining at school in New Zealand and those attending University full time up to the age of 21, may be permitted to visit their parents once, during a normal two year period, or twice during a three year period at public expense.

(b) Service aircraft will be used for the conveyance of such dependants whenever this may be arranged. Where Service transportation is not available the entitlement will be a students concession fare commercial air passage.

(c) Any necessary vaccinations or inoculations for children visiting their parents under the provisions of this scheme may be permitted at public expense.

(d) Applications for passages under (b) above should be submitted by personnel concerned to their Commanding Officers who will refer them through ACNB to RNZNLO, Canberra, for onward transmission to DSD (Navy), Wellington. Applications should be raised in sufficient time to ensure that they arrive in Navy Office, Wellington, not less than four weeks before the date of the passage from New Zealand is required.

(5) Application for family passages by loan personnel should be forwarded to the NZNB for forward passages and ACNB for return passages, who will arrange passages for the family as early as practicable. Where the family does not accompany the sailor the family passage will be be arranged so that they arrive in Australia after the sailor.

(6) Should a sailor:

(a) marry whilst in Australia;

(b) elect not to avail himself of the family return passage entitlement; or

(c) die whilst serving with the RAN;

the regulations in RNZN Regulations and Instructions Article 17/7, Paragraphs 8 to 11, will apply.

e. *Accommodation:*

(1) Loan personnel are eligible for accommodation owned or hired by the Commonwealth authorities under the same rules and rates as RAN personnel.

(2) (a) Loan personnel requiring private rented accommodation may request assistance from RAN Billeting Officers on the staff of the Flag and Naval Officer-in-Charge of the State in which they will reside. (This will be governed by ship or establishment to which posted.)

(b) Sailors who have been granted approval for family passages are normally appropriated to a shore establishment for at least 14 days after the arrival of their families in order that suitable arrangements for accommodation may be made.

f. *Uniform:* No alteration to uniform is required for service in the RAN.

g. *Medical and Dental Instructions:*

(1) Medical documents are forwarded to the ACNB. On completion of loan service, medical documents are to be returned to RNZNH, Devonport Naval Base, Auckland, for disposal.

(2) Benefits will be in accordance with RNZN regulations (NPRI 1253) for personnel and their dependants but wherever possible treatment or services should be obtained from Service sources through facilities available under Australian or State laws.

(3) Claims showing full details and accompanied by receipted bills, should be sent to the Medical Director-General, Navy Office, Melbourne, under confidential cover, for authorisation of reimbursement.

h. *Command and Discipline:* During the period of loan service, sailors of the RNZN, having been attached to the Naval Forces of the Commonwealth under Section 24 of the Defence (Visiting Forces) Act 1963, are, by virtue of that section, subject to the laws governing the RAN in relation to command and discipline, as if they were members of the RAN of like rank and status. This includes the provisions of those laws relating to arrest, the trial and punishment of offences, and the provisions for forfeiture of pay for absence without leave and the consequential naval penalties incurred as a result of conviction by civil power.

i. *Good Conduct Badges, LS and GC Medal and Gratuity:*

(1) Award and restoration of Good Conduct Badges in accordance with RNZN regulations.

(2) Deprivation of Good Conduct Badges in accordance with RAN regulations for deprivation of Good Conduct Increments.

(3) Application for award of the Long Service and Good Conduct Medal and for payment of gratuity is to be made to NZNB through ACNB and RNZNLO, Canberra, in accordance with RNZN Rules (RNZN Liability).

(4) Payment of the gratuity will be made by the Deputy Secretary of Defence (Navy), Navy Office, Wellington, New Zealand. (If payment is approved New Zealand tax will be deducted at source and the net amount remitted for payment (paid direct) to the sailor concerned.)

j. *RNZN Engagement and Re-engagement:* Re-engagement for further service in the RNZN may be made during loan services in accordance with current RNZN regulations.

k. *Termination of Engagement:* Discharge from the Service either as a punishment or for any other reason will not be ordered without the concurrence of the New Zealand Naval Board.

l. *Recognition of Loan Service by RNZN:* Loan Service with the RAN will be recognised for all purposes as service in the RNZN.

m. *Promotion:*

(1) Except as otherwise indicated in the terms of agreement, the rules regarding promotion, reversion and re-promotion will be in accordance with RNZN regulations.

(2) Command and/or Professional examination applications are to be forwarded to the Commodore, Auckland, through ACNB in accordance with RNZN regulations.

(3) Personnel Evaluation Forms for completion and return will be forwarded by the Personnel Research Unit, Navy Office, Wellington, as required.

(4) Qualifications obtained whilst on loan will not necessarily be recognised for promotion purposes in the RNZN. The Director of Training, Navy Office, Canberra, and the New Zealand Naval Board are to be advised by letter of RAN qualifications obtained by RNZN sailors on loan to the RAN.

(5) *Roster Advancement:*

(a) Sailors will remain on the appropriate RNZN Promotion Roster and subject to being fully qualified and recommended will be eligible for promotions under the normal rules, provided the higher rank is required by the RAN.

(b) If the higher rank is not required by the RAN, the man will continue to serve in the lower rank until reversion to the RNZN. Provided he remains eligible and recommended at the top of the roster the man will be promoted with effect from the first day of reverting to the RNZN.

(6) Local Acting Promotion will not be available to men on loan to the RAN. But *see* (o.) (3) *re* Higher Duties Allowance.

n. *Leave:*

(1) All leave due for service in the RNZN is completed prior to commencement of loan service. Similarly, all leave due for service in the RAN is to be taken within the period of loan service.

(2) Long leave including PAL, Compassionate Leave, Overseas Drafting Leave, Overseas Leave, Sick Leave, LWOP and Travelling Time is to be granted at the scales laid down in RNZN Regulations and Instructions Chapter Nine.

(3) Short Leave will be granted in accordance with RAN regulations.

(4) Travel Warrants for leave taken in NZ may be issued in accordance with RNZN regulations. For leave taken in Australia RNZN Loan Personnel may be granted leave travel concessions in accordance with RAN regulations.

o. *Pay and Allowances:*

(1) All RNZN sailors on loan service in the RAN will be paid pay and allowances at RNZN rates and in accordance with RNZN regulations unless stated otherwise in the following sub-clauses. The main items payable in accordance with RNZN regulations are:

(a) Basic Pay and Progressive Pay (Chapter 3 NZBR 25—NPRIs).

(b) Marriage Allowance (NPRI 151-152 and 154).

(c) Widowers Allowance (NPRI 155).

(d) Separation Allowance (NPRI 153).

(e) Good Conduct Badges Pay (NPRI 306).

(f) Kit Upkeep Allowance (NPRI 501).

(g) Grog Money (NPRI 301).

(h) Rations and Quarters Allowance (NPRI 351).

(i) Lodging Allowance (NPRI 353).

(j) Location Allowances (detailed in Sub-clause (5)).

(2) *Extra Pay and Compensatory Allowances* credited during loan service will, in the following cases, be at RAN rates in accordance with RAN regulations:

(a) Allowances for the performance of a particular duty, eg, diving.

(b) Allowances of a compensatory nature, eg, Hard Lying Money, Double Bottoms Pay and Meal Allowance.

(3) *Higher Duties Allowance:* The rate of Higher Duties Allowance will be the difference between the RNZN rate of active pay for the rating held and the RNZN rate payable as the 'On promotion' rate for the next higher rank.

(4) Hospital Stoppages will be in accordance with RNZN regulations (NPRI 19).

(5) Location Allowances will be paid under the provisions of Chapter Nine of NPRIs and at the rates promulgated in Defence Office Determinations as amended from time to time in respect of:

(a) Personal Location Allowance (NPRI 417).

(b) Overseas Rentals (NPRI 415).

(c) Rent Standards (NPRI 415).

(d) Child Allowance (NPRI 418).

(e) Overseas Transfer Grant (NPRI 429).

(f) Home Transfer Grant (NPRI 430).

(g) Overseas Separation Allowance (NPRI 428).

(6) Education Allowance will not be payable. Free education is available in Australian State Schools and fees will not be refunded if children are sent to private schools in preference. RNZN personnel on loan may be reimbursed up to an amount of $40 per annum for charges incurred at state or private schools in Australia in respect of their dependent children for books, equipment, stationery, library and for sports which are part of the school curriculum. Applications for reimbursement are to be supported by receipts or headmasters certificates as appropriate and forwarded through the Commanding Officer to the Director of Navy Accounts, Melbourne.

(7) Personnel married in Australia or accompanied at own expense will be entitled to allowances in accordance with RNZN regulations subject to any modification contained in the agreement.

p. *Allotments:* The provisions of Chapter XIII of RNZN NPRIs will continue to apply subject to the following:

(1) During the period of loan service allotments may be declared for payment in Australia or New Zealand, provided the requirements of NPRI Article 605 are complied with.

(2) All allotments are stopped prior to commencement of loan service. If their commencement is required, new declarations should be made in accordance with the RAN procedure after arrival in Australia.

(3) All allotments in force during loan service are to be stopped prior to reversion to the RNZN. New declarations should be made on return where applicable. Allotments payable in Australia cannot be recommended.

(4) During loan service the payment of allotments both in New Zealand and Australia will be arranged by ACNB at intervals prescribed by RAN regulations.

(5) Commission charges, if any, will be as prescribed in RAN regulations.

q. *Superannuation:* Contributions are not payable on Higher Duties Allowance. Personnel will continue to contribute to the Government Superannuation Fund in accordance with the normal scale (RNZN NPRIs Chapter XXIV).

r. *Taxation:* All RNZN personnel on loan service in the RAN are subject to Australian Income Tax and Social Service Contributions as may be prescribed from time to time by the Australian Government. Double taxation relief can be claimed for any tax paid to the Australian Government on remuneration which is also charged to New Zealand tax.

s. *Travelling Expenses and Allowances:*

(1) At the commencement and cessation of loan service expenses incurred by personnel proceeding to and returning from Australia will be in accordance with RNZN regulations. This includes accommodation expenses both in New Zealand and Australia, insurance and sea or air travel allowance (NPRI Articles 758, 761, 762 and 202 are relevant). Loan personnel are entitled to an overseas Transfer Grant on arrival in Australia which is intended to cover settling-in expenses, including clothing, furnishings and various incidental expenses. A Home Transfer Grant covers the same expenses on return to New Zealand. NPRI 429 and 430 refer.

(2) During loan service travelling expenses and removal expenses incurred, other than at (1) above, will be paid at RAN rates in accordance with RAN regulations for both sailors and families where applicable.

(3) Refund of Estate Agents Fees and Legal Expenses—RNZN NPRI Articles 770 and 772 will be applicable in the selling or purchasing of a house in New Zealand.

(4) Storage of furniture and effects in New Zealand will be in accordance with NPRI Article 753.

2. RNZN loan sailors will be subject to the normal RAN sea/shore roster conditions and will be employed, as required, in RAN billets in lieu of RAN sailors, ie, for employment purposes they will be no different from RAN sailors.

Pay Accounting Arrangements

3. Pay Account Cards are to be opened in the establishment to which RNZN personnel are posted on arrival in Australia. Details of initial entitlement to the various components of pay and allowances will be advised by the New Zealand authorities, direct to the establishment concerned, a copy of the advice being forwarded to Navy Office. Rates of pay in respect of subsequent variations to entitlements which arise will be advised from Navy Office. One time adjustments in respect of items of a compensatory nature, eg, Tropical Pay, Confined Spaces Allowances, etc, may, however, be credited in the normal manner at RAN rates without reference to Navy Office.

4. Members will be entitled to credit of all pay and allowances in New Zealand currency and under New Zealand conditions which provide that RNZN personnel overseas (other than those serving in liaison posts) receive their net fortnightly drawing rate at pre-devaluation; ie, prior to 21 November 1967; rates of exchange, with the exception of items of a compensatory nature, eg, Hard Lying Money to which entitlement is at RAN rates and in accordance with RAN regulations.

5. Special attention will therefore be necessary in regard to their pay accounts and the following instructions are to be followed:

a. Each component of pay due in New Zealand currency is to be entered on the Variation Sheet at a fortnightly rate identified by the letters 'NZ' and those components due in Australian currency are to be identified by the letter 'A'.

b. New Zealand allotments are to be identified as 'FNZ'.

c. Superannuation charges are to be identified as 'NI'.

d. An 'Exchange Allowance' adjustment is to be calculated on the figure arrived at by subtracting the fortnightly total of New Zealand debits from the fortnightly total of New Zealand credits and is to be entered in the 'Other Non-taxable' box of the Variation Sheet.

e. An 'Exchange Allowance' adjustment is to be calculated on any one-time adjustments of New Zealand credits or debits.

f. Australian Income Tax and Allotments payable in Australia are to be charged in the normal manner.

6. The rate to be used for the calculation of Exchange Allowance adjustments for the purposes of Paragraph 5 a. and e. of this order is $(NZ)1 = $(A)1.24.

7. Navy Orders 82/69, 291/69, 20/72 and 57/72 are hereby cancelled.

(2/203/7)

(Navy Orders 82/69, 291/69, 20/72 and 57/72)

UNCLASSIFIED

140/72—Prizes—Supplementary List Midshipman (Seamen)

1. The United Service Institution of Victoria has donated a book prize, value $10.00, to be awarded to the Midshipman (SL) (Seamen) of each intake who is Dux of his Phase I Course at HMAS CERBERUS. The book will be inscribed 'The United Service Institution of Victoria Prize'.

2. Honorary Membership of the United Service Institution for the following financial year will also be awarded to prizewinners.

3. Prizewinners name in each intake will be published in Navy Orders.

4. Navy Order 549/69 is hereby cancelled.

(38/6/31)

(Navy Order 549/69)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

141/72—Aviation—Detached Helicopter Flights

1. The operation of helicopters from ships other than aircraft carriers commenced in the RAN with the deployment of a scout helicopter from 723 Squadron in HMAS MORESBY. It is likely that the employment of detached flights, usually in the form of a single helicopter, will increase, and it is important to develop the full potential of these detached flights. Great responsibility can be thrown on the officers posted to command these flights. The senior technical sailors do not have the benefit of on-the-spot senior professional aviation experience and advice which is automatically given to their contemporaries in other Fleet Air Arm Squadrons.

2. A broad outline of the aviation arrangements and requirements for detached flights is therefore published in this order for the information and guidance of all concerned. Detached flights include all helicopter flights in ships other than HMAS MELBOURNE.

3. Commanding Officers of ships in which flights are embarked are responsible to COMAUSFLT for the duties of such flights in accordance with RI Chapter 60, Section 2. All correspondence concerning the operation, organisation, administration and training of detached flights is to be forwarded through this authority with copies to FOCEA and RANAS Nowra (or parent ship or station) as applicable.

Flight Titles

4. Each flight will bear the parent squadron number followed by the name of the ship, eg, 723 Squadron MORESBY Flight.

Helicopter Arrangements During Harbour Periods

5. During harbour periods of less than 10 days, the flight should be integrated with the ships organisation. During harbour periods of 10 days or more, in Sydney, Brisbane or Melbourne, Commanding Officers of ships are normally to disembark the aircraft and flight to RANAS Nowra. On occasions when the ship will be docking in Brisbane or Melbourne, this should be done at a point as near as possible to RANAS Nowra. This arrangement will:

a. enable aircrew to keep in full flying practice which is essential for both operation and flight safety reasons;

b. enable the air and maintenance crews to liaise with their parent unit and ensure that the appropriate techniques, standards and practices are being maintained;

c. provide an opportunity for applicable modifications to be incorporated in the aircraft. During harbour periods of less than 10 days, helicopter maintenance should be regarded as the prime requirement;

d. allow the aircraft to be used for the training of replacement aircrew for detached flights.

Flight Commander (Detached Flight)

6. When embarked, the Flight Commander is responsible to the Commanding Officer of the ship for all matters concerning his flight, and in particular for:

a. the administration, discipline, training and efficiency of the flight;

b. the airworthiness of the aircraft and the safety of aircrew under his command;

c. keeping the Captain informed of the state of readiness and serviceability of the aircraft, so that the ships task can be planned to the best advantage;

d. the efficiency of the aircraft communications equipment to ensure efficient ship/air communications;

e. seeking the advice as necessary of the ship, or parent station air technical officers on technical matters affecting the flight;

f. divisional duties as laid down in RI Articles 3121 and 3130;

g. the publications, log books and records associated with his aircraft, and for the correct maintenance standards and practices, *see* RI 4222, 4223, 4224, 4225, 4331, 4332 and 4333 RANAMM, and AP (RAN) 102;

h. the maintenance of flying discipline and good airmanship;

i. the maintenance of a record of all accidents and incidents reported in accordance with RI Chapter 65;

j. keeping himself informed of meteorological forecasts and warnings and ensuring that the conditions of visibility, wind and ship movement are within helicopter operating limitations;

k. keeping an up-to-date Record Book which is to be dealt with as described in RI 6150; when a flight disembarks, the Record Book is to be retained by the parent squadron.

Parent Squadron

7. When not embarked, the Flight Commander and the flight are to be integrated with the parent squadron.

Monthly Flying Returns

8. Monthly Flying Returns are to be rendered in accordance with RI 6152. If necessary or applicable COMAUSFLT should comment on the returns of flights under his command.

Flight Deck Officer

9. a. *Responsibilities.* In ships other than aircraft carriers the Commanding Officer is to detail a Flight Deck Officer whose responsibilities are set out in RI 6120.

b. *Training.*

(1) *Pre-commissioning Training.* Pre-commissioning training is to consist of a five day course at RANAS Nowra. (Course No 901529.) If possible two officers should be selected for the course. Nominations should be forwarded to HMAS ALBATROSS, copies to COMAUSFLT and FOCEA. The syllabus is to consist of lectures and practical experience under the supervision of the parent squadron, covering the following subjects:

(a) Principles of flight of the helicopter.

(b) Flight deck arrangements and layout.

(c) Deck handling, chocks and lashings.

(d) Safety precautions.

(e) Marshalling signals.

(f) Small ships operating problems.

(g) Composition and qualifications of the aircraft maintenance party.

(h) Search and rescue.

(i) Chemistry and types of fire.

(j) Specialised aircraft fire-fighting equipment as applicable to ships including maintenance testing and recharging.

(k) Flight deck and hangar fire-fighting arrangements.

(l) Flight deck and hangar fire risks, general precautions, fuelling and defuelling.

(m) Fire fighting protective clothing, care and maintenance.

(n) Helicopter jettison doors, emergency break-in points, fire access panels, markings.

(o) Release and rescue of aircrew.

(p) Practical demonstration of fire-fighting equipment, aircraft fires and rescues of aircrew.

Air experience will be given to demonstrate the following:

(q) Handling characteristics of the Scout/Wessex helicopter.

(r) The pilots view of various visibility conditions.

(s) The characteristics of voice radio in aircraft.

Note: Officers should have a good acquaintance with BR 776 Helicopter Operating Handbook and Aircraft Marshalling Signals, before joining.

(2) *Work-up Training.* During the work-ups every opportunity should be taken for flight team training. The FDO should supervise this training and ensure that all sailors detailed for duties on the flight deck or in the hangar are properly trained.

(1311/201/80)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

142/72—Liquid Fuels Lubricants and Allied Products (POL Items)—Standardisation

Navy Order 520/71 is to be amended as follows:

Delete existing Paragraph 3.

Insert the following new Paragraph 3:

'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 selected by the tenderer from DEF (AUST) 206A full reasons should be given by the tenderer why a non-standard item (to be specified by the tenderer) is preferred.'

(401/54/453)

(*Navy Order 520/71*)

UNCLASSIFIED

143/72—Medical and Dental Stores—Locker Medical Narcotic—Introduction into Service for Naval Establishments

1. *Introduction* .. Lockers, Medical, Narcotic, steel are now being introduced for use in RAN hospitals and the medical departments of commissioned naval establishments to protect Dangerous and Addictive Drugs.

2. *Description* .. The lockers have been designed in accordance with the specifications of Regulations 55 of the NSW Poisons Act.

Specifications

a. be constructed of black mild steel plate not less than ⅜ inch thick;

b. be constructed with continuous welding of all edges;

c. be fitted with a door of mild steel plate not less than ⅜ inch thick, the door being flush fitting with a clearance around the door of not more than $\frac{1}{16}$ inch;

d. have a fixed locking bar, welded to the inside face of the door near the hinged edge which engages in a rebate in the safe body when the door is closed;

e. be fitted with a five lever keylock, or locking mechanism providing at least equivalent security, securely affixed to the rear face of the door:

Stock No	*Designation*	*Denom*	*Acctg Classn*
	LOCKER, MEDICAL, NARCOTIC, steel, with movable shelves	Ea	NX
0706-06-060-0267	size, external, 18 in h by 12 in w by 6 in dp		
0706-08-060-0232	size, external, 24 in h by 18 in w by 6 in dp		
0706-08-060-0230	size, external, 30 in h by 18 in w by 6 in dp		
0706-08-060-0231	size, external, 36 in h by 18 in w by 6 in dp		

3. *Installation* .. The locker is to be attached to the wall or floor of the compartment as follows:

a. where the wall or floor on which the safe is mounted is constructed of brick or concrete, be attached to such wall or floor by means of suitable sized expanding bolts through holes ⅜ inch in diameter drilled in the rear or bottom of the safe;

b. where the wall or floor on which the safe is mounted is constructed with a timber frame, be attached to such wall or floor frame by means of suitable sized coach-screws through holes ⅜ inch in diameter drilled in the rear or bottom of the safe.

4. *Allowances* .. *See* Annex A.

5. *Issues* .. .. RAN hospitals and commissioned naval establishments not in possession of a steel safe able to provide equivalent security are to raise demands on Forms AFG982E and forward to the appropriate AMF-B Med for supply action.

6. *Special Remarks* .. Separate instructions will be issued for HMA ships.

ANNEX A

RAN Hospitals

HMAS CERBERUS	1 Ea	0706-08-060-0231
HMAS PENGUIN	1 Ea	0706-08-060-0231
HMAS TARANGAU	1 Ea	0706-08-060-0230

Naval Establishments

RAN Air Station, Nowra	1 Ea	0706-08-060-0230
HMAS LEEUWIN	1 Ea	0706-08-060-0232
HMAS NIRIMBA	1 Ea	0706-08-060-0232
HMAS CRESWELL	1 Ea	0706-06-060-0267
HMAS COONAWARRA	1 Ea	0706-06-060-0267
HMAS ENCOUNTER	1 Ea	0706-06-060-0267
HMAS HARMAN	1 Ea	0706-06-060-0267
HMAS HUON	1 Ea	0706-06-060-0267
HMAS KUTTABUL	1 Ea	0706-06-060-0267
HMAS LONSDALE	1 Ea	0706-06-060-0267
HMAS MORETON	1 Ea	0706-06-060-0267
HMAS PLATYPUS	1 Ea	0706-06-060-0267
HMAS WATSON	1 Ea	0706-06-060-0267
HMAS WATERHEN	1 Ea	0706-06-060-0267
HMAS PENGUIN (School Underwater Medicine)	1 Ea	0706-06-060-0267
Area Medical Officer, Garden Island	1 Ea	0706-06-060-0267

(1002/52/145)

13972/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 144/72-149/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 May 1972.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

144/72 Charges for Radio Telegrams, Radio Telephone Calls, Etc, Originating in HMA Ships.

145/72 Visit of Schoolboys to the Fleet and Establishments.

SECTION 2—PERSONNEL

146/72 Division of Responsibilities for Weapons and Weapon Systems in Submarines.

147/72 Medical Officers Journal.

148/72 Pulmonary Barotrauma—Divers.

SECTION 7—CANCELLED LIST

149/72 Naval Stores—General—Degreasing Agents—General Instructions and Precautions for Use.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

144/72—Charges for Radio Telegrams, Radio Telephone Calls, Etc, Originating in HMA Ships

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

Telegram Charges

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

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

4. Words are to be counted in accordance with MBR 8544—Handbook for Radio Operators in the Maritime Mobile Service Part 3.

Telephone Charges

5. Charges by the Australian Postmaster-Generals Department for radio telephone calls from HMA ships to telephone subscribers in Australia are as follows:

a. Within the area from the Antarctic Circle northward along the 180° East meridian to the equator; thence West along the equator to 130° East meridian; thence in a south-westerly direction to the position 10° South 100° East; thence West along the parallel 10° South to 80° East meridian, and thence South to the Antarctic Circle:

(1) First three minutes or part thereof .. .. = $2.00

(2) Each additional minute .. .. .. = $0.67 cents

(3) Report charge for an ineffective call .. .. = $0.20 cents

b. Outside the area in a.:

(1) First three minutes or part thereof .. .. = $5.00

(2) Each additional minute .. .. .. = $1.67

(3) Report charge for an ineffective call .. .. = $0.27 cents

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

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

a. *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 work 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.

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

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

9. Navy Orders 228/69 and 130/71 are hereby cancelled.

(16/51/25)

(*Navy Orders 228/69 and 130/71*)

UNCLASSIFIED

145/72—Visit of Schoolboys to the Fleet and Establishments

1. Limited financial provision is available under Division 634—Incidental and Other Expenditure to assist visits to HMA ships and establishments (not involving the provision of overnight accommodation) by parties of schoolboys from schools which would otherwise be unable to arrange such visits by reason of distance or lack of funds.

2. Assistance is restricted to schools within a days return journey by rail or bus and is limited to:

a. reimbursement where necessary of the return rail fares for each member of the party or where rail travel is not practical or convenient, the cost of hire of a bus for the conveyance of the party to the ship or estabishment and return to the school; and

b. provision of a casual meal or light refreshment where practicable.

3. Captains or authorities who wish to arrange such visits should inform the Naval Board by letter or signal quoting this order and giving the following particulars:

a. Name and location of school;

b. approximate size of party;

c. name of ship and port, or establishment to be visited;

d. method of travel and, if applicable, estimated cost of hire of bus;

e. casual meals or refreshments likely to be required; and

f. dates, including alternatives, on which visit is desired.

4. Provisions issued are to be recorded on Form SX100-1/SX100-2 and entered on Form SA272—Ledger Sheet, as 'other issues'.

5. Navy Order 259/69 is hereby cancelled.

(42/222/215)

(*Navy Order 259/69*)

Section 2

PERSONNEL

RESTRICTED

146/72—Division of Responsibilities for Weapons and Weapon Systems in Submarines

Maintainer Responsibilities

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

a. Availability which embraces:

(1) Repair and planned maintenance.

(2) Custody.

b. Maintainer training.

The Marine Engineer Officer

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

b. Torpedo tubes, submerged signal ejectors and their associated operating and discharge gear.

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

d. Periscopes—optical and mechanical aspects.

e. Masts—mechanical aspects.

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

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

The Weapons and Electrical Engineer Officer

3. a. Torpedo maintenance.

b. Torpedo Control System Mark 7 or 9.

c. Battery alarm unit.

d. All sonar equipment (including echo-sounders).

e. Sonar hull outfits and directing gears, in consultation with the Marine Engineer Officer where watertight integrity is involved.

f. Internal communications systems.

g. Radar, ECM and communications equipment.

h. Navigation and plotting equipment requiring skilled maintenance.

i. Skilled maintenance of decoys and jammers.

j. Functional testing of systems and equipment listed above, including the functional testing of the torpedo control system and loaded torpedoes but excluding the torpedo tubes.

k. Electrical stores, spare gear and test equipment associated with items b. to j. above.

The Sonar Officer

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

The Navigation and Communications Officer

5. a. Navigation and plotting equipment not requiring skilled maintenance.

b. Assisting the Weapons and Electrical Engineer Officer with the functional testing of equipment which is operated by the Navigation and Communications Department.

The Torpedo Officer

6. a. Custody, embarkation, loading and handling of torpedoes and mines.

b. Decoys and jammers which are discharged from the submarine, but excluding skilled maintenance.

c. Pyrotechnics, smoke candles and signals charges.

d. Surface weapons, small arms and signal pistols.

e. Boarding and landing party equipment.

f. All explosive stores and ammunition.

g. Assisting the Weapons and Electrical Engineer Officer and the Marine Engineer Officer with the maintenance and functional testing of equipment which is operated by the Torpedo Department.

h. Stores and spare gear associated with items a. to f. above including torpedo and mine stores.

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

User Responsibilities

The Executive Officer

8. He is to be the Principal Control Officer and, in this capacity, is responsible to the Command for the user aspects of weapons and weapon systems. User aspects are defined as:

a. State of readiness.

b. Operator drill.

c. Operator training.

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

The Weapons and Electrical Engineer Officer

9. a. Torpedo control system Mark 7 or 9.

b. Internal communications systems.

The Sonar Officer

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

The Navigation and Communications Officer

11. a. Navigation, communications and plotting equipment.

b. Radar and ECM.

The Torpedo Officer

12. a. Torpedoes and mines.

b. Torpedo tubes and submerged signal ejectors.

c. Loading and handling gear for torpedoes and mines.

d. Battery alarm unit.

e. Decoys and jammers which are discharged from the submarine.

f. Pyrotechnics, smoke candles and signal charges.

g. Surface weapons, small arms and signal pistols.

h. Boarding and landing parties.

i. All explosive stores and ammunition.

(311/201/227)

UNCLASSIFIED

147/72—Medical Officers Journal

1. It has been decided that Medical Officers Journals are in future to be rendered half-yearly instead of quarterly as at present.

2. Journals are normally to be made up to 30 June and 31 December, and rendered during July and January. After the Journal for the quarter ending 30 June 1972, the next Journal rendered is therefore to be for the six months ending 31 December 1972.

3. It has also been decided that Medical Officers need no longer render Journals on cessation of Medical charge. Medical Officers should, however, keep their fair copies of the Journal in such a state of preparation that, in the event of cessation of Medical charge, the superseding Medical Officer will have the necessary information readily available to render the Journal at the end of the six-monthly period. This does not, of course, preclude Medical Officers from rendering Journals on cessation of Medical charge when there are matters of particular interest on which they wish to comment.

4. ABR 1991 and ABR 5016 will be amended in due course.

(327/56/39)

UNCLASSIFIED

148/72—Pulmonary Barotrauma—Divers

1. All divers who develop pulmonary barotrauma or its consequences (pneumothorax, surgical emphysema or air embolism) are to be declared medically unfit for diving.

2. When the patients clinical condition permits, he is to be transferred to the RAN Hospital, HMAS PENGUIN, and respiratory studies are to be arranged by the School of Underwater Medicine.

3. On completion of investigations, the member is to be brought before a Medical Board of Survey to determine his future medical fitness for diving. Where possible, the Officer-in-Charge, School of Underwater Medicine, is to be a member of the Medical Board.

4. Navy Order 246/69 is hereby cancelled.

(327/53/174)

(*Navy Order 246/69*)

Section 7

CANCELLED LIST

UNCLASSIFIED

149/72—Naval Stores—General—Degreasing Agents—General Instructions and Precautions for Use

Navy Order 138/69 having been incorporated in Navy Order 184/71 is hereby cancelled.

(512/76/62)

(*Navy Orders 138/69 and 184/71*)

14330/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANO 150/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
24 May 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

150/72—Instructions for the Issue of Victualling, Naval, Armament, Hydrographic and Medical Stores to Australian Sea Cadet Corps and Naval Reserve Cadet Units

Preface

1. The procedures and scales of issues of stores contained in the following instructions, replace those issued in Navy Order 128/70 (as amended).

2. These instructions will be incorporated in Naval Reserve Cadet Instructions in due course.

3. For the purpose of this order, the term 'Naval Reserve Cadet Unit' (NRCU) incorporates Australian Sea Cadet Corps Units and RANR School Cadet Units.

Part 1—Uniform Clothing

General

Supply

1. All clothing is supplied from the Controlling Naval Establishment and remains the property of the Commonwealth.

2. A Controlling Naval Establishment (CNE) is a commissioned establishment responsible for the supply, survey and accounting of stores for NRCUs. A CNE approximates a parent ship having tenders (NRCUs), attached thereto.

3. In CNEs where recovered part worn clothing is available, and that clothing is in good condition and suitable for re-issue, demands to complete to allowances or issues of clothing under Part 2 may be satisfied in the first instance from stocks of such returned clothing.

Uniform—Quantities Allowed

4. An NRCU may demand uniforms required for the maximum number of cadets in the authorised complement. In the event of an NRCU being below the maximum strength allowed for a sustained period, the quantities held are to be restricted to those required for the reduced numbers borne. Surplus uniforms are to be returned to the CNE.

5. Should the number of cadets temporarily exceed the authorised complement, the excess in numbers borne are to be carried on a supernumerary basis and are to be kitted up only as vacancies occur in the authorised complement.

6. Demands are to be prepared in accordance with Part 12 and Annex A.

7. The sizes and measurements of items of uniform are detailed in Annex C.

Accounting

8. NRCUs are to account for clothing in accordance with Paragraphs 18 and 19, and the instructions in Part 12.

Issues

9. Clothing is issued in accordance with the instructions and conditions set out in Part 2.

Loan Bedding

9A. A loan issue of bedding will be made for periods of week-end and continuous training. Bedding will be issued to each unit provided safe and adequate storage is available, on the scale of 50 per cent of authorised complement and will consist of the items listed in Annex D. Units will be responsible for the safe custody and care of loan bedding items. Laundering as necessary will be accepted as a Naval responsibility.

Cadets, Uniform Replaced or Recovered

10. Items which have been replaced or recovered and are serviceable, should be dry cleaned and re-issued. Such items must be accounted for in the normal manner. Unservicable items are to be dealt with in accordance with Part 10.

Dry Cleaning of Uniforms

11. The CNE in each State or Territory is to make arrangements through the local Naval Authority for the uniforms to be cleaned and loan bedding to be laundered under local service contract and inform the NRCU Commanding Officer of arrangements made. Where no service contract exists, the most advantageous arrangements are to be made by the Local Naval Authority.

12. Accounts for dry cleaning and laundering are to be forwarded to the CNE under cover of Form FA132 who will verify the claim, complete the certificate as to the faithful performance of the services charged and forward the claim to the Naval Certifying Officer for payment.

Part 2—Issue, Replacement and Recovery

Issue of Uniform to Officers, Instructors and Cadets

13. The authorised kits of members are listed in Annex B and are based on the location of NRCUs as follows:

Tropical	..	Northern Territory and Queensland NRCUs north of the Tropic of Capricorn.
Temperate	..	All other areas.

14. Officers and instructors to whom Certificates of Appointment have been issued and on the authority of the Director of Naval Reserves and Cadets (DNRC) shall be issued on loan with the uniform kit as detailed in Annex B, Scales 1a, b or 2a and b as appropriate. Cadets on completion of a probationary training period of approximately one month and on the authority of the NRCU Commanding Officer may be issued with the uniform kit as detailed in Annex B, Scales 3a or b as appropriate.

Issue of Uniform to Members of the NERF or CNF

15. A member of the NERF or CNF undertaking duties with the Cadet Force is not to be issued with the uniform of the pattern described in Paragraphs 28 or 29, but is to wear the uniform appropriate to his rank in the Naval Forces.

16. A member of the CNF undertaking duties with the Cadet Force not having a uniform, may be issued with uniform to the scale laid down in Annex B of these instructions and to the pattern appropriate to his rank in that Force.

17. Replacement of items of uniform for members of the NERF and CNF undertaking duties with the Cadet Force, will be in accordance with the rules applicable to those Forces.

Uniform—NRCU Issues and Replacements

18. NRCUs are to raise Issue Cards (Form PH224 for each cadet or PH225 for each officer or instructor) and every item of uniform is to be issued on Forms SX125 and is to be recorded on such cards. The cards are to be prepared in duplicate, one copy being retained by the officer responsible for stores in the NRCU and one copy handed to the holder of the uniform.

19. Any items of unifrom required to be returned to the officer responsible for stores in the NRCU are to be recorded on Forms SX125. Forms PH224 and PH225 are to be adjusted where there is a net alteration involved.

Care of Uniform

20. A member is responsible for the proper care and preservation of the uniform issued to him. Commanding Officers are to inform cadets of their responsibility for custody and maintenance of uniforms issued.

Replacements

21. Necessary replacement of items of uniform may be demanded by the Commanding Officer in the following cases:

a. on expiration of life of items as detailed in Annex B provided replacement is necessary;

b. on account of fair wear and tear;

c. when written off charge as irrecoverable (losses). Such replacements are to be made on a one for one basis; or

d. in lieu of unsuitable sizes demanded.

Alterations on Promotion

22. On promotion to higher rank, an officer or instructor may be reimbursed the cost of necessary alterations to uniform within the limits of the amounts approved by the Naval Board. Claims for reimbursement are to be forwarded to the CNE for processing as in Paragraph 12.

23. On promotion from instructor to officer rank, a member shall be issued with such additional items of uniform necessary to bring his kit up to the authorised scale.

24. Items no longer required are to be returned to the CNE.

Recovery of Uniforms

25. When a cadet is discharged for any reason, all articles of uniform issued to him are to be returned to the NRCU within 14 days, unless he is transferring to another unit or division. Officers and instructors who resign or are discharged are to return to the NRCU or CNE within 14 days, all items of uniform issued except those items which are time expired.

26. a. When a cadet fails to return his uniform within 14 days after discharge Forms PA177, PA178, PA179 and PA180 are to be sent to the cadets parents/guardian. Should the cadet fail to return his uniform after receipt of these forms the Commanding Officer is to report the items as lost in accordance with Paragraph 84.

b. Officers and instructors who fail to return their uniform are to be contacted by letter. If this is not effective then the Naval Liaison Officer should request the local Naval Authority to initiate recovery action.

Supply of Items on Repayment

27. With the approval of the Commanding Officer of the CNE, the following items of uniform may be issued on repayment to members of the Cadet Force:

a. officers and instructors—all items of uniform listed in Annex B; and

b. cadets—all items of uniform listed in Annex B, knives, clasp, and appropriate badges.

Part 3—Uniform and Badges

Description of Uniform—Officers

28. The uniform of an officer shall be of the same pattern as that of an officer of the Royal Australian Naval Reserve except that instead of each distinctive stripe of gold lace around the sleeve and on the shoulder straps, there shall be a waved stripe of ⅛ inch gold lace. The waved stripe of the distinctive lace shall consist of continuous curves. Australia flashes will not be worn.

Description of Uniform—Instructors

29. The uniform to be worn by Chief Petty Officer Instructors and Petty Officer Instructors shall be of the same pattern as that of a Chief Petty Officer or Petty Officer of the Royal Australian Naval Reserve with the following exceptions:

a. a Petty Officer Instructor shall wear on the left sleeve a crossed anchor badge in gold, but shall not wear a crown above the badge;

b. when dressed in tropical uniform a Chief Petty Officer Instructor will wear no distinguishing Sea Cadet Corps badges;

c. when dressed in tropical uniform a Petty Officer Instructor will wear on the left sleeve a badge of crossed anchors in blue, but shall not wear a crown above that badge;

d. Chief Petty Officer Instructors and Petty Officer Instructors may wear a shoulder flash bearing the unit name. These badges, embroidered in gold on a blue background or woven in blue on a white background, are to be worn centrally on each arm of the jacket the top being 1 inch below the shoulder seam. When dressed in tropical uniform the badge embroidered or woven in blue on a white background may be worn on the shirt, white, tropical;

e. category badges are not to be worn on instructors uniform.

Description of Uniform—Cadets

30. The uniform to be worn by cadets shall be that for a sailor in the Royal Australian Naval Reserve, with the following exceptions:

a. the cap ribbon shall bear the words 'Sea Cadet Corps' or RANR Cadet as appropriate;

b. a cuff badge bearing the words 'Sea Cadet Corps' in red worsted shall be worn on the left arm, the base of the badge being 4 inches from the bottom edge of the sleeve; RANR cadets will wear in the same position as a Sea Cadet, a cuff badge bearing the letters 'RANR' with the letter 'C' immediately below it;

c. cadets may wear a shoulder flash bearing the unit name (eg, TS NONSUCH). These badges, embroidered or woven in red on a blue background or blue on a white background are to be worn centrally on each shoulder of the jumper or flannel, the top being 1 inch below the shoulder seam. When dressed in tropical uniform the badge, embroidered or woven in blue on a white background may be worn on the flannel cotton. Flashes are to be provided at the members or unit expense.

Part 4—Wearing of Uniform

Uniform—When to be Worn

31. A member is permitted to wear uniform when attending instruction, continuous training, Guards of Honour, church parades, and on other occasions approved by the Senior Officer. The wearing of uniforms at other times is prohibited. A member is not to appear partly in uniform and partly in civilian dress.

Illegal Wearing of Uniform

32. Commanding Officers are to inform members that it is an offence under the Defence Act to illegally wear a naval uniform.

Uniform Not to be Worn at Meetings

33. No officer, instructor or cadet, whilst in uniform, shall be present at any political, trade or other similar public meeting.

Wearing of Swords

34. Swords do not form part of the compulsory uniform of officers. However, they may be worn on appropriate occasions approved by the Senior Officer.

Cadets—Wearing of Badges

35. Badges, in red and blue, for the appropriate rank are to be worn on the left arm. The badge for a Cadet Leading Seaman is that for a Leading Seaman in the RANR. The badge for a Cadet Petty Officer shall be crossed anchors negative crown. Badges in red are to be worn on blue serge uniform. Blue is to be worn on tropical and action working dress. Cadet Petty Officers may wear gold badges, the cost of which is to be borne by the cadet or met from unit funds.

36. Category badges (not more than one) are to be worn by qualified cadets on the right arm of the uniform. A Good Shooting Badge may, in addition, be worn on the right cuff of the blue uniform only.

Cadets—Wearing of Uniform

37. Before the first issue of uniform is made to any cadet, he is to be given careful instruction in the correct method of wearing it. Care is to be taken to see that the individual garments are of suitable size and in good clean condition. No alterations to garments by cutting or otherwise damaging them is permitted, but where necessary, minor alterations, such as shortening of sleeves, trousers, etc, may be carried out. It is to be impressed on every cadet that the uniform issued to him is that approved by Her Majesty The Queen.

38 Uniform kits are to be mustered periodically and worn or misfitting articles replaced.

Part 5—Victualling, Messing and Accommodation

Victualling and Messing During Continuous Training or Courses

39. A member of the ASCC or NRC and a member of the NERF or CNF attached to a unit may be accommodated and victualled in HMA ships and establishments when undergoing continuous training or a voluntary course of instruction which involves absence overnight from his normal place of residence; the names of members are to appear separately in the joining or leaving sheets and victualled at the rate promulgated in Navy Orders.

40. When a training period or course of instruction is held in localities where Service victualling is not available, the unit to which the member belongs, or is attached to for this training may be reimbursed the actual cost of victualling incurred during the period, or the amount which, had the camp been held in one of HMA ships or establishments in the same locality, would have been credited to the mess for victualling, whichever is the less.

41. The unit may arrange through the local Naval Authority for requirements of provisions to be purchased under contracts covering the requirements of HMA ships and establishments, or under contracts arranged by the Department of Supply for other Commonwealth Departments. If this is not practicable local purchase is to be effected, at least three competitive quotations, if practicable, being obtained when the amount involved is more than $50. Where the amount involved is more than $100 the quotations are to be in writing. Official Purchase Orders are to be raised by the local Naval Authority and the authority on whom claims are to be rendered is to be stated thereon (eg, Commanding Officer or Senior Officer attending).

42. Claims for provisions supplied are to be certified as correct by the Unit Commanding Officer, or in the case of combined periods of training, by the Senior Officer attending, and are to be forwarded, together with a statement of personnel victualled, to the CNE which will arrange for payment to be made. Claims for reimbursement supported by receipts for any cash purchases are to be forwarded at the same time.

43. The statement of personnel victualled is to include broken days on the following basis:

Breakfast	.. 30 per cent	of the appropriate victualling allowance.
Dinner	.. 40 per cent	
Tea	.. 5 per cent	
Supper	.. 25 per cent	

44. If the total cost of supplies exceeds the amount of victualling allowance which may be claimed for the period the local Naval Authority will render a claim on the unit for the amount of the excess. For this purpose the CNE will provide the Authorising Officer with a statement setting out the amounts of liability from public funds and the unit respectively for the purpose of assessment of claim and recovery of any excess.

45. Foodstuffs only are to be purchased and net expenditure will be restricted to an amount not exceeding the value of the victualling allowance for 26 days in any one training year, not including training periods approved by DNRC.

Mess Gear and Bedding

46. The CNE may approve the issue, on temporary loan, of additional mess gear and bedding required by a unit or division during periods of continuous training or courses.

Accommodation

47. As far as practicable ships and establishments are to arrange for cadets to be victualled in a separate mess from the remainder of the ships company.

Part 6—Stores—Allowances

48. Allowances of stores (other than uniform) which may be issued are listed in Annex D. The quantities shown in the allowances columns represent the maximum quantity which may be held at any time or in the case of consumable stores allowed on a 'per annum' basis, the maximum quantity which may be drawn in any year, or held at any time.

49. Permanent and consumable items remain the property of the Commonwealth and permanent items are to be recorded on Inventory Accounts (*see* Part 12). Consumable items are issued outright to unit.

50. Stores in excess of allowances will not be supplied without prior Naval Board approval. (*See* Paragraphs 52 and 53.)

Part 7—Demand Procedures

51. Demands for stores required to:

a. complete to allowance of permanent items; or

b. replenish stocks of consumable items within the allowance;

are to be prepared on Stores Demand, Issue and Return Voucher (Form SX100) in accordance with Annex A3. Forms SX100 are supplied in sets as follows:

SX100—1 (Large)—Comprises books of 100.

SX100—2 (Small)—Comprises books of 100.

Stores Required in Excess of Allowances

52. When permanent stores in excess of authorised allowances are required Form SA242 is to be prepared stating the full reason for the requirement.

53. Forms SA242 are to be prepared by the originating NRCU (*see* detailed instructions in Annex A) and forwarded to the CNE for action as follows:

a. SECTION A—To be certified to the necessity of the items required, signed by the Commanding Officer of the CNE and disposed of as follows:

Copies Nos 1 to 5 .. To the Administrative Authority.

Copy No 6 .. .. Returned to the originating NRCU.

b. SECTION B—To be completed appropriately by the Administrative Authority and copies disposed of as follows:

(1) When supply is not approved:

Copies Nos 1 to 4 Returned to CNE for the originating NRCU.

Copy No 5 .. Retained by Administrative Authority.

(2) When supply is approved by Administrative Authority:

Copies Nos 1 and 2 To the appropriate SSO who will arrange supply. The voucher connected with the supply is to bear a reference to the name of the CNE followed with the name of the NRCU (eg, 'HMAS WATSON for TS WARREGO'). When stores have been supplied, columns 9 to 12 inclusive will be completed by the SSO and Copy No 1 forwarded to Navy Office.

Copy No 3 .. Retained by Administrative Authority.

Copy No 4 .. Return to the CNE for the originating NRCU. On receipt of this copy, copy No 6 may be destroyed by originating NRCU.

Copy No 5 .. May be destroyed by Administrative Authority.

(3) When Naval Board approval is required:

Copies Nos 1, 2, 3 and 4 To Navy Office.

Copy No 5 .. Retained by Administrative Authority.

c. SECTION C—Will be completed at Navy Office and copies disposed of as follows:

Copy No 1 .. .. Retained.

Copy No 2 .. .. If approved this copy will be forwarded to SSA Sydney. If supply is to be made by a Sydney supply depot, SSA will make the necessary arrangements. If not approved this copy will be retained at Navy Office.

Copy No 3 .. .. Returned to Administrative Authority who may then destroy Copy No 5 if desired.

Copy No 4 .. .. Returned to the CNE for the originating NRCU endorsed 'approved for supply by SSA Sydney' or 'not approved' as appropriate.

Part 8—Delivery of Stores by Controlling Naval Establishments

54. Items (suitably labelled or otherwise identified to facilitate checking by the recipient) will be packaged by the CNE to the extent necessary to ensure safe delivery. Copy No 2 of the relevant SX100 Demand Issue and Return Voucher will be included in the package. Packages will be allocated package numbers.

55. When a NRCU is remote from the CNE, the CNE may arrange for stores to be delivered direct from the supply depot to the unit. On receipt of the stores in the NRCU, the responsible officer is to compare the packing note Form SG101 with the Copy No 4 of the issue voucher (IV) Form SX20 or local issue voucher (LIV) Form SX22 or SX40.

56. After checking the stores, the officer is to receipt the Copy No 4 of the IV or LIV as applicable (other than in the certificate of receipt block), insert particulars of any discrepancies, post his copy of the Inventory Account and forward Copy No 4 of the IV or LIV to the CNE.

57. Where transport is available in the CNE the items will be delivered by such transport to the NRCU. Where this is not possible delivery is to be arranged by the CNE in accordance with ABR 4 Articles 2902 and 2904.

Delivery of Stores at Unit

58. As soon as possible after stores have been received from the CNE the following action is to be taken.

59. The officer responsible for stores in the NRCU is to check the stores on arrival against Copy No 2 of the Form SX100, compare Copy No 2 with Copy No 3, amending the Copy No 3, as necessary to make both copies agree, initial Copy No 3 to indicate that this has been done and receipt and return Copy No 2 to the Supply Officer at the CNE. On receipt of Copy No 2 at the CNE, it is to be compared with and filed with Copy No 1.

60. Where the item is a permanent item and there is a net alteration to the NRCU Inventory Account, post the SX100 to the Copy No 2 of the Inventory Account.

Damages, Surpluses, Shortages and Non-delivery

61. Form SI110 (Report of Discrepancy/Damage in Transit) is to be used as a report of discrepancy/damage in transit, ie, where the quantities of stores actually received are surplus to or less than those invoiced or where the item is damaged. The procedure for the use of this form is as follows:

a. After investigation of discrepancies/damage on receipt of stores, the NRCU is to amend Copy No 3 of relevant SX100 Demand Issue and Return Voucher, take on charge stores in the quantity and condition received and endorse this voucher with the registration number of the Form SI110.

b. The NRCU is to complete two copies of Form SI110 and forward the original to the CNE with the Copy No 2 of the SX100 amended as appropriate. The amended Copy No 3 of the SX100 is to be held in the NRCU as an office record until the matter is satisfactorily concluded. The duplicate copy of the SI110 is to be retained and filed in numerical sequence of registration number.

c. On receipt of the Form SI110 by the CNE 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 CNE, the CNE is to:

(1) Where the discrepancy is a short supply, notify the NRCU to re-demand the item on an SX100.

(2) Where the item received was damaged, notify the NRCU to return the damaged item and re-demand. The CNE is to report the damage in accordance with current procedures for loss or damage to stores.

(3) Where the item received was surplus, notify the NRCU to return the surplus item.

e. In the case of discrepancies not admitted as errors at the CNE, 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 current procedures for loss or damage to stores.

62. After forwarding the Form SI110 to the CNE, the NRCU is not required to undertake further action unless additional information is required by the CNE in the course of investigation.

63. Forms SI110 will be supplied in pads each containing 100 sheets and are to be demanded from the CNE.

64. Completion of Form SI110 is self-explanatory. However the following amendments (which will be reflected in a future re-print of the form) should be made:

a. Between the 'CLASS' and 'CONSIGNOR'S REGISTRATION' boxes, *insert* the name of the NRCU and CNE.

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 costs of repair should be inserted where applicable.

Part 9—Internal Issues and Returns

65. Where permanent items are permanently sited outside the NRCU store, the location of the items is to be noted on the relevant Inventory pages. Where permanent items normally held in the NRCU store are required to be removed on temporary loan, the signature of the person receiving the item is to be obtained in a Temporary Loan Book (Form SA205). On return the entry is to be completed by the person in charge of the store. Consumable items are issued outright.

Part 10—Return of Stores to Controlling Naval Establishments and Local Survey

66. Serviceable stores surplus to requirements, unserviceable and repairable permanent stores, and permanent stores or clothing no longer required are to be returned to the CNE with Form SX100, prepared in accordance with Annex A3. Items of stores and clothing which are not worth returning to the CNE are to be retained in the NRCU for local survey in accordance with Paragraph 69.

67. These forms are prepared and signed in the same manner as demands, however, copies of the form are dealt with as follows:

Copy No 1—Forwarded to the CNE and retained. Whenever net alterations are involved this serves as a supporting voucher to entries in the store account and in the case of permanent items, in the pertinent inventory account. The copy is to be receipted by the person receiving the stores.

Copy No 2—To be forwarded to the CNE; after it has been receipted it is to be returned to the NRCU for retention.

Copy No 3—To be filed in numerical sequence or if preferred, retained in the book by the officer responsible for stores in the NRCU pending disposal. (*See* Part 14.)

68. Arrangements are to be made by the Supply Officer of the CNE to carry out checks of several copies of the vouchers to ensure that unauthorised alterations are not made.

Local Survey

69. The procedures to be followed in the survey stores and clothing at NRCU is:

a. All stores and clothing requiring local survey are to be retained in the NRCU pending such survey by the CNE.

b. When a reasonable quantity of items of stores and clothing requiring local survey is held in the NRCU, the NRCU is to notify the CNE in writing, requesting that survey be arranged.

c. The CNE is to initiate survey or conversion action as necessary on Forms SS7 in accordance with ABR 4 Article 1017.

Return Procedures

70. Whenever stores (of any category and whether serviceable or defective) are returned to the CNE ensure that items are suitably labelled to facilitate checking and are packed to ensure safe delivery. Appropriate packing material is to be used if necessary. Packing fragile articles in the same case as heavy stores is to be avoided.

71. Whenever possible NRCUs are to ensure that items are returned to the CNE on return journeys of CNE transport. However where this is not possible stores are to be returned to the CNE by rail, road, sea in accordance with Paragraph 78.

72. When stores are returned by rail, road or sea the Commanding Officer is to apply to the CNE for a freight warrant. The following procedure is then to be followed:

a. The package number and brief details of the mode of dispatch are to be inserted in the 'Reason for Return' box of the SX100.

b. No 1 copy of the SX100, together with the appropriate shipping documents is to be forwarded to the consignee in sufficient time to arrive in advance of, or at the same time as the stores.

c. Copy No 2 of the SX100 is to be placed in the package with the stores.

d. Copy No 3 of the SX100 is to be used to credit the store account where there is a net alteration and filed.

Part 11—Stores Lost or Damaged

Responsibility for Stores

73. Responsibility for stores issued by the Naval Board rests with the Navy League, through the Senior Officer, in the case of ASCC Units. The Commanding Officers of the Naval Reserve Cadet Units are responsible to the Senior Officer for the accounting, safe custody and control of stores issued. The Director of Naval Reserves may make recommendations to the Naval Board regarding apportionment of liability where losses or damage have arisen through unavoidable causes. Commanding Officers are to ensure that adequate arrangements are made for the safe custody of all stores.

Procedure for Reporting Losses by Theft, Robbery or Fraud

74. If there is no direct evidence of theft, but the circumstances preclude any other explanation of the loss, the case is to be dealt with as a loss by theft.

75. Action to be taken where the value of stores is greater than $40 is:

a. Notify Police. All instances of theft or suspected theft are to be reported, as soon as they are discovered, to the local police. In cases of theft or suspected theft the time factor is important and a preliminary notification should therefore be made to the police as early as possible. It is important that losses be reported promptly as a purpose of reports to the police is to place the matter on record, so that the missing items will be returned if subsequently located.

b. Inform Senior Officer and Commonwealth Auditor. Notification is to be forwarded to the Senior Officer and the CNE of all losses by theft, robbery or fraud, as soon as they are discovered. The CNE will inform the local audit inspector as soon as possible. Preliminary notification is not to be delayed pending full investigation.

c. An investigation is to be conducted by the Commanding Officer.

d. Forward detailed report to the Senior Officer for forwarding through the CNE to the Director of Naval Reserves with his remarks and recommendations. The report should be a comprehensive and carefully considered one under the signature of the Commanding Officer. Statements from officers or cadets or copies of evidence taken at investigations are not to be forwarded with the report. The report is to deal with the following aspects:

(1) what is the amount of the loss or deficiency and how, where and when did it occur? If the date of loss is not known, the date the item was last sighted is to be stated. Where not known, the CNE is to be requested to obtain the cost;

(2) in whose custody the articles were at the time of the actual or supposed theft?;

(3) whether any inquiry was held and with what result?;

(4) whether the articles were recovered and if not what steps were taken to recover them?;

(5) if there is evidence of theft, robbery or fraud is prosecution proposed, or if not, why not?;

(6) what steps were taken to inform the police and with what result? Copies of police statements should be forwarded. If such statements are not readily forthcoming, the rendition of the report should not be delayed, the police statement being forwarded when available;

(7) full particulars of any disciplinary action taken or proposed or the reasons why such action is not considered appropriate;

(8) particulars of any monetary charge made or proposed; and

(9) does the investigation show any defect of the existing system of control and if so what remedy is proposed?

e. Prepare and process Loss Voucher, Form SA116. As early as practicable after completion of the investigations (*see* c.), Forms SA116 (Copies 1 and 3 only) are to be prepared and the copies disposed of as follows:

Copy No 1—To accompany report forwarded in accordance with d.

Copy No 3—To be used to provisionally adjust the Inventory Account and then filed.

When approved by the Naval Board, formal advice will be forwarded to the NRCU. Copy No 3 is then to be endorsed with details of the approval.

76. Action to be taken where the value of stores is less than $40 is:

a. Investigation by NRCU. The Commanding Officer concerned is to investigate the matter and cause Form SA116 to be raised. Brief answers to the following questions are to be given in the body of the form:

(1) Was the loss or deficiency caused or necessitated through the fraud, mistake, default, neglect or error of any person?

(2) Has all practical action been taken to recover the resultant financial loss if theft caused by negligence or misconduct?

(3) Is disciplinary action proposed? If not, why not?

(4) Does the investigation show any defect in the existing system of control? If so, what remedy is proposed in the Branch concerned and in similar branches elsewhere?

b. The questions should not be repeated on the form but a reference to this paragraph should be shown, eg:

Article 82a—(1) YES.
(2) YES.
(3) NO. Culprit not known.
(4) NO.

c. It is emphasied that if the answer to (3) is 'Yes' the full procedure in Article 81 is to be followed.

d. If the answer to (4) is 'Yes' a statement should be attached to the Form SA116 giving the necessary information.

e. Distribution of Form SA116:

Copy No 1—To be forwarded by the Senior Officer to the CNE for onforwarding to the Director of Naval Reserves and Cadets under cover of Form SA209.

Copy No 2—To be destroyed.

Copy No 3—To be used to adjust the Inventory Account and then filed.

Copy No 4—For the officer responsible for stores in the NRCU.

Extra Copy—If the theft is suspected to have been committed by a person or persons employed by the Commonwealth Government an extra copy of the Form SA116 is to be prepared and forwarded to the CNE for onforwarding to the local Commonwealth Audit Office.

f. Notifying Police. It is not essential to notify the Civil Police. However, the Commanding Officer may notify the police if he considers it is appropriate in the circumstances.

77. Where the stores are recovered (ie, stores taken into unlawful possession, removed from the usual place of custody and later recovered either with or without apprehension of the person responsible) action at Paragraph 84b is to be taken. In cases of attempted theft (ie, an unsuccessful attempt to obtain physical possession of stores, etc, unlawfully) the Senior Officer and the CNE are to be informed.

Procedure for Reporting Losses (Other than by Theft, Robbery or Fraud), Deficiencies or Damage

78. The action to be taken is:

a. the loss, deficiency or damage is to be reported to the Commanding Officer who is to arrange for an investigation to be carried out;

b. in the case of important stores, details are to be reported to the Senior Officer who is to inform the Director of Naval Reserves through the CNE. The report should be a comprehensive and carefully considered one under the signature of the Commanding Officer. Statements from officers or cadets or copies of evidence taken at investigations are not to be forwarded with the report:

(1) for this purpose important stores are to be regarded as including:

(a) anchors, boats, binoculars, cameras, telescopes, watches, electrical instruments, portable radio equipment, etc;

(b) any single item of a value exceeding $40; and

(c) groups of items of a total value exceeding $40 which are lost at the same time or in the same set of circumstances;

(2) the reports are to deal with the following aspects:

(a) what is the amount of the loss, deficiency or damage and how, when and where did it occur? If the date of loss is not known, the date that the item was last sighted is to be stated;

(b) whether an inquiry was held and with what result?;

(c) was the loss, deficiency or damage caused or necessitated through fraud, mistake, default, neglect or error of any person? If so the names of the persons concerned;

(d) what steps have been taken to recover the stored or the resultant financial loss?;

(e) full particulars of any disciplinary action taken or proposed or the reasons why such action is not considered appropriate; and

(f) does the investigation show any defect of the existing system of control and, if so, what remedy is proposed?;

c. as early as practicable after completion of the investigation (*see* a above), Forms SA116 (Copies 1 and 3 only) are to be prepared and the copies disposed of as follows:

Copy No 1—To be forwarded to the Senior Officer for forwarding to the Director of Naval Reserves through the CNE for covering approval. In the case of important stores (*see* b above) the Form SA116 is to accompany the report.

Copy No 3—To be used to provisionally adjust the store account and filed.

79. If approved by the Naval Board, the Senior Officer is to be informed. Copy No 3 is to be endorsed with details of the approval.

Part 12—Accounting

Form of Account

80. All stores supplied are to be dealt with under the Inventory system, as described in the following paragraphs:

81. Permanent stores and clothing are to be accounted for on Inventory Accounts, two copies of which will be prepared by the CNE on Forms SA239, the copies being disposed of as follows:

Copy No 1—For the Supply Officer of the CNE, To be taken on ledger charge in the Naval Store Account of the controlling establishment by means of Form SX125.

Copy No 2—For the officer responsible for the stores in the NRCU.

82. Separate inventories are to be raised for permanent stores and clothing except for NRCUs under the control of HMAS LEEUWIN. Permanent stores and clothing for these NRCUs are to be recorded on one Inventory Account.

83. The Forms SA239 are to be arranged in catalogue number order within each class and enclosed in binders, Forms SD129, together with certificates, Forms SD127 and SD128. Forms for non-catalogue numbered items are to be arranged in alphabetical order at the rear of the relevant class.

84. The permanent stores recorded in the inventories are not to be taken on charge in the Naval Store Account of the CNE.

85. The officer responsible for stores in the NRCU is to ensure that his copy of the inventory is kept up-to-date. The Supply Officer of the CNE is to exercise supervision over all store transactions connected with the NRCU and is responsible for

keeping his copy of the inventory correct. Forms SA239 on which there are Nil remains are only to be removed from the binder when inventories are compared. Such forms are to be disposed of in accordance with Part 15 Disposal of Records.

86. If the officer responsible for stores in the NRCU experiences difficuty in controlling the Inventory Account because of the volume of items involved, it is acceptable for responsibility for custody of items to be transferred to a user of any rank by means of a signed Form SX125, or other receipt, to support the Inventory Account, control of which, however, remains at all times the responsibility of the officer responsible for stores.

87. After supply of the initial outfit, subsequent transactions in permanent stores and clothing are to be made through the Store Accounts of the CNE.

88. When permanent stores and clothing are obtained from or returned to a CNE, internal vouchers, Forms SX100 (prepared in accordance with Annex A) are to be used. These vouchers are to be used to post:

a. the Store Account of the CNE; and

b. the Inventory Account of the NRCU concerned where a net alteration to the account is involved.

89. Vouchers for the supply and return of stores and clothing, Forms SX100 are to be filed in the CNE in support of the entries shown in the Supply Officers copy of the inventory.

90. All vouchers connected with the supply and return of stores to and from NRCUs are invariably to bear a reference to the name of the CNE, followed with the name of the NRCU, eg, 'HMAS WATSON for TS WARREGO'.

91. Consumable stores are to be regarded as issued outright to the NRCU concerned and are not to be accounted for in the NRCU.

92. Supplies of consumable stores are to be made through the Store Accounts of the CNE on Forms SX100. Consumable and permanent items are to be dealt with on separate Forms SX100 which are to be prepared in accordance with Annex A.

93. Control of expenditure of consumable stores is to be exercised by means of scrutiny and adjustment of demands by the officer responsible for stores in the NRCU.

94. Consumable items of a semi-permanent nature, eg, tools, brooms, brushes, etc, are to be properly safeguarded in the NRCU and used with economy.

95. Consumable items which from their nature could be utilised for other than authorised services, eg, batteries, torches, paints, blocks, etc, are to be specially safeguarded.

Presentations, Relics and Trophies

96. Presentations, Relics and Trophies (PR and T) are to be taken on charge in the No 1 and No 2 copies of the Inventory Accounts and recorded on Forms SA239 in the normal manner. The NRCU concerned is also to maintain a record of all items held on Form SA247, which is to be inserted in the No 2 copy of the Inventory Account. The panel headed 'description' on the front of Form SA247 and the details on the reverse side of the form only, need be completed.

Inspections and Audits

97. Inspections and audits of stores ledgers will be made by Naval representatives and may be made by representatives of the Commonwealth Auditor-General.

Part 13—Musters

98. The two copies of the inventory are to be compared by the Supply Officer of the CNE and the account verified by muster of the stores as follows:

a. Six-monthly by the officer responsible for stores in the NRCU. At every second muster the Supply Officer of the CNE is to be represented.

b. On change of the Officer responsible for stores in the NRCU. On these occasions the outgoing and incoming officers are to be associated in the muster.

99. Annually, at 31 December, details of all Inventory Accounts held, and the dates on which the last musters were carried out are to be forwarded to DSUS, Navy Office, by the CNE.

Mustering Procedure

100. The procedures for mustering stores are as follows:

a. The articles are to be counted or measured as appropriate and compared with the balance on the appropriate page in the inventory, and discrepancies noted;

b. Before the inventory is compared, all vouchers in respect of transactions which have occurred up to the commencement of the muster are to be posted to the Inventory Account, where a net alteration to the account is involved.

c. Discrepancies disclosed as a result of the muster are to be investigated immediately. The initial check should be to establish that all outstanding vouchers are posted (*see* Sub-paragraph b. above). Where a discrepancy can be attributed to an error concerning a specific voucher or transaction, the incorrect voucher or ledger posting is to be adjusted. Discrepancies adjusted in this manner are not to be shown on Loss Vouchers or Stocktaking Discrepancy Reports. It should be ascertained that ledger balances are correct and definitely established that items deficient on muster cannot be traced. In the case of differences in catalogue number and description, the correct designation of the item concerned should be established beyond doubt.

101. Deficiencies of stores on inventory charge are normally to be dealt with on Forms SA116. Where, however, they cannot be dealt with as losses (eg, accounting errors) Stocktaking Discrepancy Reports are to be prepared in triplicate. Surpluses are to be brought to account by SDRs. The copies of the SDRs are to be disposed of as follows:

Copy No 1—To be forwarded to DSUS through the Supply Officer of the CNE. A duplicate form of letter will be used notifying that reports have been approved, or with instructions of further action desired. After any necessary amendments to Copies Nos 2 and 3 the letter is to be retained in the CNE.

Copy No 2—To be forwarded to the Supply Officer of the CNE for provisional adjustment of the No 1 copy Inventory Account concerned.

Copy No 3—To be retained by the NRCU for provisional adjustment of No 2 copy of the Inventory Account.

Note: A separate series of SDR numbers is to be used for NRCU attached to a CNE.

14328/72—2

Part 14—Disposal of Records

102. NRCU stores accounting records are to be retained in the NRCU for a period of three years, and are to be dealt with in accordance with the procedures detailed in this Part.

103. CNE records relevant to NRCUs are to be retained in the CNE and dealt with in accordance with ABR 4, Article 1803.

104. The period after which documents, including completed ledger pages, may be destroyed commences on the date of the last transaction shown on the document. A careful review is to be made before records are actually destroyed to ensure against the possibility of their being required for a further period.

105. Before destruction after the approved period is carried out, concurrence is to be obtained from the Inspector in Charge of the appropriate Commonwealth Audit Office in the capital city of the State or Territory in which the NRCU is located.

106. Destruction should, preferably, be carried out after the close of each financial year.

107. Immediately after any destruction of accounts is carried out a destruction certificate is to be completed, signed by two representatives of the NRCU and filed for reference purposes.

ANNEX A

Instructions for Preparation of Forms

1. Form SA242—Application for Stores in Excess of Allowances

Procedure for completing Section A (by NRCU).

Insert in appropriate boxes/columns the undermentioned information.

Entries are only to be made in spaces mentioned:

From:	*Name of Unit*
Originators Serial Number	NRCU registered number of this form immediately followed by an oblique stroke and the last two digits of the year when raised, eg, '1/72'.
To	The title of the Divisional Senior Officer.
Class Catalogue Numbers	The Class and Catalogue Numbers of the additional items requested. Where this information is not known, the CNE should be requested to ascertain the details.
Description	Brief name of the item.
Unit of Issue (formerly Denomination of Quantity)	As applicable.
Allowance	As applicable.
Present	
Proposed	

ANNEX A—*continued*

Now Required Quantity: Value ..	As applicable. When the value is not known the CNE should be requested to ascertain the details.
Full Reason for Requirements ..	Explain why the additional items are required. It is necessary that only items essential (not merely desirable) for the efficient operation of the NRCU are requested.
Signature of Demanding Officer ..	The signature of the NRCU Commanding Officer. The name of the officer is to be typed or printed in block letters immediately under the signature.

2. Stocktaking Discrepancy Report—SS1 Form Code 'SDR'

(*See Paragraph 99*)

Information to be inserted by the originator

Insert in appropriate boxes/columns of the form the undermentioned information:

Source	Mandatory. The code number allocated to the NRCU (*see* Annex F).
Year	Last two digits of current year, eg, 72.
Register	The letter 'K' indicating a SDR.
Registration No	Insert the sequential number obtained from the appropriate register (check list).
Message Type	Not to be completed by NRCU.
For DTO Use	Not to be completed by NRCU.
Class	The class of the items detailed.
Seq No	Sequential line number commencing with the numeral '1' for the first line containing data and a sequential number allotted to every other line containing data. 'Seq No' of the last data line is to have the character 'F' as a suffix, eg, '12F'. Blank lines are not numbered. If a 'Seq No' has been allocated but the line information is to be ignored, the line should be voided by inserting the character 'V' after the line number, eg, '7V'.
Catalogue No	The Catalogue Number of the item as shown in the ledger.
Page/Line	Not to be completed by NRCU.
Short Name	A brief description of the item, eg, 'STRETCHERS, AMBULANCE'.
CL	Accounting Classification for the item as shown in the allowance of stores.

ANNEX A—*continued*

UI (formerly D of Q)	Denomination of Quantity as shown in the allowance of stores.
Ledger Balance	As shown on the relevant stock record.
Condition Code	Appropriate numeric Condition Code for the item as shown on the relevant stock record. Applicable Condition Codes are: S Serviceable R Repairable U Unserviceable.
Deficient:	
Quantity	Quantity deficient as shown on the relevant stocktaking record (fractions expressed in decimal form), otherwise leave empty.
Value	Value of deficiency, otherwise leave empty.
Surplus:	
Quantity	Quantity surplus as shown on the relevant stocktaking record (fractions expressed in decimal form), otherwise leave empty.
Value	Value of surplus, otherwise leave empty.

Other boxes/columns on the form are to be completed as required.

3. Demand Issue and Return Voucher—Form SX100

1. Form SX100 is a combined internal Demand, Issue and Return Voucher. Before Forms SX100 are taken into use they are to be:

a. pre-numbered in triplicate;

b. the copy number blocks on the top right-hand corner of the forms completed by insertion of the figures 1, 2 and 3, to indicate the copy numbers.

2. Issues and Returns are to be dealt with in one book, demand or return being indicated by the insertion of 'X' in the appropriate block on the form.

3. The forms are to be:

a. prepared with ink, biro or indelible pencil;

b. completed separately for permanent stores and consumable stores;

c. completed separately for victualling stores;

d. signed by the officer responsible for stores in the NRCU;

e. 'closed' by a horizontal and diagonal line after the last item demanded.

4. The forms are not to be altered after signature by the addition of any quantity or article of stores. Any additional quantity or further articles are to be covered by a separate Form SX100. Any other type of amendment which may be necessary (other than amplification of description or change of unit of issue, eg, stores demanded or returned by number or measurement and stock kept by weight), is to be consented to and initialled on all copies of the form by the Supply Officer of the CNE.

ANNEX A—*continued*

5. At the end of each day Copies No 1 of the forms are to be posted in the ledger and filed in numerical sequence irrespective of whether they are for issues or returns.

6. Books of forms in use by the officer responsible for stores in the NRCU are not to be retained by the CNE but are to be kept in the NRCU.

7. To guard against unauthorised amendments to the forms, the Supply Officer of the CNE and the officer responsible for stores in the NRCU are from time to time to compare the No 1 with the No 2 or No 3 copies of the form.

8. Demands on Forms SX100 are to be prepared as detailed above, the copies distributed as follows:

Copy No 1 and 2 ..	Forwarded to the CNE.
Copy No 3 ..	Filed in numerical sequence or if preferred, retained in the book by the officer responsible for stores in the NRCU pending disposal. (*See* Part 15.)

9. When it is not possible to supply the whole quantity demanded, transcript is not to be prepared; the outstanding quantity is to be re-demanded by the officer responsible for stores in the NRCU.

10. When Stores demanded are not available and no suitable substitute can be found, the demand is to be endorsed accordingly and returned immediately to the officer responsible for stores in the NRCU who may then cancel the demand or request the CNE to take action to obtain the item required.

ANNEX B

Clothing Scales

(For sizes, Class and Catalogue Nos—*See* Annex C)

Class	*Catalogue No*	*Item*	*Qty*	*Replacements*
Scale 1—Officers				
a. *In Temperate Areas NRCUs:*				
V3	30221	Coat, undress, officer, serge No 2, M to M	1 No	six years
V3	31555	Trousers, officer, serge No 2 M to M	1 Pr	
V2	20430–43	Cap, service, peaked, white detachable plastic top	1 No	four years
V2	67005	Cap, badge, officer	1 No	
V2	22160–6	Raincoat, proofed, nylon ..	1 No	
V2	22515–25	Shirt, mans, white, CA ..	2 No	three years
V2	21745	Necktie, black, rayon	1 No	
V2	20239–70	Boot, mans, black, light ..	1 Pr	
V3	35410–9	Shirt, mans, action working ..	1 No	four years
V2	23171–6	Socks, mans, woollen, black ..	2 Pr	
V3	35668–1/87–1	Trousers, mens, action working..	1 Pr	
V3	31253–66	Shoulder straps	1 Pr	six years

ANNEX B—*continued*

Class	Catalogue No	Item	Qty	Replacements
V3	30461–4	Cummerbund, mans	1 No	four years
V2	22775–815	Shoe, dress, canvas, white ..	1 Pr	
V3	31060–71	Shirt, mans, white, tropical officer	1 No	
V3	35594–615	Shorts, mens, white, tropical ..	1 Pr	
V2	23274–5	Stockings, mens, stretch, white (small and large)	2 Pr	

b. *Tropical Area NRCUs:*

Class	Catalogue No	Item	Qty	Replacements
V3	31555	Trousers, officer, serge No 2, M to M	1 Pr	six years
V3	31253–66	Shoulder straps	1 Pr	
V3	30695–711	Jacket, mans, cloth, wool serge No 2, working dress	1 No	
V2	20430–43	Cap, service, peaked, white, detachable plastic top	1 No	four years
V2	67005	Cap, badge, officer	1 No	
V3	30461–4	Cummerbund, mans	1 No	
V3	31060–71	Shirt, mans, tropical, white, officer	2 No	
V3	35410–9	Shirt, mans, action working ..	1 No	
V2	22775–815	Shoe, dress, canvas, white ..	1 Pr	
V3	35490–511	Shorts, mens, blue	1 Pr	
V3	35594–615	Shorts, mens, white, tropical ..	2 Pr	
V2	23171–6	Socks, mens, woollen, black ..	2 Pr	
V2	23263–4	Stockings, mens, stretch, blue ..	1 Pr	
V2	23274–5	Stockings, mens, stretch, white ..	2 Pr	
V2	20239–70	Boot, mans, light, black ..	1 Pr	three years
V2	22160–6	Raincoat, proofed nylon ..	1 No	four years

Scale 2—Chief Petty Officer, Instructor and Petty Officer Instructor

a. *Temperate Area NRCUs:*

Class	Catalogue No	Item	Qty	Replacements
V5	—	Badges	As necessary	
V3	34076–88	Coat, mans, cloth, wool, serge No 2, CPO or PO	1 No	six years
V3	35851–63	Trousers, mens, cloth, wool, serge No 2, Class I and III	1 Pr	
V2	20430–43	Cap, service, peaked, white, detachable plastic top	1 No	four years
V2	—	Badge, cap, CPO or PO ..	1 No	
V2	22160–6	Raincoat, proofed nylon ..	1 No	
V2	20239–70	Boot, mans, black, light ..	1 Pr	three years
V2	21745	Necktie, black, rayon	1 No	
V2	22515–25	Shirt, mans, white, CA ..	2 No	
V2	23171–6	Socks, mens, woollen, black ..	2 Pr	four years
V3	35410–9	Shirt, mans, action working ..	1 No	
V3	35668–1/87–1	Trousers, mens, action working..	1 Pr	
V2	22775–815	Shoe, dress, canvas, white ..	1 Pr	
V3	35594–615	Shorts, mens, white, tropical ..	1 Pr	

ANNEX B—*continued*

Class	Catalogue No	Item	Qty	Replacements
V3	85470–80	Shirt, mans, white, tropical ..	1 No	four years
V2	23274–5	Stockings, mens, stretch, white (small and large)	2 Pr	
V5	67025	Badge, collar, CPO (CPOs only)	1 Pr	

b. *Tropical Area NRUs:*

Class	Catalogue No	Item	Qty	Replacements
V5	—	Badges	As necessary	
V3	35851–63	Trousers, mans, cloth, wool, serge No 2, Class I and III	1 Pr	six years
V3	30695–711	Jacket, serge No 2 working dress	1 No	
V2	20430–43	Cap, service, peaked, white, detachable plastic top	1 No	four years
V5	—	Badge, cap, CPO or PO ..	1 No	
V2	22160–6	Raincoat, proofed nylon ..	1 No	
V2	20239–70	Boot, mans, black, light ..	1 Pr	three years
V3	35470–80	Shirt, mans, white, tropical ..	2 No	four years
V3	35410–9	Shirt, mans, action, working ..	1 No	
V2	22775–815	Shoe, dress, canvas, white ..	1 Pr	
V3	35490–511	Shorts, blue, tropical	1 Pr	
V3	35594–615	Shorts, mens, white, tropical ..	2 Pr	
V2	23171–6	Socks, mens, woollen, black ..	2 Pr	
V2	23263–4	Stockings, mens, stretch, blue ..	1 Pr	
V2	23274–5	Stockings, mens, stretch, white..	2 Pr	
V3	67025	Badge, collar, CPO (CPOs only)	1 Pr	

Scale 3—Cadets

a. *Temperate Area NRCUs:*

Class	Catalogue No	Item	Qty	Replacements
V5	—	Badges	As necessary	
V2	20020	Bag, kit, drill, small, blue ..	1 No	four years
V2	20194–222	Boot, mans, black, heavy ..	1 Pr	
V2	20471–1/85–1	Cap, service, white, Class II plastic topped	1 No	
V3	34321–3	Collar, seamans, blue	1 No	
V3	34409–13	Flannel, mans, cotton ..	2 No	
V3	34596–1/622–1	Jumper, mans, cloth, wool, serge No 1	1 No	
V2	21671	Lanyard, knife	1 No	
V2	22160–6	Raincoat, proofed nylon ..	1 No	
V3	35313	Ribbon, service, cap, metal thread, Sea Cadet Corps; or	1 No	
V3	35300	Ribbon, service, cap, metal thread, RANR Cadet	1 No	
V2	22345	Scarf, neckwear, black ..	1 No	
V3	35410–9	*Shirt, mans, action working ..	1 No	
V2	23171–6	Socks, mens, woollen, black ..	2 Pr	
V2	23422–30	Sweater, mans, blue, square neck	1 No	
V5	67248	Badge, cuff, Sea Cadet Corps; or	1 No	
V5	63443	Badge, cuff, RANR	1 No	

ANNEX B—*continued*

Class	Catalogue No	Item	Qty	Replacements
V5	63085	Lett C	1 No	four years
V3	35668–1/87–1	*Trousers, mens, action working	1 Pr	
V3	35770–88	Trousers, mens, cloth, wool serge No 1, Class II	1 Pr	
V3	35490–511	*Shorts, mens, blue	1 Pr	
V3	35594–615	Shorts, mens, white, tropical ..	1 Pr	
V2	23163–4	Stockings, mens, stretch, blue ..	1 Pr	
b. *Tropical Area NRCUs:*				
V5	—	Badges	As necessary	
V2	20020	Bag, kit, drill, small, blue ..	1 No	four years
V2	20194–222	Boot, mans, black, heavy ..	1 Pr	
V2	20471–1/85–1	Cap, service, white, Class II, plastic topped	1 No	
V3	34409–13	Flannel, mans, cotton ..	2 No	
V2	21671	Lanyard, knife	1 No	
V2	22160–6	Raincoat, proofed nylon ..	1 No	
V3	35313	Ribbon, service, cap, metal thread, Sea Cadet Corps; or	1 No	
V3	35300	Ribbon, service, cap, metal thread, RANR Cadet	1 No	
V3	35410–9	*Shirt, mans, action working ..	1 No	
V3	35490–511	*Shorts, mens, blue	1 Pr	
V3	35594–615	Shorts, mens, white, tropical ..	2 Pr	
V2	23171–6	Socks, mens, woollen, black ..	2 Pr	
V2	23263–4	Stockings, mens, stretch, blue ..	1 Pr	
V3	35770–88	Trousers, mens, cloth, wool, serge No 1, Class II	1 Pr	
V3	23422–30	Sweater, mans, blue, square neck	1 No	

* Not to be issued prior to commencement of first period of continuous training.

ANNEX C

Clothing Measurements and Sizes and Badges

Class V2

Catalogue No	
20194	Boot, mans, black, heavy, fitting 5, size 4
20195	Boot, mans, black, heavy, fitting 5, size 5
20196	Boot, mans, black, heavy, fitting 5, size 6
20197	Boot, mans, black, heavy, fitting 5, size 7
20198	Boot, mans, black, heavy, fitting 5, size 8
20199	Boot, mans, black, heavy, fitting 5, size 9
20200	Boot, mans, black, heavy, fitting 5, size 10
20201	Boot, mans, black, heavy, fitting 5, size 11
20202	Boot, mans, black, heavy, fitting 5, size 12
20203	Boot, masn, black, heavy, fitting 5, size 13

ANNEX C—*continued*

Catalogue No	
20213	Boot, mans, black, heavy, fitting 6, size 4
20214	Boot, mans, black, heavy, fitting 6, size 5
20215	Boot, mans, black, heavy, fitting 6, size 6
20216	Boot, mans, black, heavy, fitting 6, size 7
20217	Boot, mans, black, heavy, fitting 6, size 8
20218	Boot, mans, black, heavy, fitting 6, size 9
20219	Boot, mans, black, heavy, fitting 6, size 10
20220	Boot, mans, black, heavy, fitting 6, size 11
20221	Boot, mans, black, heavy, fitting 6, size 12
20222	Boot, mans, black, heavy, fitting 6, size 13
20239	Boot, mans, black, light, fitting 5, size 2
20240	Boot, mans, black, light, fitting 5, size 3
20241	Boot, mans, black, light, fitting 5, size 4
20242	Boot, mans, black, light, fitting 5, size 5
20243	Boot, mans, black, light, fitting 5, size 6
20244	Boot, mans, black, light, fitting 5, size 7
20245	Boot, mans, black, light, fitting 5, size 8
20246	Boot, mans, black, light, fitting 5, size 9
20247	Boot, mans, black, light, fitting 5, size 10
20248	Boot, mans, black, light, fitting 5, size 11
20249	Boot, mans, black, light, fitting 5, size 12
20250	Boot, mans, black, light, fitting 5, size 13
20261	Boot, mans, black, light, fitting 6, size 4
20262	Boot, mans, black, light, fitting 6, size 5
20263	Boot, mans, black, light, fitting 6, size 6
20264	Boot, mans, black, light, fitting 6, size 7
20265	Boot, mans, black, light, fitting 6, size 8
20266	Boot, mans, black, light, fitting 6, size 9
20267	Boot, mans, black, light, fitting 6, size 10
20268	Boot, mans, black, light, fitting 6, size 11
20269	Boot, mans, black, light, fitting 6, size 12
20270	Boot, mans, black, light, fitting 6, size 13
20430	Cap, peaked, white, detachable plastic top, size 6⅛
20431	Cap, peaked, white, detachable plastic top, size 6¼
20432	Cap, peaked, white, detachable plastic top, size 6⅜
20433	Cap, peaked, white, detachable plastic top, size 6½
20434	Cap, peaked, white, detachable plastic top, size 6⅝
20435	Cap, peaked, white, detachable plastic top, size 6¾
20436	Cap, peaked, white, detachable plastic top, size 6⅞
20437	Cap, peaked, white, detachable plastic top, size 7
20438	Cap, peaked, white, detachable plastic top, size 7⅛
20439	Cap, peaked, white, detachable plastic top, size 7¼
20440	Cap, peaked, white, detachable plastic top, size 7⅜
20441	Cap, peaked, white, detachable plastic top, size 7½
20442	Cap, peaked, white, detachable plastic top, size 7⅝
20443	Cap, peaked, white, detachable plastic top, size 7¾
20471-1	Cap, white, class II, plastic top, size 6
20472-1	Cap, white, class II, plastic top, size 6⅛
20473-1	Cap, white, class II, plastic top, size 6¼

ANNEX C—*continued*

Catalogue No	
20474-1	Cap, white, class II, plastic top, size 6⅝
20475-1	Cap, white, class II, plastic top, size 6½
20476-1	Cap, white, class II, plastic top, size 6⅝
20477-1	Cap, white, class II, plastic top, size 6¾
20478-1	Cap, white, class II, plastic top, size 6⅞
20479-1	Cap, white, class II, plastic top, size 7
20480-1	Cap, white, class II, plastic top, size 7⅛
20481-1	Cap, white, class II, plastic top, size 7¼
20482-1	Cap, white, class II, plastic top, size 7⅜
20483-1	Cap, white, class II, plastic top, size 7½
20484-1	Cap, white, class II, plastic top, size 7⅝
20485-1	Cap, white, class II, plastic top, size 7¾

Raincoat, mans, proofed nylon

Catalogue No	*Size*	*Length at Centre Back (from collar seam to bottom hem)*	*Chest (buttoned)*	*Size of Collar (buttoned)*
22160	3	46 inches	51 inches	16½
22162	5	47½ inches	52 inches	16½
22164	7	49 inches	53 inches	17¼
22166	9	52 inches	56 inches	17¾

Catalogue No	
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
22775	Shoe, dress, canvas, white, leather heel, fit 5, size 4
22776	Shoe, dress, canvas, white, leather heel, fit 5, size 5
22777	Shoe, dress, canvas, white, leather heel, fit 5, size 6
22778	Shoe, dress, canvas, white, leather heel, fit 5, size 7
22779	Shoe, dress, canvas, white, leather heel, fit 5, size 8
22780	Shoe, dress, canvas, white, leather heel, fit 5, size 9
22781	Shoe, dress, canvas, white, leather heel, fit 5, size 10
22782	Shoe, dress, canvas, white, leather heel, fit 5, size 11
22783	Shoe, dress, canvas, white, leather heel, fit 5, size 12
22784	Shoe, dress, canvas, white, leather heel, fit 5, size 13
22785	Shoe, dress, canvas, white, leather heel, fit 5, size 14

ANNEX C—*continued*

Catalogue No	
22806	Shoe, dress, canvas, white, leather heel, fit 6, size 5
22807	Shoe, dress, canvas, white, leather heel, fit 6, size 6
22808	Shoe, dress, canvas, white, leather heel, fit 6, size 7
22809	Shoe, dress, canvas, white, leather heel, fit 6, size 8
22810	Shoe, dress, canvas, white, leather heel, fit 6, size 9
22811	Shoe, dress, canvas, white, leather heel, fit 6, size 10
22812	Shoe, dress, canvas, white, leather heel, fit 6, size 11
22813	Shoe, dress, canvas, white, leather heel, fit 6, size 12
22814	Shoe, dress, canvas, white, leather heel, fit 6, size 13
22815	Shoe, dress, canvas, white, leather heel, fit 6, size 14
23171	Socks, mens, woollen, black, 9½, size 0, fit boot size 4
23172	Socks, mens, woollen, black, 10, size 1, fit boot size 5
23173	Socks, mens, woollen, black, 10½, size 2, fit boot size 6 and 7
23174	Socks, mens, woollen, black, 11, size 3, fit boot size 8 and 9
23175	Socks, mens, woollen, black, 11½, size 4, fit boot size 10 and 11
23176	Socks, mens, woollen, black, 12, size 5, fit boot size 12 and 13
23263	Stockings, mens, stretch, blue, small
23264	Stockings, mens, stretch, blue, large
23274	Stockings, mens, stretch, white, small
23275	Stockings, mens, stretch, white, large
23422	Sweater, mans, blue, square neck, size 0, 32 inch chest
23423	Sweater, mans, blue, square neck, size 1, 34 inch chest
23424	Sweater, mans, blue, square neck, size 2, 36 inch chest
23425	Sweater, mans, blue, square neck, size 3, 38 inch chest
23426	Sweater, mans, blue, square neck, size 4, 40 inch chest
23427	Sweater, mans, blue, square neck, size 5, 42 inch chest
23430	Sweater, mans, blue, square neck, size 8, 48 inch chest
20020	Bag, kit, blue, small
21671	Lanyard, knife
22345	Scarf, neckwear, black

Group/Class V3

Coat, Mans, cloth, wool, serge No 2, double-breasted with gilt buttons for CPO and PO

Catalogue No	*Size*	*Height*					*Chest of Coat Buttoned Inches*
		Ft	*in*		*Ft*	*in*	
34076	3	5	3	to	5	4	34
34077	3¼	5	3	to	5	4	35
34078	3½	5	7	to	5	8	34
34079	4	5	5	to	5	6	36
34080	4¼	5	5	to	5	6	37
34081	4½	5	9	to	5	10	36
34082	5	5	7	to	5	8	38
34083	5¼	5	7	to	5	8	39
34084	5½	5	11	to	6	0	38
34085	6	5	9	to	5	10	40
34086	6¼	5	9	to	5	10	41
34087	6½	6	1	to	6	2	40
34088	7	5	11	to	6	0	42

ANNEX C—*continued*

Made-to-Measure Uniform—Officer

30221	Coat, undress, officers, serge	1 No
31555	Trousers, officers, serge	1 Pr

Jacket, mans, cloth, wool, serge No 2, working dress for Officers

Catalogue No	*Size*	*Height* *Ft*	*in*		*Ft*	*in*	*Chest Inches*	*Length of Back Inches*
30695	2	5	3	to	5	4	34 to 35	22
30698	5	5	5	to	5	6	36 to 37	22½
30701	8	5	7	to	5	8	37 to 38	23
30702	9	5	7	to	5	8	39 to 40	23
30703	9x	5	7	to	5	8	39 to 40	23
30705	11	5	9	to	5	10	38 to 39	23½
30706	12	5	9	to	5	10	40 to 41	23½
30708	14	5	11	to	6	0	40 to 41	24
30709	15	5	11	to	6	0	42 to 43	24
30710	16	6	1	to	6	2	39 to 40	24½
30711	17	6	1	to	6	2	41 to 42	24½
34535	Made-to-measure for officers, CPO and PO							

Jumper, mans, cloth, wool, serge No 1

Catalogue No	*Size*	*Height of Wearer Ft*	*in*	*Chest of Wearer Inches*	*Length of Body Inches*	*Length of Sleeves Inches*
34596–1	01	5	2	30	25	20
34597–1	02	5	2	32	25	20
34598–1	1	5	4	34	26	21
34599–1	2			36	26	21
34600–1	3			38	26	21
34601–1	4			40	26	21
34602–1	5			42	26	21
34603–1	6	5	6	34	27	22
34604–1	7			36	27	22
34605–1	8			38	27	22
34606–1	9			40	27	22
34607–1	10			42	27	22
34608–1	11	5	8	34	28	23
34609–1	12			36	28	23
34610–1	13			38	28	23
34611–1	14			40	28	23
34612–1	15			42	28	23

ANNEX C—*continued*

Catalogue No	*Size*	*Height of Wearer Ft*	*in*	*Chest of Wearer Inches*	*Length of Body Inches*	*Length of Sleeves Inches*
34613–1	16	5	10	36	29	24
34614–1	17			38	29	24
34615–1	18			40	29	24
34616–1	19			42	29	24
34617–1	20			44	29	24
34618–1	21	6	0	36	30	25
34619–1	22			38	30	25
34620–1	23			40	30	25
34621–1	24			42	30	25
34622–1	25			44	30	25

Note: Jumpers shown above have to be fitted with button on type Collar. Jumpers old pattern do not have –1 numbers remain the same, must have old type Collar, ie, with tapes.

Catalogue No	
35410	Shirt, mans, action working, cotton twill, size 13½
35411	Shirt, mans, action working, cotton twill, size 14
35412	Shirt, mans, action working, cotton twill, size 14½
35413	Shirt, mans, action working, cotton twill, size 15
35414	Shirt, mans, action working, cotton twill, size 15½
35415	Shirt, mans, action working, cotton twill, size 16
35416	Shirt, mans, action working, cotton twill, size 16½
35417	Shirt, mans, action working, cotton twill, size 17
35418	Shirt, mans, action working, cotton twill, size 17½
35419	Shirt, mans, action working, cotton twill, size 18
34331	Collar, seamans blue, size 1 for old pattern jumper
34332	Collar, seamans blue, size 2 (with tapes)
34333	Collar, seamans blue, size 3
34334	Collar, seamans blue, size 4

Catalogue No	*Chest Size*
34321	30 inch, 32 inch, 34 inch and 36 inch. New button on type collar for jumpers 34597-1 to 34622-1
34322	38 inch and 40 inch
34323	42 inch and 44 inch
30461	Cummerbund, mans size 1 waist 30 inches to 34 inches
30462	Cummerbund, mans size 2 waist 34 inches to 38 inches
30463	Cummerbund, mans size 3 waist 38 inches to 42 inches
30464	Cummerbund, mans size 4 waist 42 inches to 46 inches

ANNEX C—*continued*

Catalogue No	*Chest Size*
34409	Flannel, cotton, size 1, chest 34 inches
34410	Flannel, cotton, size 2, chest 36 inches
34411	Flannel, cotton, size 3, chest 38 inches
34412	Flannel, cotton, size 4, chest 40 inches
34413	Flannel, cotton, size 5, chest 42 inches
31060	Shirt, mans, short sleeve, officer, size 13: white tropical
31061	Shirt, mans, short sleeve, officer, size 13½: white tropical
31062	Shirt, mans, short sleeve, officer, size 14: white tropical
31063	Shirt, mans, short sleeve, officer, size 14½: white tropical
31064	Shirt, mans, short sleeve, officer, size 15: white tropical
31065	Shirt, mans, short sleeve, officer, size 15½: white tropical
31066	Shirt, mans, short sleeve, officer, size 16: white tropical
31067	Shirt, mans, short sleeve, officer, size 16½: white tropical
31068	Shirt, mans, short sleeve, officer, size 17: white tropical
31069	Shirt, mans, short sleeve, officer, size 17½: white tropical
31070	Shirt, mans, short sleeve, officer, size 18: white tropical
31071	Shirt, mans, short sleeve, officer, size 18½: white tropical
35470	Shirt, mans, white, tropical, RANC/CPO, size 13
35471	Shirt, mans, white, tropical, RANC/CPO, size 13½
35472	Shirt, mans, white, tropical, RANC/CPO, size 14
35473	Shirt, mans, white, tropical, RANC/CPO, size 14½
35474	Shirt, mans, white, tropical, RANC/CPO, size 15
35475	Shirt, mans, white, tropical, RANC/CPO, size 15½
35476	Shirt, mans, white, tropical, RANC/CPO, size 16
35477	Shirt, mans, white, tropical, RANC/CPO, size 16½
35478	Shirt, mans, white, tropical, RANC/CPO, size 17
35479	Shirt, mans, white, tropical, RANC/CPO, size 17½
35480	Shirt, mans, white, tropical, RANC/CPO, size 18

Shorts, mens, blue, tropical

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35490	28	28	7
35491	29	29	7
35492	30	30	7½
35500	30L		8½
35493	31	31	8
35494	32	32	8
35503	32L		9
35496	33	33	8½
35495	34S	34	8
35498	34		8½
35505	34L		10
35501	35	35	8½
35497	36S	36	8½
35504	36		9
35507	36L		11

ANNEX C—*continued*

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35499	38S	38	9
35506	38		9½
35502	40S	40	9½
35508	40		10
35509	42	42	10
35510	45	45	10
35511	47	47	10

Shorts, mens, white, tropical

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35594	28	28	7
35595	29	29	7
35596–1	30	30	7½
35604–1	30L		8½
35597–1	31	31	8
35598–1	32	32	8
35607–1	32L		9
35600	33	33	8½
35599–1	34S	34	8
35602–1	34		8½
35609	34L		10
35605–1	35	35	8½
35601–1	36S	36	8½
35608–1	36		9
35611–1	36L		11
35603–1	38S	38	9
35610–1	38		9½
35606–1	40S	40	9½
35612–1	40		10
35613–1	42	42	10
35614–1	45	45	10
35615–1	47	47	10

Trousers, mens, action working

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35668–1	0	28	30
35669–1	1	28L	31½
35670–1	2	29	31
35671–1	3	30	29
35674–1	4	32	30
35677–1	5	34	31
35680–1	6	36	32

ANNEX C—*continued*

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35684–1	7	38	32½
35686–1	8	40	33
35673–1	3½	30	30½
35676–1	4½	32	31½
35679–1	5½	34	32½
35683–1	6½	36	33½
35672–1	3¼	33	28
35675–1	4¼	35	29
35678–1	5¼	37	30
35682–1	6¼	39	31
35681–1	6A	41	31
35685–1	7A	44	32
35687–1	8A	46	32

Catalogue No	
31253	Shoulder Straps, plain, unlaced
31266	Shoulder Straps, Commander, ASCC
31255	Shoulder Straps, Lieutenant-Commander, ASCC
31256	Shoulder Straps, Lieutenant, ASCC
31257	Shoulder Straps, Sub-Lieutenant, ASCC
35313	Ribbons, Service cap, metal thread, ASCC
35300	Ribbons, Service cap, metal thread, RANR Cadet

Trousers, mens, cloth, wool, serge No 2, Class I and III for CPO and PO

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35851	3	30	28½
35852	3¼	33	27½
35853	3½	30	30½
35854	4	32	29½
35855	4¼	35	28½
35856	4½	32	31½
35857	5	34	30½
35858	5¼	37	29½
35859	5½	34	32½
35860	6	36	31½
35861	6¼	39	30½
35862	6½	36	33½
35863	7	38	32½

ANNEX C—*continued*

Trousers, mens, cloth, wool, serge No 1, Class II

Catalogue No	*Size*	*Waist Inches*	*Inside Leg Inches*
35770	28yths	28	28
35771	29yths	29	28
35772	30(s)	30	28½
35773	32(s)	32	28½
35774	34(s)	34	29
35775	30R	30	30
35776	32R	32	30
35777	34R	34	30
35778	30L	30	32
35779	32L	32	32
35780	34L	34	32
35781	36L	36	32
35782	38L	38	32
35783	40L	40	32
35784	32xL	32	34
35785	34xL	34	34
35786	36xL	36	34
35787	38xL	38	34
35788	40xL	40	34

Class V5

Catalogue No	
67005	Badge, cap, officer
62005	Badge, cap, CPO
62006	Badge, cap, PO
67253	Badge, sleeve, PO instructor, gold SC
67254	Badge, sleeve, PO instructor, blue SC
63002	Badge, sleeve, Cadet Leading Seaman, red
64002	Badge, sleeve, Cadet Leading Seaman, blue
67230	Badge, sleeve, Cadet PO ASCC, red
67231	Badge, sleeve, Cadet PO ASCC, blue
63001	Badge, sleeve, Cadet RANR, PO, red
64001	Badge, sleeve, Cadet RANR, PO, blue
62440	Good Service Badge, 1 stripe, gold
62439	Good Service Badge, 2 stripe, gold
62438	Good Service Badge, 3 stripe, gold
63440	Good Service Badge, 1 stripe, red
63439	Good Service Badge, 2 stripe, red
63438	Good Service Badge, 3 stripe, red
67248	Badge, cuff, Sea Cadet Corps, red
63443	Badge, cuff, RANR, red
67025	Badge, Metal, gilt, collar
63255	Badge, sleeve, Cadet Naval Airman, red

ANNEX C—*continued*

Catalogue No	
64255	Badge, sleeve, Cadet Naval Airman, blue
63271	Badge, sleeve, Cadet Physical Trainer, red
64271	Badge, sleeve, Cadet Physical Trainer, blue
63284	Badge, sleeve, Cadet Electrical Mechanic, red
64284	Badge, sleeve, Cadet Electrical Mechanic, blue
63156	Badge, sleeve, Cadet Engineering Mechanic, red
64156	Badge, sleeve, Cadet Engineering Mechanic, blue
63318	Badge, sleeve, Cadet Cook, red
64318	Badge, sleeve, Cadet Cook, blue
63043	Badge, sleeve, Cadet Quartermaster, red
64043	Badge, sleeve, Cadet Quartermaster, blue
63142	Badge, sleeve, Cadet Telegraphist, red
64142	Badge, sleeve, Cadet Telegraphist, blue
63019	Badge, sleeve, Cadet Gunnery, red
64019	Badge, sleeve, Cadet Gunnery, blue
63591	Badge, cuff, Cadet Musician, red
64591	Badge, cuff, Cadet Musician, blue
63410	Badge, cuff, Cadet Good Shooting, red
63085	Badge, letter 'C', for RANR Cadet, red
67096	Shoulder Flash, Naval Reserve Cadet, gold
67097	Shoulder Flash, Naval Reserve Cadet, red
67098	Shoulder Flash, Naval Reserve Cadet, blue

ANNEX D

Class	*Catalogue No*	*Acctg Class*	*Description*	*Unit of Issue*	*Allowance per NRCU*	*Remarks*
			General Stores			
2040	00-300-0020	P	Anchor, marine fluked	No	One per NRCU plus one for each per boat issued	
0243	L80706	N	Charge, fire-fighting equipment—Foam ..	No	Six per annum	For fire-fighting instruction only
0243	L80767	P	Extinguisher, foam, 2 gal capacity ..	No	Two	
0243	129-9760	C	Hose delivery metallic	No	Two	
0251	411-9600	C	Call, Boatswain, nickel silver fitted with two nickel silver holding rings C/W split ring	No	One per twenty cadets of authorised complement	
0251	21	C	Chain, nickel silver 50-in long C/W jump ring and swivel	No	One per each Call Boatswain held	
0251	7499	P	Bell, watch nickel silver 8-in diam, 5⅝-in height, 10 $\frac{5}{16}$ lb weight	No	One	
0251	L50143	N	Ring, GM USN type	No	As required for signal halyards	
0251	L50047	N	Clip, GM W/Phosphor bronze spring, USN type	No	As required for signal halyards	
0252	L50284	P	Lantern, port, brass, 6-in x 4½-in	No	One	
0252	L50287	P	Lantern, starboard brass oil 6-in x 4½-in commercial	No	One	
0255	9717	C	Crutch GM for 14-ft sailing dinghies ..	No	As required for replacement	
0255	733	C	Crutch GM modified type with plate for 27-ft whaler	No	As required for replacement	
0255	735	C	Crutch GM W/O plate for 27-ft whaler ..	No	As required for replacement ..	Unmodified
0262	16895	C	Hook, boat, steel galv large	No	One per whaler issued	
0274	910-5444	C	Spike marlin, 9-in	No	Three per annum	
0276	L62531	P	Tool kit, type NSI	No	One	Not required for school NRCUs unless boats have been issued
0350	571-3073	C	Rope manilla, hawserlaid, 3 strand, ⅝-in, Z lay	FM	One hundred and twenty	
0350	571-3191	C	Rope, sisal, 3½-in, 24 thd, natural, hawserlaid, Z lay	FM	One hundred and twenty	
0350	571-3056	C	Rope, manilla, 3 strand, 1-in, circ, hawserlaid, Z lay	FM	One hundred and twenty	Units may be issued with one roll of each type every 3 years, if required
0350	571-3057	C	Rope, manilla, 3 strand, 1½-in	FM	One hundred and twenty	
0350	10351	C	Rope, terylene, hawserlaid, 3 strand, Z lay, ⅞-in, circ	FM	One hundred and twenty	

ANNEX D—*continued*

Class	*Catalogue No*	*Acctg Class*	*Description*	*Unit of Issue*	*Allowance per NRCU*	*Remarks*
0350	L77640	C	Spunyarn white, 3 yarn 40 thread ..	Lb	28	
0350	L77550	C	Lines, lead fitted, 7 lb	No	Two	
0442	942–9375	C	Varnish, clear spar, water resist VR 100 ..	Gl	One per annum for each dinghy issued	
8010	66–010–0013	C	Paint enamel grey, full gloss, colour designation 631, BS381C Spec SAA K126, Type 1	Gl	One per annum for each whaler issued	Supplied in 1 gal containers
8010	66–010–0017	C	Paint, enamel, full gloss white spec K126 type 1	Gl	One per annum for each whaler issued	
0441	L58862	C	Anti-fouling paint, oleo-resinous, red ..	Gl	Two per annum for each boat issued	
0442	L59623	C	Paint, primer metallic pink	Gl	One per annum for each boat issued	
0442	L58859	C	Paint, anti-corrosive	Gl	Four gallons	
0461	475	P	Stretcher, ambulance	No	One	
0461	3856	C	Divider, brass, 5-in with fixed points ..	No	Six no maximum. Actual requirements for navigation training only to be demanded	
0461	910–4594	C	Fid splicing 10-in x 1-in tapering to $\frac{11}{32}$-in ..	No	Three per annum	
0461	9121	C	Target, representive, 25-yd, small 4-ft target 200/25-yd. Rifle and LMG	No	Four per cadet per annum to NRCUs issued with firing rifles	
7240	66–013–4772	C	Plastic water container, 5 gal	No	One per boat issued	
4220	66–021–5545	P	Life preserver, yoke	No	One per five cadets of authorised complement	Not required for school units unless boats have been issued
4220	66–023–2967	P	Ring buoy, lifesaving GRP 30-in diameter..	No	One	
2040	66–TSN–0068	C	Oars, not coppered, 17-ft straight, laminated	No	One per each whaler issued	
2040	66–TSN–0071	C	Oars, not coppered, 16-ft laminated ..	No	Three per each whaler issued	
2040	66–TSN–0074	C	Oars, not coppered, 15-ft solid	No	One per each whaler issued	
2040	66–TSN–0082	C	Oars, not coppered, 8-ft laminated ..	No	Two per each dinghy issued	
2040	66–TSN–0085	C	Stave for boat hook, 12-ft	No	One per each whaler issued	
1940	66–TSN–0070	P	Boat, pulling and sailing dinghy, 14-ft sailing	No	One per 60 cadets of authorised complement	Not required for school NRCUs unless specially authorised. DNRC to authorise issue and allocate priority in all cases
1940	66–TSN–0071	—	Equipment complete for dinghy, 14-ft sailing and pulling	St	One per boat issued	
0474	L55310	C	Epoxy putty	Pr	Two per annum for units issued with boats	
1940	66–TSN–0076	P	Whaler, 27-ft, drop keel with montague rig..	No	One per 60 cadets of authorised complement	Not required for school NRCUs unless specially authorised. DRNC to authorise issue and allocate priority in all cases
1940	66–TSN–0077	—	Equipment complete for whaler, 27-ft, montague rig	St	One per boat issued	
0476	942–4743	C	Brush, painter varnish or enamel, 1-in ..	No	Two	
0476	L71115	C	Brush, painter rough work, 2-in	No	Two	
0476	L71116	C	Brush, painter rough work, 3-in	No	Two	
0475	943–1324–L2	C	Oil, OM-13	Pt	One	
0481	9087	C	Block. common single 5-in rope 1½-in ..	No	Two	
0481	9088	C	Blocks, common single 3-in rope 1-in ..	No	Three	
0481	9096	P	Blocks, 5-in internal bound, swivel, oval eye double with becket, rope 1½-in	No	Three	
0481	9089	P	Block, internal bound, swivel eye with hook single with becket, 5-in rope 1½-in	No	One	
8010	66–011–0893	C	Primer coating, max air drying time 6 hours spec SAA K108, type 2	Gl	One per annum for each whaler issued	
			Electrical Stores			
0571	1830	P	Binnacle	No	One for compass used for instruction	
0571	183	P	Compass boat 4½-in	No	One per each boat issued plus 1 No to each NRCU for instructional purposes	
0558	16410	P	Boxes, transport for 5-in lantern, Cat No 16409/L1	No	Two	
5805	66–L26881	C	Keys, morse, GPO type No 2 (local manf)..	No	Two	
0582	17251	P	Battery operated lantern	No	One	
0558	16409/L1	P	Lantern, for SAR craft	No	Two	
0611	400621	C	Receivers, telephone	No	Six	
0558	198307	C	Head set, earphone double (STC code 4049H) with 108365 cord and pattern 651 plug	No	One per ten cadets of authorised complement	
0562	910–1810	C	3 cell battery for Cat No 17251	No	Three per annum	
0559	012–0282	P	Buzzer 3V	No	Two	
0581	412–5357	C	Box, battery for 3 cell, Cat No 910–1810 ..	No	One	
0583	160011	P	Torch, signalling morse	No	Two	
0582	3927	C	Lantern lens, clear for Cat No 17251 ..	No	One	
0584	995–2513	C	Lamps filament II volt	No	Four	
0584	995–2241	C	Lamp, lantern for Cat No 17251	No	Two	
5950	66–032–6768	P	Transformer power step down 240V 12V AC for 16409/L1 complete with connections	No	Two	
0552	160100	P	Ruler, parallel, roller 8-in C/W transit case..	No	Six maximum. Actual requirement for navigation training to be demanded	

ANNEX D—*continued*

Class	*Catalogue No*	*Acctg Class*	*Description*	*Unit of Issue*	*Allowance per NRCU*	*Remarks*
6135	66–014–3545	C	Battery, dry 1.5 volt	No	Sixteen	
6730	66–037–0613	P	Projector Overhead GAKKEN Model GPJ 530	No	One	As approved by DNRC
6730	00–L40285	P	Screen Tripod 60-in x 60-in	No	One per projector issued	
6240	66–L68263	C	240V, 600W Lamp	No	Two	
6730	00–L30631	C	Accessories for projector Pencils LUMO—colour (Staedtler Set No 534–56 containing 6 colours in Wallet)	Set	One	
6730	00–L40221	C	Sheet, Acetate Cat No 7231–1	PK	One	
6730	00–L30267	C	Colour, Stick lettering Pen kit P/No 7312 ..	No	One	
6730	00–L54021	C	Transparent Colour Marker Cat No 7331–1 ..	Box	One	
6730	00–L11947	C	Colour Stick Cleaner, 4 oz, Cat. No 7310 ..	No	Two	
6730	00–L40224	C	Spray, 'Clear-a-Slide', Cat No 7272 ..	Can	One	
6730	00–L40220	C	Sheet, Acetate, Clear, Cat No 7280–1 ..	Sheet	Fifty	
6730	00–L28811	C	Mount 10.5-in x 10.5-in in Pkts of 50 (universal film mounts)	PK	One	
			Victualling Stores			
0330	805	C	Flannelette, in rolls of 50-yd long, 4-in wide	Ft	1 yard for each firing rifle issued ..	NRCUs may be issued with one roll every three years
0330	1508	C	Twine, flax roping, ½ lb ball	Lb	One	
0330	L74360	C	Twine, flax marline, white, 2 ply, 60-yd ..	Lb	Two	
0330	571–4015	C	Ensign British, ensign blue, 4 breadth ..	No	One	
0330	571–4559	C	Flag, Commonwealth national, Australian 4 breadth	No	One	
0340	9814	P	Wallet, canvas No 7, 24-in fitted with lanyards, etc, complete for flags unpainted	No	One	
0330	579–3250	C	Lines, hemp, 40-yd whiting	No	One	
0330	1563	C	Lines, hemp, 40-yd codfish	No	One	
0340	60031	C	Flags, signal, naval code, fitted A ..	No	One	
0340	60021	C	Flags, signal, naval code, fitted B ..	No	One	
0340	60721	C	Flags, signal, naval code, fitted C ..	No	One	
0340	60731	C	Flag, signal, naval code, fitted D	No	One	
0340	60631	C	Flag, signal, naval code, fitted E	No	One	
0340	60691	C	Flag, signal, naval code, fitted F	No	One	
0340	60531	C	Flag, signal, naval code, fitted G	No	One	
0340	60591	C	Flag, signal, naval code, fitted H	No	One	
0340	60151	C	Flag, signal, naval code, fitted I	No	One	
0340	60121	C	Flag, signal, naval code, fitted J	No	One	
0340	60281	C	Flag, signal, naval code, fitted K	No	One	
0340	60131	C	Flag, signal, naval code, fitted L	No	One	
0340	60051	C	Flag, signal, naval code, fitted M	No	One	
0340	60221	C	Flag, signal, naval code, fitted N	No	One	
0340	60191	C	Flag, signal, naval code, fitted O	No	One	
0340	571–5700	C	Flag, signal, naval code, fitted P	No	One	
0340	60211	C	Flag, signal, naval code, fitted Q	No	One	
0340	60601	C	Flag, signal, naval code, fitted R	No	One	
0340	60201	C	Flag, signal, naval code, fitted S	No	One	
0340	60301	C	Flag, signal, naval code, fitted T	No	One	
0340	60231	C	Flag, signal, naval code, fitted U	No	One	
0340	60181	C	Flag, signal, naval code, fitted V	No	One	
0340	60091	C	Flag, signal, naval code, fitted W	No	One	
0340	60241	C	Flag, signal, naval code, fitted X	No	One	
0340	60081	C	Flag, signal, naval code, fitted Y	No	One	
0340	60101	C	Flag, signal, naval code, fitted Z	No	One	
0340	571–5959	C	Answer (code)	No	One	
0340	571–5968	C	Church	No	One	
0340	60461	C	Corpen	No	One	
0340	571–5981	C	Designation	No	One	
0340	571–5825	C	Division flag	No	One	
0340	571–5993	C	Emergency flag	No	One	
0340	571–6004	C	Flotilla flag	No	One	
0340	571–6011	C	Form	No	One	
0340	571–6017	C	Interrogative	No	One	
0340	571–6024	C	Negative	No	One	
0340	571–5911	C	Port flag	No	One	
0340	571–6085	C	Preparative	No	One	
0340	571–6092	C	Speed flag	No	One	
0340	571–5929	C	Squadron flag	No	One	
0340	571–6099	C	Starboard	No	One	
0340	571–6106	C	Station flag	No	One	
0340	571–6112	C	Sub-division flag	No	One	
0340	571–6144	C	Turn	No	One	
0340	571–6150	C	Pennant zero	No	One	
0340	571–5936	C	Flag 0	No	One	
0340	60571	C	Pennant one	No	One	
0340	571–5833	C	Flag one	No	One	
0340	571–6034	C	Pennant two	No	One	
0340	571–5836	C	Flag two	No	One	
0340	571–6037	C	Pennant three	No	One	
0340	571–5839	C	Flag three	No	One	

ANNEX D—*continued*

Class	*Catalogue No*	*Acctg Class*	*Description*	*Unit of Issue*	*Allowance per NRCU*	*Remarks*
0340	571–6040	C	Pennant four	No	One	
0340	571–5842	C	Flag four	No	One	
0340	571–6043	C	Pennant five	No	One	
0340	571–5845	C	Flag five	No	One	
0340	571–6046	C	Pennant six	No	One	
0340	571–5863	C	Flag six	No	One	
0340	571–6049	C	Pennant seven	No	One	
0340	571–5866	C	Flag seven	No	One	
0340	571–6052	C	Pennant eight	No	One	
0340	571–5869	C	Flag eight	No	One	
0340	571–6055	C	Pennant nine	No	One	
0340	571–5872	C	Flag nine	No	One	
0340	571–6119	C	First sub	No	One	
0340	60411	C	Second sub	No	One	
0340	571–6124	C	Third sub	No	One	
0340	571–6127	C	Fourth sub	No	One	
0340	571–5920	C	Red flag	No	One	
V4	40025	P	Aural protector sound muff Mk 3 ..	No	Five	
V4	40059	P	Bed, camp, complete	No	One	
V4	41469	P	Mattress, bed, hammock	No	One	
V4	40720	P	Cover, mattress, hammock	No	One	
V4	40136	P	Blankets, bed	No	Two	
V4	41604	P	Pillow, bed, crumbed plastic	No	One	
			Forms			
—	OG101	C	Deck log book	No	One	
—	—	C	Equivalent ranks in three services chart ..	No	One	
Forms	LP120	C	Saluting and marks of respect	No	One	
—	—	C	Ranks and badges in the RAN	No	One	
Forms	TI151	C	Safety precautions for power boats ..	No	One per power boat held by NRCU	
			Stationery			
7530	66–L56341	C	Envelope, for forms	—	—	

			Publications			
—	BR 98(3)	C	Minor landing craft and boats signal book ..	No	Ten	
7610	BR 67(1)	P	Manual of seamanship Vol 1	No	One for ten cadets of authorised complement	
7610	BR 67(2)	P	Manual of seamanship Vol 2	No	One for twenty cadets of authorised complement	
7610	BR 67(3)	P	Manual of seamanship Vol 3	No	One for thirty cadets of authorised complement	
7610	ABR 232(2)	NA	Signal card	No	One per five cadets of authorised complement	
7610	ABR 27 Vol 2 (10) (ORD)	P	General naval knowledge pocket book ..	No	One per cadet of authorised complement	
7610	ABR 1834	P	RN handbook of parade and rifle drill ..	No	Two	
7610	ABR 5128	P	Naval Reserve Cadet Instructions ..	No	One per officer and Instructor	
7610	ABR 5127	P	Naval Reserve Cadet Training Manual ..	No	One per Officer and Instructor	
7610	ABR 5078	P	Inter-denominational prayers and forms of service	No	Two	
7610	ABR 2203	P	Manual of ships husbandry	No	Two	
7610	MBR 9165N	P	St Johns first aid to the injured	No	Two	
7610	MBR	P	Compass card	No	One	
			Armament Stores			
—	255360	P	Rifle, No 1, mark 3 and 3 star, drill purpose	No	One per two cadets of authorised complement if issue approved by DNRC	Maximum of thirty only to be held
—	24979112	P	Sling, rifle	No	One per drill rifle issued	
—	235066	P	Bayonets No 1, Mk 1 assembly	No	One per drill rifle issued	
—	235010	P	Scabbard, Mk 2 bayonet No 1 assembly ..	No	One per drill rifle issued	
—	24917613	P	Frog, bayonet undyed	No	One per bayonet issued	
—	231NIV	P	Rifle No 2, pattern 1914	No	One per ten cadets of authorised complement if issue approved by DNRC	Maximum of six only to be be held
—	24979112	P	Sling, rifle	No	One per rifle No 2 Mk 4 issued	
—	249 various	P	Belts, waist	No	One per cadet of authorised complement	Available in three sizes—Extra large, large or small
—	249 various	P	Anklets web—Undyed	Pr	One per cadet of authorised complement	Available in size 1, 2 or 3
			Cleaning Gear for Rifle No 2			
—	223268	P	Rod, No 6 bore tool	No	One	
—	223300	C	Cleaner, rod No 6	No	One per three rifles No 2 issued	
—	223419	C	Brush, rod No 6	No	One per three rifles No 2 issued	

ANNEX D—*continued*

Class	*Catalogue No*	*Acctg Class*	*Description*	*Unit of Issue*	*Allowance per NRCU*	*Remarks*
			Ammunition			
357	848	C	Cartridges, .22 rimfire	No	40 per cadet per annum	
357	NIV	C	Cartridges, 7.62mm (ball)	No	40 per cadet per annum	For use by cadets during specialist and promotion training only where the temporary loan of 7.62mm rifles can be arranged locally
			Hydrographic Stores			
—	—	—	Chart of local harbour (state location of unit)	No	One	
—	BA 5011	—	Chart of abbreviations	No	One	
—	—	—	Instructional series of admiralty charts (state location of unit)	No	Six	
—	—	—	Plotting charts (state location of unit) ..	No	Six	
			Medical Stores			
6545	66–019–9803	C	First aid kit, general purpose	No	One	

Forms—Change in Number

Old Number	*New Number*	*Description*
ASCC 1	PR 133	Application for Appointment—Officers and Instructors
ASCC 2	PR 134	Application for Enrolment as Cadet
ASCC 3	PH 222	Certificate of Appointment
ASCC 4	PH 223	Certificate of Discharge—Cadets
ASCC 5	—	Form deleted
ASCC 6 (*See* Annex E)..	—	Stores Ledger
ASCC 7	PH 224	Record of Service and Uniform Issues—Cadets
ASCC 7A	PH 225	Record of Service and Uniform Issues—Officers and Instructors
ASCC 8	PA 181	Report of Inspection
ASCC 9	PA 182	Roll Forms
ASCC 10	PA 174	Certificate of Attendance of Cadets at Drills/Parades
ASCC 10A	PA 175	Annual Special Allowance to Officers and Instructors—Certificate of Attendance
ASCC 11	PB 123	Transfer List—Continuous Training or Courses
ASCC 12 (*See* Annex E)..	—	Return of Stores
ASCC 13	PA 176	Application for Cadet Forces Medal
ASCC 14 (*See* Annex E)..	—	Demand Forms—Stores
ASCC 15A	PA 177	Printed letter—Absence from 3 consecutive parades
ASCC 15B	PA 178	Printed letter—Discharge for unsatisfactory attendance
ASCC 15C	PA 179	Printed letter—Non-return of uniform, etc
ASCC 15D	PA 180	Printed letter—Non-return of uniform, etc—Legal action pending

ANNEX E

List of Forms Used in Stores Functions

Class—Forms

Catalogue No	*Description*	*Form Code*
PH224	Record of Uniform Issues—Cadets	—
PH225	Record of Uniform Issues—Officers and Instructors	—
SA106	Personal Loan Card	—
SA116	Loss Voucher	—
SA205	Temporary Loan Book	—
SA209	Schedule of Vouchers Transmitted	—
SA242	Application for Stores in Excess of Allowances	—
SA247	Ledger Page for Presentations, Trophies and Relics	—
SSI	Stocktaking Discrepancy Report	SDR
SS7	Survey, Transfer and Conversion Voucher	STC
SX100-1	Stores Demand Issue and Return Voucher	—
SX100-2	Stores Demand Issue and Return Voucher	—
SX125	Demand, Supply or Receipt Note	—
SX126	Demand, Supply or Receipt Note	—
SA239	Permanent Loan List/Custody List/Inventory Account	—
SX20	Issue Voucher	IV
SX22	Local Issue Voucher	LIV

ANNEX F

Australian Sea Cadet Corps—Naval Reserve Cadet Units

Unit		*Source Code*
TS ADELAIDE, Adelaide, SA	100 cadets	7609
TS ALBATROSS, Wollongong, NSW	60 cadets	7129
TS BARWON, Geelong, Vic	80 cadets	7005
TS BEDFORD, Kwinana Beach, WA	60 cadets	7528
TS BENDIGO, Bendigo, Vic	50 cadets	7021
TS BUNDABERG, Bundaberg, Qld	100 cadets	7323
TS CANBERRA, Canberra, ACT	70 cadets	7706
TS CONDAMINE, Manly, NSW	80 cadets	7102
TS CORAL SEA, Townsville, Qld	60 cadets	7382
TS DERWENT, Hobart, Tas	150 cadets	7404
TS EMU, Burnie, Tas	50 cadets	7420
TS ENDEAVOUR, Cairns, Qld	60 cadets	7331
TS FLINDERS, Port Lincoln, SA	50 cadets	7617
TS GAMBIER, Mount Gambier, SA	50 cadets	7625
TS GAYUNDAH, Brisbane, Qld	150 cadets	7307
TS HAWKESBURY, Gosford, NSW	50 cadets	7722
TS HENTY, Portland, Vic	50 cadets	7064
TS LATROBE, Yallourn, Vic	60 cadets	7080
TS LEVEN, Ulverstone, Tas	50 cadets	7439
TS MAGNUS, Brisbane C of E Grammar, Qld	150 cadets	7315
TS MELBOURNE, Albert Park, Vic	80 cadets	7048

ANNEX F—*continued*

TS MERSEY, Devonport, Tas	70 cadets	7447
TS MILDURA, Mildura, Vic	50 cadets	7072
TS MORROW, Geraldton, WA	50 cadets	7544
TS PALUMA, Stafford, Qld	130 cadets	7374
TS PARRAMATTA, Parramatta, NSW	60 cadets	7188
TS PERTH, Fremantle, WA	130 cadets	7501
TS PIONEER, Mackay, Qld	60 cadets	7358
TS ROCKHAMPTON, Rockhampton, Qld	50 cadets	7390
TS SHROPSHIRE, Canterbury, NSW	50 cadets	7153
TS SIRIUS, Arncliffe, NSW	70 cadets	7161
TS SYDNEY, Snapper Island, NSW	60 cadets	7110
TS TAMAR, Launceston, Tas	50 cadets	7412
TS TOBRUK, Newcastle, NSW	70 cadets	7145
TS TYALGUM, Southport, Qld	60 cadets	7366
TS VANCOUVER, Albany, WA	50 cadets	7536
TS VOYAGER, Williamstown, Vic	60 cadets	7056
TS WARRAMUNGA, Darwin, NT	50 cadets	7714
TS WARREGO, Woolwich, NSW	50 cadets	7137
TS YORK, George Town, Tas	50 cadets	7455
ST IVES HIGH SCHOOL (NRC), Sydney, NSW	50 cadets	7196
SYDNEY GRAMMAR (NRC), Sydney, NSW	50 cadets	7226
THE SCOTS COLLEGE (NRC), Sydney, NSW	60 cadets	7218
ASCC—NSW Cadet Headquarters		7730
ASCC—Victoria Cadet Headquarters		7749
ASCC—Queensland Cadet Headquarters		7757
ASCC—Tasmania Cadet Headquarters		7765
ASCC—South Australia Cadet Headquarters		7773
ASCC—Western Australia Cadet Headquarters		7781
ASCC—ACT Cadet Headquarters		7803
ASCC—NT Cadet Headquarters		7811
NRC—NSW Headquarters (HMAS WATSON)		7250

ANNEX G

Naval Reserve Cadet Units and Their Controlling Naval Establishments

State: Queensland

Controlling Naval Establishment: HMAS MORETON

NRCU	*Location*
TS ENDEAVOUR	CAIRNS
TS CORAL SEA	TOWNSVILLE
TS PIONEER	MACKAY
TS ROCKHAMPTON	ROCKHAMPTON
TS BUNDABERG	BUNDABERG
TS MAGNUS	E BRISBANE
TS GAYUNDAH	BRISBANE
TS PALUMA	BRISBANE
TS TYALGUM	SOUTHPORT

ANNEX G—*continued*

State: New South Wales

Controlling Naval Establishment: HMAS WATSON

NRCU	*Location*
TS TOBRUK	NEWCASTLE
TS CONDAMINE	MANLY
TS SYDNEY	SNAPPER IS
TS WARREGO	GREENWICH
TS SHROPSHIRE	CANTERBURY
TS SIRIUS	ARNCLIFFE
TS HAWKESBURY	GOSFORD
TS PARRAMATTA	PARRAMATTA
TS ST IVES HIGH SCHOOL	ST IVES
TS SYDNEY GRAMMAR SCHOOL	SYDNEY
TS SCOTS COLLEGE	BELLEVUE HILL
TS ALBATROSS	WOLLONGONG

State: Victoria

Controlling Naval Establishment: HMAS LONSDALE

NRCU	*Location*
TS MILDURA	MILDURA
TS BENDIGO	BENDIGO
TS LATROBE	YALLOURN
TS MELBOURNE	ALBERT PARK
TS BARWON	GEELONG
TS VOYAGER	WILLIAMSTOWN
TS HENTY	PORTLAND

State: South Australia

Controlling Naval Establishment: HMAS ENCOUNTER

NRCU	*Location*
TS ADELAIDE	PT ADELAIDE
TS FLINDERS	PT LINCOLN
TS GAMBIER	MT GAMBIER

State: Tasmania

Controlling Naval Establishment: HMAS HUON

NRCU	*Location*
TS EMU	BURNIE
TS LEVEN	ULVERSTONE
TS MERSEY	DEVONPORT
TS YORK	GEORGE TOWN
TS TAMAR	LAUNCESTON
TS DERWENT	HOBART

ANNEX G—*continued*

State: Western Australia

Controlling Naval Establishment: HMAS LEEUWIN

NRCU	*Location*
TS PERTH	FREMANTLE
TS MORROW	GERALDTON
TS BEDFORD	KWINANA
TS VANCOUVER	ALBANY

Territory: Australian Capital Territory

Controlling Naval Establishment: HMAS HARMAN

NRCU	*Location*
TS CANBERRA	ACT

Territory: Northern Territory

Controlling Naval Establishment: HMAS MELVILLE

NRCU	*Location*
TS WARRAMUNGA	DARWIN

(400/1/1752)

(*Navy Order 128/70*)

14328/72 W. G. MURRAY, Government Printer, Canberra

State: New South Wales

Controlling Naval Establishment: [illegible]

NRCU	Location
TS SIRIUS	NEWCASTLE
TS CONDAMINE	MANLY
TS SYDNEY	SNAPPER IS
TS WARREGO	GREENWICH
TS SHROPSHIRE	CANTERBURY
TS [illegible]	ARNCLIFFE
TS HAWKESBURY	GOSFORD
TS PARRAMATTA	[illegible]
TS ST. IVES HIGH SCHOOL	ST IVES
TS SYDNEY GRAMMAR SCHOOL	SYDNEY
TS SCOTS COLLEGE	BELLEVUE HILL
TS ALBATROSS	WOLLONGONG

State: Victoria

Controlling Naval Establishment: HMAS CERBERUS

NRCU	Location
TS MILDURA	MILDURA
TS BENDIGO	BENDIGO
TS LATROBE	YALLOURN
TS MELBOURNE	ALBERT PARK
TS BARWON	GEELONG
TS VOYAGER	WILLIAMSTOWN
TS [illegible]	PORTLAND

State: South Australia

Controlling Naval Establishment: HMAS ENCOUNTER

NRCU	Location
TS ADELAIDE	PT ADELAIDE
TS FLINDERS	PT LINCOLN
TS GAMBIER	MT GAMBIER

State: Tasmania

Controlling Naval Establishment: HMAS HUON

NRCU	Location
TS EMU	BURNIE
TS LEVEN	ULVERSTONE
TS MERSEY	DEVONPORT
TS YORK	GEORGE TOWN
TS TAMAR	LAUNCESTON
TS DERWENT	HOBART

HISTORIAN

ANO 151/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
24 May 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

Section 2

PERSONNEL

UNCLASSIFIED

151/72—Rescue and Resuscitation in the Royal Australian Navy

1. Before presenting a detailed description of the salient features of life saving (Annexes A to C), it is emphasised that the necessity for its application and the unavoidable dangers involved may, in many cases, be obviated by reducing the number of poor and non-swimmers borne. The importance of encouraging the use of breast and side strokes amongst the younger sailors cannot be over-stressed.

2. It is usually only when coming into contact with life saving that those who have ignored these strokes realise their relative handicap, and remedying this becomes increasingly difficult in later life. If the breast stroke has been learned at the start, then the return to it, even if it has been protractedly ignored, is infinitely easier than starting from scratch.

Lives Lost by Drowning

3. Although as a result of pure accident many lives are lost by drowning, too often one hears of lives lost through sheer inability to swim, and whereas the former is sometimes adjudged an act of God, the latter is inexcusable. When, as a result of an unsuccessful attempt to assist a drowning person, the rescuer also drowns, it amounts to tragedy, with the fault almost entirely at the door of the non-swimmer. It is every mans duty to himself and his shipmates to learn to swim and, having done so, to become reasonably proficient in assisting others in difficulty. It is to this end that the following information is promulgated.

Drowning

4. When a person finds himself in difficulty in the water he invariably throws up his arms and shouts for help. By throwing up his arms instead of using them to keep afloat, he decreases his buoyancy, loses his ability to scull, and promptly sinks below the surface. Once below the surface and unable to breathe, he usually struggles more violently, pushing himself even deeper and swallowing water in the process. The struggles may be prolonged and then cease for a time, allowing him to rise again. If still conscious, he may renew his struggles again, though perhaps more feebly, with the same result. When insensibility does occur, the body sinks altogether assisted perhaps by the loss of air from the lungs, saturation of clothing and the probable filling of some body cavities with water. The belief that the body must rise three times before sinking is a fallacy; the question of rising or sinking at all, depends entirely upon the circumstances.

Speed of Action

5. Once a person is seen struggling in the water in apparent danger of drowning, no time should be lost. As already stated, the drowning person may sink and not rise again, making the rescue more difficult and exhausting, with a strong chance of losing the body altogether. In view of this the rescuer must, knowing his own capabilities as a swimmer, quickly assess the situation with regard to weather conditions and distances involved, and accordingly only spend time discarding such clothing as is necessary to effect a successful rescue. Footwear and similar heavy clothing should invariably be removed, for although in theory, air pockets captured in the clothing assist buoyancy, unless the distance is short, or the rescuer a strong swimmer, wet clothing must be considered a handicap; nevertheless, speed is the thing, and the situation will undoubtedly dictate the decision.

Entering the Water

6. With a few exceptional circumstances, it is usually wiser to jump into the water rather than dive, and if underwater obstacles are likely to be encountered the body should be as relaxed as possible. When jumping from a considerable height, although relaxed, the body should be held in a compact position, for an ungainly attitude of limbs is conducive to dislocation, on impact with the water.

The Approach

7. The swim-up to the subject will depend upon the distance and urgency, the main point being the expenditure of energy. There is not much point in effecting a speedy swim-up and 'control', only to find the the rescuer is too exhausted to complete the tow back. Approach from the rear is most convenient, but as a drowning person will endeavour to turn and face the rescuer, no time should be lost insisting upon this. The advantage of shouting encouragement, advice or directions to the subject during the last stages of approach should not be ignored.

Reaching the Subject

8. Assuming that just before reaching the subject he sinks from sight, the rescuer should proceed to the point at which he disappeared and make a surface dive. The whole point of a surface dive, is that it is vertical from the surface and not a diagonal swim down to the bottom. It is done by 'piking' or 'jack-knifing' the body on the spot, and raising the legs vertically in the air; then, employing the initial sweep of the arms, pulling cleanly and swiftly to the bottom. If the bottom is muddy, disturbing it or pushing off from it, should be avoided, even if it means assessing the situation and returing to the surface for air before diving again. The rescuer should keep well clear of obstructions.

The Drowning Clutch

9. If a drowning person is allowed to seize his rescuer, he may not let go unless absolutely forced to. The practice of vigorous release methods may then end in the subject inhaling water into his lungs. If he does this he is likely to die, even though brought to safety within a minute or two. If, therefore, on approach the subject appears particularly hysterical and strong, the rescuer should not be too keen to get to grips. It will often be better to lie just out of reach and try to calm him with the voice, keeping a sharp watch for him sinking. It enormously improves the chances of safety for both if the co-operation of the subject can be obtained. If, however, it can not, the rescuer must be able to preserve his own freedom of action. Release techniques are described in Annex A.

The Tow Back

10. The type of tow used will again depend upon the circumstances, and various methods are described in Annex B; the following points, however, generally apply:

a. The subjects head must always be kept above water even though the rescuers may at times be submerged.

b. The rescuer must avoid giving the impression that the tow is difficult; it should be as smooth and continuous as possible; the subject will gain confidence and relax, making the rescuers job easier.

c. The rescuer should keep his own and the subjects legs as near the surface as possible to avoid retardation effect, if the subjects legs tend to sink, the rescuer should lift them occasionally with his own, endeavouring not to break the rhythm of the tow.

d. Return to safety should be made the easiest way, with the tide or stream, diagonally across it, or even merely keeping the subject afloat and awaiting further assistance.

11. Finally, many knowledgeable and efficient life savers have got into difficulty or even failed in their attempts to save life, through being out of practice. Do not get caught this way; less than five minutes of your half-hour swim spent in practice, will be sufficient to keep you up to date; make it a habit.

ANNEX A

METHODS OF RELEASE

If the rescuer finds himself gripped he should at all times keep uppermost and try to free himself by one of the methods here described. If he is unable to disengage himself, he must be prepared to sink with the subject, who, finding himself unable to breathe, will usualy let go to reach the surface. Before sinking, the rescuer should aim to breathe in as the subject breathes out, and going down should be swift and decisive. Because of the danger of causing the subject to inhale water, the rescuer should regard sinking with him as a last resort. Having executed any of the following methods of release, the object is to maintain contact and take the subject immediately into the towing position (there is a momentary loss of contact in the first method). Further methods of release for more expert swimmers may be found in publications of the Royal Life Saving Society.

(1) *Held by the Wrists*—Straighten and raise both arms above the head, bringing them down and together in front of the body. At the hip level sweep them out against the thumbs of the subject to a right angle with the body. The rescuers arms must be kept straight throughout.

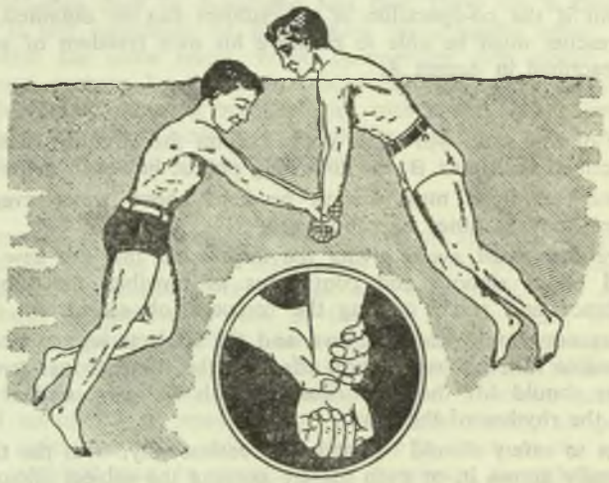


Fig. 1

ANNEX A—*continued*

(2) *Held by the Neck*—Take a deep breath and get well over the subject. Place one hand in the small of his back, and the other hand on his chin, fingers clamping the nostrils. Pull hard towards with one hand, at the same time pushing downwards with the hand on his face.

Fig. 2

(3) *Clutched Round the Body*—If clutched round the body pinioning the arms, place the left hand from behind on to the right shoulder and, whilst pulling down hard with the hand, force up hard with the upper part of the other arm. Bring the right knee into the lower part of his abdomen and place the palm of the right hand over his chin. With a sudden movement straighten the right arm, pull down hard with the left and push down with the knee. Again, the object is to get well over the subject so that all the forces exerted by the rescuer are downwards and away.

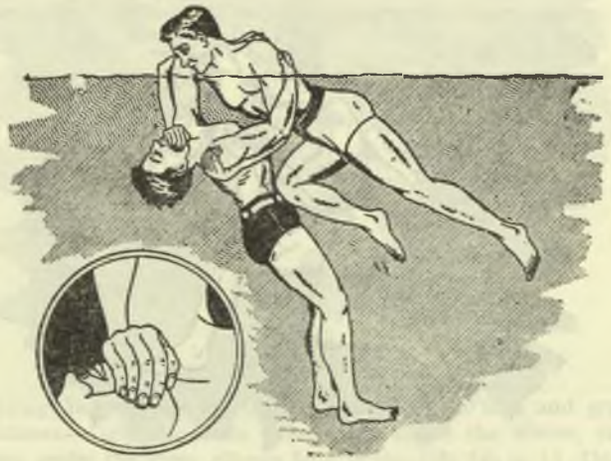


Fig. 3

(4) *Clutched Round the Body from Behind*—When clutched from behind, it is invariably round the neck. To protect the throat, quickly bring the chin down on the neck. Grip the subjects lower wrist and twist it down and inwards, at the same time pushing up hard on the elbow with the other hand. Retain the grip, continue to apply pressure and, by turning, bring his arm up behind him and force it upwards close to his body.

Fig. 4

Fig. 5

Fig. 6

ANNEX B

METHODS OF RESCUE

(1) *When not Struggling*—Turn the subject on his back and place the palms of the hands over his ears. The rescuer must keep his upper arms close to his body and fingers in line with the forearms. Keep the subjects head close up to the chin and against the chest. Propel with the life saving leg kick.

Fig. 7

(2) *When Struggling*—When the subject is inclined to turn and grapple, the hold should be as follows—Grip the arms firmly just above the elbow, rescuers thumbs uppermost, fingers under the arms, elbows kept in the side (as in 1). Draw the subjects arms out at right angles to the body; this will prevent him from turning.

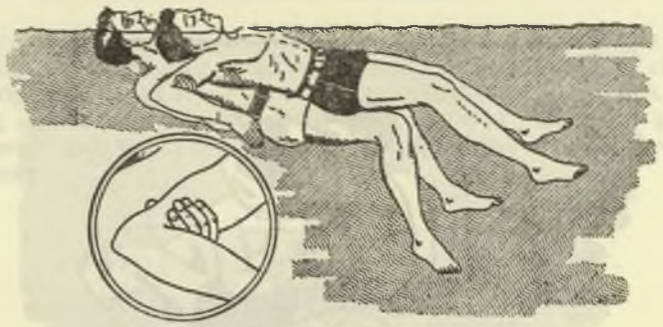


Fig. 8

(3) *Arms Difficult to Hold*—If the subject is struggling violently or if for any other reason the arms are difficult to hold, pass the hands under the subjects armpits, fingers apart, and place them on his chest, thumbs on the collar bone. Raise the arms sideways, pushing the subjects at right angles to his body. Keep the subjects head up to the chin.

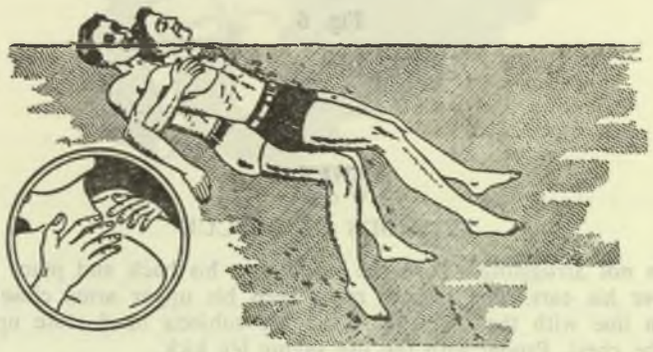


Fig. 9

(4) *Help when Passive*—When the person in difficulties is amenable and obviously prepared to assist you, approach with breast stroke and call out clearly 'Place your hands on my shoulders and lie back'. When he has done this tell him to keep his arms straight, whilst you continue to swim breast stroke. This is by far the easiest way to rescue, and great distances at comparative ease can be accomplished.

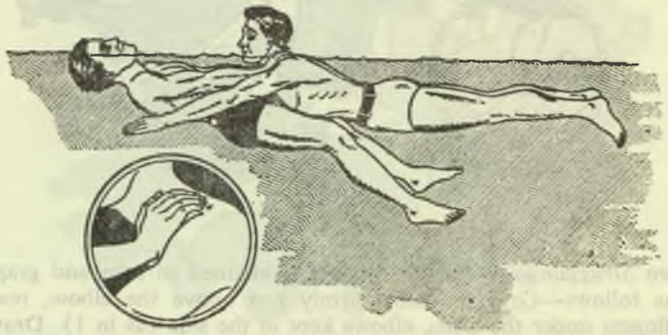


Fig. 10

(5) *Unigrip Method*—This method, recommended by the RLSS, is the best standard method to encourage amongst life-savers in the Service. It is simple to master, its execution employing the use of the side-stroke leg action and allowing the use of the disengaged right arm to assist propulsion:

a. Approach from the rear, pass the arm over the subjects shoulder and cup his chin in the hand, using the elbow to press his shoulder into chest. If the subject starts struggling, the opposite hand may be brought under the corresponding shoulder, clamping that also to the chest.

b. If this is of no avail, the cupped hand should be brought on to his nostrils and mouth, shutting off his air supply. The subject will invariably seize the rescuers wrist and pull it down onto his own chest whereupon the tow may continue.

c. During any of the restraint the rescuer will swim on the back.

ANNEX C

ARTIFICIAL RESPIRATION

1. The various methods of artificial respiration have only recently been subjected to critical scientific evaluation, which was not possible until the introduction of drugs to relax the muscles of the experimental subject. The experiments have shown that the mouth-to-mouth (or mouth-to-nose) method is incomparably superior to all others, except in certain special circumstances. If the mouth-to-mouth method cannot be used, because of facial injuries for example, Sylvesters method if the next most efficient—provided that a free airway can be maintained. If Sylvesters method is not possible, because of inability to hold the tongue forward, the Holger Nielson method must be resorted to. All other manual methods are ineffective and should no longer be taught or used. The use of mechanical resuscitation apparatus is restricted to persons who have had training in its operation.

2. On recovering the body of an apparently drowned person the immediate start of artificial respiration is essential. No time should be wasted in attempting to drain water from the lungs, but the mouth and throat should be quickly cleaned of any debris or foreign matter. Operators should not be discouraged by apparent lack of response from the subject; it may well be a considerable time before the patient shows any sign of recovery. Artificial respiration should be continued until a medical practitioner declares life extinct.

Procedures

Mouth-to-Mouth or Mouth-to-Nose Method

3. Place the subject on his back and kneel at his right side. With the fingers of either hand, or a piece of cloth, remove any foreign material or loose objects from his mouth and the back of the throat, turning his head to either side as convenient. Placing the left hand on the victims forehead and the right hand under his neck, tilt the head back fully. A support under the shoulders will make this easier. Close the nostrils by pressure with the thumb and forefinger of the left hand, take a deep breath and place your mouth tightly over the subjects mouth, keeping his mouth open. Blow with only sufficient force to make his chest rise. When the chest rises, take your mouth off in order to let him breathe out of his own accord by recoil of the chest muscles. Turn your head away and inhale deeply and continue the inflation

cycles, leaving an interval of three or four seconds between each inflation. During inflation and whilst the subject exhales, the backward tilt of his head must be maintained to keep his airway clear. If, in spite of this tilt, the airway is not clear, remove your right hand from under the neck, hook the thumb over the lower teeth and pull or lift the lower jaw forwards so that it overlaps the upper jaw.

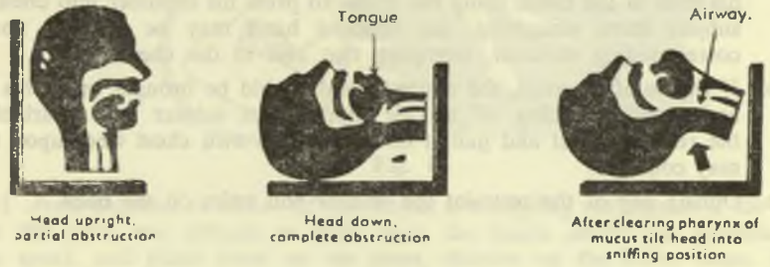


Fig. 11

4. If the belly is seen to bulge during inflation, air is being blown into the stomach. Check that the airway is clear, and be careful not to blow any harder than necessary to cause the chest to rise. Do not attempt to expel air from the stomach by pressure on the belly as this may force stomach contents into the breathing passages.

5. Reluctance of the rescuer to contact the face of the subject may be reduced by placing a handkerchief over the subjects face.

6. An alternative method is to inflate the lungs through the subjects nose—maintaining the backward head tilt and upthrust jaw to keep a clear airway. In this case as the airway is through the nose and windpipe, his mouth must be kept closed during inflations to stop leakage of air.

7. Both methods are simple, easy to teach and easy to remember; they both give greater quantities of tidal air movements than any other except the mechanical positive pressure methods.

8. As soon as the subject endeavours to breathe himself, help by timing your assistance to coincide with his efforts, watch his chest for timing, but do not stop until he has completely recovered consciousness.

9. Laymen often fail to obtain and maintain the necessary free airway. They do not remember to hold the jaw forward, or they do not do this properly.

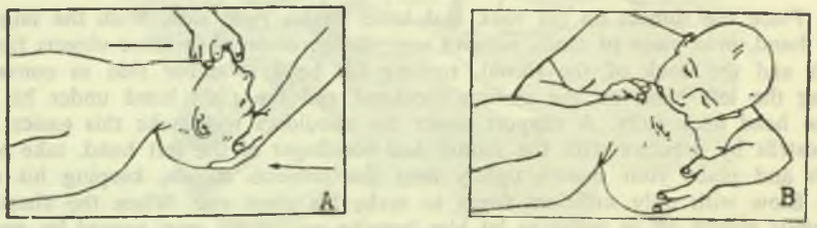


Fig. 12

10. Rescue breathing in water chest high. This is the easiest position of all, even easier than on land. In still water any relative position of the heads suffices so long as the patients head is fully extended. In rough water, the patients head should be higher out of the water, higher relative to the rescuers shoulder, and rotated towards the rescuers, not looking vertically upwards. But in such a position, mouth and nose are invisible from the side.

Fig. 13

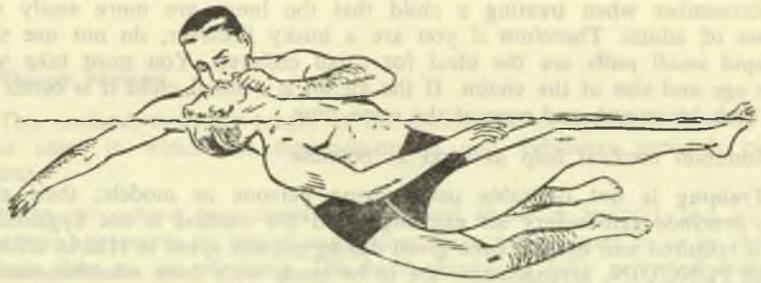


Fig. 14

11. This sketch shows only the preparatory positions in the water. The head of the patient should be higher up on the shoulder, so that the head can be tilted backwards above the shoulder. Then in rescue breathing the faces are inclined towards each other, with the rescuers head only slightly higher than the patients. The rescuer does not attempt to swim fast or make a full stroke whilst doing rescue breathing, because this tends to depress the patients head and face, and waves are apt to wash over the patients face. In rough water rescue breathing cannot be regular, but rather as opportunity offers. The actual positions during rescue breathing are

very difficult to sketch, as the mouth and nose are not in view from the side. This sketch shows both the rescuers shoulders too high in relation to the patient. At the moment the rescue breathing commences the lower supporting arm is 90° or less from the body, and the rescuers mouth points to the tip of his own shoulder. The patients face is somewhat rotated towards the rescuer, not facing upwards.

12. In Australia, perhaps more than in most countries, many deaths occur in lagoons and in pools with wide shelving edges. In the rivers and creeks the foothold near the bank is often muddy and slippery. In many cases the banks of the creeks and rivers are high and steep, and often recurved and of loose soil. For long stretches, the bank may be hard to climb, even alone. The whole of the eastern coast has a series of shallow lagoons, which may take hundreds of yards to shelve down to deep water. An adult may be able to wade a quarter of a mile where a child would drown. The vital time saved by rescuing in shallow (waist or chest-high) water is obvious. Once practised, the ease of this type of rescue is remarkable. The mouth-to-nose method, once the idea of full head-tilt is mastered, is so easy that children can perform it, instead of running or wading for help. It is actually in such pools and lagoons that the majority of deaths occur.

13. *The Seven Steps of Mouth-to-Mouth Respiration:*

(1) Clear subjects mouth and throat of water, mucus, food, teeth.

(2) Tilt head well back to open the airway passage and keep it there.

(3) Hold jaw in jutting out position and keep it there.

(4) Pinch nostrils to prevent air leakage unless victim is a child.

(5) Blow into mouth (and nose, if victim is a child) until you can see the chest lift.

(6) Remove your mouth; listen for air return from victims lungs.

(7) Repeat about 12 times a minute for an adult, about 20 times a minute by means of rapid small puffs for a child.

14. Remember when treating a child that the lungs are more easily damaged than those of adults. Therefore if you are a husky lifesaver, do not use your full force; rapid small puffs are the ideal for small children. You must take your cue from the age and size of the victim. If the victim is a small child it is better to blow through both his mouth and nose at the same time.

15. Summon medical help as soon as possible.

16. Training is not desirable using living persons as models; their conscious reactions preclude satisfactory air exchange, and the method is not hygienic. Where training is required and has not been given during periods spent in HMAS CERBERUS or HMAS PENGUIN, arrangements are to be made with those establishments, where training manikins are installed.

Sylvesters Method

17. This method was described over a hundred years ago, but fell into disuse for many years. It has now been shown to be in fact more efficient than later manual methods, as long as means are available to hold the tongue forward.

18. Lay the patient on his back and place a pillow or roll of clothing under the shoulders, so that the head hangs downwards and backwards, almost clear of the ground. Pull the tongue forward and get an assistant to hold it or fix it there (for example by a large safety pin thrust through the tongue and resting against the lips).

19. Kneel at the patients head and grasp his arms just above or below the elbow, whichever is the more convenient. Sweep the arms upwards from the sides to above the head, keeping the elbows near the ground during the whole movement. This movement fills the lungs with air and should take two seconds.

Fig. 15

Artificial Respiration. Sylvesters Method. Inspiration.

20. Now sweep the arms downwards, cross the forearms over the body, and by leaning forwards compress the sides and front of the lower ribs. This movement should also take two seconds.

Fig. 16

Artificial Respiration. Sylvesters Method. Expiration.

Holger-Nielson Method

21. This method, formerly taught as the method of choice, is now to be reserved for those cases in which the mouth-to-mouth and Sylvesters methods cannot be carried out.

22. Place the subject face down (head lowest if on an incline) and arrange the hands, palms downwards on top of each other in such a manner as to be able to rest the subjects chin on top of them. The head should be fully extended (tilted backwards) on the neck. An alternative, but less effective, position is for the forehead to rest on the hands, but the nose and mouth must be clear of the ground.

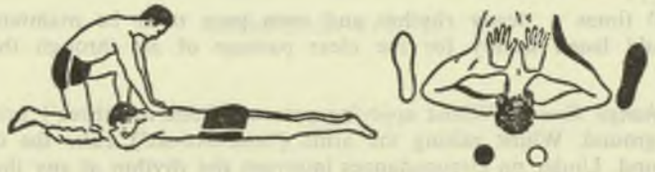


Fig. 17

ANNEX C—*continued*

23. The action is a gentle rocking movement forward, until the arms are vertical, exerting a smooth increasing pressure from above, using the weight of the trunk. The arms must be kept straight throughout. A pressure of 33-34 lb is sufficient for an adult, and should be decreased down to 2-4 lb for infants. This movement takes two seconds (count 'one-two-three'). (*See* Figures 17 and 18.)

Fig. 18

24. At the end of this, release the pressure and slide the hands back over the subjects shoulders and upper arms grasping them just above the elbows. This movement takes about one second (count 'change'). Quietly raise and pull on the arms, rocking back a little but never to sit on the heel. This takes two seconds (count 'four-five-six'). The trunk must not be raised, neither should the position of the hands or head be disturbed. (*See* Figure 19.)

Fig. 19

25. Lower the arms gently to the ground and slide the hands back to the original starting position. This takes another second (again repeat 'change'). (*See* Figure 20 and then Figure 17 repeated.)

Fig. 20

26. At all times a steady rhythm and even pace must be maintained, and the operator should listen keenly for the clear passage of air through the respiratory channels.

27. *To Change Knees*—Whilst applying pressure ('one-two-three') bring the raised knee to the ground. Whilst raising the arms ('four-five-six') raise the opposite knee from the ground. Under no circumstances interrupt the rhythm at any time during the change.

ANNEX C—*continued*

28. *To Change Operators*—The relief operator should stand behind the operator, the foot of the intended 'raised' leg in position. Both operators should count together for a while to ensure continuous rhythm, then at a signal from the operator, the relief takes over with the pressure movement on the back. Again, no interruption of the rhythm is acceptable.

29. *How Long to Continue*—Assuming that no medical aid arrives to accept the responsibility, persist with the resuscitation drill to the absolute capacity of your physical capability. If the patient makes no effort at spontaneous respiration in a few minutes it is probable that his case is hopeless. It is nevertheless worthwhile perservering. The return of consciousness may be long delayed, and it can be very difficult to be certain of the presence of very shallow respiration in an unconscious person.

30. *Signs of Life*—The first signs of life may be when the subject makes some slight movement, gasps, or the skin assumes a normal colour. The breathing at this stage will begin to strengthen, and every care must be taken to co-ordinate the timing of the drill to match the breathing.

31. *Important*—Do not attempt to promote circulation, turn the patient on to his back or provide stimulation until he is breathing quite normally.

32. *On Recovery*—When the patient has effected a definite recovery, he should be kept warm, covered, and at rest until satisfactory arrangements can be made for his removal.

33. *To Turn the Body Over*—Kneel at right angles to the body facing it, extend the subjects nearest arm above his head, turning his head on its side so that he faces away from you. Grasp his right shoulder with your left hand and right hip (and hand) with your right hand draw him up on to his side—as his head is about to fall down towards you, slide the left hand under his left shoulder and behind his head—complete drawing him on to his back, checking his head from flopping on to the ground. Promote circulation as before.

34. *Finally*—If the resuscitation is successful, the subject at this stage recovers movement, and invariably tries to sit up. Discourage violent movement, provide covering or any other means of promoting warmth and encourage him to lie still and relax. Test the ability to swallow (warm, sweet tea is the best medium). Do not administer alcohol or any form of drugs or drinks which are too hot.

35. *Subjects Arm Injured*—Place the subjects arms by his side and substitute a rolled garment under the forehead. Lift under the shoulders instead of by the arms.

36. *Subjects Ribs Injured*—In this case omit the pressure movement, effecting the lifting only.

37. Navy Order 418/69 is hereby cancelled.

(156/51/27)

(*Navy Order 418/69*)

14331/72 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

ANO 152/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
24 May 1972.

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

By direction of the Naval Board,

S. Landau.

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

FOR OFFICIAL USE ONLY

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

152/72—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 establishment 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—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 resigation (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.

Long Service Badges

10. Members are entitled to wear long service 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 long service badges except continuous full time service in a PNF vacancy.

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 qualifying service for 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*
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*
Not have attained the age of 45 years.

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

d. *Medical*
Applicants applying for full time service 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.

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 level of one rate for Leading and Able ranks; the 'over two years' rate for Petty Officers and the 'on promotion' rate for Chief Petty Officers and Warrant Officers. Officers will be paid the 'on promotion' rate for rank. 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 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.

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 by 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 rate for 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.

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.

Forms PP118 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 re-promotion 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). Application is to be made in the same manner as for members of the PNF. *See* RI Chapter 48 Section III.

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. call 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.

f. Medical unfitness.

40. The retiring age for officers and Wrans is 50 years.

Administrative Aspects

Certificate of Discharge

41. A Wrans certificate of discharge from the WRANS is held by the member and when reporting for naval service she is to bring it with her. A certificate of discharge will be issued upon discharge from the WRANSR.

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 for short periods of naval service will normally be issued 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; others 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 kit of members of the Womens Royal Australian Naval Service Reserve is listed in ABR 93, Part II, Scale 15.

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 unservicable 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 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 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. 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.

54. Navy Orders 62/71 and 229/71 are hereby cancelled.

(465/8/86)

(Navy Orders 62/71 and 229/71)

14332/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 153/72-164/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
29 May 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

153/72 Commissioning.
154/72 Will Not Be Issued.
155/72 Commissioning.

SECTION 2—PERSONNEL

156/72 Programme of Professional Tests for Promotion to SD List—September 1972.
157/72 Sailors Posted for Diving Courses.
158/72 Seasickness—Medical Treatment, Posting and Disposal of Chronic Sufferers.
159/72 Terms of Reference for Photographic Interpretation Officer.

SECTION 4—EQUIPMENT, STORES AND SERVICING

160/72 EDP Supply Procedures—Consolidated Report of Availability for Management.
161/72 HSA Equipment—Designation and Classification.
162/72 Medical and Dental Stores—Adaptor Oxygen Cylinder to Oxy-viva Resuscitator—Introduction into Service for Diving Boats.
163/72 Naval Stores (General)—Revised Allowances of Teletype Tape Winders and Reels.

SECTION 6—ESTABLISHMENTS

164/72 Fire Precautions—Electrical Fires in Establishments.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

153/72—Commissioning

The following decommissioning has been effected:

HMAS JEPARIT .. .. 15 March 1972

(1211/51/665)

154/72—Will Not Be Issued

UNCLASSIFIED

155/72—Commissioning

The following decommissioning has been effected:

HMAS QUEENBOROUGH .. .. 7 April 1972

(1211/251/200)

Section 2

PERSONNEL

UNCLASSIFIED

156/72—Programme of Professional Tests for Promotion to SD List—September 1972

1. It has been decided that in future all Professional tests for promotion to the SD list will be held during the first week of September each year.

2. Accordingly the following Professional tests for 1972, which will be conducted from Navy Office, will be held on Tuesday 5 and Wednesday 6 September. Successful candidates selected for the SD list will proceed to qualifying courses during 1973.

Test

SBLT SDSU S and W
SBLT SDEN ME MECH and MESM
SBLT SDSH
SBLT SDEN AE
SBLT SDEN L, R, AL, AR
SBLT SDWM or WD

3. Applications for these tests are to reach Navy Office one month in advance.

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

5. Navy Order 404/71 is hereby cancelled.

(312/6/5)

(*Navy Order 404/71*)

UNCLASSIFIED

157/72—Sailors Posted for Diving Courses

1. Diving is a strenuous activity requiring a high degree of physical fitness, particularly in the case of trainees without previous experience. The fact that a sailor has passed a medical examination for fitness for diving does not ensure that he will be at his physical best at the start of the course.

2. Commanding Officers should select and notify personnel for diving courses as early as possible before the start of the proposed course. In the interim period, the ships Diving Officer is to encourage and supervise the selected sailors in a programme of a planned physical activity and he is to impress upon them the importance of maintaining a high physical standard in preparation for their courses.

3. Navy Order 348/69 is hereby cancelled.

(303/221/97)

(*Navy Order 348/69*)

UNCLASSIFIED

158/72—Seasickness—Medical Treatment, Posting and Disposal of Chronic Sufferers

1. Members who suffer from severe seasickness are to be referred to a Medical Officer as soon as their condition becomes apparent.

2. The Medical Officer will recommend preventive treatment; full details of the case are to be recorded on Form AF Med 7, PM169 (card) and PM170 (flimsy), including the degree of disability, the sea state required to produce disability and the treatment prescribed.

3. Medical Officers are reminded that most cases improve appreciably with extended sea experience. The treatment of sufferers should aim at allowing this natural development to occur with the minimum support from drugs.

4. If members do not respond to treatment after an adequate trial, an interim medical survey report is to be rendered for consideration of posting to a large ship.

5. Navy Order 263/69 is hereby cancelled.

(327/53/10)

(*Navy Order 263/69*)

UNCLASSIFIED

159/72—Terms of Reference for Photographic Interpretation Officer

1. The terms of reference of Photographic Interpretation Officers are as follows:

The Photographic Interpretation Officer is responsible to the Air Operations Officer through his Squadron Commanding Officer for:

a. the planning of aircraft reconnaissance sorties;

b. the briefing and debriefing of aircrew who have taken reconnaissance data;

c. the interpretation of reconnaissance data (this includes data from all fixed and portable carriers and sensors);

d. providing specialist assistance to the Air Intelligence Officer and the Squadron Commanding Officer as required; and

e. the training of aircrew in Photograph Reconnaissance techniques.

2. RI Chapter 61 will be amended in due course.

(164/1/27)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

160/72—EDP Supply Procedures—Consolidated Report of Availability for Management

1. A system has been developed to provide an EDP produced report showing statistics relevant to demands raised by HMA ships and commissioned establishments. The report will be known as a Consolidated Report of Availability for Management, short title, CRAM.

2. The report will be provided to each Administrative Authority on a monthly basis and will provide information in the format shown in Paragraph 4, concerning demands by HMA ships and establishments under the control of the Administrative Authority. Copies of all reports will also be provided to DFSD and DSUA.

3. The report will be produced in four parts, as follows, for each Administrative Authority:

Part 1 will show details of demands on individual Supply Depots for each ship or establishment.

Part 2 will show, under each ship or establishment, details of demands on all Supply Depots.

Part 3 will show details of demands for all ships and establishments under individual Supply Depots.

Part 4 will show details of demands on all Supply Depots for all ships and establishments.

4. The report will be in the following format for each of the four parts:

	Number (typical figures)	*Per cent*
1. TOTAL DEMANDS PROCESSED	100	100.000
2. DEMANDS FILLED OF THOSE PROCESSED ..	75	75.000
3. DEMANDS DELAYED—CODE (as applicable) TOTAL	5	5.000
4. DEMANDS DEFERRED—SHORT TERM..... LONG TERM..... EARMARKED..... (as applicable) TOTAL	10	10.000
5. DEMANDS REJECTED—CODE (as applicable) TOTAL	10	10.000
6. INITIAL DEPOT AVAILABILITY (*see* Paragraph 8).		

5. The figure shown against category 1, 'TOTAL DEMANDS PROCESSED' will, in all cases, include delayed demands which were re-cycled during the month and rejected demands which were resubmitted. For this reason, the figure may not necessarily correspond with the total number of demands actually raised.

6. The 'typical figures' shown under the headings 'NUMBER and PER CENT' against categories 2 to 5 (inclusive) in Paragraph 4, represent the disposition of the total demands submitted.

7. Figures which will appear in categories 3, 4 and 5, against the various applicable codes, etc, represent the disposition of demands within these categories and their related percentage to the total number of demands for the category. Using category 4—DEMANDS DEFERRED—as an example, the following typical figures may appear:

	Number	*Per cent*
DEMANDS DEFERRED—SHORT TERM	4	40.000
LONG TERM	6	60.000
EARMARKED		
TOTAL	10	10.000

8. The 'Initial Depot Availability' at category 6 will be expressed as a percentage only and will represent the percentage of the number of demands filled (category 2) over the total of the number of demands filled plus the number of Short Term Deferred Demands, plus Reject Code 306, plus Reject Code 307, eg:

DEMANDS FILLED .. .. $\frac{75}{79} \times \frac{100}{1}$

DEMANDS FILLED PLUS SHORT TERM DEFERRED DEMANDS }

INITIAL DEPOT AVAILABILITY 94.936%

9. Annex A to this Navy Order provides details and explanations of reason codes used in the report.

10. The First Consolidated Report of Availability for Management has been issued, containing statistics for the month of February 1972. The report will serve many uses, including the ability to monitor the regularity of demands submission by customers, and the highlighting of educational problems—eg, where there are significant number of rejects within one reject code area which requires clarification, etc.

11. ABR 4 will be amended.

ANNEX A

Explanation of Codes Used in Consolidated Report of Availability for Management

1. **Demands Delayed:**

Code — *Explanation*

314—The demand was lodged against a supply depot that does not have an account for the item demanded.

315—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.

316—The Unit of Issue (U/I) shown on the demand differs from that recorded on the EDP file but is the one previously applicable for the item.

2. **Demands Rejected:**

Code — *Explanation*

106—The message registration details (ie, Source, Code, Year, Register, Registration Number, Line Number, and if applicable, DTO Modification Number) punched for the demand coincide with the registration details of a message already recorded in the NAVSTOK System.

107—Two or more messages with identical registration details are received in the one EDP Processing run—all messages will be rejected.

108—The registration under which this form has been submitted has previously been voided. Registration numbers thus voided may not be re-used.

113—A message is received and the transactions arising from it are applied to the NAVSTOK Central Record. Subsequently an attempt is made to change the applied transactions by means of a corrected version of the message.

114—A correction is received bearing a version number less than or equal to the version number already recorded.

117—The registration quoted on the input document for voiding has, according to the record, already been applied.

120—A message has been received with a registration number either lower than the initiating number for the registration series or greater than the terminating number for the series.

122—An attempt to void all the individual lines of a multi-line message by use of a message Void, ie, by placing a 'V' in 'Message Type' box on a correction. A message void may only be used in this situation where the message was rejected, rather than if the lines (even all the lines) of a message were rejected.

123—A message with a message type of 'I' or 'T' is registered within the range of numbers already received.

Code	*Explanation*
126—A message (rejected by Edit) which also duplicates a registration already recorded by the journal.	
127—A broken sequence of line connections was submitted to correct what was a message reject.	
129—Demand was an edit reject.	
301—Unit of Issue code shown on input document does not agree with Unit of Issue code on EDP Central Record.	
303—There is a 'match' on registration detail where this should not occur.	
304—Due code shown on this message does not agree with/cannot refer to the transaction recorded on the EDP Central Record.	
305—Demand was for an item not recorded in the EDP record. This type of transaction is not authorised to open a new account.	
306—An Issue Order for the issue of stores, in other than a serviceable condition, has been input to EDP and the EDP balance according to the EDP Record is insufficient to meet the requirement. This transaction has been rejected, because in the initial phase of EDP, it is not intended to record other than serviceable stores as 'Dues Out'.	
307—An Issue Order for the issue of stores on loan has been input to EDP and the balance according to the EDP record is insufficient to meet the requirement. This transaction has been rejected because, in the initial phase of EDP, it is not intended to record 'Dues Out' for LOAN transactions.	
310—UNAPPLIED TRANSACTION, PREVIOUSLY DELETED. Attempted further action on a due, in or out, previously released or cancelled.	
312—Applies to SD/SRN documents when requester has used incorrect form.	

(400/1/2259)

RESTRICTED

161/72—HSA Equipment—Designation and Classifications

1. HSA equipments in use in the RAN are identified and classified as follows:

Project No	*Description*
RA8/04–34Au	8GR301 Navigation Radar

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
001	Antenna	8GA300/07	R	
002	Man-aloft switch	0D93575	U	
017	Transceiver including Ferrite isolator and low power shutter	8GZ301/00	R	
021	Power supply unit	8GD300/06	U	
023	Control unit	8GU300/06	R	
025	Control unit selection box	8GU305/00	U	
037	Mains adaptor unit	8GD1010/02	U	
099	Set of installation spare parts	—	U	
100	Documentation	—	R	

Project No	*Description*
M22/6–38Au	Gunfire Control System—River Class DEs

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
01	Combined antenna system comprising: —warning antenna with: —IFF dipoles —tracking antenna —stabiliser —radome —rigid resilient mounting	vri 70/10	R	

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
02	Man-aloft switch	vvk 104/3	U	
03	Supply and amplifier cabinet (for 01 and 05)	vsv 113/6	U	
04	Switch and fuse box	vvk 94/10	U	
05	Optical sight (stabilised)	vri 79/9	R	
010	Radar transmitter/receiver (X-band) comprising:	erc 5/15	R	
	—jumping frequency transmitter/receiver power supply unit			
012	Radar auxiliary cabinet comprising:	esv 6/11	R	
	—interference suppression unit			
	—PPI-autofollow unit			
013	Waveguide drier	vad 15/5	U	
014	Radar and switching panel	erc 6/12	R	
015	Junction box (for 014)	esv 10/12	U	
020	Display control and computer cubicle comprising:	vre 105/18	R	
	—display unit with PPI A-scope and B-scope antenna conversion unit	emb 10/9		
	—supply rack for the display unit and 012			
	—main control panel			
	—digital computer with program for:			
	—tracking of one air target and one surface target simultaneously; *or*			
	—tracking of one air target and one shore target simultaneously			
	—prediction for one 4.5 turret			
	—stabilisation conversion for one 4.5 inch turret			
	—Calculation of fuze time for starshell fire			
021	Firing pedal	vvk 44/15	U	
028	Blind bombardment corrector unit	vtc 32/9	R	
029	Computer test and control	vsc 123/1	U	
043	Gun transmission box for one 4.5 inch turret	vsv 108/1	U	
060	Check fire bell for CIC	vtz 2/9	U	
061	Check fire bell for gun	—	U	
062	Check fire bell for optical sight	vtz 2/9	U	
063	Check fire box for bridge	vtc 33/11	U	
064	Check fire box for CIC	vtc 33/11	U	
065	Salvo buzzer for gun	—	U	
066	Check fire box for optical sight	vtc 33/12	U	

0100	Documentation	—	R
0101	Set of special tools	—	U
0102	Set of consumable parts for 500 hours operation	—	U

Project No	Description
M44/1-39Au	Missile Fire Control System (Seacat)

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
01	Radar/visual director with:	vri 52/19	R	
	—3-ax stabilised tracking antenna			
	—3-ax stabilised binocular			
	—stabiliser			
	—shock-absorbing mounting			
	—flight controller for guidance			
02	Man-aloft switch	vvk 104/3	U	
03	Supply and amplifier cabinet (for 01)	vsv 113/5	U	
04	Switch and fuse box	—	U	
05	Switch and fuse box	—	U	
010	Radar transmitter/receiver (X-band) comprising:	erc 5/16	R	
	—jumping frequency transmitter/receiver power supply unit			
013	Waveguide pressure drier	vad 11/11	U	
020	Display control and computer cubicle with:	vre 107/3	R	
	—display unit comprising:	emb 15/3	R	
	—supply unit A-scope and B-scope switch and control panel			
	—ISU			
	—setting panel			
	—control panel			
	—digital computer programmed for:			
	—tracking 1 air or surface target			
	—calculation of firing brackets			
	—launching data for launcher			
	—stabilisation conversion for launcher			
029	Computer test panel	vsc 123/1	U	

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
060	One stroke bell	vtz 1/8	U	
062	Check fire bell	vtz 2/9	U	
063	Gong	vtz 7/7	U	
065	Check fire bell	vtz 2/9	U	
066	Gong	vtz 7/7	U	
068	Check fire bell	vtz 2/9	U	
070	Command Link Transmitter (Modified)	—	—	not HSA supply
072	Launcher Control Console (Modified)	—	—	not HSA supply
0100	Documentation	—	R	
0101	Set special tools	—	U	
0102	Set consumable parts for 500 hours operation	—	U	

Project No	Description
BM22/44–40Au	Special to type test equipment for Project M22 and M44

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
01	Zero position indicator	vsc 33/–	U	
02	Sinusoidal motion and constant speed transmitter (SINCOS)	vsc 88/–	U	
03	Digital computer input unit	vsc 118/–	U	
04	Registration equipment consisting of:	vsc 119/–	U	
	—buffer unit			
	—paper tape punch			
	—paper tape reader			
07	Case with measuring cards extension cards and diagnostic program	—	U	
07a	For M22—equipment	vsc 117/–	U	
07b	For M44—equipment	vsc 117/–	U	
08	Demodulator (for 09)	vsc 95/–	U	
09	Recorder	Mark II	U	
010	Quadrant	—	U	
011	Alignment sight (for guns)	FK10B	U	

012	Oscilloscope with:	535A	U	
	—preamplifier	CA	—	
	—preamplifier	G	—	
	—current probe	P6016	—	
	—current probe amplifier	131Mod3	—	
013	Twin supply unit stabilised	—	U	
014	Tubevoltmeter	GM6012	U	
015	Transistor test unit	PP3000	U	
016	Multimeter	AVO8MKII	U	
017	Tubevoltmeter with:	HP410B	U	
	—DC—multiplier	HP459A	U	
018	Cristal Test Unit	IL390A–3	U	
019	Range calibrator set	AN/UPM—11A	U	
029	Computer test panel	vsc 123/–	U	
0100	Cables	—	—	
0101	Documentation	—	R	
	*Means: Tolerance ± 10% Quantities based on:			
	2 ships			
	1 base			
—	Testrack comprising:			
	—Control panel			
	—Oscilloscope	RM 17	U	
	—Noise figure meter	112 E	—	
	—Power meter	310	—	
—	Set of waveguide components consisting of:			
	—Load			
	—Noise source	X 124	U	
	—Attenuator + Twist			
	—Directional coupler (20 dB)			
	—2R—TEF—Bend-head	H 332	—	
—	Set of Cables			

Project No	*Description*
OVM44-47Au	Extension of M44 MFCS with a Simulator System for Seacat Missiles

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
051	A set of new program units for the M44 computer programmed for:	ebt 707/13/14/15	U	
	—tracking of one air target or one surface target			
	—calculation of the 'firing brackets'			
	—calculation of the launcher aiming point			
	—stabilisation conversion for the launcher; *or*			
	—tracking on one air target			
	—approximate 'firing brackets'			
	—generation of a missile flight path			
052	Modification Kit for the M44/1 equipment	—	—	
053	Seacat training binocular with plug and connector	vrk 10/1	U	
060	Binocular control unit	esv 24/3	U	
100	Documentation	—	R	

Project No	*Description*
M22/5-49Au	Gun Fire Control System (Forward)—Darings

Instrument No	*Designation*	*Main Drawing No*	*Security Classification*	*Remarks*
001	Combined antenna system, comprising:	vri 70/11	R	
	—warning antenna with:			
	—IFF dipoles			
	—tracking antenna			
	—stabiliser			
	—radome			
	—rigid resilient mounting			
002	Man-aloft switch	vvk 104/3	U	
003	Supply and amplifier cabinet (for 01 and 05)	vsv 113/7	U	
004	Switch and fuse box	vvk 94/10	U	
005	Optical sight (stabilized)	vri 79/10	R	
010	Radar transmitter/receiver (X-band), comprising:	erc 5/15	R	
	—jumping frequency transmitter/receiver, power supply unit			
012	Radar auxiliary cabinet, comprising:	esv 6/11	R	
	—interference suppression unit			
	—PPI-autofollow unit			
013	Waveguide drier	vad 15/5	U	
014	Radar and switching panel	erc 6/12	R	
015	Junction box (for 014)	esv 10/12	U	
020	Display, control and computer cubicle, comprising:	vre 105/19	R	
	—display unit with PPI, A-scope and B-scope, antenna conversion unit	emb 10/–	—	
	—supply rack for the display unit and 012			
	—main control panel			
	—digital computer with program for:			
	—tracking of one air target and one surface target simultaneously			
	—prediction for A and B mounting			
	or (A + B) and X-mountings (4.5 inch ballistic)			
	—stabilisation conversion for two 4.5 inch turrets			
	—calculation of fuze time for starshell (X-mounting)			
	—interconsole marking			
	—tilt setting panel			
021	Firing pedal	vvk 44/15	U	
022	Firing pedal	vvk 44/15	U	
028	Blind bombardment corrector unit	vtc 32/9	R	
029	Computer test and control panel	vsc 123/1	U	
060	Check fire bell for CIC	vtz 2/9	U	

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
062	Check fire bell for optical sight	vtz 2/9	U	
066	Check fire box for optical sight	vtc 33/14	U	
067	Check fire bell for gun A	—	U	
068	Check fire bell for gun B	—	U	
069	Salvo buzzer for gun A	—	U	
070	Salvo buzzer for gun B	—	U	
100	Documentation	—	R	
101	Set of special tools	—	U	
102	Set of consumable parts for 500 hours operation	—	U	

Project No	Description
RA004/06-52Au	Long Range Warning Radar LW02

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
001	Antenna	vri 28/21	R	
002	Man-aloft switch	vvk 104/3	U	
009	Starter, fuse and distribution box	vvk 75/46	U	
014	Telephone socket	vbe 191/3	U	
017	IFF-dipole	vag 15/3	R	
020	Transmitter/modulator	SGZ 101/03	R	
021	HT power supply cabinet	SGD 200/02	U	
022	Receiver, ISSU and main control cabinet, consisting of:	8GO 200/06	R	
	—A. ECCM receiver cabinet including a lin/log ampl adapted to the 2 usec mode			
	—B. ISU cabinet			
	—C. Main control cabinet			
025	25 cm Test set	SGM 129/04	R	
029	Remote control box	SGU 101/05	R	
034	25 cm Waveguide air inlet	SGT 117/00	U	
035	Waveguide drier	vad 21/1	U	
099	Set of installation spare parts	—	U	
100	Documentation	—	R	Documentation referring to the ECCM receiver to be 'Confidential'

Project No	Description
HU003/03-53Au	Master Oscillator

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
090	Master Oscillator	8GG 109/00	R	
099	Set of installation spare parts	—	U	
100	Documentation	—	R	

Project No	Description
RR4/04-57Au	ECCM Receiver (Electronic Counter Counter Measures)

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
054	ECCM receiver	8GO 230	R	
094	Modification of:	—	U	(This refers to modification of LW02 radars already in service with the RAN)
a.	—IF pre-amplifier AFC unit			
b.	—Remote Control Box	SGU 101	U	
	—Wiring of existing main control cabinet	SGO 200	—	
0100	Documentation	—	C	

Project No	Description
M22/5-63Au	Gun Fire Control System (Aft)—Darings

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
001	Combined antenna system, comprising:	vri 70/11	R	
	—warning antenna with:			
	—IFF dipoles			
	—tracking antenna			
	—stabiliser			
	—radome			
	—rigid resilient mounting			
002	Man-aloft switch	vvk 104/3	U	
003	Supply and amplifier cabinet (for 001 and 005)	vsv 113/7	U	
004	Switch and fuse box	vvk 94/10	U	
005	Optical sight (stabilised)	vri 79/10	R	
010	Radar transmitter/receiver (X-band) comprising:	erc 5/28	R	
	—jumping frequency, transmitter/receiver, power supply unit			
012	Radar Auxiliary cabinet, comprising:	esv 6/11	R	
	—interference suppression unit			
	—PPI-autofollow unit			
013	Waveguide drier	vad 15/5	U	
014	Radar and switching panel	erc 6/12	R	
015	Junction box (for 014)	esv 10/12	U	
020	Display, control and computer cubicle, comprising:	vre 105/27	R	
	—display unit with PPI, A-scope and B-scope, antenna conversion unit	emb 10/10	—	
	—supply rack for the display unit and 012			
	—main control panel			
	—digital computer with program for:			
	—tracking of one air target and one surface target simultaneously			
	—prediction for X and B turrets or X and (A + B) turrets (4.5 inch ballistic)			
	—Stabilisation conversion for two 4.5 turrets			
	—calculation of fuze time for starshell (X-turret)			
	—Interconsole marking			
	—Tilt setting panel			
021	Firing pedal	vvk 44/15	U	
022	Firing pedal	vvk 44/15	U	

028	Blind bombardment corrector unit	vtc 32/9	R	
029	Computer test and control panel	vsc 123/4	U	
060	Check fire bell for TS	vtz 2/9	U	
062	Check fire bell for optical sight	vtz 2/9	U	
066	Check fire box for OS	vtc 33/14	U	
100	Documentation	—	R	
101	Set of special tools	—	U	
102	Set of consumable parts for 500 hours operation	—	U	
067	Check fire bell for X-mounting	—	U	
069	Salvo buzzer for X-mounting			

Project No	Description
DM22/5–67Au	Gun Transmission Boxes, Check Fire Boxes and Gongs

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
043	Gun transmission box for one 4.5 inch gun (2 servos)	vsv 108/12	U	
044	Gun transmission box for one 4.5 inch gun (3 servos)	vsv 108/11	U	
045	Gun transmission box for one 4.5 inch gun (2 servos)	vvk 75/	U	
063	Check fire box for bridge	vtc 33/13	U	
064	Check fire box for CIC	vtc 33/13	U	
065	Gong (for control TI alert)	vtz 7/7	U	

Project No	Description
HU3/01–68Au	Gun Switching Equipment for Darings

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
002	Mounting control order switching panel	vtc 21/25	U	
003	Relay box (signalling)	vvk 75/49	U	
006	Mounting control change-over switch	vtc 33/26	U	
007	Relay box (gun data)	vvk 77/56	U	
010	Mounting control change-over switch	vtc 33/27	U	

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
011	Relay box (gun data)	—	U	
014	Mounting control change-over switch	vtc 33/28	U	
015	Relay box (gun data)	vvk 75/51	U	

Project No	Description
DM22/5–71Au	Gun Transmission Box and Check Fire Box for HMAS CERBERUS

Instrument No	Designation	Main Drawing No	Security Classification	Remarks
044	Gun transmission box for one 4.5 inch gun (3 servos) ..	vsv 108/22	U	
064	Check fire box for CIC	vtc 33/13	U	

2. With the exception of the ECCM receiver of project RA004/06–52 Au and RR4/04–57 Au, the overall classification and the classification of the general description of each project including Main tactical and Technical Data, operational use, performance and test procedures is RESTRICTED.

3. The overall classification and the classification of the description, tactical data, technical parameters or systems limitations and test procedures of the ECCM receiver of projects RA004/06–52 Au and RR4/04–57 Au is CONFIDENTIAL.

4. Information concerning these equipments is of Netherlands origin and in accordance with ACB 0337 Article 1525 is not to be released to a third country without the approval of the Naval Board.

5. Navy Order 312/69 is hereby cancelled.

(*Navy Order 312/69*) (737/52/53)

UNCLASSIFIED

162/72—Medical and Dental Stores—Adaptor Oxygen Cylinder to Oxy-viva Resuscitator—Introduction into Service for Diving Boats

1. *Introduction* .. Adaptors oxygen cylinder to oxygen resuscitator are now being introduced into service for use on diving boats and/or diving tenders.

2. *Description* .. The adaptor consists of the following component parts:

1 No Bull nose fitting for attachment to oxygen cylinder.

25 ft Vinyl plastic reinforced pressure hose (3,000 psi working pressure).

1 No Oxy-viva resuscitator cylinder head.

Stock No	*Designation*	*Denom*	*Acctg Classn*
6515-97-121-8396	Adaptor oxygen cylinder to resuscitator	Ea	NX/C

3. *Operation* .. The bull nose fitting is attached to the 150 cubic foot oxygen cylinder, the 14-4 cubic foot oxygen cylinder is removed from the oxy-viva resuscitator and is replaced by the oxy-viva cylinder head. Fitting of this adaptor allows high pressure oxygen to be supplied direct to the oxy-viva resuscitator, thus increasing its ensurance and allowing it to remain portable within a 25 foot radius.

4. *Allowances* .. Allowances of adaptors are detailed in Annex A.

5. *Issue Procedure* .. Adaptors will be issued without demand from the appropriate AMF-BMED.

6. *Training* .. All medical and diving branch personnel are to make themselves familiar with the operation and fitting of these adaptors.

ANNEX A

Ship or Establishment	*Allowance*
Diving School, HMAS PENGUIN (includes 2 No for CDT1 and spares) ..	Ea 18
HMAS CURLEW	Ea 2
HMAS SNIPE	Ea 2
HMAS MADANG	Ea 2
HMAS TARANGAU (DT 11)	Ea 1
HMAS LEEUWIN (CDT4 and DT7)	Ea 1
HMAS LONSDALE (DT6)	Ea 1
HMAS MORETON (DT8)	Ea 1

(400/1/634)

UNCLASSIFIED

163/72—Naval Stores (General)—Revised Allowances of Teletype Tape Winders and Reels

1. Allowances of Teletype Tape Winders and Reels for fitment in HMA ships and establishments have been reviewed and it has now been decided that fitment of these items in HMA ships (except HMAS MELBOURNE) is either not essential or not possible because of space limitations. Navy Orders 576/70, 140/71 and 191/71 are accordingly cancelled.

2. Revised allowances of 5815-66-035-9492 Tape Winders and 5815-00-053-3105 and 5815-00-594-9050 Reels to HMAS MELBOURNE and HMA establishments are detailed hereunder:

	Tape Winders 5815-66-035 9492	*Reel 5815-00-053-3105*	*Reel 5815-00-594-9050*
HMAS MELBOURNE	7	14	14
HMAS HARMAN	34	68	68
HMAS COONAWARRA	20	40	40
HMAS KUTTABUL	26	52	52
HMAS TARANGAU	4	8	8
RANAS NOWRA	4	8	8
HMAS LEEUWIN	4	8	8
HMAS CERBERUS	4	8	8

3. The fitting of 5815-66-035-9492 Tape Winders and Reels in HMAS MELBOURNE will be effected by General Manager, Garden Island Dockyard, as the ship becomes available, and by ships staff in shore establishments.

4. HMAS MELBOURNE and HMA establishments referred to above are to raise demands on Superintending Electrical Store Officer, Sydney, to complete to revised allowances.

(519/57/273)

(Navy Orders 576/70, 140/71 and 191/71)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

164/72—Fire Precautions—Electrical Fires in Establishments

1. Attention is directed to the danger arising from the use of water extinguishers by inexperienced persons in locations where electrical risks exist.

2. Water extinguishers will not be located to cover electrical risks and where necessary, an extinguisher employing carbon-dioxide (CO_2) or BCF will be installed.

3. There is no danger of shock when CO_2 gas or BCF is used to smother fires where high voltage electrical risks exist but the electrical power should be switched off as soon as possible, as the extinguishant has no appreciable effect against a pure electrical arc and gives little cooling effect.

4. Navy Order 257/69 is hereby cancelled.

(1446/1/15)

(Navy Order 257/69)

14458/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 165/72-174/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
31 May 1972.

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

By direction of the Naval Board,

L. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	Title
	SECTION 1—ADMINISTRATIVE AND GENERAL
165/72	Navy Displays—Navy Display Caravans.
	SECTION 2—PERSONNEL
166/72	Higher Duties Allowance During General Leave and Refit.
167/72	Malaria—Medical Examination on Posting to Malarious Area.
168/72	Ships Sporting Colours.
169/72	United Services Institution of the Australian Capital Territory—RAN Membership.
170/72	US Naval War College—Correspondence Courses.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
171/72	Accounting for Provisions, Mess Gear, Loan Clothing and Bedding in Submarines and Small Ships.
172/72	Boilers—Sighting and Purging—Change to BR 3000.
173/72	Mark 12 Arresting Gear—Split Rope Sockets—Instructions for Usage and Testing of Spring Retaining Rings—HMAS MELBOURNE.
	SECTION 6—ESTABLISHMENTS
174/72	Use of Flammable Liquids in Store Buildings.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

165/72—Navy Displays—Navy Display Caravans

1. All Naval displays and Navy display caravan tours are planned and presented on a national basis, with co-ordination and financial control being exercised from Navy Office, Canberra.

Organisation

2. a. *Navy Displays.* A pool of display material has been established which is held in store, in the Sun Garage, Dowling Street, Woolloomooloo, Sydney, for use in the Eastern States. A similar pool is held in HMAS LEEUWIN for use in West Australia.

b. *Navy Display Caravans.* There are three of these units which are fitted out, maintained, and operated from the Sun Garage, Dowling Street, Woolloomooloo, Sydney.

Presentation

3. An officer is appointed to the staff of Director of Naval Recruiting as Staff Officer (Displays) and is responsible for overall planning of Navy displays and caravan tours in the Eastern States. The Naval Officer-in-Charge, West Australia, is responsible, as directed by Navy Office, for the presentation of displays in West Australia.

Display Requests

4. All requests for displays received by administrative authorities are to be referred to Navy Office, Canberra, with appropriate recommendation.

Personnel

5. The personnel to form the Navy display team and to man the Navy display caravans are borne in HMAS KUTTABUL 'for Naval Display Team'.

6. For major displays administrative authorities will be required to provide personnel to assist in setting up, manning, and taking down such displays, and a staff car to accompany caravan tours.

7. The general content of pooled material takes the form of:

a. large scale ship and aircraft models;
b. working scale models of weapon systems;
c. colour and black and white photographic prints;
d. black and white photographic mural prints, and large colour transparencies;
e. continuous reel movie film, both colour features and black and white newsreels, projected by standard and rearward projection systems;
f. moving message display systems;
g. spectator participation, and spectator activated display units;
h. give-away brochures;
i. lighting—strip and spot;
j. background props—modular units.

8. Suggestions on presentation and material may be forwarded to the Secretary, Department of the Navy, Canberra.

Transportation of Display Material

9. Transportation of material will be by road where practicable. Small displays may be dispatched by other means. Transport is to be allocated to the display team as required from the command pool. The normal requirement will be for a three-ton truck, and the team will provide its own driver.

10. Requests for assistance from display team resources, either personnel or material, are to be made to the Secretary, Department of the Navy, Navy Office, Canberra, and in view of the heavy commitments of the organisation, maximum notice is to be given.

11. Provision of either personnel or material will be dependent on scheduled commitments.

12. Navy Order 320/69 is hereby cancelled.

(307/3/48)

(Navy Order 320/69)

Section 2

PERSONNEL

UNCLASSIFIED

166/72—Higher Duties Allowance During General Leave and Refit

1. With effect from 11 April 1972 payment of Higher Duties Allowance may be made by approving authorities, to officers and sailors who perform higher duties during periods of General Leave and Refit subject to the conditions of NPI 113/2 (3) being fulfilled. Cases where more than one step in rank is involved or where a sailor carries out the duties of an officer are to continue to be forwarded to Navy Office for decision.

2. The pattern of billets below if allowed in or appropriate to a particular ship or establishments scheme of complement is to be used as a guideline, when determining eligibility for payment of Higher Duties Allowance:

Officers

Commanding Officer
Executive Officer
Engineer Officer
Deputy Engineer Officer
Electrical Officer
Deputy WE Officer
Supply Officer
Secretary (also applicable if sailor)
Operations/Intelligence Officer.

Sailors

Senior COXN sailor
Senior WTR sailor in Pay Office
Senior WTR sailor in Captains Office
Senior SV sailor
Senior SN sailor
Senior CK sailor
Senior STD sailor
Senior NS sailor
Senior SAP sailor
Senior SAW sailor
Senior SAC sailor
Senior ERA sailor
Senior ME sailor
Senior Electrical P sailor
Senior Electrical WR sailor
Senior Electrical C sailor
Senior Electrical WE sailor.

The above list is not to be regarded as restrictive; it is within the competence of approving authorities to approve or recommend payment in regard to billets outside the list, depending on the merit of each particular case.

(252/4/100)

UNCLASSIFIED

167/72—Malaria—Medical Examination on Posting to Malarious Area

1. When Naval personnel are posted to a potentially malarious area, ie, that area defined in ABR 1991, Article 0875, Paragraph 16 (b), the Medical Officer and Sick Berth Staff concerned are, at the preliminary medical examination, to scrutinise carefully the Form AF Med 4 (PM168) and enclosures of the member and ascertain whether:

a. the member has served in a malarious area;

b. if so, irrespective of whether there is any previous history of malaria that the eradication course detailed in ABR 1991, Article 0875, Paragraphs 12 and 13 has been undertaken and recorded on Form AM209Z (PM127).

2. If the eradication course has not been recorded, or if on close questioning it appears the member was not diligent in taking the entire prophylactic treatment the full course is to be reinstituted and completed, prior to the member taking up the posting; this is to be recorded on Form AM209Z (PM127).

3. Navy Order 304/69 is hereby cancelled.

(327/54/111)

(Navy Order 304/69)

UNCLASSIFIED

168/72—Ships Sporting Colours

1. The colour and design combinations which are shown in Annex A to this order are permanently allocated to ships and establishments for the purchase of future sporting uniform requirements, ie, Rugby, Soccer, Australian Rules, Basketball and Hockey.

2. Where any difficulty is found in purchasing the allocated colour/design combination, Navy Office is to be advised in order that a replacement allocation may be made.

3. With these allocations, a ship will in future have its own colour/design for sporting uniforms and the possibilities of costly duplication or confusion on the playing fields will be obviated.

4. The colour of playing shorts (navy blue, black or white) will be left to the discretion of ships. The ships badge may be worn on the left breast or the ships name on the chest, if desired. The colour of playing numbers will be left to the discretion of ships, as appropriate to the uniform colour.

5. Any ship brought forward from reserve or commissioned at a future date is to apply to Navy Office for an allocation.

6. Navy Orders 218/69, 293/69, 353/69, 562/69, 719/69 and 290/70 are hereby cancelled.

ANNEX A

HMA Ship/Establishment	*Jumpers*	*Socks*
ALBATROSS	Navy blue	Navy blue and white hoops
ANZAC	Black with broad gold vee	Black—gold tops
BASS	Royal blue above white (halves)	Royal blue—white tops
BRISBANE	Royal blue with one broad red band	Royal blue with red and white hoops
CERBERUS	Navy blue with 1 inch white hoops 4 inches apart	Navy blue and white hoops
COONAWARRA ..	Royal blue with gold lightning bolt on front	Gold and blue hoops
CRESWELL	White	Black—white tops
DERWENT	Gold—broad white vee	Gold with white hoops
DIAMANTINA ..	Gold above black (halves)	Gold—black tops
DUCHESS	Broad red, white and black vertical stripes	Red, white and black hoops
ENCOUNTER	Red with one broad navy blue and gold band	Red with navy blue and gold hoops

HMA Ship/Establishment	*Jumpers*	*Socks*
FLEET	Royal blue with gold hoops	Royal blue with gold hoops
HARMAN	Light blue	Light blue—white tops
HOBART	Maroon with broad white vee	Maroon and white hoops
HUON	Red above green (halves)	Red and green hoops
KIMBLA	White with one broad red band	Red and white hoops
KUTTABUL	Green	Green and white hoops
LEEUWIN	Navy blue with one broad white band	Navy blue—white tops
LONSDALE	Black and gold vertical stripes	Black and gold hoops
MELBOURNE	Red	Red—white tops
MELVILLE	Black and gold hoops	Black and gold hoops
MORESBY	Gold	Gold—white tops
MORETON	Maroon with one broad white band	Maroon—white tops
NIRIMBA	Navy blue and red hoops	Navy blue and red hoops
ONSLOW	Maroon with gold hoops	Maroon and gold hoops
OTWAY	Black with broad white vee	Black—white tops
OVENS	Green with gold vee	Gold
OXLEY	Black with broad red vee	Black—red tops
PALUMA	White and one broad royal blue band	White—royal blue tops
PARRAMATTA ..	Light blue with gold hoops	Light blue with gold hoops
PENGUIN	Red with broad white vee	Red and white hoops
PERTH	Gold with black shoulders with a black swan emblem	Narrow bands of black and yellow
PLATYPUS	Red and gold quarters	Gold—red tops
STALWART	Maroon with gold shoulders, maroon circle on left breast containing gold acorn	Maroon and gold hoops
STUART	Navy blue with 1 inch red and white hoops (1 each)	Navy blue with red and white hoops
SUPPLY	Black with one broad gold band	Black—gold tops
SWAN	Gold with black vee	Gold—black tops
SYDNEY	Black and white hoops	Black and white hoops
TARANGAU	Royal blue with one broad red and white vee	Royal blue with red and white hoops

HMA Ship/Establishment	*Jumpers*	*Socks*
TARANGAU (PNG Division))	Black with gold piping	Black with gold hoops
TORRENS	Royal blue with gold shoulders. Gold magpie on left breast	Royal blue—gold tops
VAMPIRE	White above black (halves)	Black—white tops
VENDETTA	White with broad red vee	White—red tops
WATERHEN	Gold with one broad black band	Gold and black hoops
WATSON	Royal blue and white hoops	Royal blue and white hoops
YARRA	Black and white vertical stripes	Black—white tops

(138/6/31)

(Navy Orders 218/69, 293/69, 353/69, 562/69, 719/69 and 290/70)

UNCLASSIFIED

169/72—United Services Institution of the Australian Capital Territory—RAN Membership

1. The United Services Institution of the Australian Capital Territory is a private professional society for all who are interested in furthering the study of strategy, national defence and related matters. It is a self-supporting, non-profit-making organisation established during 1971.

Membership

2. Both uniformed and civilian personnel of the Department of the Navy are eligible for membership of the USI of the ACT in the following classes of membership:

a. *Members:* any person, male or female, over the age of 18 years who in the opinion of the USI Council is in sympathy with the aims of the Institution and who will make a positive contribution to it.

b. *Associate Members:* cadets from the RAN College. Persons eligible for Associate Membership who are also eligible for membership may apply for membership is so desired.

c. *Life Members:* persons eligible to be members and who make a payment of 10 years subscription at the current rates in one lump sum.

Address

3. Nominations for membership should be lodged with:

Secretary
United Services Institution of the Australian Capital Territory
15 Dunstan Street
CURTIN ACT 2605.

4. The Institution normally meets at the Royal Military College, Duntroon, on the first Wednesday of each month.

Subscription

5. The current annual subscription rate is $5, which is renewable in June-July of each year.

Programme

6. A programme of lectures, seminars and like functions is underway for the current year. Future planning allows for the establishment of a library and for the publishing of an Institution Journal.

(465/1/1785)

UNCLASSIFIED

170/72—US Naval War College—Correspondence Courses

1. RAN officers of the rank of Lieutenant-Commander and above are eligible to study correspondence courses from the United States Naval War College. The USN War College offers courses in Naval Warfare and related subjects to improve the professional competence of officers. The subjects parallel those of the resident command and staff course.

Details of Available Courses

2. a. Military Planning.
b. National and International Security Organisation.
c. Command Logistics.
d. International Law.
e. International Relations.
f. Counter-insurgency.
g. Military Management.
h. Naval Operations.

3. A student may enrol for a particular course which is most appropriate to his specialisation. However, the US War College strongly advises that all the courses be studied, in the order shown in Paragraph 2. Each course is a complete study in itself, but the courses are designed so that students can proceed in an orderly manner from one course to the next.

4. Each course is studied from correspondence notes supplemented by intensive reference reading, and requires an essay-type solution. It is stressed that the courses require a considerable expenditure of effort and time, as solutions to problems average about 30 pages each. At this graduate level of professional education, the standards are high, and unsatisfactory solutions must be resubmitted until evaluated as acceptable.

Procedure for Enrolment

5. Brochures and enrolment forms are held at Navy Office. Officers who wish to enrol should apply through normal official channels. Applications will be considered only when accompanied by a recommendation from Commanding Officers that the applicants background indicates that he has a reasonable chance of success.

General

Completion of Courses

6. Navy Office is to be informed each time an officer successfully completes a course. Results will be noted in officers records.

7. Study through the USN War College Correspondence Scheme will not preclude an officer from selection for staff courses in the normal course.

Reference Books

8. When an officer enrols, the USN War College will forward a list of recommended reading with the first lesson. A selection of the recommended books is being built up in the Central Reference Library, HMAS CERBERUS, and in the Navy Office Library. Also, the Central Reference Libraries located in HMAS CERBERUS, HMAS WATSON and HMAS ALBATROSS hold a wide selection of volumes allied to the course content, but not on the recommended list. Up-to-date copies of the CRL catalogue are held by Education Officers of all ships and establishments, and books may be drawn from the libraries by application to the Senior Instructor Officer of the establishment where the CRLs are located.

9. Navy Order 276/69 is hereby cancelled.

(311/4/213)

(*Navy Order 276/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

171/72—Accounting for Provisions, Mess Gear, Loan Clothing and Bedding in Submarines and Small Ships

1. The purpose of this Navy Order is to advise procedures for accounting for provisions, mess gear, loan clothing and bedding in submarines and small ships in which neither a Supply Officer nor a Stores (V) Sailor is borne.

2. The accounting procedures for provisions in small ships is detailed in Paragraphs 3 and 4.

In the Parent Ship

3. a. Issues are to be made on Forms SX125 and written off charge in the stock ledger Form SA272.

b. The issues are to be posted to Form SA119.

c. Certified Forms SA283, SX136, SX20, SX22 and SX125 received from the tender covering supplies of provisions delivered direct are to be posted as in b. above.

d. Upon receipt from the tender of muster certificates of stocks remaining the Form SA119 is to be completed. The muster certificate will be forwarded at the end of each month or at each occasion of destoring, whichever occurs first.

e. Forms SS7, SX25/27, SX125, Casual Condemnation Certificates and certificates covering extra issues in kind are to be posted to Form SA119. Provisions received from the tender on Form SX125 are to be taken on charge in the Stock Ledger. Reports of Survey (Forms SS7) and Casual Condemnation Certificates are to be examined to see if any remedial action can be instituted locally to avoid a recurrence of such condemnations, and transmitted with any appropriate remarks to the Director of Victualling.

f. The victualling allowance for the period is to be calculated from Forms SX114 and the certificates rendered for personnel for whom supplementary victualling allowance is claimed.

g. At the end of each month or on the occasion of destoring, Form SA119 is to be completed by calculating the quantities expended and their value, and the resultant General Mess balance.

h. Form SA119 is to be forwarded to the Director of Victualling with relevant Forms CG195/CG196, SX114, flimsies of FA119 and certificates supporting casual condemnations, extra issues and supplementary victualling allowance.

i. Upon receipt of completed Form SA283 both copies are to be compared and married together. Discrepancies disclosed are to be investigated.

j. Quantities remaining at the end of the month or on the occasion of destoring are to be carried forward to a new Form SA119 as the top line for the next period. Debit or Credit General Mess balances are to be carried forward.

k. The Commanding Officer of the tender is to be informed of the General Mess balance carried forward.

l. Forms SA283, SX20, SX22, SX25/27 and SX125 are to be bundled.

In the Tender

4. a. Provisions required are to be calculated by the Cook sailor in conjunction with the parent ship or base victualling staff. If the tender is absent from the parent ship or base the officer detailed for victualling duties is to approve the Cook sailors requirement before demands are lodged. Demands are to be lodged in accordance with current demand procedure.

b. Provisions are to be checked on arrival in accordance with current receipt procedure. The procedure detailed in ABR 4 Article 1902 (8) is to be followed in regard to certifying and disposal of Forms SX20, SX22 and SX136.

c. The following forms and certificates are to be raised:

(1) Forms SX114 to record daily numbers victualled.
(2) Certificates covering supplementary victualling allowance claimed in accordance with ABR 93, Chapter 10.
(3) Certificates covering extra issues made in kind (ABR 93, Chapter 10).
(4) Forms SA283 (in duplicate) to record provisions received direct from contractors (*see* d. below).
(5) Forms SS7 (in duplicate) in respect of provisions surveyed on board, other than casual condemnations.
(6) Certificates of casual condemnations of provisions not covered by Form SS7.
(7) Forms SX25/27 to cover provisions returned to a Victualling Yard.
(8) Forms SX125 to cover provisions transferred to another ship or returned to the parent ship or base.

d. Form SA283 is to be prepared (in duplicate) showing provisions received direct from contractors. A separate form is to be raised for each port visited and details of date, contractors and items and quantities received are to be entered. A reference to the parent ship is to be shown on the original copy. The certificate on the face of the original is to be signed by the Commanding Officer and this form complete with invoices or delivery dockets is to be forwarded before departure from the port or within three days of the end of the month (whichever is the earlier) to the Naval Officer-in-Charge in the area in which the purchases were made. The NOIC will acknowledge receipt in writing. The duplicate copy is to be forwarded at the same time to the Supply Officer of the parent ship or base. The certificate on the face of the duplicate Form SA283 is to be initialled (not signed) by the Commanding Officer, and the form is to be endorsed clearly 'DUPLICATE'. A reference to the Naval Officer-in-Charge to whom the original was forwarded is to be shown on the duplicate copy.

e. Provisions remaining are to be mustered personally by the officer posted for victualling duties at the end of each month or on the occasion of destoring. A roneoed certificate listing quantities of all items mustered is to be prepared and signed by the officer concerned and forwarded to the Supply Officer of the parent ship or base.

f. The following forms are to be forwarded to the Supply Officer of the parent ship or base at the end of each month, under cover of a schedule; SX20, SX22, SX25/27, SX136, SS7 (duplicate only clearly endorsed as such), Casual Condemnation Certificates, CG195/CG196, SX114 and Muster Certificate. Original Forms SS7 are to be forwarded to the parent ship or base immediately after they have been approved by the Commanding Officer.

g. The Commanding Officer of the tender is to be informed of the General Mess balance to be carried forward.

h. A working copy of the Form SA119 may be maintained by the officer posted for victualling duties.

i. Form SA124—Supply Officers Report—in respect of provisions, is to be rendered by the officer posted for victualling duties to the Commanding Officer weekly and prior to each sailing date.

5. The accounting procedures for provisions in submarines are detailed in Paragraphs 6 and 7. The accounting procedures prescribed for small ships are applicable with the following variations.

In the Parent Ship

6. a. Summarise the Daily General Mess Form SA299 and Galley Issue Lists Form SA300 and complete Form SA119 by inclusion of the quantities expended, their value and the resultant stock balance and General Mess Balance.

b. Upon receipt of the periodic muster certificate or Report of Stocktaking, Form SS1, the current Form SA119 is to be adjusted in respect of the discrepancies disclosed.

In the Tender

7. a. Issues to the General Mess are to be recorded on Form SA299 and Financial Check, Form SA300, is to be completed daily.

b. Completed forms, together with those records detailed in Paragraph 4 f. above are to be forwarded to the parent ship each month.

c. Stocktake is to be effected by the officer posted for victualling duties every three months or each time the submarine is destored. The resultant Form SS1 is to be forwarded to the parent ship with other completed forms for the month.

8. The importance of the accuracy of the musters and stocktaking is stressed. These musters are the personal responsibility of the officer posted for victualling duties.

9. The accounting procedures for permanent and consumable mess gear, loan clothing and bedding in small ships and submarines in which neither a Supply Officer nor a Stores (V) Sailor is borne are detailed in Paragraphs 10 and 11.

10. The accounting procedures for permanent mess gear, loan clothing and bedding are as follows:

a. The appropriate scales are to be issued and accounted for in the same manner as for Permanent Stores on Inventory Accounts as laid down in ABR 4, Chapter 19.

b. Musters are to be carried out at six monthly intervals, on charge of the officer appointed for victualling duties, or on paying off, with the Supply Officer of the parent ship or base being represented when possible. Forms SS101, Record of Muster of Victualling Stores, are to be maintained by the ship.

c. Internal standard issues of bedding, anti-flash gear and loan clothing are to be made using Forms SA110, Bedding Card, in accordance with the provisions of ABR 93, Article 3514. Form SA205, Temporary Loan Book, is to be used for all other personal loan issues.

d. Internal issues of permanent mess gear are to be made by the officer appointed for victualling duties on Forms SX125 (not for inventory action) to the senior member of each mess. The original receipt copies are to be retained with the inventory account as a record of disposition within the ship.

11. Consumable mess gear is to be accounted for as follows:

a. The appropriate scale (including reserve stock) is to be written off ledger charge in the parent ship or base by Form SA207, Counter Book.

b. Details of all items issued are to be recorded in the accounts of the parent ship or base in accordance with ABR 93, Article 2207.

c. Arrangements are to be made through the parent ship or base for stocks to be brought up to scale as necessary. The calculation and adjustment of replacement allowances in accordance with ABR 93, Articles 2208 and 2214, will be processed by the parent ship or base.

12. ABR 93 will be amended. (910/251/26)

UNCLASSIFIED

172/72—Boilers—Sighting and Purging—Change to BR 3000

(DCI (RN) 47/70)

1. Investigations into boiler furnace explosions indicate that the instructions contained in BR 3000, Articles 1216 and 1218A, are not sufficiently explicit in defining the requirement to sight and purge a boiler furnace with air before lighting up or when re-lighting after a complete flame-out, irrespective of its cause.

2. A change to BR 3000 will therefore be issued which will include the following revised Article 1216:

'1216. *Fire and Explosion Hazards: requirements for sighting and purging boilers.*

1. There is a serious risk of an explosion if a source of ignition is introduced into a boiler furnace with fuel or fuel vapour already present there or in the gas passages. Furnaces and gas passages are therefore to be purged with air after the furnace floor has been sighted and proved clear of fuel as far as arrangements permit. This routine is to be followed on all occasions of lighting up, re-lighting after a flame-out, or shutting down a boiler. A "flame-out" is defined as an intentional or unintentional total extinguishing of the flame in a boiler furnace.

2. Distillate fuels can be absorbed by the furnace brickwork, and the absence of visible fuel does not in itself guarantee a safe atmosphere in the furnace. It is essential, therefore, that the routine followed ensures that:

a. fuel is shut off all the burners;

b. purging the furnace with air is started immediately and is continuous, while the furnace floor is being sighted;

c. the furnace is purged for at least five minutes after the floor has been sighted clear of fuel;

d. if the boiler is to be reflashed, there is a continuous flow of air through the furnace and gas passages from the time of completion of the purging period to the time when ignition is supplied, and this interval is to be limited to the time required for the air flow to be reduced from purging level to that required for reflashing.

Detailed instructions are contained in the relevant operating handbooks for each class of ship.

3. In fixed-wing aircraft carriers fitted with Admiralty 3-drum boilers and burning FFO the requirements for purging the furnace may be waived after a flame-out in a hot steaming boiler if operational circumstances require it, provided that the furnace floor has been sighted free of fuel before the burners are re-lit.

4. With distillate fuels such as Dieso and Avcat, the margin for operator error or equipment malfunction is somewhat reduced compared to FFO firing. The lower viscosity of distillate fuels also increases the risk of leakage from pipe joints, pump and valve glands, burner shut-off valves, etc, which, if not checked, can create a fire or explosion hazard.

5. Where fitted, electrical torch igniters are to be used for initial lighting up. The igniter is to be removed from the register after a flame has been established, and placed in a suitable stowage, to prevent any attempt to relight the boiler immediately after a flame-out before first purging the furnace. The torch igniters are to be fitted, tested, maintained and operated in strict accordance with the instructions in BR 3109.

6. Where the approved method of lighting-up is other than by torch igniter, the Marine Engineer Officer is to ensure that full precautions are taken to avoid fire, especially if the boiler room is very hot. Drip trays and surfaces in the vicinity are to be completely oil-free, and the oily rag is to be introduced into the furnace on the end of a poker.'

3. Holders of BR 3000 are advised to use this Navy Order to amend their copies until the change is received. Article 1218A should be deleted.

(400/1/2316)

UNCLASSIFIED

173/72—Mark 12 Arresting Gear—Split Rope Sockets—Instructions for Usage and Testing of Spring Retaining Rings—HMAS MELBOURNE

1. The current design of split rope socket spring retaining ring was introduced into operational service in August 1966. Experience obtained since that time has prompted the introduction of the following instructions, which are effective from the date of this order:

a. Retaining springs fitted to split rope sockets are to be examined in situ at the commencement of each days flying operations, and must be replaced if considered in any way defective.

b. Retaining springs are not to be used for more than 15 aircraft arrestments, and if removed for any reason whatsoever, prior to this number of engagements, must not be refitted.

c. Immediately after removal from the rope socket, springs are to be marked with red paint, and are to be forwarded to MSD, Sydney, as convenient, for subsequent retesting by the Dockyard Laboratory.

d. The Dockyard Laboratory is to carry out metallurgical tests on both new and used retaining springs prior to issue to the ship. The tests are to ensure that the springs are free from cracks, are not brittle, and have not been damaged or fatigued.

e. Each spring is to be colour coded immediately after testing. Serviceable springs are to be marked with green paint and should be returned to MSD for subsequent re-issue.

f. Unserviceable springs are to be marked with white paint and must be mutilated or destroyed as soon as practicable after testing.

g. Serviceable springs which have been previously used are to have all traces of red paint removed prior to marking with green paint.

h. Every precaution is to be taken to ensure that defective springs cannot be mixed with serviceable springs.

2. These instructions will be incorporated in CR 50011 'Arresting Gear Mark 12 and Emergency Barrier Instruction Manual'.

3. Navy Order 188/69 is hereby cancelled.

(400/202/581)

(*Navy Order 188/69*)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

174/72—Use of Flammable Liquids in Store Buildings

1. Flammable liquids are not to be permanently stored in storehouse buildings except in specially constructed Flammable Storehouses.

2. Fammable liquids, eg, paints, oils, cleaning solvents, sealing compounds, etc, required for immediate use in storehouses for preservation, cleaning, marking, etc, may be taken into storehouse building under the following conditions:

a. The quantity of flammable liquid having a flash point of 150° F or below, ie, methylated spirits, petrol, naphtha, turpentine, lacquer thinners, etc, in use in any location at the one time does not exceed one quart.

b. The total quantity of all flammable liquids taken into the storehouse at any one time does not exceed four gallons.

c. At the close of business each day all flammable liquids are removed from the storehouse building and returned to the flammable liquid store.

d. Where a workshop is sited within a portion of a storehouse building the limitations at a. and b. are applicable to the portion of the building used as a store.

e. Where offices are sited in storehouse buildings, duplicating fluid to the limit of a one gallon container is permitted, but this is the total quantity to be held.

3. Navy Order 21/69 is hereby cancelled.

(177/51/62)

(*Navy Order 21/69*)

Navy Orders 1/69 to 285/69 are now over three years old and may be disposed of accordingly.

14770/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 175/72-183/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1 June 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
175/72	ACNB General Messages.
176/72	Allied Communication Publications.
177/72	Australian Services Representation Overseas.
178/72	Joint Priorities for the Air Movement of Passengers and Cargo.
179/72	Medical—Morphia—Use in Ships Not Carrying Medical Officer.
	SECTION 2—PERSONNEL
180/72	Officers—Responsibilities of Weapons Electrical Engineer Officers and Division of Responsibilities with User Officers.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
181/72	Naval Stores—General—Class 0474—Kilfrost Pastes—Use.
182/72	Stores—General—Special Precautions Against Loss of Stores Held by Detached Parties.
	SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY
183/72	Accounting for Classified Correspondence.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

175/72—ACNB General Messages

1. In accordance with Navy Order 377/71 the state of the ACNB General Messages as at 1 April is as shown in Annex A to this order.

2. Navy Order 59/72 is hereby cancelled.

ANNEX A

1. The following F messages may now be withdrawn:

057 *see* Manual of Naval Law Change 2.
110 *see* Navy Order 341/71.

2. As at 0001Z April the following F messages were in force:

1971

052, 053, 054, 056, 058, 060, 061, 062, 063, 064, 065, 066, 067, 068, 070, 071, 072, 074, 075, 078, 079, 080, 081, 082, 083, 085, 087, 088, 089, 090, 094, 095, 097, 098, 099, 102, 103, 104, 105, 106, 107, 108, 112, 114, 115, 116, 117, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 135, 136, 137, 140, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 153, 154, 155, 156, 157, 159, 160, 161, 164, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 178, 179, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193.

1972

002, 003, 004, 005, 006, 008, 009, 010, 011, 012, 013, 014, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 040, 041, 042, 043.

(77/1/14)

(Navy Orders 341/71, 377/71 and 59/72)

RESTRICTED

176/72—Allied Communication Publications

1. Allied Communication Publications (ACPs) containing non-cryptographic communications instructions and information on which allied communication procedures are based, are compiled and maintained by Allied efforts in which the Australian Services fully participate. The main principle covering the inclusion of material in an ACP is that it must be suitable for use in any part of the world. Nothing that applies to a single nation or theatre of operations only is included in a basic ACP.

2. Australian input to ACPs is from Department of Defence to the AUS-CAN-UK-US Military Communications Electronics Board (MCEB). Any nationally proposed changes to ACPs are processed through this Board and individual comments are received by each AUS-CAN-UK-US country. After agreement the proposal is

then, in some cases, forwarded for NATO approval. Previously Australias input to this process has been limited to commenting on other national proposals. To provide some original input each Service has been tasked to review a proportion of the ACPs annually. Amendments to the following publications may therefore be proposed through normal channels with target dates for receipts at Navy Office as shown: Proposed amendments to SEATO Supplements to basic ACPs may also be forwarded with the same target dates:

Publication	*Title*	*Annual Target Date*
ACP 110	Tactical Callsign Book	31 March
ACP 112	Task Organisation Callsign Book	31 March
ACP 113	Callsign Book for Ships	31 March
ACP 118	Visual Callsign Book	30 April
ACP 119	Tactical Voice Callsign System	30 April
ACP 125	Communications Instruction Radiotelephone Procedure	30 June
ACP 129	Communications Instruction V/S Procedure ..	30 July
ACP 147	Callsign Book for Merchant Ships in Time of War	31 August
ACP 148	Wartime Instructions for Merchant Ships (Visual Signalling and Tactics)	30 September
ACP 149	Wartime Instructions for Merchant Ships Radio	30 July
ACP 165	Operational Brevity Code	31 July
ACP 176	Allied Naval and Maritime Air Communications Instructions	31 August
ACP 178	Maritime Electronic Warfare Instructions ..	31 August

3. ACPs and changes thereto are originally published by the USMCEB and distributed to NATO nations. MOD UK is responsible for co-ordinating and dispatching the requirements of Commonwealth countries including Australia. Australias requirements are then air or sea freighted to Distributing Authority, Melbourne, who distributes to the other services and internally within the Navy. Due to delays in Australia being supplied, it is seldom possible to bring ACPs into force concurrently with the US, UK and NATO. All ACPs and changes are to be considered effective upon receipt in the RAN unless specific instructions in the title page or a general message or CB circular denotes otherwise.

(465/257/116)

RESTRICTED

177/72—Australian Services Representation Overseas

Navy Order 18/72 is to be amended as follows:

ANNEX A

Sub-heading 'Indonesia' page 3:

Delete 'Captain G. Kable, RAN'.

Insert 'Captain I. K. Josselyn, RAN'.

(22/201/67)

(*Navy Order 18/72*)

RESTRICTED

178/72—Joint Priorities for the Air Movement of Passengers and Cargo

1. Following the introduction of scheduled air courier services to Australian Forces overseas agreement has now been reached regarding joint priorities for the air movement of passengers and cargo in such courier services. These joint priorities are set out in the Annexes to this order.

2. In considering these tables the Chiefs of Staff Committee have:

a. agreed that the primary purpose for which priorities are intended is to ensure that passengers and cargo required to maintain operational effectiveness of units are not delayed;

b. endorsed the attached priority tables as suitable for Joint Service purposes;

c. invited the RAAF to include the tables in the draft JSP (AS) 3, Manual of Joint Warfare, Volume III, Air Transport Operations, with a preface along the lines of a. above;

d. directed that these priorities be promulgated in appropriate single service orders and publications for use by the Services as an interim guide until JSP (AS) 3 is issued; and

e. directed that when the volume of cargo offering exceeds the airlift available, and the Load Co-ordinator in consultation with the Service or Authority concerned is unable to resolve the problem, it is to be referred by him without delay direct to the Deputy Director, Joint Operational Logistics Staff, for decision.

3. Copies of the attached tables are to be made available to all personnel responsible for the air movement of naval personnel or equipment and action taken to ensure that such personnel are aware of the procedure in Sub-paragraph 2 e.

4. Navy Order 288/69 is hereby cancelled.

ANNEX A

Joint Priorities for the Air Movement of Passengers and Cargo

Movement Priority	*Time Limit For Transport to Destination*	*Guide for Allocation of Movement Priorities*		
		Passengers	*Cargo*	*Mail*
1	1–3 days ..	AUSDIL Pax; Replacement of operational aircrew (including crewmen/loadmasters/flight engineers); Reinforcements; Special moves authorised by Departments of Navy, Army, Air or a Force Commander; Personnel proceeding on emergency/urgent compassionate leave (depending on degree of urgency) or returning from emergency/compassionate leave to an operational area; MEDEVAC PAX 'MOST URGENT' and 'URGENT' (*see* Note)	Life-Saving medical supplies; MEDEVAC equipment; Caskets containing human remains Personal effects of POW missing and deceased members; AOG (RAAF/RAN) IOR (RAN) and PACS (RAAF) consignments; Army and RAN items required within 5 days of demand and repairable equipment in critical short supply	Safehand dispatches Official mail (letters) First Class Troops mail
2	4–8 days ..	Ferry crews; Duty personnel on staff visit/posting/attachment; Personnel proceeding on emergency/urgent compassionate leave (depending on degree of urgency); Civilians from Government or Semi-Government Departments on URGENT defence business	Films recreational and training; Newspapers for troops overseas; EOS (RAAF) URR (RAAF/RAN) and VOR (RAAF) consignments; Items required within 10 days of demand including repairable equipment (ARMY/RAN)	Official mail (packages)
3	9–15 days ..	Administrative troop/personnel movements; Personnel returning to unit after escort duty; Civilians from industry, Government or Semi-Government Departments on defence business; Personnel proceeding on emergency/compassionate leave (depending on degree of urgency); MEDEVAC PAX 'ROUTINE' (*see* Note)	Urgent publications; URGENT (RAAF) consignments; Items required within 21 days of demand including repairable equipment (ARMY/RAN)	Second Class mail (newspapers and parcels)
4	16–20 days ..	Personnel on leave travelling at public expense or returning from compassionate/emergency leave to a non-operational area	Publications; Consignments of 'Shelf Life'; Technical spares in 'Airborne Range' (Air Cargo only); Items required within 25 days of demand	
5	21 days and over	Compassionate/Emergency leave not otherwise specified; Indulgence passengers; Civilians travelling on Government business; Dependants of members travelling at public expense	Unaccompanied baggage; Indulgence cargo; Non-technical spares in 'Airborne Range' (Air Cargo only); Routine supplies over 25 days	

Note: MEDEVAC passengers are to be transported in accordance with ABO A7/2.

ANNEX B

Joint Priorities for the Air Movement of Passengers and Cargo in Tactical Operations

Movement Priority

Tactical Emergency (*TAC EMERG*)—This priority will be authorised by the Joint Force Headquarters for Tactical Movement into Combat only under the following conditions:

a. The unit for which TAC EMERG is requested be engaged with the enemy or contact must be imminent; or for a unit directly supporting a unit under the above conditions; or for the reinforcement of units in either of the above circumstances.

b. The situation must be such that in the judgment of the Senior Officer responsible, the request if fully justified in that serious consequence would result from failure to accomplish the movement at the requested time.

c. Emergency evacuation and medical assistance are included in the above.

Emergency Resupply (*EMERG RESUPPLY*)—Reserved for the supply of primary materials which are essential to the accomplishment of the operational mission of forces in combat. This priority will be authorised by the Joint Force Headquarters when in the opinion of the officer responsible, the use of priority 'Combat Essential' will not meet the requirement.

Combat Essential (*CBT ESS*)—Joint Force Headquarters will authorise this priority for the unplanned movements of units or supplies, not meeting the criteria for a higher priority, for which an operational requirement exists which justifies the disruption of planned transportation.

Priority Demand Definitions

AOG	Airweapon Operationally Grounded (RAAF). Aircraft on Ground (RAN).
IOR	Immediate Operational Requirement.
PACS	Priority Airfield Construction Squadron.
EOS	Essential Operational Stores.
URR	Urgent repair Requirements.
VOR	Vehicle Off Road—Vessel out of Running Order.

(187/1/295)

(*Navy Order 288/69*)

UNCLASSIFIED

179/72—Medical—Morphia—Use in Ships Not Carrying Medical Officer

1. Non-medical personnel who may be called upon to use morphia should in every case receive prior training by a Medical Officer.

2. The use of morphia is to be reserved entirely for the relief of pain and distress in the case of persons wounded or injured, including burning or scalding. It is on no account to be given to anyone suffering from pain not due to these causes. It should be avoided, if possible.

a. in cases of head injuries, unless the patient is violent;

b. in very cold climates.

3. It should be borne in mind that though wounds and injuries frequently cause shock, morphia should not be given where the shock exists without pain or unrest. A shocked patient may be abnormally quiet, and may not complain of pain, in which case morphia is not necessary and may do more harm than good.

4. Morphia may be supplied in one of the following forms:

a. Syringe-ampoules, 30 mg opium alkaloids = 15 mg morphia — For injection under the skin (Tubunic syrette with needle attached).

b. Syringe, 15 mg morphia .. — For injection under the skin (Syringe with sterile needle attached).

5. For the injection, select the skin preferably on the outer side of the upper arm, thigh or buttock, though any site may be chosen as circumstances permit. Cleaning the skin, if it means delay is giving the morphia, is not essential. Directions for using the syrette ampoule are given on a leaflet with diagrams contained in the box or tin. These should be studied.

6. The dose of each form of morphia is one unit, ie, one syringe-ampoule or one syringe. In cases of severe wounding or great pain, non-medical personnel should on no account inject the contents of more than one syringe-ampoule or syringe at the same time.

7. The dose of one syringe-ampoule or syringe can be repeated if necessary provided four hours have elapsed since the previous dose was given.

8. All forms of morphia should be kept under lock and key in the charge of the Commanding Officer and, when morphia is requested, he or his representative should ascertain, to the best of his ability, that its use is justified. When the circumstances of the case make it necessary for the Commanding Officer to delegate the authority for administering morphia, he should arrange that those deputed are thoroughly conversant with the terms of this order.

9. All patients who have been given morphia in any form are to have a label firmly attached to their clothing with the following records:

a. Name.

b. Nature of injury.

c. Dose of morphia given, ie, one syringe-ampoule or one syringe.

d. Date and time morphia given.

This procedure is to be carried out by the person who actually administered the morphia. The letter 'M' written on the forehead with persistent material, ink, lipstick, indelible pencil, crayon, etc, may be used as an added precaution.

10. Expenditure of the type of morphia is to be entered immediately in the dangerous drugs account, Form AM177 (SA114).

(327/54/13)

Section 2

PERSONNEL

UNCLASSIFIED

180/72—Officers—Responsibilities of Weapons Electrical Engineer Officers and Division of Responsibilities with User Officers

The Naval Board have approved changes in the organisation and responsibilities of the Engineering Branches and these will be progressively implemented from 1 July 1972. Navy Orders to this effect will be promulgated in due course, but in the intervening period the responsibilities of Weapons Electrical Officers and the divisions between their responsibilities and those of user officers of weapons, weapon systems and radio equipment will be as stated in Annexes A and B to this order.

ANNEX A

Responsibilities of the Weapon Electrical Engineer Officer

The Weapon Electrical Engineer Officer is responsible to the command for:

a. Material responsibility for weapons, including mechanical, electrical, radio and other tactical systems and equipment required to fight the ship. He is the professional authority in the field of electrical engineering.

b. The custody, safety, stowage and movement of explosives when they have been delivered for assembly in, or are integral parts of a guided weapon or other electronically controlled devices which require maintenance, testing or skilled fitting.

c. Maintenance of all radio equipment and electrical and electronic systems fitted to aircraft.

d. The efficiency, availability, maintenance and custody of the systems concerned. The correct functioning of all radio and navigational equipment and internal communications necessary for the safety of the ship or aircraft are to receive his special attention. On all occasions before getting under way, he is to satisfy himself that such equipment is functioning correctly and is to make a report to this effect to the Captain.

e. Divisional duties, training and supervision of the work of all sailors in the Weapon and Electrical Engineering Department.

f. Ensuring that the maintenance programme and repair requirements for weapons, weapon systems, electrical and radio equipment are efficiently related to operational and exercise requirements; he is to keep in close touch with the officers concerned.

ANNEX B—*continued*

g. The generation, distribution and control of electric power (excluding the prime mover).

h. Ensuring (in conjunction with the Marine Engineer Officer) that a sufficient reserve of power is available to meet all requirements which can be foreseen; due regard being paid to economy and to the existing circumstances.

i. All electric motors and associated equipment connected with main propulsion and auxiliary machinery.

j. The equipment associated with the distribution of electric power including primary supply cable to equipment.

k. All electric lighting, heating and other power circuits.

ANNEX B

Responsibility for Weapons, Weapon Systems and Radio Equipment

The broad division of responsibility under the Command for weapons, weapon systems and radio equipment is as follows:

a. The Seaman Officer concerned continues to be responsible for:
   (1) The use of weapons, radio and other tactical equipment.
   (2) The operational training, efficiency and readiness of the weapon system operators.
   (3) Advising on the tactical use of weapons, radio and other tactical equipment.
   (4) The custody, safety, stowage and movement of all explosives except when these responsibilities are assumed by a Technical Officer as outlined in Sub-paragraphs b. (2) and c. (3) below.
   (5) Custody and safety of small arms and ancillary equipment.

b. The Weapon Electrical Engineer Officer is responsible for:
   (1) The custody, maintenance, efficiency and availability of weapons, radio and other tactical equipment.
   (2) The custody, safety, stowage and movement of explosives when they have been delivered for assembly in, or are an integral part of a guided weapon, or other electronically controlled device which requires maintenance, testing or skilled fitting.
   (3) Technical advice and training.

c. The Air Engineer Officer posted for air ordnance duties is responsible for:
   (1) The availability and efficiency of air weapon installations and aircraft weapons which require maintenance, testing and skilled fitting.
   (2) Loading, and unloading of all air weapons on to, and from aircraft.
   (3) The custody and safety, stowage and movement of air explosives during testing and assembly in, or where they are an integral part of a weapon or other electronically controlled device which requires maintenance, testing or skilled fitting and the custody and safety of other explosives when they have been delivered at an assembly point for attachment to aircraft.

(303/201/43)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

181/72—Naval Stores—General—Class 0474—Kilfrost Pastes—Use

1. The undermentioned Kilfrost Pastes are stocked by SGSO (0027) but ships and services do not always demand the paste appropriate to their requirements and this could result in the contamination of food.

2. 0474-7037 Kilfrost 'Lofreeze' Paste is for use in retarding the formation of ice from snow in refrigerated chambers, and in facilitating periodical defrosting operations.

3. 0474-10047 Kilfrost 'Marine' Paste is a de-icant for application in cold weather to deck machinery, gun and boat covers, hawse pipes and cables, torpedo tubes, depth charge equipment, etc. This paste contains spirit solvents and on no account should it be used instead of 0474-7037 Kilfrost 'Lofreeze' Paste in spaces where food is stored.

4. Navy Order 400/69 is hereby cancelled.

(512/87/106)

(*Navy Order 400/69*)

UNCLASSIFIED

182/72—Stores—General—Special Precautions Against Loss of Stores Held by Detached Parties

1. Commanding Officers are to ensure that officers and sailors in charge of detached parties are instructed that musters of stores are to be carried out at regular intervals, in order that necessary police inquiries may be facilitated when stores are lost.

2. The frequency of the muster will vary according to the particular circumstances of each case. It is the responsibility of the Commanding Officer of the parent ship to issue instructions in this regard at the beginning of each operation.

3. The contents of this order are already included in ABR 4 (Article 1408). ABR 93 will be amended.

4. Navy Order 344/69 is hereby cancelled.

(400/51/222)

(*Navy Order 344/69*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

183/72—Accounting for Classified Correspondence

1. Recent investigations into the apparent non-receipt of classified correspondence revealed that some ships fail to acknowledge receipt of classified correspondence by returning signed receipt notes, Form KC109. Similarly, it is apparent that a register of classified correspondence is not being kept in some cases.

2. Attention is drawn to the provisions of ABR 337, Articles 06048 and 0707. It is important that receipt notes be signed and returned to the originator promptly and that a record of the receipt of classified correspondence be kept.

(68/4/63)

14863/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 184/72-185/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 June 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

184/72 Fleet Work Study—Reactivation.

185/72 Fleet Work Study—Recruitment and Conditions of Service of Personnel.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

184/72—Fleet Work Study—Reactivation

Introduction

1. The Fleet Work Study Organisation of the RAN has been reactivated and a new Work Study Branch of Senior Sailors has been formed.

2. The primary function of Fleet Work Study is to assist in attaining efficient manpower utilisation.

3. This order sets out the organisational structure established, the procedure for obtaining Work Study assistance and processing Work Study recommendations, and instructions governing the administration of the Work Study groups. Instructions concerning the conditions of entry to the Work Study Branch are being issued as a Separate Navy Order.

PART ONE

Organisation and Operating Procedures

Organisation

4. The present organisation comprises:

Director Fleet Work Study (Navy Office)

Responsibilities laid down in Navy Order 418/70.

Group A

General Studies Group (Sydney).

Function. Undertake projects as requested by individual Command Authorities or Navy Office Directorates and as approved by Navy Office.

Tasking and Operating Procedures. As set out at Paragraph 5 and Annex A.

Group B

Naval Job Analysis Group (Sydney).

Function. Conduct Job Analysis Studies.

Tasking and Operating Procedures. The Group is tasked by Navy Office: procedures have been established in separate instructions distributed to those authorities concerned.

Group C

Planned Maintenance Reform Group (Navy Office).

Function. Assist with improvements in the field of Planned Maintenance methods procedures and control.

Tasking. This Group is on long term assignment to the control of Director Fleet Maintenance.

Operating Procedure for General Studies Group

Concept of Operation

5. The general concept is that any Command Authority, ship or establishment facing a problem situation to which the application of Work Study or similar techniques appears appropriate, may request through Administrative Authority for allocation of a team. Selection of projects to be undertaken is performed by Navy Office, who then issue directives jointly to the Work Study Group and the requesting authority to study the problem. The Work Study team assigned studies the problem in partnership with the requesting authority and prepares a report with recommendations, the action copy of which is given to the requesting authority. Acceptance and implementation of the team recommendations is at the requesting authoritys discretion, but information as to the outcome of the project is required in all cases by Navy Office.

Detail Procedure

6. To clarify the division of responsibilities within this, a general concept, a step by step procedure is set out at Annex A.

PART TWO

Administrative Instructions

Personnel Administration

Command and Control

7. Fleet Work Study personnel will be posted to a parent establishment 'for FWS duties' for pay and accommodation purposes. They will normally be employed on tasks assigned by Navy Office directives and in the technical conduct of these tasks they are accountable to and under the direction of the Director Fleet Work Study. FWS personnel should normally be left free to concentrate on the conduct of their assigned projects, and should not be assigned routine ship or establishment duties.

Temporary Transfers

8. When it is required that a team should be accommodated away from their parent establishment for periods of up to two months, the Officer in Charge of the FWS Group is to make the detail arrangements with the unit to be visited and the Parent Establishment will authorise transfer, informing Navy Office and the receiving unit that personnel have been 'lent HMAS..... additional for FWS duties'. If the requirement for accommodation is assessed as likely to last for over two months, the Officer in Charge of the FWS Group should notify Director Fleet Work Study who will arrange for Navy Office authorisation of the transfer.

Travel Authorisation

9. Travel authorisation requests are to be submitted to the Commanding Officer of the ship or establishment in which the personnel are accommodated. They should indicate that the requirement is for FWS duties. Subsequent claims are to be submitted for payment to the accounts office of the parent establishment.

Personnel Reporting

10. In applying RI Articles 1041-1052, reports on officers are to be prepared by the Director Fleet Work Study and forwarded through the Commanding Officer of the parent establishment.

11. Sailors assessments on Form PP1 are to be made out by the Officer in Charge of the FWS Group as immediate supervisor and forwarded to the Director of Fleet Work Study for Head of Department signature. They will then be passed to the parent establishment for Commanding Officer signature and normal rendition.

Stores and Stationery

12. An allowance list of stores including publications will be issued for each authorised FWS Group. The Senior Member of each group is to draw the stores, as required, up to the established allowance. Permanent stores are to be accounted for in an Inventory Account in accordance with the procedure detailed in ABR 4 Article 1928.

13. Should a group need additional items, the requirement is to be referred to the Director Fleet Work Study.

14. Parent establishments and temporary host ship or establishment will provide the normal stationery requisites for FWS Groups and Teams, drawing non-restricted items listed in ABR 5053 (Catalogue of Stationery) as necessary. Teams loaned to small ships or establishments should limit their demands to common everyday items.

15. The above instructions refer to stores and stationery items to be held by FWS Groups for their own use. If items are required for trial of new methods in the course of studies, the requirement (if outside the authority of the Administrative Authority) is to be referred to Director Fleet Work Study to initiate Navy Office action.

ANNEX A

General Studies Group—Operating Procedures

Initiation of Studies

1. Whenever a problem of manpower utilisation arises, or methods in use appear unduly expensive in effort, the Commanding Officer of the unit concerned may request the assistance of Fleet Work Study. The request should include a general description of the problem situation and should indicate broadly what advantage it would be hoped to gain by applying FWS effort to the problem. Such requests should be forwarded through normal administrative channels to Navy Office.

2. Alternately, proposals for FWS action may be raised direct by Navy Office Directorates.

Processing and Selection of Proposals

3. Within Navy Office, such requests or proposals for FWS action should be referred in the first instance to the Director Fleet Work Study who will then discuss with the originating authority how FWS assistance could most profitably be applied to the situation. As a result of such discussion DFWS will recommend to the Director-General of Manpower the terms on which the project could best be undertaken in the form of a specific draft project directive agreed with the originating authority.

Commitment of Effort

4. The Director-General of Manpower is the Tasking Authority for the FWS General Studies Group. If he approves the commitment of FWS resources to the project he will submit the draft directive for Naval Board approval to issue. Directives so approved will be addressed for action both to the Officer in Charge of the FWS Group and to the Command Authorities concerned.

Conduct of Study

5. The Officer in Charge of the General Studies Group will assign an appropriate team to each project. This team will conduct the study in full consultation with the authorities concerned throughout. DFWS will maintain direct liaison with the teams as required to satisfy himself that all findings and recommendations are based upon proper use of appropriate recording techniques.

Presentation and Processing of Recommendations

6. When the team have completed their study and prepared their recommendations, a presentation should be arranged where these recommendations can be put to the unit Command by the team, and action initiated to put into effect any of the proposals which are agreed by the unit Command and which do not require the prior approval of higher authority.

7. In addition to making their presentation of proposals, the team is also to deliver to the unit Command a report which is to include their recommendations, supporting evidence and considerations. This report is to be forwarded to Navy Office through the Administrative Authority with covering remarks, which should state explicitly:

a. What action has been taken/is being taken locally to implement any of the recommendations; and

b. which of those recommendations requiring Navy Office action are endorsed.

8. On receipt in Navy Office these reports and forwarding letters will be passed via DFWS to Director-General Manpower, on whose authority resources were committed to the study. DGM will assume responsibility for initiating and co-ordinating action required to put approved recommendation into effect, and for keeping Command Authorities informed on progress of action.

Joint FWS/Civilian Studies

9. In cases where it appears probable that to effect improvements will involve study of or changes to methods in use in areas under the control of the Secretary, or where the situation calls for skills not available within Fleet Work Study, DFWS will discuss the possibilities of setting up a joint study team with Director of Methods, Director of Organisation and Establishment, or Director of Industrial and Value Engineering as appropriate. When such a joint team is set up the study directive will be addressed to all the authorities concerned in the system under study as well as to the leader of the study team, and will require approval for issue by the Secretary in consultation with Second Naval Member.

10. Supervision of the conduct of a study by a joint study team will be as agreed between the Directors concerned, depending largely on the actual composition of the team.

11. Reports of studies conducted to such jointly agreed directives will, on receipt in Navy Office, be passed to both the Assistant Secretary (Civil Establishments) and Director-General Manpower for co-ordination of action required in their respective fields.

Studies Involving Civilian Employees

12. Whenever it appears likely that it will be necessary to study work being performed by civilian employees during the course of an FWS project, the senior member of the FWS team is to inform the Commanding Officer of the establishment concerned.

13. The Commanding Officer is to inform the recognised Trade Union representative concerned through the Director (Industrial) Navy Office and in the case of the East Australia Area, the Area Industrial Officer, that a Work Study project has been authorised and it appears likely to involve investigation of the work of their members. The Union representatives are to be assured that although their members will be expected to co-operate in providing information about their present jobs and in conducting exploratory and temporary trials of new methods, no changes that will affect their work or pay will be introduced without prior consultation with the appropriate Union official. It is desirable that the FWS team should be present when the Union representatives are briefed by the Industrial Officers.

14. The senior member of the FWS team is to ensure that no member of his team interviews a civilian about his job or applies any technique of recording or measurement to the work of a civilian until the Union Official concerned has been notified as in Paragraph 13.

15. Whilst it is the duty of the FWS team to put forward such suggestions as they may be able to offer to overcome Union objections raised at the presentation stage, it remains the responsibility of the Command and Administrative Authorities to deal with such objections via established negotiating machinery.

16. If the investigations include salaried civilian officers, the Director (Industrial) is to be informed prior to the start of the exercise so that appropriate staff associations may be informed.

(80/1/99)

(*Navy Order 418/70*)

UNCLASSIFIED

185/72—Fleet Work Study—Recruitment and Conditions of Service of Personnel

Establishment of Branch and Title

1. Fleet Work Study personnel will form a separate branch of the Royal Australian Navy. The branch will be known as the Work Study Branch. Personnel will be referred to as Chief Petty Officers Work Study and Petty Officers Work Study. The generic title will be Work Study Senior Sailors.

Nature of Work of Senior Sailors

2. Fleet Work Study is an advisory service. The work consists of a series of study projects and for each project a team is assigned, ranging from two Senior Sailors up to two Officers and three Senior Sailors. A project may take from one month to six months. Every project is examined in depth to determine what is actually being achieved and how, and to establish and record all the relevant facts of the situation. These facts are then subjected to a rigorous critical examination by the team and from this examination ideas for improved methods are evolved.

3. To get at the facts of a work situation one must be able to obtain willing co-operation from the people concerned. Critical examination is a team effort which needs clear thinking and patient discussion. Getting acceptance needs clear exposition, listening carefully to objections and tact and patience in persuading people to accept new methods. The work involves much careful and painstaking research and checking of facts. Rapid but superficial solutions to immediate problems are not acceptable.

4. The project nature of work involves travelling to and temporarily living at the scene of the problem. Teams may be required to operate away from their base for several weeks at a time.

Training

5. Volunteers accepted for entry will undergo a 16 week course at the RN School of Management and Work Study. The course is fast paced and demands rapid learning and intense concentration. The last nine weeks is taken up by a practical training study conducted in a RN establishment anywhere in the UK.

Entry Procedure

6. A Naval Board General Message calling for volunteers will be issued approximately four months before each course for which entries are required. The following are eligible to volunteer:

a. Chief Petty Officers of any branch of the PNF who are due to attain a minimum of two years seniority by the course starting date.

b. Petty Officers of any branch in the PNF who are due to attain a minimum of three years seniority by the course starting date.

Selected applicants will be required to re-engage, if necessary, to cover the period of training and as required under the normal re-engagement instructions.

7. Commanding Officers are to signal names of recommended and eligible volunteers to Navy Office. Navy Office will call for psychological reports to assist in selection where necessary. Personnel not selected for a particuar course will not be considered on the next occasion unless they re-volunteer.

8. Those sailors selected and posted for course will be transferred to the Work Study Branch on successful completion of the qualifying course.

Unsuitability

9. Should a sailor fail the qualifying course, transfer to the Work Study Branch will not take place.

10. The following action will be taken for sailors whose job performance is below that required for the Work Study Branch:

a. Where the sailor is serving in the rank in which he transferred, he is, if considered suitable, to be transferred back to his previous branch in the rank held on transfer.

b. Where the sailor has been promoted in the Work Study Branch he is either to be reverted within the branch, but not below the rank in which he transferred, or if considered suitable, he may be transferred back to his previous branch in the rank held on transfer.

Promotion

11. To be eligible for promotion to Chief Petty Officer Work Study, Senior Sailors who have transferred to the Work Study Branch in the rank of Petty Officer must have:

a. Passed Section 1 (Parts 1 and 2) for Chief Petty Officer.

b. Completed two years satisfactory service as Petty Officer Work Study.

c. Continuous VG conduct for three years immediately preceding promotion.

Promotion will be to vacancies by selection from amongst all eligible Petty Officers Work Study on the points score system.

(80/1/100)

14862/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 186/72-189/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
7 June 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	Title
	SECTION 1—ADMINISTRATIVE AND GENERAL
186/72	Aircraft—Spectrometric Oil Analysis.
187/72	Will Not Be Issued.
	SECTION 2—PERSONNEL
188/72	Services Attaches/Advisers and Their Staffs in Transit Through Singapore or Hong Kong.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
189/72	Machinery—Bearings, Ball and Roller—Removal of Protectives Before Use.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

186/72—Aircraft—Spectrometric Oil Analysis

1. A programme of routine oil analysis has been introduced in the Fleet Air Arm to monitor the condition of oil lubricated components in engines, gearboxes and hydraulic systems. The programme is based on Spectrometric Analysis of oil samples to detect abnormal changes in metal content which could be indicative of mechanical failure in its early stages.

Periodicity of Sampling

2. Samples of oil are to be taken in accordance with RANAMO General G52 at the locations and periodicities laid down in the aircraft Flexible Servicing Schedule.

Sample Bottles

3. Special sample bottles, 33B-L51681 are to be used and should be demanded from Air Store Depot, Randwick (0043). The bottles are to be used once only and sufficient bottles should be demanded for at least one months requirements.

Dispatch of Samples

4. Commanding Officers of ships and establishments operating aircraft are to ensure that oil samples and their associated documentation are dispatched by the quickest possible means to reach Sydney within three days of sample date. The samples are to be consigned to Dockyard Laboratory, Garden Island, Sydney, NSW 2000, and on each occasion the following information is to be signalled to SAMR, CSS SYDNEY and GMGID:

a. Squadron Number/Sample Serial Number.

b. Number of sample bottles dispatched.

c. Dispatch Date.

d. Method of Dispatch.

Processing of Samples

5. a. GMGID is to ensure that samples are analysed to determine the products of wear in quantitative terms, and to forward results to SAMR within two days of receipt of the sample at Dockyard Laboratory, Garden Island.

b. SAMR is the Controlling Authority for the aircraft Spectrometric Oil Analysis Programme and is to:

(1) Analyse the results forwarded by the Dockyard Laboratory to determine the significance of rates of wear of the critical constituents and to initiate further action when appropriate.

(2) Maintain a register of all samples, by squadron number, to record results and action taken.

Clearance of Samples

6. Forwarding authorities may assume clearance of samples seven days from date of dispatch unless otherwise advised by SAMR. No restrictive action need be applied should sampling periodicity require another sample to be taken within this seven day period.

(1313/1/489)

187/72—Will Not Be Issued

Section 2

PERSONNEL

UNCLASSIFIED

188/72—Services Attaches/Advisers and Their Staffs in Transit Through Singapore or Hong Kong

1. Where a member is posted as Service Attache/Adviser or as the Administrative Assistant thereto, and is required to transit through Singapore or Hong Kong, as appropriate, on the way to take up his appointment, he may be provided with a stopover of two days in Singapore or Hong Kong respectively, without deduction from leave credits. This period is inclusive of the rest day provided, *see* NPI 105/307A as amended by Navy Order 196/71.

2. The purpose of this stopover is to allow for outfitting, the purchase of crockery, glassware and other household necessities, personal shopping and, where necessary, arrangements for banking and the purchase of future food supplies.

3. The Australian High Commission, Singapore, or the Australian Commission, Hong Kong, as appropriate, is responsible for making all arrangements, including reception, provision of accommodation and official transport for personnel and their families during such stopovers. They are not, however, responsible for the payment of hotel or other personal accounts incurred by members and their families.

4. Stopovers are at Departmental expense on the following basis:

a. A member other than a married accompanied member (including a married member accompanied by family at own expense) is to be paid the 'Other Countries' rate of Short Term Duty Travelling Allowance as advised in Navy Orders from time to time under the provisions of NPI 209-209/3.

b. A married accompanied member (ie, married whose family travels at Departmental expense) is to be paid:

(1) the 'Other Countries' rate of STDTA as per a. above, in respect of the member only, ie, taking into account the members expenses only; and

(2) accounts for accommodation and meals at a standard related to the allowance payable to the member under (1) above in respect of the members wife and children up to age 21 years and other dependants whose fares have been met by the Department.

c. Members may be paid an advance to cover an estimate of the expenses involved, in accordance with Sub-paragraphs a. and b. above, by their parent ship or establishment, such advance to be acquitted on arrival at the ultimate destination on production of evidence of expenditure by way of receipts, etc. Advice of the advance is to be forwarded immediately to the Director of Naval Accounts, giving all relevant details of payment which will be required to allow prompt adjustment of the advance to be made. DNA will notify the appropriate Overseas Authorising Officer in accordance with Treasury Direction 19/5B.

5. To facilitate completion of arrangements, *see* Paragraph 3 above, the Director Movements Division in conjunction with the Posting Authorities, will be responsible for notifying the Department of Foreign Affairs of the scheduled passage arrangements of personnel transiting through Singapore or Hong Kong. Such advice will include flight numbers, estimated time of arrival and departure as appropriate, details of dependants (including sex and age of children accompaying member), accommodation requirements during stopovers and financial arrangements to apply.

6. ABR 5020, Naval Pay Instructions, should be noted pending amendment in due course.

(187/1/168)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

189/72—Machinery—Bearings, Ball and Roller—Removal of Protectives Before Use

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

2. Ball and roller bearings which are given preservative treatment in Australia are given a hot strippable coating of gloscoat during the preservation process and are packed with a high melting point Grease LG280, to prevent the hot strippable coating running between the balls or rollers, cage and races whilst the bearing is being dipped in the gloscoat.

3. The attention of all concerned in HMA ships and establishments is drawn to the fact that all new ball and roller bearings must be completely cleaned immediately before use and all traces of the gloscoat and preservative grease removed. The preferred method of cleaning ball and roller bearings is given in Chapter 10, Paragraph 35 (1) of BR 3009—'Naval Oils Manual', namely Dipping the bearing into oil at 71° C to 93° C (160° F to 200° F approximately) and then agitating it so as to disperse the melted preservative. A low viscosity oil, such as OM-13 (viscosity 13 centistokes at 93° C (200° F)) is most suitable, but any mineral oil of viscosity up to that of OMD-110 (viscosity 13 centistokes at 93° C (200° F)) is suitable, providing that the oil is new and clean. The surplus oil is them allowed to drain from the bearing. The remaining oil will not interfere with the function of the grease and will in fact provide the essential lubrication during the initial running.

4. With the exception of ball and roller bearings in the following applications, the bearings are then to be packed with 0474-943-9814 Grease XG274:

a. Gyro spin axis bearings in radar and weapon stabilisers.

b. Certain other ball bearings for which other greases are specially required and for which particular instructions have been issued.

5. In addition, after ensuring that the inner and outer bearing caps are absolutely clean, they are to be packed with Grease XG274 and 30 per cent of the grease in the outer bearing cap subsequently removed from a position opposite (and not adjacent to) the filling pipe. Care must be taken to prevent foreign matter entering the bearing or mixing with the grease.

6. Navy Order 313/69 is hereby cancelled.

(400/2/18)

(*Navy Order 313/69*)

15116/72 W. G. Murray, Government Printer, Canberra

Hist

RESTRICTED

ANOs 190/72-197/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15 June 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

RESTRICTED

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
190/72	Ceremonial—Illumination of HMA Ships.
191/72	Defence Forces Chartered Aircraft for the Relief and Maintenance of Australian Forces in Singapore and Malaysia.
192/72	RI—List of Navy Orders Affecting.
	SECTION 2—PERSONNEL
193/72	Diving Suitability Tests For Ships Diver Candidates.
194/72	Naval Allotments—EDP—Lost Cheques.
	SECTION 3—OPERATIONAL AND TRAINING
195/72	RAN Instrument Rating Scheme.
196/72	The RAN College Study Board.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
197/72	Transfer of Supply Division Records to EDP (NAVSTOK).

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

190/72—Ceremonial—Illumination of HMA Ships

1. It is Naval Board policy that HMA ships will be floodlit for ceremonial purposes. Whilst the benefits that accrue to the Royal Australian Navy cannot be assessed in finite terms the following can be achieved:

a. Promote an interest in the Royal Australian Navy by drawing attention to the presence of HMA ships.

b. Make a visible contribution to those festive occasions in which the Royal Australian Navy is invited to take part.

c. Add to the overall effectiveness of flag showing visits to foreign countries.

2. Due to limitations imposed by stowing and rigging, floodlighting is only to be provided to illuminate bridge structures, funnels and upperworks including armament.

3. The following ships are to be capable of being floodlit:

HMAS MELBOURNE
HMAS SYDNEY
HMAS STALWART
HMAS SUPPLY
DDGs
Daring Class
River Class
HMAS ANZAC
HMAS DIAMANTINA
HMAS MORESBY
New Construction Logistic, Fast Combat Support and Survey Ships
New Construction Destroyers.

Submarines, patrol craft, MCM vessels, landing craft and auxiliaries are not required to be floodlit. For special occasions Administrative Authorities may approve the issue of equipment to allow such ships to be floodlit.

Occasions for Floodlighting

4. The occasions when HMA ships will be required to be floodlit are to be determined by Naval Operational and Administrative Authorities concerned and guidance should be laid down on local orders. In determining when ships will be required to be floodlit consideration is to be given to:

a. The specific occasion and type of visit.

b. The berth allocated.

c. The presence of ships from other navies.

As a general guide, floodlighting should be switched on half an hour after sunset and switched off at midnight. If two or more ships are berthed together the switching on and off of floodlighting is to be co-ordinated.

Special Occasions

5. For special occasions, such as Royal visits or Independence celebrations it will be necessary for designated ships to be capable of floodlighting one side of the hull as well as the normal floodlit areas. Two sets of equipment suitable for floodlighting to this standard will be held in SYDNEY by the SLSO who will be responsible for its upkeep and maintenance.

A and A Action

6. Ships required by this order to have a floodlighting capability and which are not suitably equipped, are to raise an A and A on the basis of the approved arrangement detailed in Annex A.

Technical Aspects

7. The approved arrangements for floodlighting HMA ships are detailed in Annex A to this order.

8. Necessary procurement of equipment items is being actioned but some delay in availability is to be expected.

ANNEX A

HMAS MELBOURNE	A and A Item No 178.
HMAS SYDNEY	Ships staff to provide quartz iodine cargo handling lamps to illuminate the inboard section of the island.
HMAS STALWART	In accordance with Navy Office Drawings 247/1094 and 247/1095.
HMAS SUPPLY	In accordance with GID Drawing No 216/32 of 12 February 1965.
DDGs	In accordance with existing arrangements.
Daring Class	After modernisation in accordance with GID drawings currently being processed.
River Class DEs	In accordance with GID drawings for HMAS STUART currently being processed.
Modified River Class DEs	In accordance with existing arrangements in HMAS SWAN.
HMAS ANZAC, DIAMANTINA and MORESBY	To be fitted by ships staff to bring to minimum requirement for floodlighting.

(1211/251/168)

RESTRICTED

191/72—Defence Forces Chartered Aircraft for the Relief and Maintenance of Australian Forces in Singapore and Malaysia

1. A Boeing 707-338C aircraft, chartered from Qantas Airways Limited, operates twice-monthly between Sydney and Singapore-Butterworth for the relief and maintenance of Australian Forces in Singapore and Malaysia. Generally, the flights depart on consecutive Wednesdays about the middle of each month; actual travel dates, which depend to some extent on airline operating conditions, are advised to passengers at the earliest opportunity and normally at least two (2) months notice of the actual travel date is given.

2. The aircraft is operated on a commercial basis and is available for the carriage of servicemen, dependants (including children and infants) and cargo for official purposes only for each of the Defence Forces. The following instructions apply to RAN use of this aircraft.

3. The charter aircraft departs Kingsford-Smith Airport (Mascot, NSW), as follows:

		Schedule A LST	*Schedule B* LST
Day one ..	..	0930 Depart Sydney ..	.. 0930
		1500 Arrive Singapore ..	.. 1515
		1700 Depart Singapore ..	.. 1715
		1800 Arrive Butterworth ..	.. 1820
		1925 Depart Butterworth ..	.. 1935
		2030 Arrive Singapore ..	.. 2040
		2130 Depart Singapore ..	.. 2140
Day two ..	..	0740 Arrive Sydney ..	.. 0735

Schedule A: Applicable from November 1972 to February 1973 inclusive.

Schedule B: Applicable from April 1972 to October 1972 inclusive.

The timings will vary for flights routed Sydney/Singapore/Sydney only and if any northbound or southbound diversions are made.

4. The passenger configuration will range from 139 to 160 seats depending on the uplift requirements; the estimated gross payload available is 36,000 lb northbound and 45,000 lb southbound of which the gross cubic capacity available for baggage or cargo is 1,345 cubic feet.

5. The appropriate meals or light refreshments are served on the aircraft.

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. All baggage is to be labelled with name, flight number and destination city. 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 by charter aircraft are to wear civilian clothes at all times including departure and arrival.

8. The RAAF Movement Control Staff, Sydney (signal address—MCO Syd), are responsible for the 'calling forward' of all passengers in liaison with the Command Movements Officer, Sydney. These 'call forward' instructions will be issued by the RAAF Movement Control Staff, Sydney, by signal to the RAN ship or establishment in which the passenger is serving. The 'call forward' signals will give the time that personnel and dependants are required to report with their baggage to the RAAF Movement Control Representative at Qantas Counter, International Terminal Building, Kingsford-Smith Airport, Mascot; the documents required, dress required, baggage allowance and baggage instructions will also be indicated in these signals. The instructions are to be complied with by all concerned and any necessary reply or acknowledgment to MCO, Sydney, is to be dispatched as soon as possible and not delayed until date of travel. Arrangements for ground transport to and from airports are a Naval responsibility.

9. Arrangements are to be made for interstate and NSW country personnel to arrive in Sydney not later than the day prior to travel. Non-Service accommodation may be arranged for married accompanied personnel; single and unaccompanied personnel are to be accommodated in HMAS PENGUIN. The ship or establishment from which personnel are posted is responsible for making these arrangements and for requesting transport to the airport. All signals dealing with pre-flight accommodation and travel details to Sydney are to include FOCEA and ACNB as information addressees. In addition personnel are to be instructed to contact the Command Movements Officer, Sydney, approximately 24 hours before aircraft departure time to confirm actual flight times.

10. Action is to be taken to ensure that Naval personnel and dependants emplaning in Australia comply with the vaccination and immunisation requirements laid down in Navy Order 182/70 and that they are in possession of up-to-date International Certificates of Vaccination. Passports are also required. An Outgoing Passenger Card is to be completed for each passenger regardless of age. All these documents are to be produced prior to boarding and should be carried personally. An air ticket and boarding pass will be issued by the RAAF Movement Control Staff, Sydney, at Mascot on the day of travel. Personnel are to be prepared to board the aircraft from 30 minutes prior to departure time.

11. Weapons and ammunition are not to be carried on charter aircraft without the prior approval of Department of Air. Naval personnel and dependants returning to Australia are to comply with all Commonwealth Immigrant Department, Health Department and Customs Department Regulations, especially those relating to the import of contraband, offensive weapons and other declared articles. Full Customs clearance will be given at terminal air fields.

12. The allocation of seats in the above charter aircraft will be based on inter-Service requirements. In cases where personnel have been posted for service in South East Asia and travel by Defence Forces Chartered Aircraft is appropriate, preliminary bookings arrangements will be made by Navy Office with the RAAF Movement Co-ordination Centre, RAAF Base, Richmond, NSW (signal address—MOVCORDC). 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.

13. Arrangements for southbound journeys will be made by the ANZUK Traffic Management Agency Booking Office, Singapore, c/o GPO, Singapore (signal address—ATMA BOOKSIN).

14. Navy Order 228/71 is hereby cancelled.

(1313/1/1074)

(Navy Orders 182/70 and 228/71)

UNCLASSIFIED

192/72—RI—List of Navy Orders Affecting

With reference to page IV of RI, the following list shows those Navy Orders in force on 31 March 1972 which amend or amplify RI (as corrected up to amendment No 29):

RI Article	*Navy Order*
0558	80/70
0888	426/69 631/69 64/70
0947 (4)	361/70
0957	275/71
1002	628/70
1042 (6)	300/71
1063	426/69
1069	525/71
Chapter 12	248/71
1301 1305 1307	141/70
1362 (5) 1365	446/71
1452	192/70
1525	613/70
1533	445/71
1573	226/71
1626 (5)	69/72
1661	29/71
1933 (2)	88/71
2981	385/69 535/69
3251 3252 3253	322/70
4962	218/70 443/71
4962 (4)	320/71
4963	330/70
Chapter 50	432/71 434/71
5013	27/72
Chapter 53	22/69
5605	443/70 34/71

(465/3/4)

Section 2

PERSONNEL

UNCLASSIFIED

193/72—Diving Suitability Tests For Ships Diver Candidates

Navy Order 496/71 is to be amended as follows:

Delete present Paragraph 3.

Insert: 3. a. '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.

b. Furthermore, to ensure that a candidate has a satisfactory dental fitness standard for diving, he is to be referred to a Dental Officer for examination.

c. 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.'

(311/4/243)

(*Navy Order 496/71*)

UNCLASSIFIED

194/72—Naval Allotments—EDP—Lost Cheques

1. Cheques for payment of Naval allotments to individual persons are prepared and dispatched by the Commonwealth Sub-Treasury, Canberra, ACT, on the basis of information supplied by the Director of Navy Accounts. Any changes of addresses of allottees should therefore be furnished to the Director of Navy Accounts, Navy Office, Melbourne, as early as practicable and allottees should also arrange for their change of address to be recorded at the Post Office in order that any cheque dispatched to their old addresses may be redirected.

2. The Commonwealth Sub-Treasury, Canberra, is solely responsible for the issue of replacement cheques in cases where cheques have not been received or where they are lost or destroyed after receipt. The replacement action will be taken only on receipt of advice direct from allottees.

3. Personnel with allotments payable by cheque should be instructed to inform their allottees that should a cheque be not received or become lost, immediate advice of the circumstances is to be furnished by letter to the Director, Commonwealth Sub-Treasury, Parkes Place, Canberra, ACT 2600, with a request for the issue of a duplicate cheque. The letters which are to include the name of the member, his personal number, the name and address of the allottee and the amount of the cheque should not be forwarded to the Director of Navy Accounts. In normal circumstances there is a delay of seven to ten days from the receipt of advice from the allottee until the issue of a duplicate cheque.

4. On receipt of advice of a lost or missing cheque the Commonwealth Sub-Treasury will lodge a stop payment notice on the original cheque with the Reserve Bank. In cases where an original cheque is located or received after advice of loss or non-receipt has been forwarded, allottees should immediately advise the Director, Commonwealth Sub-Treasury, Canberra, as the original cheque is not negotiable whilst the stop payment notice applies.

5. Attention of personnel is again drawn to the facilities of payment of allotments in respect of dependants to bank accounts.

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

(271/53/51)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

195/72—RAN Instrument Rating Scheme

1. Bad weather operations require that a pilot be able to fly his aircraft, solely by reference to instruments, within the limits of the aids available. Instrument flying to fine limits in bad weather is an exacting task which can only be carried out well by efficient and confident pilots. This efficiency and confidence can only be obtained by experience, knowledge, skill and continuous flying practice. The Instrument Rating Scheme is designed to meet these requirements. It also ensures that those pilots who, for any reason, lack the necessary experience, ability or current practice are only required or permitted to fly in conditions related to their proficiency.

Instrument Ratings

2. All pilots will be rated or unrated for instrument flight in a specific aircraft type. Instrument rated pilots will be tested periodically to ensure that their proficiency is up to the required standard and will be required to maintain specified levels of current experience. The appropriate requirements are given in the following paragraphs and apply equally to fixed or rotary wing aircraft, except where otherwise stated.

Qualified Rating

3. A Qualified Rating (Q) indicates that a pilot has attained an upper level of skill and maturity, and denotes a current standard of general pilot proficiency and specialist instrument flying skill required for the safe and efficient operation of the specified aircraft type in the following circumstances:

a. take-off in any weather conditions (but within cross-wind limits) provided that the pilot is able to make use of external visual reference for keeping straight on the runway in fixed wing aircraft, and to achieve the ground hover in rotary wing aircraft;

b. performance, solely by reference to instruments and to the standard specified, of any manoeuvre that is appropriate to the type of aircraft and its operational role; and

c. make an instrument approach to the published minima.

Experience

4. Squadron Commanding Officers are to ensure that only those pilots with appropriate total and current experience are awarded or retain Qualified Ratings. A Qualified Rating may be awarded to, or retained by, a pilot who has achieved the following:

a. *Total Experience*
(1) 500 hours as first pilot.
(2) 100 hours as captain on type.
(3) 50 hours instrument flight of which 20 hours must be actual.

b. *Current Experience*
(1) 50 hours or 50 sorties as first pilot on type within the preceding 12 months.
(2) Five hours actual/simulated instrument flight on type within preceding three months.
(3) Recent approach aid experience in the preceding two months.

Recent Approach Aid Experience

5. The various aids may be grouped into two categories:

a. Those involving precision approach, ie, CCA, GCA, ILS, TACAN Finals.
b. All other approaches.

Two instrument approaches are to be made using aids from each group during the required currency period. Squadron Commanding Officers are to ensure that, over a reasonable period, all aids applicable to type are used.

Qualified/Restricted Rating

6. The Qualified/Restricted (QR) Rating conforms to the minimum standard acceptable for flight in controlled airspace in Instrument Meteorological Conditions (IMC). The Qualified/Restricted Rating may be held by pilots who have completed the instrument phase of the approved training or conversion syllabus, but who lack the general or type experience for a Qualified Rating, or by pilots who possess the necessary experience but do not conform to the currency requirements of Paragraph 4b. Appropriate restrictions are to be applied by Squadron Commanding Officers. The QR Rating may be upgraded without retest when the experience requirements of Paragraph 4 are met.

Unrated

7. Unrated pilots will be pilots, including student pilots, who have not completed the instrument phase of the appropriate flying training syllabus, and pilots whose ratings have lapsed. Unrated pilots may be authorised to fly in IMC but only when required to progress training on a recognised conversion course or during refamiliarisation. Authorising officers are to ensure that authorisation under these conditions is strictly limited to local flights which are necessary to ensure reasonable continuity of training. The weather conditions applicable to this provision are a minimum cloud base of 1,500 feet and visibility minimum of 3 miles. Other in-flight weather conditions are to be commensurate with the unrated pilots level of assessed ability and experience.

Period of Validity

8. A Qualified Rating is valid for a period of 12 months from the date on which the flight test was successfully completed, provided that the current experience requirements of Paragraph 4b are met. This current experience must be confirmed in each monthly summary of flying hours in the pilots Flying Log Book. A Qualified Restricted Rating is valid for a period of 12 months but is subject to review by the Squadron Commanding Officer after six months. Pilots are to be retested before an Instrument Rating is renewed.

Extension of Ratings

9. Under some circumstances it may not be possible for a pilot to be retested before the expiry date of his rating. In such cases, the Squadron Commanding Officer may extend ratings (and the Commanding Officer may extend IRE Categories) for a maximum of 60 days by Log Book endorsement, provided that he is satisfied as to the pilots proficiency. No further extension is permitted, except in the case of the Senior IRE (Helicopter) whose category may be extended beyond 60 days at the discretion of RAF CFS (Helicopter Wing) or its Australian agent provided such extension is recommended by the Commanding Officer.

Instrument Rating Tests

10. A pilot will be required to pass a Flight Test and a Ground Examination before an Instrument Rating is initially awarded, or renewed.

Flight Test

11. In the flight test a pilot must demonstrate his ability to fly accurately and safely by reference to instruments, to interpret navigation aids and to complete the associated procedures. Each flight test is to include exercises that demonstrate a pilots ability to perform the undermentioned manoeuvres solely by reference to instruments:

a. safely transfer to instruments after take-off and before commencing after take-off drills;
b. climb and climbing turns;
c. level flight and turns, including turns onto specified headings on full and limited panel, if appropriate;
d. manoeuvres appropriate to the aircraft operational role;
e. where applicable:
(1) flight on assymetric power;
(2) establishment of autorotation;
f. recovery from unusual attitudes within the limits of the aircraft;
g. descent to circuit height, or minimum descent altitude, on limited panel, if appropriate;
h. approaches to decision height using appropriate aids, and at least one overshoot.

12. No let down on limited panel is to be continued below 600 feet above ground level unless the safety pilot has reference to full panel or is in visual contact with the ground.

Standards of Accuracy

13. The standards of accuracy required for the flight test are as follows:

a. Take-off	Safe in all respects.
b. Climb	± 5°, ± 5 kts, ± 200 feet for level out.
c. Climbing turns	± 5° at roll out, ± 5 kts, ± 200 feet for level out.

d. Level turns	± 5° at roll out, ± 200 feet during turn.
e. Assymetric flight/autorotation ..	Appropriate action to be taken without delay.
f. Recovery from unusual attitudes	Safe in all respects.
g. Limited panel	Safe in all respects.
h. High or low level controlled descent	± 5°, ± 5 kts, ± 200 feet.
i. Precision approach	± 5°, ± 5 kts, and height within safe limits at decision height.
j. Non-precision approach ..	± 5°, ± 5 kts, $\pm {}^{50}_{0}$ feet at minimum descent altitude.

14. These limits are correcting limits and provided the pilot is seen to be taking the necessary correcting action early and smoothly, he is not necessarily penalised for exceeding the limits. Emphasis is to be placed on smooth, accurate and confident control of the aircraft. The standards listed above are to apply equally to rotary and fixed wing flying and to pilots holding Qualified and Qualified/Restricted instrument ratings.

Limited Panel

15. Since the primary aircraft instruments have either two sources of power supply, or are duplicated, the likelihood of complete failure may be discounted. Limited panel, therefore, can be defined as the loss of the master reference instrument.

Ground Examinations

16. In addition to the flight tests for the award or renewal of a rating, pilots are to pass ground examinations, applicable to the aircraft type and role, in the following subjects:

a. Aircraft Instruments:

b. Flight planning.

c. Air Traffic Control Procedures.

d. Meteorology.

These subjects may be included in the NATOPS Evaluation examinations for Skyhawk and Tractor pilots or similar examinations for pilots of other aircraft types.

Instrument Rating Examiners

17. Instrument flight tests and ground examinations are to be conducted only by qualified Instrument Rating Examiners (IRE). IREs will be selected from pilots, preferably with a flying instructional background, who have held a current rating on the aircraft type for at least one year, or have a level of experience assessed as adequate by the Squadron Commanding Officer. The initial award of an IRE category is subject to test by CFS and is valid for 12 months from the date of the flying test. Categorisation will be by aircraft type. Annual renewal may be carried out by CFS or the Senior IRE on type. The IRE is responsible to the Squadron Commanding Officer for:

a. conducting flight tests and ground examinations;

b. recommending issue/renewal/withdrawal of instrument ratings;

c. providing remedial instrument flying instruction where necessary;

d. supervising the introduction of new instrument flight techniques and procedures;

e. encouraging the interest of pilots in instrument flight, to assist in achieving the highest possible standards.

Senior IRE

18. One experienced fixed wing Jet IRE is posted to RANAS, Nowra, as Senior IRE (Fixed Wing Jet), one experienced Propeller IRE as Senior IRE (Fixed Wing Prop) and one experienced Helicopter IRE as Senior IRE Helicopter). Senior IREs are to be recategorised annually by CFS or the Australian agent for RAF CFS (Helo Wing) as appropriate. Where the Australian RAF CFS (Helo Wing) agent is also the Senior IRE (Helo) recategorisation is to be carried out by RAF CFS (Helo Wing) unless an extension has been granted in accordance with Paragraph 9. They are responsible to the Chief Flying Instructor for:

a. the administration of the instrument rating scheme for their respective aircraft types;

b. the standardisation of Squadron IREs;

c. supervision of instrument rating ground examination standards;

d. standardisation and control of instrument flight tests;

e. maintaining a record of all instrument ratings issued, renewed, expired or withdrawn;

f. ensuring that IRE categories are current;

g. maintaining liaison, through the Chief Flying Instructor, with the RAAF Central Flying School;

h. in addition to g above, the Senior IRE Helicopter is to maintain liaison with RAF CFS (Helicopter Wing) and RAAF Fairbairn through the Australian agent for the RAF CFS (Helicopter Wing) and the SNO RAAF Fairbairn respectively.

19. Authority for the initial award and subsequent renewals of instrument ratings and IRE categories is restricted to:

a. Instrument ratings—Squadron Commanding Officer.

b. IRE and Senior IRE categories—Commanding Officer.

20. RAN pilots, serving with forces other than the RAN, will conform to the requirements of the service to which they are attached. Similarly, other service pilots, attached to the RAN, will conform to RAN requirements for renewal of a rating or recategorisation as an IRE.

21. Instrument ratings and IRE recategorisations are to be cancelled on expiry (subject to Paragraph 9) or at any time that there is evidence of ineligibility or incompetence.

22. On completion of the flight test and ground examination the following procedures are to be observed:

a. *Instrument Rating*

(1) Section 3 of the Pilots Flying Log Book is to be suitably endorsed.

(2) The IRE is to raise two copies of the Form OA110 Instrument Flying Grading Application and Test Report for submission to the Squadron CO for approval, one copy for retention by the squadron and the other by the Senior IRE on type.

b. *IRE Award*

(1) Section 3 of the Pilots Flying Log Book is to be suitably endorsed.

(2) The IRE is to raise three copies of the Form OA110 Instrument Flying Grading Application and Test Report for submission to the Commanding Officer for approval, one copy to be retained by the squadron, one by the CFI and one copy to be forwarded to CFS.

c. Instrument Rating Cards are not required.

23. CFS is the central advisory body regarding instrument flying standards and techniques. To ensure that RAN standards are at least up to ICAO requirements, specific flight test standards of accuracy, and test contents, are to be submitted to CFS, through the Administrative Authority. Accuracy standards and test contents are to be not less than those stated in Paragraphs 11-14 of this order. Any subsequent amendments are also to be submitted to CFS. CFS will advise whether the required standards are being met.

24. The minimum operating conditions for the various aids at RAN Air Station, Nowra, and other airfields, are contained in the RAAF Flight Information Publication (FLIP), TERMINAL, Instrument Approach Procedures. These minima apply to both Qualified and Qualified/Restricted instrument rated pilots except that, in the case of the Qualified/Restricted pilot, operation to these minima will be dependent upon the nature of the restrictions imposed upon him by the Squadron Commanding Officer.

25. Rated pilots may be permitted to take-off with lower minima than those described in FLIP, provided that weather conditions at the intended time of landing are forecast to be at or above the minima for the landing aid to be used and that they comply with the rules set out in FLIP—Planning Part 2 for the nomination of alternative airfields.

26. The minimum operating conditions for aircraft carriers and ships operating helicopters are to be included in Ships Air Orders.

27. This order supersedes RIs 6124, 6125, 6248, 6249 and 6250. RIs 6124 and 6125 will be amended to reflect the responsibilities of the Instrument Rating Examiners and Senior Instrument Rating Examiners as contained in this order.

(1605/1/73)

UNCLASSIFIED

196/72—The RAN College Study Board

1. The functions of the RAN College Study Board are:

a. to advise the Naval Board on the academic standing of candidates for admission to RAN College senior entry;

b. to advise the Commanding Officer, HMAS CRESWELL, on the state of progress of all junior officers under training who are borne in HMAS CRESWELL, whether such training is taking place at RAN College, at the University of New South Wales, or elsewhere;

c. to advise on methods of promoting training efficiency at RAN College.

Composition of the Study Board

2. The composition of the Study Board is:

a. *RAN college members:*

The Captain (Chairman)
The Director of Studies
The Executive Officer
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.

3. The Study Board is to meet annually in January as soon as results of public examinations in high schools are known and is to advise the Naval Board, in the light of such results, on:

a. the progression or other disposal of cadet midshipmen who have taken NSW Higher School Certificate examinations at the RAN College in the previous term; and

b. the admission to RAN College or other disposal of senior entry applicants who have been provisionally selected by the RAN College Selection Committee.

4. The Study Board is to meet at other times as required but not less frequently than once per term to review the progress of junior officers under training. In the event that any officer under training is failing to reach the required standards academically, professionally or in regard to character and leadership qualities, the Study Board is to recommend to the Commanding Officer, HMAS CRESWELL, in respect of such officers:

a. the grant of a repeat year in deserving cases;

b. the imposition of Captains Warnings;

c. the rendering of Captains Reports to the Naval Board; and

d. the submission to the Naval Board of proposals to withdraw officers from training or to transfer them from one course of training to another.

5. The Study Board at any of its meetings may consider general questions relating to the training, academic or professional, of junior officers borne in HMAS CRESWELL, and may make such recommendations to the Commanding Officer, or to higher authority, as may lead to improvement in any aspect of training.

6. In pursuance of Paragraph 4 in respect of junior officers undertaking courses at the University of New South Wales the Study Board is to seek the guidance of the university authorities. In pursuance of Paragraph 5 the Study Board may consult or co-opt other persons who possess expertise in the matter under consideration.

Waiver

7. The Commanding Officer, HMAS CRESWELL, will normally be guided by the recommendations of the Study Board but may, in his discretion, reject their recommendations. In this event the recommendations of the Study Board and the Commanding Officers reasons for their rejection are to be communicated to the Administrative Authority.

8. In the event of serious misconduct or breaches of discipline by an officer under training the Commanding Officer is authorised to recommend summary withdrawal without reference to the Study Board.

9. Navy Order 208/71 is hereby cancelled.

(8/1/415)

(*Navy Order 208/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

197/72—Transfer of Supply Division Records to EDP (NAVSTOK)

Navy Order 294/71 is to be amended as follows:

Store Depot Code shown against Classes Ø561, Ø576, 5995 and 6145 is to be *amended to read* Ø418.

(178/1/170)

(*Navy Order 294/71*)

15582/72 W. G. Murray, Government Printer, Canberra

Hist

RESTRICTED

ANO 198/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
26 June 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

RESTRICTED

Section 2

PERSONNEL

RESTRICTED

198/72—Medical Instructions for Naval Aircrew Personnel

1. The aim of this order is to detail the procedure and standards to be observed in medical matters relating to aircrew personnel. It is divided into the following sections:

I Medical Flying Categories.
II Medical Examination for Entry.
III Medical Examinations—Sickness—Air Medical Boards After Entry.
IV Medical Documents.
V Medical Standards for Members of Naval Aircrew.
VI Medical Standards for Glider Pilots and Parachutists.
VII General.
VIII Weight for Height.
IX Aircrew Selected for Skyhawk Training.

SECTION I—MEDICAL FLYING CATEGORIES

Medical Examinations

2. Prior to acceptance as members of naval aircrew all personnel must pass a medical examination to assess their fitness for aircrew under the conditions set out in this order.

3. The provisions in Foreign Naval or Defence Council Instructions relating to physical requirements and flying medical categories remain applicable to Foreign Navy and RN personnel serving in the Royal Australian Navy, as the following instructions apply only to personnel of the Royal Australian Navy. However, before acceptance for courses arranged as a Commonwealth liability, or for loan or exchange service in the Royal Australian Navy, such personnel must pass a full aircrew medical examination conducted in accordance with requirements of that country and in accordance with current seastags.

4. A flying medical category is to be allocated at the original aircrew medical examination, and subsequently checked and varied if necessary at the annual medical examination or at an Air Medical Board.

Fitness for Flying Duties

5. The letter 'A' represents 'fitness for flying duties' as a pilot. The letter 'B' represents 'fitness for flying duties' as any other member of aircrew.

Type of Flying Duties

6. The numerals 1 or 2 placed after the letter 'A' or 'B' denote the type of flying duties for which an individual is medically fit, where:

1 = full flying duties

2 = limited flying duties, eg:

A1 = fit for full flying duties as a pilot.
A2 = fit for limited flying duties as a pilot.
B1 = fit for flying duties as aircrew other than a pilot.
B2 = fit for limited flying duties as aircrew other than a pilot.
See Paragraph 15.

7. The limitation in flying duties is always to be written in full after a restricted flying category as indicated in Paragraphs 15 and 16.

High Altitude Flying—New Entries

8. All aircrew, starting flying training, will undergo at the first opportunity a High Altitude Indoctrination Course at the RAN School of Aviation Medicine. This course is to include the following:

a. Practical experience of hypoxic states.
b. Indoctrination in pressure breathing. Any ascent over 30,000 feet in the decompression chamber should only be carried out when recompression facilities are immediately available and is at the discretion of the Senior Medical Officer.
c. Ascent to, and sustained level at 30,000 feet for 60 minutes in the chamber at the discretion of the Senior Medical Officer.
d. A demonstration only of the effects of explosive decompression, using static objects in the chamber, is to be given. Under no circumstances is explosive decompression to be demonstrated on human subjects.
e. Aircrew are also to receive thorough ground instruction in all the physiological aspects of high altitude flying, high speed flying, and in the maintenance, care and testing of component parts of all oxygen systems, both personal and aircraft currently in use in the Royal Australian Navy.

The date of the course is to be indicated by figures for the relevant year and is to be incorporated in the flying medical category, placed after the numbers 1 or 2 as in Paragraph 6. Failure to pass the HAIC will be denoted by the capital letter F placed after the relevant year. Examples are:

A1/64 Fit for full flying duties as a pilot. Passed High Altitude Indoctrination Course 1964.
A1/64F Fit for full flying duties as a pilot in the low altitude role, ie, below 30,000 feet. Failed High Altitude Indoctrination Course 1964.

A record of the HAIC is to be made in the flying log book and a report rendered on Form AF Med 7 (PM169 and PM170).

9. Where aircrew have not yet completed their HAIC they should be categorised A1/- or B1/-.

Prospective Pilots and Observers

10. Prospective pilots and observers will be classified as either having passed or failed for high altitude flying and there will only be these two categories in future. Those who pass will be eligible for any aircrew duties, whereas those who fail can only continue to learn to fly in the low altitude (ie, less than 30,000 feet) role.

Experienced Aircrew

11. There will be no subsequent High Altitude Indoctrination Course, and consequently no more pilots or observers who have been trained and employed in the high altitude role will need to be transferred to low flying aircraft or helicopters for medical decompression sickness reasons.

Age Limitation on High Altitude Flying

12. No pilot or observer over the age of 45 will be permitted to fly at more than 30,000 feet except as a passenger in transport types. This limitation will become automatically effective. When it is executively desirable for senior aircrew to continue flying at high altitude, such officers are to be referred to an Air Medical Board for consideration and possible special dispensation.

Review Procedure

13. Experienced aircrew who have undergone a High Altitude Indoctrination Course within the last two years and who have been medically downgraded as a result, may appeal to the Medical Director-General through their Commanding Officer to have their case reviewed, subject to the following provisions:

a. That there is an executive need for them to fly at high altitudes.

b. That they are under the age of 35.

c. That they are not over their correct weight.

Low Altitude Aircrew

14. Low altitude aircrew who are not normally subjected to High Altitude Indoctrination Course on entry to aviation are to subscribe to the rules in Paragraph 30 and to undergo a full High Altitude Indoctrination Course should they be subsequently required to fly in a changed role.

Degree of Unfitness or Limitations to Fitness

15. The letter appropriate 'p', 't' or 'h' is to be added after the note 'A' and 'B' (denoting flying category) to indicate degree of unfitness or limitations of fitness as follows:

'p' Permanently unfit.

't' Temporarily unfit.

'h' Home service only, eg:

At/64	..	A pilot who passed HAIC in 1964, now temporarily grounded.
Bp/64	..	An observer who passed HAIC in 1964, now permanently grounded.
A2h/64	..	A pilot who passed HAIC in 1964, limited to home duties only.
At/-	..	A pilot who has not completed HAIC and is temporarily grounded.

Other Limitations—Temporary Only

16. The following limitations (to be written in full after the flying category) may be applied in the cases of categories A2 or B2:

a. Duration of flight. To be stated both as regards individual flight and the total flying permitted in any one day.

b. Limitation in height.

c. Limitation in aerobatics.

d. Single-engined aircraft only. (Chiefly applied in cases with certain ear defects.)

e. Dual fitted aircraft only and with another pilot.

f. Daylight flying only.

17. Pilots should not fly helicopters while limited to flying duties involving little mental or physical strain.

18. The use of corrected flying spectacles does not of itself prohibit the retention of an A1 or B1 category but must always be indicated, eg—'A1/62 (with corrected spectacles)'.

SECTION II—MEDICAL EXAMINATION FOR ENTRY

19. Candidates for aircrew who are found to be suitable on psychological grounds are to undergo a medical examination by a Naval Medical Officer nominated by the Medical Director-General. The result of this examination, which is to include an audiometric assessment, is to be recorded on Form AF Med 1 (PM149). The medical history is to be recorded on Form AF Med 1A (PM150).

20. If the candidate is recommended for aircrew by the Selection Board, arrangements are to be made for the candidate to be referred to the Eye and ENT Specialists. The result of the Eye Specialists examination, which is to include a refraction test, is to be recorded on Form AF Med 1B (PM151). The result of the ENT Specialists examination is to be recorded on Form AF Med 1C (PM152), and where an audiometric assessment is considered desirable the result is to be recorded on Form AM5 (PM103). Each specialist is to state whether the candidate is fit or unfit for aircrew.

21. The completed Forms AF Med 1 (PM149) and 1A (PM150), 1B (PM151) and 1C (PM152), which are to include a recommendation as to the medical fitness for aircrew and proposed flying medical category of the candidate, are then to be forwarded to the Medical Director-General.

22. Forms AF Med 1 (PM149) and 1A (PM150) of unsuccessful candidates are also to be forwarded to the Medical Director-General.

Sailor Aircrew

23. Candidates for all branches are to conform with the normal standards of entry for observers. A naval psychologists report is to be obtained and the flying medical category B1/- is to be given to candidates considered fit for these duties.

Glider Pilots and Glider Pilot Instructors

24. A medical examination is to be carried out by a Naval Medical Officer on Form AF Med 1 (PM149) in accordance with Section VI. No flying medical category, however, will be necessary but candidates are to be categorised 'Fit/Unfit for glider pilot and glider pilot instructor'.

SECTION III—MEDICAL EXAMINATIONS—SICKNESS—AIR MEDICAL BOARDS AFTER ENTRY

25. Medical Officers are responsible for ensuring that aircrew are at all times medically fit within the category allocated to them and will arrange examinations when considered advisable.

Electrocardiograph Examination

26. An electrocardiograph examination (ECG) is to be made of each aircrew member on first posting to the initial training establishment.

27. The ECG is to be cut and mounted and forwarded to the Medical Director-General with both card and flimsy of a numbered AF Med 7 (PM169 and PM170). The ECG will be photographed and the original returned with the flimsy AF Med 7 (PM170).

Annual Medical Examinations (Form AF Med 1 (PM149))

28. Routine annual medical examinations of all aircrew personnel is to be carried out in the fourth quarter of each year and at intervals of not more than 12 months. This is to include an X-ray examination of the chest and an audiometric examination on each occasion. An electrocardiogram examination is also required.

29. If, for some other purpose, an examination has been made and recorded on Form AF Med 1 (PM149) during the third quarter of the year then the medical examination will not be required.

30. Medical Officers conducting annual medical examinations are to take special note of the weight record, and relate this to the average weight shown in Section VIII. Whenever the weight of an officer or sailor exceeds the given figure, advice on diet or exercise is to be given. No officer or sailor will be accepted for flying duties whose weight exceeds this figure. Those who become overweight will be given six months in which to reduce under supervision. If after six months the figure is still exceeded, but the individual remains medically fit in all other respects he is to be referred to an Air Medical Board for a final decision.

31. Personnel who are considered by the Medical Officer to be no longer physically fit for aircrew duties, or who at the time of the examination conducted prior to re-engagement seem unlikely to retain sufficient health and stamina to continue flying until they are 45 years of age, are to be placed At or Bt as appropriate and recommended for medical boarding (*see* Paragraph 43).

32. If any officer or sailor engaged in flying duties is found to be slightly below the standards laid down, but whose efficiency in his special duties has been maintained, the case is to be referred to the Medical Director-General. This refers to all systems and not visual standards in particular.

33. These standards may be modified in special circumstances at the discretion of the Naval Board.

34. In the case of personnel who are found to be medically fit for flying duties, the Medical Officer is to satisfy himself beyond doubt that the aircrew themselves, irrespective of age, feel fit to carry out their flying duties.

Report of Annual Medical Examinations

35. In January, a report by the Captain is to be made indicating that all personnel have been examined, or, if this is not so, the names of officers and sailors not examined and the reasons for this.

Other Medical Examinations (Form AF Med 1 (PM149))

36. Medical re-examination of aircrew members is required on the following occasions:

a. Before an officer or sailor is permitted to resume flying duties after a period on the sick list or in hospital, which, in the opinion of the Medical Officer of the ship or establishment, may have caused him to fall below the requisite standard of medical fitness.

b. After an accident when the Squadron Commander, or the Medical Officer, considers that the occupants of the aircraft, even if apparently uninjured, may be suffering or may later suffer from the effects of the accident.

c. When members of aircrew are re-appointed for flying duties after a period of general service, they are to be examined as in Paragraph 25. If more than three years have elapsed, a full medical examination is required as for entry.

d. When an officer or sailor selected for training as a pilot has not commenced his flying training at an elementary flying school, or at any other place of flying instruction within six months of final medical examination for fitness for flying.

e. When a member of aircrew is proved incapable of undertaking flying duties for psychological reasons.

f. Prior to proceeding overseas for exchange service or flying courses.

37. These examinations will be carried out at a Naval Air Station, or in an aircraft carrier, or by arrangement with the Medical Director-General.

Sickness of Aircrew Personnel

38. When members of aircrew have been placed on the sick list, or in hospital, Forms AF Med 9, 10 (PM172, PM153, etc,) are to be raised.

39. On discharge of a patient from other than a naval or air-force hospital, Form AF Med 14 (PM157) relating to the period in hospital is to be prepared by the receiving ship or establishment.

40. On discharge of a patient to duty, to hospital, or to a medical board, the flimsy copy of AF Med 14 (PM157) is to be inserted in Form AF Med 4 (PM168) which will be disposed of in the usual manner.

41. If, following sickness or injury, the Medical Officer responsible for aircrew considers that no revision of medical category is required, he is to note on Form AF Med 14 (PM157) under the heading of 'Final Disposal, etc'—'Flying medical category unchanged'.

42. When a case is referred to a specialist for consultation, the specialists report is to be recorded on Form AF Med 7 (PM169 and PM170) and signed by the Naval Medical Officer. Cases referred to a psychiatrist are also to have Form AF Med 8 (PM171) completed.

Reconsideration of Permanent Flying Medical Categories

43. A flying medical category of Ap or Bp is to be recommended by an Air Medical Board only after full investigation when it is considered that the individual is medically unfit for further flying duties.

44. If, at the expiration of at least 12 months from the date of allocation of an Ap or Bp category, an officer or sailor considers he has recovered completely from his disability, he may submit to his Commanding Officer that his return to flying duties might be considered. If, in the opinion of the Commanding Officer the submission is justified, the application is to be forwarded with his covering remarks through the Administrative Authority to the Naval Board.

45. In the event of Naval Board approval being given, instructions regarding medical re-board will then be issued.

46. A flying medical category of Ap or Bp is not to be given to Foreign Navy or Air personnel while serving in the Royal Australian Navy. If such an officer or sailor is considered permanently unfit for further flying duties by an Air Medical Board, he is to be given a category of At or Bt (unfit for flying whilst serving in the RAN). The appropriate authority will be informed and his disposal determined by the Australian Commonwealth Naval Board.

Air Medical Boards

47. Aircrew personnel are required to be examined by an Air Medical Board under the following circumstances:

a. When recommended by a Medical Officer in whose opinion there has been a definite lowering of the flying medical category.

b. On discharge from the sick list or from hospital unless it is considered that the flying medical category remains unchanged.

c. When any aircrew have remained in hospital in excess of three months in order to determine the probability of their fitness to resume air duties.

d. When it is proposed to discharge an RN officer or rating to the United Kingdom on medical grounds.

48. An Air Medical Board is to consist of two or more Medical Officers of whom the President is to be an officer of or above the rank of Surgeon Lieutenant-Commander. At least one member is to be experienced in Air Medicine.

49. Air Medical Boards will normally be held at Naval Air Stations, or in aircraft carriers. These boards are primarily concerned with the flying medical category of an individual. If an Air Medical Board considers that an individual is unfit for ground duties as well as flying duties, the case will then be referred to a Medical Board of Survey.

50. Form AF Med 4 (PM168), which is to include a Form PM132 and Form AF Med 1 (PM149) completed with detailed clinical notes, is to be forwarded to the President of the Aid Medical Board to reach him prior to the appointed time of the Board.

Interim Categories

51. If an Air Medical Board considers that an individual will be fit for a permanent category in a few days and that a further board will be unnecessary, the category of, eg, 'A1/- in fourteen days' may be given, but the finding is always to be qualified to show that the category in the interval, eg, 'A1/- in fourteen days, until then At/-'.

52. When sick leave is recommended in the interim, the category is to read, eg, 'A1/- in fourteen days, until then At/-'.

53. The whole category as described is to be stated fully on Forms PM132 and AM255z (PM133).

54. A flying medical category Ap/- or Bp/- is not to be allocated by Air Medical Boards, but where an Air Medical Board considers that the member should be placed in this category, he is to be classified, eg, 'At/- pending receipt of Naval Board approval to the classification Ap/-'.

SECTION IV—MEDICAL DOCUMENTS

55. The following forms are to be used on the occasions specified:

Form No	*Occasions for Use*	*Method of Compilation*	*Disposal of Forms*
F Med 154 (Medical Officers report of Aircraft Accident or Incident) and Enclosures A, B, C, D, E and F	After an aircraft accident or incident	One copy to be completed and signed by the Medical Officer	Under cover of a letter to ACNB through the relevant Administrative Authority. After action in Navy Office the copy will be forwarded to the RAN School of Aviation Medicine RANAS Nowra
PM132 ..	When an Air Medical Board is held other than on entry	Card and flimsy to be completed and signed by all members of the Board	Both copies to be forwarded to the Medical Director-General who will insert flimsy in AF Med 4 (PM168)
AF Med 1 (PM149) ..	a. When an Air Medical Board is held b. When required as in Paragraphs 29, 36 and 50	To be completed in full detail by Medical Officer presenting the case	Original to AF Med 4 (PM168) Duplicate to MDG
AM 255z (PM133) ..	When an Air Medical Board is held other than on entry	In duplicate completed and signed by the Medical Officer	Original to Administrative Authority. Duplicate to Secretary, Department of the Navy for DAPO/DSP
AF Med 1B (PM151) ..	For Ophthalmic Specialists examination of aircrew in duplicate	Completed by Ophthalmic Specialist	Original to Medical Director-General, Duplicate to AF Med 4 (PM168)
AF Med 1C (PM152) ..	For ENT Specialists examination of aircrew in duplicate	Completed by ENT Specialist	Original to Medical Director-General. Duplicate to AF Med 4 (PM168)
AM 5 (PM103) ..	For ENT Specialists audiogram and report (if required) of aircrew on entry	Completed by ENT Specialist	To Medical Director-General

56. On all forms under the heading 'Branch or Trade' the nature of duties is to be indicated, eg, pilot, observer, etc. If the officer or sailor is under instruction this should be added.

57. When members of aircrew join a ship or establishment and Forms AF Med 4 (PM168) are not received from previous posting, immediate steps should be taken to obtain their flying medical categories, by signal if necessary, before they are allowed to fly.

58. If medical documents are not received within a reasonable period, application is to be made to the previous ship or establishment for them. If they cannot be traced, application is to be made to the Medical Director-General with particulars of action already taken.

59. All aircrew on change of posting are to present their flying log books to the Medical Officer of their new ship or establishment. The Medical Officer is to check the flying category shown in the flying log book with that individuals AF Med 4 (PM168) and make such a notation in the flying log book of this inspection. The Medical Officer is to satisfy himself that the aircrew member is fit for flying duties as categorised.

60. Form AF Med 154 (PM191) and enclosures A, B, C, D, E and F will be issued without demand.

SECTION V—MEDICAL STANDARDS FOR MEMBERS OF NAVAL AIRCREW

(*See also* Section IX)

Flying Medical Categories

61. The following flying medical categories are required on entry or transfer to aircrew duties:

a. As pilot—A1/-, ie, fit for full flying duties as a pilot.

b. As observer, winch operator, seaman UC (Air)—B1/-, ie, fit for full flying duties as observer, winch operator or seaman UC (air).

62. The medical examination of aircrew personnel is to be carried out in accordance with the procedure laid down in Air Publication 3299, and such amendments thereto as may be issued from time to time with the exception of visual standards which are to be in accordance with those laid down in Paragraph 66. The physical and ENT assessments for fitness for flying are laid down in AP 3299 and will be the same for all aircrew personnel.

63. The height, weight and leg lengths required for candidates for naval aircrew will be as follows:

Height (pilots and observers only)	64 inch minimum. 78 inch maximum.
Leg length (pilots only)	39 inch minimum.
Thigh length (pilots and obeservers)	26 inch maximum.
Weight	*See* Section VIII.

In no circumstances can a candidate for pilots duties be accepted whose leg length or thigh length is even fractionally outside the above limits. Borderline cases should be rejected.

These measurements will be revised as new types of aircraft come into service for operational and training use. (*See also* Section IX.)

64. a. Thigh length is to be measured as follows:

The candidate is seated upright in a straight-backed chair with the sacrum hard up against the back of the chair, the legs flexed to 90 degrees and the thighs horizontal. A measurement is then made from the back of the chair to a point level with the farthest projecting point of the patella.

b. Leg length is to be measured as follows:

The candidate is to be seated on the floor with the sacrum hard up against the wall, the legs fully extended, and the stockinged feet at right angles to the legs; a box or similar object at least 10 inches high is placed on the floor so that the balls of the feet and the heels bear simultaneously on one of its vertical surfaces; the distance between the box and the wall is leg length.

65. No aircrew member who has a history of spinal injury is to be allowed to carry out a test run on ejection seat test rig for training purposes. Before aircrew are allowed to undergo ejection seat training a careful examination is to be carried out for any spinal abnormality.

66. The visual standards for aircrew in the RAN are shown in the following table:

a. Visual standards on entry. Refraction without midriatic is to be carried out in all cases:

Flying Duties	*Flying Medical Category*	*Minimum Distant Vision*	*Near Vision*	*Naval Colour Perception Standard*	*Remarks*
Pilot Observer and Sailor Aircrewman	A1 B1	6/9. 6/9 The vision in each eye should be correctable to 6/6	N. 5EE	1	Squint is unacceptable. Myopia or myopic astigmatism is not acceptable. Fundi and media must be normal. Fields of vision must be normal *Limits of Hypermetropia—* *In the better eye—* Hypermetropia of 1.5 dioptre. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism the error in the more hypermetropic meridian must not exceed 1.5D of which not more than 0.75D must be due to astigmatism *In the worse eye—* Hypermetropia of 2.5 dioptre. Simple hypermetropic astigmatism 0.75D. Compound hypermetropic astigmatism the error in the hypermetropic meridian not to exceed 2.5D of which not more than 1.0D must be due to astigmatism

b. Ocular muscle balance, applicable to pilots only:

Maddox Rod Test	Exophoria 0–6 Prism D 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
		Accommodation Age — Centimetres 17–20 — 10–11 21–25 — 11–12 26–30 — 12.5–13.5 31–35 — 14–16 36–40 — 16–18.5 40–45 — 18.5–27
Cover Test—Recovery must be rapid		

Optically Corrected Spectacles—Supply of

67. Correcting spectacles Mark 12 and 12A with plastic lenses, or such other design as may be approved by the Medical Director-General from time to time, may be supplied to pilots, observers and sailor aircrew when recommended by a naval ophthalmic specialist and approved by the Naval Board, in order to enable them to continue flying duties. This applies both to fully trained personnel who have suffered a deterioration in visual acuity after entry and are required to continue flying duties, and also to recruit members of the RAN aircrew.

68. In the case of observers and sailor aircrew only, if the error of refraction is small, aircrew may continue flying duties on the recommendation of a naval ophthalmic specialist. All other cases are to be made At or Bt pending medical and executive decision by the Naval Board.

69. When a pilot, observer or sailor aircrew is found on examination to have defect in vision, he is to be referred to a naval ophthalmic specialist. Upon receipt of the report from the specialist a copy of Form AF Med 7 (PM170) and specialists report are to be forwarded to Navy Office by the Commanding Officer. These are to be accompanied by a report as to whether it is desired that the member should be retained for flying duties. When a member is recommended for retention of such duties, the report is to contain details of his flying experience.

70. The Commanding Officer will be notified of the Naval Board decision as to whether the member is to be retained on flying duties, and if retention for flying duties is approved, the Commanding Officer is then to arrange for the member concerned to proceed to the official contractors for spectacles, taking with him an official order which is prepared by the supply officer, the prescription of the ophthalmic specialist, his flying helmet both inner and outer, and oxygen mask.

71. Three pairs of flying spectacles will be allowed on personal loan with optically corrected lenses (two pairs clear, and one pair tinted Crooks B2 or equivalent). When ready, the spectacles should be obtained from the suppliers and taken by the member concerned to the naval ophthalmic specialist for checking and certification.

72. The spectacles are to be taken on charge by the supply officer and issued in accordance with the accounting procedure for flying clothing.

73. A record is to be made on the current flying clothing card of the supply of optically corrected spectacles issued to the member.

74. The supply of special spectacles at departmental expense and the prescription for them are to be noted on Form AF Med 7 (PM169 and PM170) as an additional enclosure to Form AF Med 4 (PM168). The medical categories of personnel supplied with specially corrected spectacles are at all times to be shown with the limitation 'with corrected spectacles', eg, 'A1/- with corrected spectacles'.

75. A periodic check of the optically corrected plastic spectacles is to be made by the ophthalmic specialist at intervals of not more than 12 months in order that any deterioration may be detected.

76. Upon relinquishing flying duties a member is to retain the spectacles.

SECTION VI—MEDICAL STANDARDS FOR GLIDER PILOTS AND PARACHUTISTS

Glider Pilots

77. The medical standards required are that the individuals:

a. must not suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of the glider under ordinary conditions;

b. must not suffer from any disease or disability which renders them liable suddenly to become incompetent in the management of the glider. There must be no evidence of kidney disease or cardiac lesion, nor must there be any clinical signs of degenerative disease;

c. must have a visual acuity in each eye, without glasses of at least 6/60 corrected with glasses to at least 6/6 in each eye;

d. must have Naval Colour Perception Standard 3;

e. must attain at least Naval Hearing Standard 2. The middle ear must be healthy and the vestibular mechanism intact;

f. must have patent eustachian tubes.

78. The record of the medical examination is to be made on Form AF Med 1 (PM149), a copy of which is to be signed by the examining officer and forwarded to the Medical Director-General. The duplicate copy of Form AF Med 1 (PM149) is to be placed with the members Form AF Med 4 (PM168).

79. The assessment of the results of the examination will be 'Fit/Unfit' glider pilot and in addition to a record of the assessment being made on Form AF Med 1 (PM149).

Parachutists

80. a. Applicants for training must not suffer from a disability, temporary or permanent, likely to interfere with or be adversely affected by a parachute descent.

b. Visual acuity must not be below 6/12 in each eye (unaided). Colour perception is to be at least Standard 3.

c. There must be no history nor finding of otorrhoea, perforation of the tympanic membranes, nor blocking of the eustachian tubes. The applicant must have normal hearing.

d. Cardiovascular, nervous, respiratory and genito-urinary systems must be normal.

e. The osseous, arthritic and muscular systems must be normal and there must be no history of any abnormality of these systems. There must be no previous history of any spinal injury or disease.

f. It is to be remembered as a general guide that the nearer a candidate is to the athletic type the less likely he is to suffer injury.

SECTION VII—GENERAL

81. All officers and sailors, other than aircrew, who fly in non-passenger service jet type aircraft are to be given a special medical examination by a competent Medical Officer of an Air Station or carrier. Those who are likely to fly at altitudes above 30,000 feet or equivalent in a pressurised cabin are to attend the school of Aviation Medicine for a full flying medical examination and a modified High Altitude Indoctrination Course.

82. No casual flying will be permitted above 30,000 feet actual altitude for any person who has not undergone a High Altitude Indoctrination Course. Commanding Officers of Air Stations and carriers are to ensure that this new and far-reaching decision is rigidly enforced. Casual flying up to 30,000 feet in high speed aircraft will necessitate full briefing in emergency escape procedures and oxygen equipment and medical clearance that the passenger is Category A or BY, has had a negative chest X-ray within six months and has had no significant history of lung or heart conditions.

83. In compiling the Medical Officers journal, aircrew are to be considered as part of the ships company. Under a special heading 'Aircrew', welfare of aircrew should be discussed. A description of the flying carried out during the quarter, and remarks on reactions of flying personnel to varying climatic conditions, should be included, with special reference to flying clothing and safety equipment generally.

Fluorograph Examination

84. The date and result is to be recorded on Form AF Med 4 (PM168).

Flying Log Book—Notation of Flying Medical Category

85. Medical Officers are to ensure that the current flying medical category of an officer or sailor member of aircrew is recorded in his flying log book. Such records are to be checked by the Medical Officer at the annual aircrew medical examination and on change of posting. The letters AME are to be recorded after the Flying Medical Category at Annual Medical Examinations, and SME after the Flying Medical Category for all other medical examinations.

Paybook

86. The following medical notations are to be made in the paybook of RN personnel serving in the RAN:

a. Flying medical category.

b. Vaccinations and immunisations.

c. Blood group.

d. Issue of personal first aid outfit.

e. Fluorography result.

f. Date of annual medical examination.

Medical Lectures to Aircrew

87. Lectures are to be given to all aircrew on the following subjects:

a. Oxygen and anoxia.

b. Hygiene in flying.

c. First aid in flying.

d. Decompression sickness.

e. Instrument flying.

f. Effects of high altitude.

g. Effects of high speed.

h. High altitude and high speed escape.

i. Combat survival.

SECTION VIII—WEIGHT FOR HEIGHT

Weight Standards for Aircrew

(*Including Candidates*)

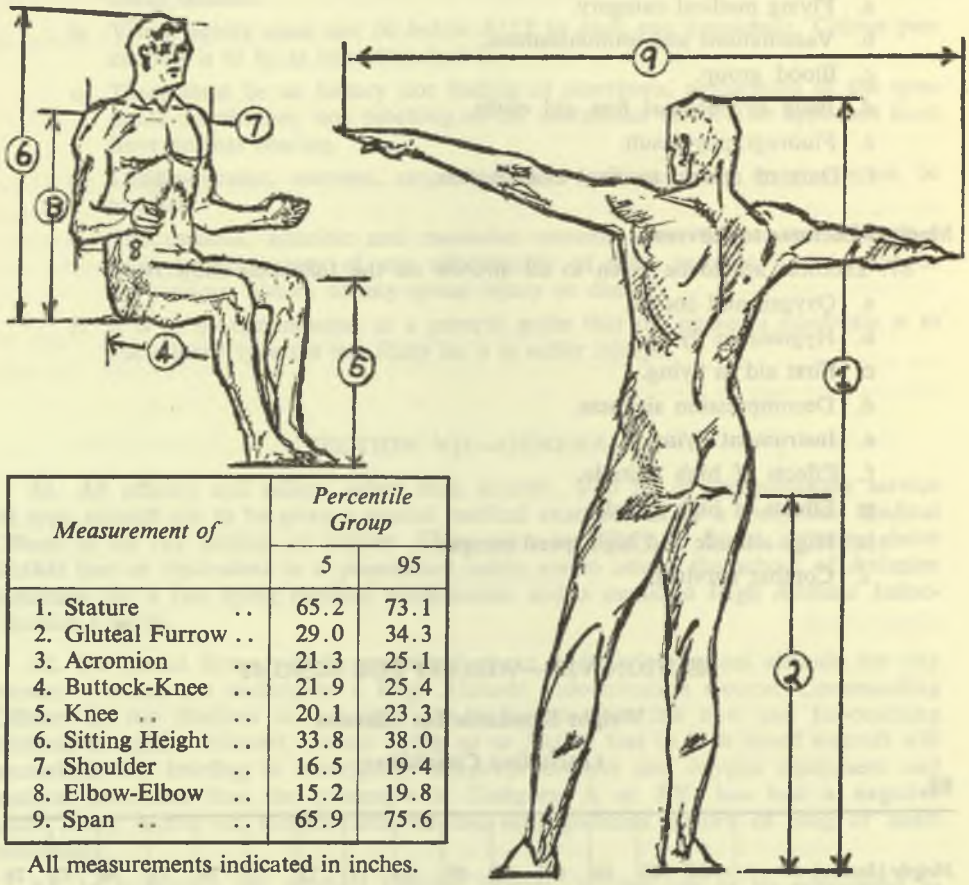
88.

Height (Inches) ..	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Weight (Pounds)—															
Minimum ..	105	106	107	111	115	119	123	127	131	135	139	143	147	151	153
Maximum ..	160	165	170	175	181	186	192	197	203	209	214	219	225	230	235

SECTION IX—AIRCREW SELECTED FOR SKYHAWK TRAINING

89. All pilots are to be measured on the Anthropometric Device at the School of Aviation Medicine, HMAS ALBATROSS, and the results recorded on Form AF Med 7 (PM169 and PM170). Pilots selected for A4G training are to conform with the limits of the 5-95 percentile group. (These measurements are additional to those in Paragraph 63.) As the A4G Cockpit is designed to accommodate the measurements of the 5-95 percentile flying personnel the dimensions given are the critical minimum/maximum

dimensions with which the pilot can safely fly the aircraft. The names of those pilots whose measurements are not within the 5-95 percentile group are to be reported to Navy Office, copy to the Medical Director-General.



Measurement of	*Percentile Group*	
	5	95
1. Stature ..	65.2	73.1
2. Gluteal Furrow ..	29.0	34.3
3. Acromion ..	21.3	25.1
4. Buttock-Knee ..	21.9	25.4
5. Knee	20.1	23.3
6. Sitting Height ..	33.8	38.0
7. Shoulder ..	16.5	19.4
8. Elbow-Elbow ..	15.2	19.8
9. Span	65.9	75.6

All measurements indicated in inches.

90. ABR 1991 will be amended in due course.

91. Navy Orders 419/69 and 508/69 are hereby cancelled.

(327/251/6)

(*Navy Orders 419/69 and 508/69*)

15581/72 W. G. Murray, Government Printer, Canberra

Hist

ANOs 199/72-202/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 June 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
199/72	Noise Reduction Engineering Panel—Terms of Reference.
	SECTION 2—PERSONNEL
200/72	Malaria—Measures for Prevention and Control.
	SECTION 3—OPERATIONAL AND TRAINING
201/72	Sailors Course Programme 1972.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
202/72	Support Craft—Boat Allocations.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

199/72—Noise Reduction Engineering Panel—Terms of Reference

1. Improvements to undersea warfare equipments and techniques, with the consequent need for quieter ships and submarines, have introduced problems which involve every area of design, construction and maintenance. Airborne noise levels within ships cause habitability problems. Radiated airborne noise increases the probability of surface detection of ships by acoustic means.

2. To assist in the formulation of noise policy and develop expertise on noise reduction techniques, approval has been given to the formation of a Noise Reduction Engineering Panel consisting of the following members:

Director-General of Naval Design (Chairman)
Superintendent of Naval Scientific Services
Director of Underwater Weapons
Director of Submarine Policy
Director of Fleet Maintenance
Director of Forward Design
Director of Ship Design
Director of Marine Engineering Design
Director of Weapons and Electrical Design.

The panel is empowered to co-opt additional personnel to assist in investigations of specific problems or to set up working parties as appropriate.

3. The panel will be responsible for the following functions:

a. Advising the Naval Staff in the formulation of noise policies.

b. Advising the Naval Technical Services on existing sources of expert knowledge on noise and noise reduction techniques and the need for developing this knowledge.

c. Advising the Scientific Policy Committee on scientific aspects of noise and noise reduction.

d. Recommending standards for design, installation, maintenance and operation of noise reduction materials, equipment and systems.

e. Recommending evaluation and service trials of noise reduction materials, equipments and systems to assess their suitability for RAN service use.

f. Recommending requirements for noise measuring and analysis and associated facilities.

g. Disseminating to authorities concerned all information on noise policy and matters concerning noise reduction techniques.

h. Co-ordinating liaison with other navies and research and development authorities on noise matters.

4. The Panel is to submit reports of progress annually to the Third Naval Member and Deputy Chief of Naval Staff.

5. Senior Officers, Heads of Departments and other responsible officers are to forward problems considered to be of a noise reduction engineering nature to the Secretary, Department of the Navy, through their Administrative Authority for consideration by the Panel.

6. Copies of the minutes of the meetings will be distributed to the panel members and other directorates at Navy Office as appropriate. External distribution will be as follows:

COMAUSFLT	RANTAU
FOCEA	GOSIEA
GMGID	ANRUK
GMWD	ANA Washington.
RANEL	

(1626/1/259)

Section 2

PERSONNEL

UNCLASSIFIED

200/72—Malaria—Measures for Prevention and Control

1. All Naval personnel in or about to be posted to malarious areas including South East Asia and the Australia region as defined hereunder, are to be thoroughly instructed in anti-malarial precautions. Medical Officers are to advise and assist in such training.

2. Before embarking for a malarious area, the Commanding Officer of the ship or establishment from which members are being moved is to ensure that each member is issued with the following items of anti-malarial supplies and equipment:

Chloroquine Tablets 150 mg base	No 2
Insect Repellent Lotion	Bottle 1

and that he possesses the regulation long protective clothing. Mosquito nets will be issued upon arrival at the destination.

3. All Naval parties proceeding to a malarious area, other than HMAS TARANGAU, are also to be supplied with sprayers, hand, small 20 per cent of unit strength and anti-mosquito spray fluid, pattern 4293 before leaving. Continuity of supply of these items to the parties is to be ensured in accordance with scale allowances. These are to be demanded from the appropriate (Suptg) Naval Store Officer. In HMAS TARANGAU stocks are already carried and issues will be made on arrival of the drafts. (Paragraph 18 refers.)

4. The Commanding Officer of a ship, establishment or party in a malarious area, in consultation with his Senior Medical Officer, is to decide to what extent the following personal precautions are to be enforced. The Medical Officer, in advising his Commanding Officer on this point, may take into account the effectiveness of anti-malarial drug prophylaxis as indicated by the incidence of malaria among other European personnel in the area:

a. From sunset to sunrise, every member, except when protected by a mosquito net, is to wear slacks, boots, web gaiters, and long sleeved shirt or jacket with sleeves down and buttoned at the wrist.

b. Guards and sentries are to be provided with a headnet and insect gloves, in addition to the items shown in Paragraph 4a., which also are to be worn from sunset to sunrise.

c. Every member is to carry a container of insect repellent lotion, and is to apply the lotion to exposed skin surfaces as described in Paragraph 17.

d. Every member sleeping on deck or on shore within 1 mile to windward of and 2 miles to leeward of a malarious area is to sleep under a mosquito net. The types of net supplied are:

(1) Net, mosquito, green ring top—for men stationed at anti-aircraft gun positions or on bridge watchkeeping duties.

(2) Net, mosquito, white—for use in shore establishments. Supplied either with a ring top or rectangular top as desired.

(3) Net, mosquito, field, green, bush type—for shore parties and men sleeping on the upper deck. These nets are a type of a small one-man tent having calico top and bottom, sides of fine netting and fitted with stay ropes for erecting.

All nets are accountable as loan clothing.

e. In establishments, all occupied quarters, tents or bivouacs, as well as native huts and buildings, are to be closed and sprayed each night and each morning with anti-mosquito spray. The Medical Officer is to advise the Commanding Officer as to appropriate instructions for methods of spraying to be used locally and will be required to advise as to priority and method of screening buildings to render them mosquito proof.

5. Anti-mosquito measures to be adopted for HMA ships in malarious or potentially malarious areas are as follows:

a. The ideal anchorage for a ship in harbour in a malarious area is not less than 1 mile to windward of the shore. Malaria bearing mosquitoes have been known to fly almost this distance up wind and much greater distances down wind. Mosquitoes may also be brought on board on clothing or in ships boats, lighters, water tanks, native craft, etc, and have been known to multiply on board during a wet season in insufficiently protected accumulations of water, eg, in hold-alls for water, the drip pan of scuttles, unstoppered water bottles, etc. They tend to cling to dark corners of cabins or other accommodation, under clothing or bunks during daylight hours, but are attracted by bright light. In the morning mosquitoes which have entered compartments or flats during the night should be driven out, hanging clothing and curtains disturbed, and corners, clothing and under bunks sprayed with insecticide.

b. No member is to be allowed to sleep on deck unless a mosquito net is used (*see* Paragraph 4d.), if the ship is within mosquito range.

c. Care is to be taken that no uncovered pools of stagnant rain water (eg, in boats and awnings) are allowed to remain.

d. Leave should be completed by sundown as far as possible and any men remaining on shore must have suitable regulation clothing and insect repellent lotion, in the use of which they should be fully instructed. The danger of allowing mosquitoes to bite them, should also be fully explained. Sentries on gangway and wharf duty are particularly vulnerable. Anti-malaria prophylaxis is to be taken by the whole crew in accordance with the instructions laid down in Paragraph 9.

6. Anti-malarial prophylaxis is to be demanded from appropriate AMF sources.

7. Chloroquine is the routine anti-malarial drug to be used generally in the RAN, but other drugs may be introduced from time to time in accordance with special instructions.

8. The Commanding Officer of each land based naval party or the Captain of an establishment or of a ship in harbour in malarious areas, is responsible for the administration of malaria prophylaxis to every officer and sailor under his command. Whenever possible the drug is to be given under the supervision of an officer. Strict supervision is necessary to guard against failure to swallow the tablets.

9. For all personnel proceeding to or through a malarious area, prophylaxis should commence one week prior to arrival in the area. The dose is two tablets of chloroquine diphosphate each containing 150 mg of base (tablets from different manufacturers may contain different quantities of chloroquine base; the number of tablets may have to be adjusted to ensure the taking of at least a total of 300 mg of base per dose). The tablets should be taken after food. The same dose is to be repeated on the day of entry to the area.

10. The suppressive dose of chloroquine, as detailed above, is to be repeated weekly, on the same day of the week, for the whole time the person remains in a malarious area, and thereafter as detailed below.

11. Only those prophylactic drugs ordered for any particular location are to be used, except by order of a Medical Officer when other drugs are considered necessary for a particular member for medical reasons.

12. Personnel moving from a malarious area to a non-malarious area are to continue on suppressive treatment for four weeks after leaving the area. The same dosage of chloroquine as in Paragraph 9 is to be taken. Following the four weeks continuation of chloroquine suppression a further two weeks course of chloroquine plus primaquine is to be given to eradicate any latent p vivax infections in personnel returning from malarious areas. This additional course is to be given under medical supervision or the Commanding Officers supervision if a Medical Officer is not borne and is as follows:

1st day

Chloroquine 600 mg base and Primaquine 22.5 mg base followed later in the day by Chloroquine 300 mg base.

2nd and 3rd days

Chloroquine 300 mg base plus Primaquine 22.5 base daily.

4th to 14th days inclusive

Primaquine 22.5 mg base.

Details of this additional course are to be recorded on Form PM127, Daily Medical Record.

13. Personnel moving from a malarious area to a potentially malarious area are also to continue on suppressive prophylaxis for four weeks after leaving the malarious area at the same dosage of chloroquine as in Paragraph 9, or the prescribed dosage of other types of prophylaxis permitted from time to time. To ensure the eradication of any latent p vivax infections an additional course of chloroquine plus primaquine under supervision is to be given and recorded on Form PM127 as detailed in Paragraph 12.

14. All personnel leaving malarious areas are to be warned of the danger of latent malaria becoming active if the course detailed in Paragraph 12 is not completed. Medical Officers or Commanding Officers where no Medical Officer is borne are responsible for advising such personnel and for the issue of chloroquine or other anti-malarial drugs if required and with the necessary instructions for use.

15. Movements of RAN personnel from a malarious area to a potentially malarious area are only to be made for urgent military necessity, and then due notice is to be given by the Commanding Officer of the malarious area to the Commanding Officer in the potentially malarious area of the impending arrival of personnel. All such advices are to be repeated for the information of the Naval Board.

16. For Naval purposes, the following definitions are made of the Australian region:

a. Malarious area—within 1 mile to windward of and 2 miles to leeward of all land in New Hebrides, Solomons, Bismarck Archipelago, Papua and New Guinea (TPNG), Indonesia, Philippines, mainlands and associated islands, and all South East Asian areas lying west of 170° east longitude and north of 20° south latitude except the Australian mainland and those islands under the jurisdiction of the State of Queensland.

b. Potentially malarious area—within 1 mile to windward of and 2 miles to leeward of the mainland and those islands under the jurisdiction of the State of Queensland and north of a line drawn between Townsville and Broome but excluding:

(1) establishments in Townsville and Broome;

(2) that portion of the Atherton Plateau lying above 2,000 feet elevation.

Note: The town of Atherton is above this level and the town of Nareeba is below it.

These definitions do not apply to HMA ships operating in the waters of either area provided a Medical Officer is borne.

17. Personnel proceeding to Australia for leave or duty from a malarious area, with the intention of returning to that area after leave of duty, are to be given sufficient tablets to carry out suppressive treatment throughout the period until return to that area. They are to be impressed with the importance of regular dosage. Members are to be particularly instructed that should illness occur whilst on leave or duty they are to report to the nearest Service Medical Officer, or, should one not be available, to the nearest qualified medical practitioner. A certificate should be obtained from the Medical Officer treating the illness, as to the exact nature, type of malaria if present, and the treatment employed.

Insect Repellent—Personal Application—Use

18. Insect repellent lotion is to be used in malarious areas according to the following procedure:

a. The lotion is to be applied by each member at sundown and again on rising, if before sunrise.

b. Members on night duty are to apply the lotion on commencing duty, and renew applications at three-hourly intervals, or more often if necessary.

c. Method of application. A small quantity, not more than half a teaspoonful, is poured on to the palm and after rubbing the hands together, smeared all over all exposed portions of the face, neck and arms.

19. Allowances. Demands for requirements are to be prepared in accordance with the following allowances:

Stock No	Item	Denomination of Quantity	To be Demanded From	Allowance
0442/4293	Mosquito spray	Gallons	SGSO Sydney	Malarious Areas—9 gallons per 100 men for 28 days Potentially Malarious Areas or Areas where there is an outbreak of dengue fever—6 gallons per 100 men for 28 days—issue to be made on authority of Medical Officer

Note: Mosquito spray, pattern 0442/4293, must never be allowed to come into contact with food or cooking utensils. The spray has an immediate knock down and lethal effect against insects, but has only minimal residual capacity.

Stock No	Item	Denomination of Quantity	To be Demanded From	Allowance
0264/L85666	Sprayers, hand for liquid insecticide (Rega)	No	SGSO Sydney	Malarious Areas—20 per cent of unit strength. Other areas where mosquito spray is issued—10 per cent of unit
6840/66/023/2942	Insect repellant lotion, personal application 3 oz bottle	Each	AMF	1 No 3 oz bottle per man per 28 days to be issued in malarious and potentially malarious areas only
	Anti-malaria oil .. .. (Comprises: Diesel Fuel 47 Cetane—ie, Automotive Diesel Oil, with 5 per cent of Catalogue No 0475/6980 Creosote added)	Gallons	SGSO Sydney	Malarious Areas—50 gallons per 100 men for 28 days. Potentially Malarious Areas—25 gallons per 100 men for 28 days. Non-malarious Areas, Dengue—10 gallons per 100 men for 28 days (The authority of the Medical Officer is required for supply to potentially malarious and non-malarious areas)

Note: Requirements of diesel fuel and creosote should be demanded as separate items from the (S)NSO concerned and mixed in the establishment as required.

Stock No	Item	Denomination of Quantity	To be Demanded From	Allowance
V4/41496	Net, mosquito, domestic, green, ring type	No	SVSO REVY Sydney	Three for each anti-aircraft watch-keeping position
V4/41502	Net, mosquito, domestic, white, rectangular type, nylon or polyester; or	No	SVSO REVY Sydney	One per man
V4/41500	Net, mosquito, domestic, white, ring type, nylon or polyester	—	—	—

Stock No	Item	Denomination of Quantity	To be Demanded From	Allowance
V4/41522	Net, mosquito, field, green, bush type	No	SVSO REVY Sydney	One for each member of a shore party or for each man required to sleep on the upper deck
V4/41197	Headnet, insect	No	SVSO REVY Sydney	One for each guard or sentry

Note: Supply Officers are authorised to carry a reserve stock of nets sufficient to provide for normal replacements and for drafts, visitors and emergent purposes.

20. ABR 1991—Naval Medical and Hospital Instructions Article 0876 details the method of treating malaria.

(327/251/140)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

201/72—Sailors Course Programme 1972

1. The deletions, alterations and additions shown in Annexes A, B and C of this order are promulgated as Amendment No 4 to Navy Order 513/71. All previous amendments are included.

2. The amendment list shown at Paragraph 10 of Navy Order 513/71 should be noted with this fourth amendment order number 4.

3. Navy Order 113/72 is hereby cancelled.

ANNEX A

Deletions

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	901730	Artificer Apprentice	NIRIMBA ..	—	—	—	—	3.7.72	12.75	—	Delete completion date
Seaman Promotion	911800	LSPT ..	CERBERUS ..	120	—	—	—	4.1.72	26.6.72	6–12	Delete course 1/72
Seaman Career and PCT	902540	COXN Conversion	CERBERUS ..	—	—	—	—	—	—	—	Delete all detail
Seaman Promotion	911940	POUW ..	WATSON .. PENGUIN	69 (incl 10 NBCD)	—	—	—	6.3.72	2.6.72	—	Delete all detail
	911790	ABCD Conversion	PENGUIN ..	75	C	PENGUIN WATSON PENGUIN	Diving EOD Diving	28.2.72 8.5.72 3.6.72	3.5.72 2.6.72 22.6.72	8–16	Delete all detail
Seaman Career and PCT	903290	ASAC ..	WATSON ..	20	E	FOCAF	—	24.4.72	19.5.72	4–6	Delete all detail
Wrans Promotion	907830	LWRREG ..	CERBERUS ..	85	—	—	—	4.9.72	6.12.72	—	Delete all detail
Wrans Promotion	947700	WRAN OTC ..	CERBERUS ..	87	—	—	Supply Comms 1 Admin NBCD and First Aid Comms 2	1.5.72 29.5.72 3.7.72 18.9.72	26.5.72 9.6.72 15.9.72 19.9.72	—	Delete all detail

ANNEX B

Alterations

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 PCT	914380	Ikara Mag Mar Launcher	CAC ..	25	E	—	—	28.2.72	30.3.72	2–6	Amended dates 1/72
Seaman Promotion	911960	POUC ..	WATSON ..	119 (incl 10 NBCD)	C	PENGUIN PENGUIN WATSON	Sship NBCD UC	17.1.72 21.2.72 6.3.72	18.2.72 3.3.72 7.7.72	5–8	Amended dates 1/72
	911940	POUW ..	WATSON ..	69 (incl 10 NBCD)	D	WATSON PENGUIN PENGUIN	UW Sship NBCD	6.3.72 24.4.72 22.5.72	21.4.72 19.5.72 2.6.72	6–9	Amended dates 1/72
Seaman Promotion	911750	ABRP ..	WATSON ..	76 (incl 5 NBCD)	—	PENGUIN PENGUIN WATSON	NBCD Sship RP	24.4.72 1.5.72 29.5.72	28.4.72 26.5.72 11.8.72	6–9	Amended dates 4/72
						PENGUIN PENGUIN WATSON	NBCD Sship RP	8.5.72 15.5.72 13.6.72	12.5.72 9.6.72 1.9.72	6–9	Amended dates 5/72
						PENGUIN PENGUIN WATSON	NBCD Sship RP	17.7.72 24.7.72 28.8.72	21.7.72 18.8.72 10.11.72	6–9	Amended dates 6/72
Seaman Promotion	911760	ABUC ..	WATSON ..	—	—	PENGUIN PENGUIN WATSON	NBCD Sship UC	8.5.72 15.5.72 13.6.72	12.5.72 9.6.72 —	6–12	Amended dates 3/72
Seaman Career and PCT	903290	ASAC ..	WATSON ..	20	E	FOCAF	—	26.7.72	4.8.72	4–6	Amended dates 4/72
Educational	902500	SGCE Preparatory	LEEUWIN ..	95	C	—	—	10.7.72	28.11.72	–50	Amended dates 2/72
Weapons Promotion	916710	NAMW ..	ALBATROSS	65 (incl 5 NBCD)	B	PENGUIN ALBATROSS	NBCD ENG	22.5.72 29.5.72	26.5.72 18.8.72	4–12	Amended dates 2/72
Supply and Secretariat Promotion	919730	STD ..	CERBERUS ..	30 (incl 5 NBCD)	—	—	—	8.5.72	16.6.72	6–15	Amended dates 4/72
Supply and Secretariat Promotion	919820	LCK ..	CERBERUS ..	20	E	CERBERUS	—	1.2.72	3.3.72	2–5	Amended dates 2/72

ANNEX B—*continued*

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	902400	Standard NBCD	PENGUIN ..	5	—	JBMR	—	28 8.72 4 9.72 16 10.72 23.10.72 30 10.72	1.9.72 8.9.72 20.10.72 27.10.72 3.11.72	–20	NAAS NAAS NAAS NAAS NAAS
WEE Career and PCT	914330	Sonar 177M ..	WATSON ..	24	D	—	—	17.7.72	17.8.72	3–6	Amended course length
Seaman Promotion	911790	ABCD Conversion	PENGUIN ..	75	C	PENGUIN WATSON PENGUIN	Diving EOD Diving	17.1.72 10.4.72 5.6.72	7.4.72 12.5.72 14.7.72	—	Amended dates 1/72
Seaman Career and PCT	903290	ASAC ..	WATSON ..	20	E	FOCAF	—	8.5.72	2.6.72	—	Amended dates 3/72
Marine Engineering Promotion	953080	CERA .. CMECH ..	CERBERUS	85	C	—	—	17 1 72	19 5 72	—	Amended dates 1/72
	953090	CERAD .. CMECH D	CERBERUS	85	C	—	—	17.1.72	19.5.72	—	Amended dates 1/72

ANNEX C

Additions

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 Career and PCT	902540	Coxn Conversion	CERBERUS ..	60	D	CERBERUS KUTTABUL CERBERUS KUTTABUL CERBERUS KUTTABUL	—	4.1.72 28 2.72 17 4 72 12.6.72 2 10.72 27.11.72	25.2.72 24.3.72 9 6 72 7.7.72 24.11.72 22.12.72	4–12	Applicable LR, PO, CPO

15903/72—3

Educational	902570	SGCE Chemistry Practical	CERBERUS ..	10	C	—	—	7.8.72	18.8.72	—	Navy Order 147/71
Supply and Secretariat Promotion	919720	CK ..	CERBERUS ..	85 (incl NBCD)	—	—	—	24.4.72 5.6.72 21.8.72	18.8.72 27.9.72 22.12 72	— — —	Additional course 5/72 Additional course 7/72 Additional course 10/72
WRANS Promotions	907830	LWRREG ..	CERBERUS ..	85	—	—	—	1.5.72	18.8.72	—	—
WRANS Promotion	947700	WRAN OTC	CERBERUS ..	87	—	—	Comms 1 Supply Admin, NBCD and First Aid Comms 2	14.8.72 29.8.72 19.9.72 7.12.72	25.8.72 18.9.72 6.12.72 8.12.72	3–8	—
Miscel-laneous	903410	Security Acquaint (Senior Sailors)	PENGUIN ..	2	—	—	—	15.5.72 14.8.72 13.11.72	16.5.72 15.8.72 14.11.72	—	—
Miscel-laneous	902600 902610	WOSK .. WOMC ..	CERBERUS	30	—	—	—	17.5.72 10.7.72 11.9.72	23.6.72 18.8.72 20.10.72	—	—

(303/21/188)

(*Navy Orders 513/71 and 113/72*)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

202/72—Support Craft—Boat Allocations

Lightweight Utility Boat Allocations in Annex A to Navy Order 401/71 are to be amended to read as follows:

Page 4

a. *Delete* 'QUEENBOROUGH' and its accompanying line.

Page 5

b. *Amend* Total for Fleet units *to read* as follows:

(1) Variant A—'12'.

(2) Variant B—'34'.

Page 6

c. *Amend* Variants B and C allocation to PENGUIN from '6' to '5'.

d. *Amend* Total for FOCEA (C of P) of Variants B and C from '17' to '16'.

Page 7

e. *Amend* NOIC QLD MORETON and Total for NOIC QLD of Variants B and C from 'Ø' to '1'.

Page 8

f. *Amend* the word NOIC PNG *to read* 'COMPNGNAV' in three places.

g. *Amend* COMPNGNAV, TARANGAU and Total for COMPNGNAV of Variants B and C from 'Ø' to '1'.

h. *Amend* Totals on page 8 *to read* as follows:

	Variant A	*Variants B and C*
(1) Fleet Units	12	34
(2) FOCEA (C of P)	3	16
(3) NOIC QLD	—	1
(4) COMPNGNAV	—	1
(5) Grand Total	17	55
(6) Boats in New Construction Programme	9	30
(7) Totals not listed above are to remain as published		

(1236/51/192)

(*Navy Order 401/71*)

15903/72 W. G. Murray, Government Printer, Canberra

Hist

ANOs 203/72-209/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 July 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No	Title
	SECTION 1—ADMINISTRATIVE AND GENERAL
203/72	Electronic Warfare Terminology—ACP 167 (U).
204/72	Miscellaneous Charges Orders—Overseas Air Travel.
	SECTION 2—PERSONNEL
205/72	Sheila McClemans Trophy.
	SECTION 3—OPERATIONAL AND TRAINING
206/72	Officers Joint Warfare Courses.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
207/72	Ammunition—Pyrotechnics—Marker Manoverboard Smoke and Light Series 2.
208/72	Radioactive Electronic Valves—Precautions, Handling and Disposal.
209/72	Sonar Type 2007—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

203/72—Electronic Warfare Terminology—ACP 167 (U)

DCI (General) T24/72

1. The revised terminology and definitions of Electronic Warfare terms contained in ACP 167 (C) are as follows:

Electronic Warfare (EW)—General subject title.
Electronic Warfare Support Measures—interception analysis and interpretation of electromagnetic emissions.
Electronic Countermeasures (ECM)—active measures taken to hinder enemy use of the electromagnetic spectrum.
Electronic Warfare Counter Countermeasures—actions taken to ensure friendly capability in the face of enemy EW.
ACP 167 (C) should be consulted for the full definitions of these terms.

2. Action is being taken to remove from ACP 167 (C) the terms ECM (Active) and ECM (Passive) which are no longer required. In the meantime these terms should not be used.

(465/1/1965)

UNCLASSIFIED

204/72—Miscellaneous Charges Orders—Overseas Air Travel

1. This order details the departmental procedures and instructions to be observed for compliance with Treasury Direction 6/18A covering the issue, recording and control of Miscellaneous Charges Orders (MCOs).

2. MCOs are to be authorised for issue to meet excess baggage charges only in cases of overseas air travel where the journey is undertaken in stages. Excess baggage and other extraneous charges for travel:

a. within Australia,
b. to and from the Territories, or
c. on direct flights overseas,

is to be authorised as a direct charge on Excess Baggage Warrants showing details of allowances approved.

3. Approval for obtaining MCOs is to be included in the Movement Requisition (Form PB105, PB106 and PB135, etc) on which approval is given for expenditure for the travel involved in the journey.

4. MCOs are to be obtained in exchange for an Excess Baggage Warrant (Form PB107), which is to indicate the limits approved, assessed on the basis of realistic assessment of need and within the entitlements in Public Service Board Determinations or ABR 5020, Naval Pay Instructions, as applicable. Warrants are to 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.

5. Each person who is issued with MCOs or an Excess Baggage Warrant to be exchanged for MCOs, is to be handed an instruction showing the action to be taken for the return of the MCO and including a certificate for completion as to the MCOs used. This certificate is to be returned with the MCO on completion of the journey. The instruction and certificate, prepared to show authorities and addresses to meet local requirements is to be in accordance with the pro forma at Annex A to this order.

6. To comply with Treasury Direction 6/18A (e), Registers of Miscellaneous Orders are to be maintained by and action in connection therewith taken as follows:

a. *By Issuing Authorities*

(1) Prepare the register, in duplicate, in accordance with pro forma at Annex B to this order, entering details required in columns 1 to 5 (inclusive) and forward the original of the register to the Certifying Officer responsible for payment at intervals not exceeding one week.

(2) Regularly review the register and take follow-up action for return of outstanding MCOs and certificates by travellers.

(3) On return of MCOs and certificates enter required details in columns 6 and 7 of the register and forward MCOs without delay to the Certifying Officer, endorsing the register accordingly.

(4) Where any amount of a MCO used is the personal liability of the traveller, the Issuing Authority will be responsible to initiate claims and advise the Certifying Officer of action taken for him to follow-up the recovery.

b. *By Certifying Officer*

(1) Endorse airline companys claim for payment that MCO is recorded in a register in accordance with Treasury Direction 6/18A (f).

(2) On receipt of returned MCOs from the Issuing Authority, enter particulars in register columns 6, 7 and 8.

(3) Claim refund from airline company for any unused portions of MCOs and enter relevant details in register.

(4) Regularly review the register and take action as required to expedite recovery of amounts due for refund.

ANNEX A

Address of
Issuing Office

To.....

Branch.....

Miscellaneous Charges Order

1. Attached is MCO No..... purchased to cover possible excess baggage charges during your forthcoming overseas travel for official purposes.

2. In accordance with Treasury Direction 6/18A, the used (passengers copy—in the event of the order being fully used) and any unused coupons must be returned as soon as possible after completion of the journey for checking and for claim action in respect of any unused portion. Where the journey terminates overseas the order is to be handed to the local office of the Department for return; if no local office exists return should be made direct to (.....Issuing Officer and Address.....).

3. Return is to be made under cover of the certificate below and by hand where possible.

.....
(Issuing Branch)

.....
(Detach here)

Issuing Officer
and Address

Miscellaneous Charges Order

1. Attached is MCO No..... issued to cover possible excess baggage during recent official overseas travel.

2. The Order was/was not used.

3. In respect of the used portion, I certify that the Order was used for payment of excess baggage charges in connection with the official travel except for the amount of $..... used for.....
(insert details)

.....

ANNEX B

Register of Miscellaneous Charges Orders

Issued by ..... for period ...../...../..... to ...../...../.....

Excess Baggage Warrant No	*Name of Person Travelling*	*MCO Serial No*	*Value of MCO*	*Date MCO Issued*	*Date MCO Returned*	*Value of MCO Unused*	*Date Refund Claimed*	*Date Credit Received*	*Amount of Credit*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)

Date ...../...../.....

Authorised Issuing Officer

(187/1/211)

Section 2

PERSONNEL

UNCLASSIFIED

205/72—Sheila McClemans Trophy

1. The Sheila McClemans Trophy awarded annually for competition for efficiency in naval establishments where members of the WRANS are serving, has been awarded for 1971 to the WRANS unit in the Melbourne Area, HMAS LONSDALE.

2. Navy Order 157/70 is hereby cancelled.

(138/6/43)

(*Navy Order 157/70*)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

206/72—Officers Joint Warfare Courses

1. The courses detailed in Annex A to this order are sponsored by the Royal Australian Air Force. In addition to the courses shown, two Junior Joint Warfare Courses of one weeks duration each will be introduced in the latter part of the period. Details will be notified by amendment.

2. Nominations for courses are to be forwarded to Navy Office at least six weeks before course commencement. The aim is that all RAN vacancies on the courses should be filled.

ANNEX A

Course	*Location*	*Aim of Course*	*Duration (Days)*	*Start Date*	*Completion Date*	*Remarks*
Joint Warfare (JOINTWAR)	ASU RAAF WILLIAMTOWN	To instruct selected officers of all Services in the functions and roles of the Armed Services in the organisation, deployment and maintenance of a Joint Force	10	18.9.72 12.2.73	29.9.72 23.2.73	4 RAN per course. Lieutenant/Lieutenant-Commander
Forward Air Controllers (FACONT)	ASU RAAF WILLIAMTOWN	To train selected RAN and RAAF officers for Forward Air Controller/Air Liaison Officer duties	15	2.10.72 26.2.73	20.10.72 16.3.73	1 RAN per course To have previously completed a Joint Warfare Course and be qualified fighter ground attack pilots
Senior Officers Joint Warfare Study Periods (SEN OFF JWSP)	ASU RAAF WILLIAMTOWN	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	26.6.73	29.6.73	4 RAN per course Commander and above
Command Joint Warfare Study Periods (COMMJWSP)	BRISBANE MELBOURNE TASMANIA SYDNEY ADELAIDE PERTH	To introduce officers of all Services to appropriate aspects of joint warfare as a basis for further joint warfare training	4	28.11.72 31.10.72 — 7.11.72 17.3.73 3.4.73	1.12.72 3.11.72 — 10.11.72 18.3.73 6.4.73	5 RAN per course 7 RAN per course To be biennial 7 RAN per course 2–3 RAN per course 3 RAN per course Junior and Senior officers may be included on the COMM JWSP including Reserve Officers

(312/1/90)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

207/72—Ammunition—Pyrotechnics—Marker Manoverboard Smoke and Light Series 2

Navy Order 549/70 is to be amended as follows:

Paragraph 5c

Delete Paragraph 5c and *insert* in lieu:

'c. The Series 2 Marker Manoverboard replaces the Mark N3 Marker Manoverboard.'

Paragraph 5e

Delete Paragraph 5e in its entirety.

(728/51/86)

(*Navy Order 549/70*)

UNCLASSIFIED

208/72—Radioactive Electronic Valves—Precautions, Handling and Disposal

1. Radioactive electronic valves and their associated cartons and wrappings are at present supplied with various identification markings depending upon date of manufacture, the manufacturer, and country of origin.

2. The markings are as follows:

a. Carton and/or valve or both items marked with a ¼ inch orange band, the valve being wrapped in lead foil and the following words 'Warning—Radioactive Contents' printed on the carton;

b. a sticker affixed to the carton and/or valve or both items, with the wording 'Warning—Radioactive';

c. a warning regarding radioactivity on the packaging or carton which is usually tin-foil—but the valve itself may be unmarked;

d. a trefoil as shown in Figure 1 (which may be of various colours on a different coloured background) affixed to either, or both valve and carton; or

e. the carton may also be marked with the quantity and type of radio nuclide.

3. All radioactive electronic valves supplied are to be kept packaged until required for use, no unnecessary handling of unwrapped valves is to take place. Cartons or packages received into store, the markings of which do not comply with either Paragraphs 2 a. or 2 d. are to be marked with a black trefoil on a yellow background (*see* Figure 1). If the valves when unwrapped prior to use are found to be unmarked they are to be marked with a trefoil as above or if space is limited with a ¼ inch orange band. Valves must always be stowed in their cartons and the quantity stowed will depend upon the quantity of radio nuclide in the valve (*see* Paragraph 10). They

must not be piled in heaps, without cartons as the cumulative radiation could be dangerous, and there is a risk of breakages. Valves should not be inserted into or removed from equipment with bare hands because of the dangers of breakage with contamination of resulting cuts. Gloves should be worn, or a piece of cloth, paper or plastic used to grasp the valve. If valves are broken, fragments are not to be touched with bare hands and special precautions for disposal must be taken.

Method of Dealing with Broken Valves

4. Broken valves are particularly dangerous because of radioactive dusts or gases which may be present and which must not be inhaled, and because scratches on the skin caused by handing such broken valves may contain radioactive particles. Broken valves should be dealt with as follows:

a. Items required are:
   (1) protection gloves (preferably rubber) to be worn by the operator;
   (2) pair of forceps or tweezers;
   (3) pieces of cloth about 2 feet square and a bucket of water; and
   (4) a jar or tin or any impervious container of sufficient size and capable of being sealed.

b. The larger fragments of the valve, together with any other small articles suspected of having become contaminated, should be transferred to the container with the forceps or tweezers, care being taken not to contaminate the outside of the container whilst this is being done. When as much as possible has been cleared in this way the forceps or tweezers should also be placed in the container.

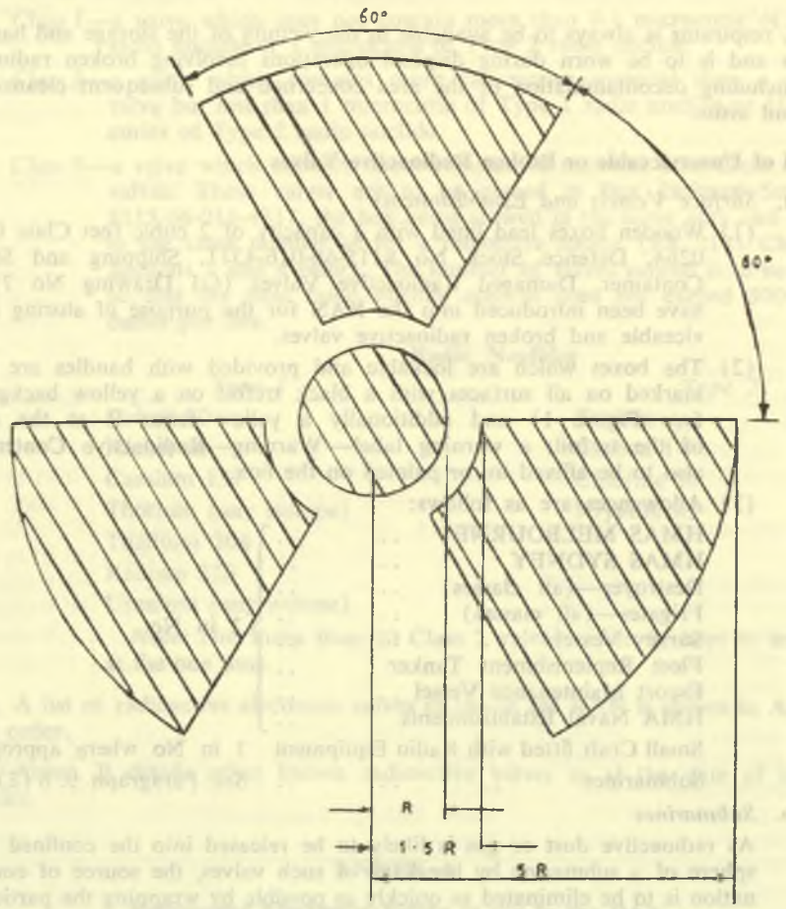
c. Wet one of the pieces of cloth and holding it by two adjacent corners draw it lightly over the contaminated area once. Fold the cloth in half, contaminated side inwards, and repeat. When the cloth is too small to fold further discard it into the container and repeat the process with a new cloth. On no account must heavy pressure or a scrubbing motion be employed, as this may rub some of the radioactive material into the surface being cleaned. Where the area to be cleaned does not lend itself to the method outlined above, gentle, thorough and above all repeated wiping with wet cloths, turned after each stroke, should be the method employed.

d. When the surface is considered clean and free from even minute particles of radioactive or contaminated material, the gloves worn by the operator should be removed—the second one by rolling down over the hand, so that the other ungloved hand is not brought into contact with the contaminated outer surface of the glove and deposited in the container.

e. The operator should now thoroughly wash hands and arms using plenty of soap and water, taking care, however, not to damage the skin. This routine must be carried out at once and until this is done the operator must avoid contaminating other objects or other parts of himself, eg, he must not smoke, eat or drink.

f. If any slight wound is caused by valve fragments it should be allowed to bleed for a few seconds (unless it is obvious that a blood vessel has been cut) then washed out thoroughly with soap or running water. If the wound is large enough to require a dressing, a medical officer should be consulted, and the valve type noted by him on Form PM127. In the case of a severe injury involving gross contamination with radioactive valve fragments, ABR 1991 will apply.

5. All stocks of radioactive valves are to be safeguarded and placed in a separate stowage appropriately marked. Care is to be taken to ensure that the outer wrap is preserved intact during stowage as the protective foil is part of the inner surface of this wrap.



BASIC SYMBOL

FIGURE 1

Note: The area shaded in Figure 1 shall be coloured black and shall be placed upon a yellow background of sufficient area for it to be distinctive.

6. Replacement of an unserviceable valve is to be effected in such a way that the serviceable valve is transferred to the unit and the unserviceable valve to the used container in one operation. The foil wrap is to be preserved as intact as possible when the container is opened so as to afford maximum protection against contamination from the unserviceable valve prior to disposal. Unserviceable and broken radioactive valves are not to be disposed of by ships and establishments. They are to be returned to the appropriate (S)SO who will arrange for disposal as detailed in ABR 4 Appendix 23.

7. All units of equipment containing radioactive valves are to be marked with a black trefoil on a yellow background. It is to be regarded as gross negligence to leave a radioactive valve physically unprotected except where fitted in a unit under maintenance, and such a unit is to be under constant supervision whilst the valve is exposed.

8. A respirator is always to be available in the vicinity of the storage and handling positions and is to be worn during disposal operations involving broken radioactive valves including decontamination of the area concerned and subsequent cleansing of hands and arms.

Disposal of Unserviceable or Broken Radioactive Valves

9. a. *Surface Vessels and Establishments*

(1) Wooden boxes lead lined with a capacity of 2 cubic feet Class Group 0264, Defence Stock No 8115-66-016-4311, Shipping and Storage Container, Damaged Radioactive Valves (GI Drawing No 71/47) have been introduced into the RAN for the purpose of storing unserviceable and broken radioactive valves.

(2) The boxes which are lockable and provided with handles are to be marked on all surfaces with a black trefoil on a yellow background (*see* Figure 1) and additionally a yellow letter R at the centre of the trefoil; a warning label—'Warning—Radioactive Contents' is also to be affixed to, or painted on the box.

(3) Allowances are as follows:

HMAS MELBOURNE	2 in No.
HMAS SYDNEY	2 in No.
Destroyer—(all classes)	2 in No.
Frigates—(all classes)	2 in No.
Survey Vessel	2 in No.
Fleet Replenishment Tanker ..	2 in No.
Escort Maintenance Vessel	2 in No.
HMA Naval Establishments ..	2 in No.
Small Craft fitted with Radio Equipment	1 in No where appropriate.
Submarines	*See* Paragraph 9. b (2).

b. *Submarines*

As radioactive dust or gas is likely to be released into the confined atmosphere of a submarine by breakage of such valves, the source of contamination is to be eliminated as quickly as possible by wrapping the particles in lead foil and:

(1) Transferring to the nearest shore establishment if in harbour (HMAS PLATYPUS if in Sydney).

(2) Disposing overboard in not less than 100 fathoms clear of known fishing grounds if at sea.

c. A shipping and storage container, similar to the type in use in surface vessels and establishments, but of approximately one-half cubic foot capacity, is soon to be introduced for submarine use by Class Modification action.

d. Unserviceable and broken radioactive valves should be wrapped in lead foil of 0.010 inch thickness prior to being placed in a jar or tin or any kind of impervious container of sufficient size capable of being sealed. Initial quantities of 100 square feet of lead foil should be demanded by services not already holding stocks.

e. Demands to comply with the above allowances should be forwarded to SLSO, Sydney; supply to ships under construction, re-storing after refit, etc, will be arranged by the storing yards in the normal manner.

10. Radioactive valves in use in the RAN are divided into three classes:

Class 1—a valve which does not contain more than 0.1 microcurie of Type 1 radio nuclide or 1 microcurie of Type 2 radio nuclide.

Class 2—a valve which contains more radioactive material than a Class 1 valve but less than 1 microcurie of Type 1 radio nuclide or 10 microcuries of Type 2 radio nuclide.

Class 3—a valve which contains more radioactive material than Class 1 and 2 valves. These valves are to be placed in Box Defence Stock No 8115-66-016-4311, the box being stowed in the same area and handled in the same manner as for a radioctive source (BR 2171 Chapter 6 Sections 3 and 4 refer). The number of valves stowed is to be limited so that the total radio nuclide content does not exceed 500 microcuries per box.

Radio Nuclides

Type 1	*Type 2*
Cobalt 60	Tritium
Nickel 63	Carbon 14
Caesium 137	Chlorine 36
Thorium (any isotope)	Krypton 85
Thallium 204	
Radium 226	
Uranium (any isotope)	

Note: Not more than 10 Class 2 valves are to be kept in one store at the one time.

11. A list of radioactive electronic valves in use in the RAN is shown in Annex A to this order.

12. Annex B details other known radioactive valves as at the date of issue of this order.

ANNEX A

Radioactive Electronic Valves in use in the RAN

Stock No/ Part No	*CV No*	*American Type*	*Isotope*	*Isotope Quantity Per Value in Microcuries*
0621–000–0188	CV188	—	U_3O_8	1.0 approx
0621–000–0284	CV284	—	U_3O_8	1.0 approx
0621–000–0539	CV539	IB23	Co60	0.5 to 1.0
0621–000–0713	CV713	IB27, IB28	Co60	0.15
5960–00–193–5092	—	—	—	—
0621–000–0725	CV725	IB24	Ra226	2.0

ANNEX A—*continued*

Stock No/ Part No	*CV No*	*American Type*	*Isotope*	*Isotope Quantity Per Value in Microcuries*
0621–000–0761	CV761	IB22	Co60	0.25
0621–000–1070	CV1070	—	U_3O_8	1.0 approx
0621–000–1110	CV1110	—	—	—
0621–000–1832	CV1832	OA2	Co60	0.0067
5960–00–300–1145				
0621–000–2225	CV2225	—	U_3O_8	1.0 approx
0621–000–2236	CV2236	—	U_3O_8	1.0 approx
0621–000–2271	CV2271	—	U_3O_8	1.0 approx
0621–000–2325	CV2325	—	U_3O_8	1.0 approx
0621–000–2434	CV2434	—	U_3O_8	1.0 approx
0621–000–2914	CV2914	IB40	Co60	0.2
0621–000–3595	CV3595	721A, 721B	—	—
5960–00–284–6544	—	5783WA	Co60	0.0067
5960–00–284–7166	—	—	—	—
0621–000–3960	CV3960	—	—	—
0621–000–4020	CV4020	OA2WA	N163	0.01 to 0.05
			Co60	0.0067
0621–000–4028	CV4028	OB2WA	N163	—
			Co60	0.01 to 0.05
0621–000–4048	CV4048	—	U_3O_8	1.0 approx
0621–000–4054	CV4054	—	U_3O_8	1.0 approx
0621–000–4066	CV4066	—	U_3O_8	1.0 approx
0621–000–4080	CV4080	—	U_3O_8	1.0 approx
0621–000–5113	CV5113	5787WA	—	—
5960–00–272–8545				
0621–000–5173	CV5173	—	U_3O_8	1.0 approx
0621–000–5186	CV5186	5651WA	U_3O_8	1.0 approx
5960–00–272–9199	—	6213	—	—
0621–L48762	—	Valve Voltage Regulator Type 17–14	—	—

ANNEX B

Other Known Radioactive Valves

Stock No/ Part No	*CV No*	*American Type*	*Isotope*	*Isotope Quantity Per Value in Microcuries*
0621–000–0100	CV100	—	—	—
0621–000–0369	CV369	IB35	—	—
0621–000–0449	CV449	—	U_3O_8	1.0 approx
0621–000–0461	CV461	—	—	—
0621–000–0463	CV463	—	—	—

ANNEX B—*continued*

Stock No/ Part No	*CV No*	*American Type*	*Isotope*	*Isotope Quantity Per Value in Microcuries*
0621–000–0508	CV508	IB49	Ra226	2.0
—	CV508	IB23	Co60	0.15
—	—	IB50 to IB53	—	—
0621–000–3878	CV3878	IB55 to IB56	—	—
—	—	333A, 346B, 363A, 359B, 372A, 376B, 395A, 405A, 413A, 423A	—	—
0621–000–0287	CV287	—	—	—
0621–000–0339	CV339	—	—	—
0621–296–5932	—	—	—	—
0621–272–9195	—	—	—	—
0621–010–7424	—	—	—	—
PN–RL7076–2C	—	—	—	—
0621–000–0576	CV576	IB26	Co60	0.15
0621–000–0577	CV577	IB36, IB37, IB40 to IB42, IB44 to IB45	Co60	0.25
0621–000–0678	CV678	702A, 702B	—	—
—	—	IB29, IB31	—	—
0621–000–1102	CV1102	BL63	—	—
0621–000–1793	CV1793	724B	Co60	0.13
—	—	727A	—	—
—	—	5790, 5791, 5792, 5793, 5853, IB57, IB58, IB60, IB62, IB63, IB63A	—	—
—	—	WL642, WL707, WL759	—	—
0621–000–1833	CV1833	OB2	—	0.0067
0621–000–2248	CV2248	—	Ra Br	4.0 approx
0621–000–2249	CV2249	—	Ra Br	4.0 approx
0621–000–2250	CV2250	—	Ra Br	4.0 approx
0621–000–2251	CV2251	—	Ra Br	4.0 approx
0621–000–2252	CV2252	—	Ra Br	4.0 approx
0621–000–2265	CV2265	—	Ra Br	2.0 approx
0621–000–2374	CV2374	—	Ra Br	2.0 approx
0621–000–2375	CV2375	—	Ra Br	2.0 approx
0621–000–2482	CV2482	—	H_3	21.0 approx
0621–000–2483	CV2483	—	H_3	60.0 approx
0621–000–2573	CV2573	5651	Co60	0.0067
0621–000–2615	CV2615	313C, 313CA, 313CB, 313CC, 313CD, 5863, 5864, 5883, 5921, 5922 5927, T/R361	Ra226	0.01
—	—	BL1, BL2	—	—
0621–000–2626	CV2626	346A, 346B	Ra226	1.0
0621–000–2648	CV2468	IB32	—	—

ANNEX B—*continued*

Stock No/ Part No	*CV No*	*American Type*	*Isotope*	*Isotope Quantity Per Value in Microcuries*
0621–000–2652	CV2652	709A	—	—
0621–000–2656	CV2656	724A	—	—
0621–000–2826	CV2826	IB63A	Co60	0.15
—	CV2826	IB63A	Co60	0.5
—	CV2826	IB63A	Co60	1.0
0621–000–3539	CV3539	6024/ATR387	Co60	0.45
0621–000–3548	CV3548	IB24A	Co60	0.15
—	CV3548	IB24A	Co60	0.5
—	CV3548	IB24A	Co60	1.0
0621–000–3549	CV3549	IB38	Co60	0.9
0621–000–3550	CV3550	IB41	Co60	0.25
—	CV3550	IB41	Ra226	2.0
0621–000–3628	CV3628	IB35A	Co60	0.4
—	CV3628	IB35A	Co60	1.0
0621–000–3705	CV3705	5791	—	—
—	CV3705	5791/X6007	Co60	1.0
0621–000–3725	CV3725	446	Co14	1.0
0621–000–3728	CV3728	—	—	—
0621–000–3745	CV3745	IB58	—	—
—	—	GL–IB58	Co60	0.475
0621–000–3877	CV3877	IB56	Co60	0.45
0621–000–3897	CV3897	5787	Co60	0.0067
0621–000–3906	CV3906	6117	Co60	0.45
—	CV3906	6117	Co60	0.5
—	CV3906	6117	Co60	1.0
0621–000–3933	CV3933	5783	Co60	0.0067
0621–000–4516	CV4516	—	H_3	1.0 approx
—	CV4516	—	H_3	0.030 approx
0621–000–5062	CV5062	5841	—	—
0621–000–5083	CV5083	—	U_3O_8	1.0 approx
0621–000–5229	CV5229	—	H_3	55.0 approx
0621–000–5312	CV5312	—	H_3	40.0 approx
0621–000–5384	CV5384	—	H_3	3.5 approx
0621–000–6028	CV6028	—	H_3	10.5 approx
—	—	707B	—	—
0621–000–4046	CV4046	—	—	—
TN–999–2966	—	56WA	—	—
PN–SAL–219	—	—	—	—
—	—	CVX461	—	—
—	—	CVX463	—	—
—	—	VS70	—	—
—	—	V19–24	—	—
—	—	M8098	—	—
—	—	OS70/20	—	—

ANNEX B—*continued*

Stock No/ Part No	*CV No*	*American Type*	*Isotope*	*Isotope Quantity Per Value in Microcuries*
—	—	VX1513	—	—
—	—	24L/205	—	—
—	—	24L/285	—	—
—	—	24L/299	—	—
—	—	10CV26	—	—
—	—	BT17	—	—
—	—	10CV2425	—	—
—	—	OB2	—	—
PN–405260–1	—	—	—	—
237–2413	—	CCR68	—	—
5960–00–503–4880	—	—	—	—
0621–000–5173	CV5173	—	—	—
—	CV5066	—	—	—
—	—	5651A	—	—
5960–00–114–3843	CV813	—	—	—
—	—	MV14	—	—

(519/54/132)

RESTRICTED

209/72—Sonar Type 2007—Introduction

Operational and Technical Description

1. Sonar Type 2007 is a long-range passive detection equipment for use in submarines. It will replace Sonar Type 186. The output appears as graded black markings on two paper recorders, mounted on the front of the cabinet. These recorders indicate bearings of correlated noise on a horizontal scale, against time on a vertical scale. It can operate in several frequency bands, and the target bearings which are acquired can be transmitted by the operator of the equipment to two Remote Bearing Indicators (CEP/TBP). For submarines fitted with TCSS9, bearings can be cut directly into this system and, when submarines are fitted with SCDS, it is intended that bearings will be cut directly into the computer.

Installation Details

2. The main equipment consists of a single, standard-size cabinet with five drawers, which is mounted in the Sonar Room. The centre drawer has two side-by-side paper recorders, adjustable for rake, which can protrude up to 15 inches from the front of the cabinet. The Sensors consist of two linear hydrophone arrays, one each side, about 88 feet in length, mounted external to the pressure hull, in a space which is flooded when dived (normally in the ballast tanks or under the casing). The hydrophones are mounted 24 each side, of which the centre 12 are connected to form an aural or classification sensor. The six forward and six aft on each side form the beam switching arrays. The leads from these hydrophones pass directly to two Pre-amplifier Boxes

(one for each array), which are mounted inside the pressure hull as close as possible to their respective arrays. From the Pre-amplifier Boxes the input leads are run directly to the Main Cabinet in the Sonar Room. The equipment requires the following supplies:

a. 115V, 60 Hz, 3-phase, 1,000 VA.

b. 115V, 400 Hz, single-phase, 15 VA.

c. 115V, 60 Hz, single-phase, 50 VA.

Ship Fitting Plan

3. The equipment is to be fitted to all RAN 'O' Class submarines.

4. The equipment will be fitted by A and A action during refit for those submarines already in commission and will be fitted into new construction submarines as standard sonar outfit. The A and A number for this action is:

RAN A and A 55.

Setting to Work and Trials

5. Estimates for the duration of installation, setting to work and on board trials are:

Installation	6 weeks
Setting to Work	2 weeks
HAT	2 days
SAT	2 days

Manning Requirements

6. This equipment requires no additional complement, compared to the equipment it is replacing.

Repair Policy

7. The Repair Policy for Sonar Type 2007 is as follows:

On Board Repair ..	Repair by replacement action.
Repair for Ship ..	All PCBs by repair facility at GWESF, St Marys; Cabinet and power supply sub-assemblies (on heat sinks) by dockyard.
Repair for Store ..	All by GWESF, St Marys.

Training

8. There is a PCT Acquaint Course for maintenance of one-week duration and an Operators Acquaint Course of three days. Both are conducted at the Submarine School, HMS DOLPHIN, Gosport, Hants.

Documentation

9.

Handbook	BR 2780 Vols 1-5 CB 4982 Vols 1-3
Installation Specification	A/S 7093
E List	U436
Planned Maintenance Schedule for RAN 'O' Class S/Ms LW 6.	

(1626/204/185)

15973/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 210/72-217/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
10 July 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

210/72 Laboratories and Test-Houses Registered by the National Association of Testing Authorities (NATA)—Use by Inspection Services of the Department of the Navy.

211/72 The James Martin Flight Safety Award.

SECTION 2—PERSONNEL

212/72 Travelling Allowance—Members on Long and Intermediate Term Duty Oversea.

213/72 Travelling Allowance—Members on Short Term Duty Oversea.

SECTION 3—OPERATIONAL AND TRAINING

214/72 Seamen Officers Specialising in Submarines—Training and Employment from OTC to COQC.

SECTION 4—EQUIPMENT, STORES AND SERVICING

215/72 Alteration and Addition Item—HMA Ships.

216/72 New Construction, Modernisation or Conversion Proposed Design Change to Specification—Form TG144.

217/72 Return of Ikara Components by HMA Ships.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

210/72—Laboratories and Test-Houses Registered by the National Association of Testing Authorities (NATA)—Use by Inspection Services of the Department of the Navy

1. The National Association of Testing Authorities (NATA) is a voluntary association of governmental and private authorities operating laboratories and testing houses (herein after referred to by the single term 'laboratories') which was brought into being at the beginning of 1947 to meet the urgent needs of commerce, industry and the Services. It has the full recognition and support of the Commonwealth and State Governments. NATA is incorporated in the State of Victoria as a company limited by guarantee.

Approval of the Use of NATA Laboratories

2. The Defence Standards Laboratories (DSL) alone cannot meet even the peacetime demands of the Services for all routine testing, and the Naval Board have approved in principle of laboratories holding current registration by the NATA being used by its inspection and overseeing organisation for tests within the fields and classes of test for which they hold registration. Further, as far as practicable (but subject to the provisions of this order), routine testing should be carried out at NATA registered laboratories other than the DSL so that the latter may be correspondingly freed to perform its higher functions for all Departments of the Defence Group.

Special Role of Inspecting and Overseeing Officers Regarding Efficiency of NATA Laboratories

3. As described later, the NATA plays a most important part in ensuring the necessary standards of its laboratories and it may confidently be expected that test reports issued by these laboratories will, in general, be of a high order of reliability. The NATA, however, is not in a position to guarantee that the staffs of its laboratories are without human frailties and it is inevitable that errors will be made. It has been decided, therefore, as a matter of policy, that inspecting officers of this Department are to maintain a system of safeguards such that the incidence of errors will be reduced to a minimum and, in particular, that a significant drift in the efficiency of any individual laboratory will be detected, and appropriate action taken, at the earliest possible moment. In this connection it must be borne in mind that many of the industrial and commercial users of NATA laboratories are likely to accept all reports at their face value. The Service Departments Inspection Services, however, have the standing, the knowledge and the means to keep laboratories on their mettle and in exercising this function they will not only be safeguarding themselves but performing an important service for the NATA organisation. The later clauses of this order are promulgated for the information and guidance of all officers concerned regarding the more important aspects of NATA.

Control of NATA

4. The association is controlled by a Council through an Executive Committee, State Committees and a small permanent staff headed by the Registrar of NATA, located in Sydney, and the Deputy Registrar located in Melbourne. The Departments of the Navy, Army and Air each have permanent representation on the Council. Details of the NATA organisation are contained in a booklet entitled 'Rules of National Association of Testing Authorities Australia'.

Scope of Testing by NATA Laboratories

5. Laboratories may be registered by the NATA for the performance of a wide variety of tests in the following fields:

a. Metrology.
b. Mechanical testing.
c. Electrical testing.
d. Optics and Photometry.
e. Heat and temperature measurement.
f. Non-destructive testing.
g. Chemical testing.
h. Biological testing.
i. Acoustic and vibration measurement.

6. Each of these fields of testing is subdivided into a number of classes of test, eg, mechanical testing embraces upwards of fifteen classes including metals, concrete, textiles, timber, plastics and so on. Full details regarding each field of testing are given in separate booklets issued by the NATA and entitled 'Classes of test, and requirements for registration of laboratories'.

Standards of Laboratories for Registration

7. On application for registration by the NATA, the laboratory concerned is examined by officially appointed specialists in the field of testing concerned, and must comply with a high standard with regard to qualifications of staff, accuracy and sensitivity of testing equipment and laboratory practices in general. Registration is notified in a NATA publication known as the 'Register of Laboratories'. This register gives the name and address of each laboratory concerned together with details of the fields and classes of testing for which registered, and the names of persons approved for the signing of test reports.

Supervision by NATA of Standards of Laboratories Subsequent to Registration

8. The NATA has a fully established and comprehensive system for the periodical re-examination of each laboratory and for the periodical recalibration of all laboratory equipment covered by its registrations. It issues amendments to all holders of the Register of Laboratories to cover any change in particulars of registration including changes in personnel authorised to sign test reports. Registration of any laboratory is withdrawn by NATA whenever in any respect its standard is found to have fallen below that required for its initial registration.

Relationship of the Naval User to NATA

9. In the normal course of his testing work, the inspecting or overseeing officer should deal directly with the staff of the NATA laboratory concerned. He should need to contact officials of the Association only when requiring information and advice. Policy matters should be dealt with through the Co-ordinator (*see* Paragraph 18). To assist in maintaining good relations with NATA, it is desirable when making arrangements for testing, that officers should bear the following points in mind.

a. NATA laboratories are under no compulsion whatever by the NATA to carry out any tests required by a Service Department but under normal circumstances, it is unlikely that they would refuse to do such work.

b. The NATA has no control over its registered laboratories with regard to the following points:
   (1) The prices charged for testing.
   (2) Priorities of testing work.
   (3) Arrangements for the witnessing of tests.
   (4) The number of copies of reports issued.
   (5) The final disposal of test pieces and the unexpended portions of test samples (after a certain period of retention required by NATA).

   All the foregoing points are matters for arrangements between the naval user and the laboratory.

c. The testing of the products of one firm at the laboratory of a rival firm would be a possible source of friction and embarrassment and should be avoided if possible.

Safeguards in the Use of NATA Laboratories

10. The principal safeguards available to the naval user of NATA laboratories are set out in the following paragraphs.

Choice of NATA Laboratory

11. In principle, the choice of NATA laboratory to be used for any testing work rests solely with the Service user and this point is appreciated both by the Council and the officials of NATA. Bearing in mind that good relations must be maintained wherever possible, the naval user should be sure of his ground before deciding against the testing of the products of a firm in that firms own laboratory (when it is registered for the classes of test concerned).

Special Tests

12. Where the reliability of test results of a particular product may be of exceptional importance (eg, in the case of most explosives) naval users may use their discretion in having all such tests carried out at a laboratory (preferably DSL) other than that of the producing firm. Such procedure should be decided before the first test of the product is made.

NATA Laboratories Suspected of Unsatisfactory Testing

13. If at any time there are reasons for suspecting the test reports issued by a laboratory, immediate action should be taken as follows:

a. Arrange for the witnessing of tests, if practicable.
b. Heavily increase the percentage of check testing. (*See* Paragraph 14.)
c. Inform the Naval Co-ordinator (*see* Paragraph 18) of the circumstances.

If the risk of continuing to test at the laboratory concerned is, however, considered to be too great, testing may be transferred to a Government laboratory without notice and without explanation to the former laboratory. Such action would almost certainly have repercussions at higher levels and a full report should be made immediately to the Naval Co-ordinator.

Check Tests

14. A percentage of all samples selected for testing should be taken in duplicate so that the relevant properties of both samples in the pair are as nearly as possible identical. One of the samples is to be sent to the firms laboratory and the other to the Defence Standards Laboratories. The occasions on which these check tests are selected should be on a random basis and the greatest care should be taken to prevent firms

from knowing when it is done. Significant differences between results obtained by DSL and another NATA laboratory on check tests will usually be discussed by the Naval Co-ordinator with NATA officials (*see* Paragraph 18 c.) and it is therefore important that the DSL results should be of the highest practicable order of accuracy. For this reason and to provide inspecting officers with expert advice on the significance of differences between test results, the following procedure has been arranged with DSL regarding check testing:

a. Each check sample (and its accompanying documents) sent to DSL should be clearly marked 'CHECK TEST' and be identifiable with the corresponding test being carried out at the NATA laboratory concerned.

b. A copy of the relevant NATA laboratory test report should be sent to DSL as early as practicable for comparison.

c. DSL will compare their own results with those of the NATA laboratory concerned and will forward to the inspecting officer a copy (or copies) of the DSL report with an endorsement as to which (if any) of the results are significantly different from those of the NATA laboratory.

15. Any significant difference shown by DSL on check tests should be immediately reported in detail to the appropriate authority in the naval branch concerned, and a copy sent directly to the co-ordinating officer. Complete records should be kept of all check-testing results on each NATA laboratory. These records should also show the numbers of check tests and the numbers of normal tests carried out over the whole period in which each laboratory is used.

Witnessing of Tests

16. It is left to the discretion of individual naval branches to decide on the extent to which the witnessing of tests may be necessary. If witnessing is regarded as necessary, the man selected should be fully competent for the purpose intended.

Scrutiny of NATA Test Reports

17. Officers responsible for the sentencing of materials or products on the results of NATA test reports are, inter alia, to check all reports as follows:

a. The report should bear the NATA emblem and be endorsed, 'This laboratory is registered by the National Association of Testing Authorities Australia. The tests reported herein have been performed in accordance with its terms of registration.'

b. An up-to-date Register of Laboratories should be checked to verify that the laboratory is in fact registered for the field and class of test reported and that the person signing the report is an approved signatory.

c. The report should be fully identifiable with the sample and batch concerned.

d. Where specification limits are expressed quantitatively the report should give quantitive results. When the actual results of a test are stated by a laboratory on an endorsed test document, either:

(1) the results shall be accompanied by a statement of the order of accuracy of the measurements; or

(2) the last figure in a number shall be adopted as a significant figure unless shown as a subscript figure or otherwise appropriately qualified.

Co-ordination within Department of Navy on NATA Matters

18. Experience has shown that there are several directions in which co-ordination is required on NATA matters within the Department of the Navy, and that this work

is closely allied to representation on the Council of NATA. Both functions are carried out by:

Director of Naval Quality Assurance,
Department of the Navy,
CANBERRA, ACT 2600.

On all aspects of co-ordination, senior officers of local inspecting and overseeing organisations and Directors at Navy Office may communicate directly with him. In each branch which uses NATA laboratories, one officer is to be deputed for co-ordination purposes within his branch and his name (and any subsequent change of such officers) is to be furnished to the DNQA to faciliate overall co-ordination within the Department of the Navy. As Co-ordinator the DNQA will be responsible for such matters as the following:

a. To arrange with NATA for the issue of the Register of Laboratories (and all subsequent amendments) to officers as required to meet the needs of the Department.

b. To handle matters of policy between the Department of the Navy and NATA.

c. When NATA facilities may be inadequate (concerning either the shortage of laboratories in certain areas, the fields or classes of test covered or the volume of testing required and so on) he is to co-ordinate naval requirements and initiate action with NATA to try and meet the situation.

d. To call for such reports from naval users of NATA laboratories as to enable him to maintain a check that the important safeguard of check-testing is consistently and effectively operated. In this connection and having in mind the past history of laboratories, he may call on any branch to increase its percentage of check-testing in any or all the laboratories it is using. On the other hand he may only advise any branch when a reduction in percentage check-testing seems appropriate.

e. To initiate with NATA such action as he may consider necessary when it has been brought to his notice that there are significant discrepancies in check tests or suspicions that any laboratory may have fallen below the required standards.

f. To warn other naval users as may be necessary when circumstances as at e. above are brought to his notice. The DNQA may not direct the discontinuance of testing at any NATA laboratory. This is a matter for the responsible officer in the branch concerned. Nevertheless, because of DNQAs overall knowledge of the NATA situation, his advice should generally be sought and considered.

g. To maintain liaison with the NATA organisation to reasonably assure himself that it is maintaining effective control (by recalibration, etc) of the standards of laboratory staffs, equipment and practice.

Use of Laboratories Not Registered by NATA

19. The only safe criterion that any laboratory is of the standard required for naval testing is that it has NATA registration. Laboratories which are not registered by NATA are not to be used for naval testing except where it is impracticable to make other arrangements. However, General Overseers may allow or disallow certification of test at such contractors premises as he may consider to be satisfactorily staffed and equipped, reserving to himself the right to witness any test. In such exceptional cases, the precaution should be taken to select a higher proportion of check tests than is normally taken at registered laboratories. At the same time a Senior Officer should discuss the position with the firm and encourage them to seek registration.

20. The fact that a non-registered laboratory is being used is to be reported to the DNQA for his general information on the overall laboratory situation in Australia. If possible the DNQA should be furnished with the reasons given by the firm for not seeking registration. Firms sometimes have misconceptions of NATA which can be cleared up by a visit from a NATA officer.

21. Navy Order 406/69 is hereby cancelled.

(178/1/21)

(*Navy Order 406/69*)

UNCLASSIFIED

211/72—The James Martin Flight Safety Award

1. The James Martin Flight Safety Award was established in 1969, and consists of a gold medal and a monetary gift. It is given annually to a person of the British Commonwealth or NATO countries who has made an outstanding and practical contribution leading to the safety of military aircraft or alternatively, who has performed an outstanding act of valour connected with the operation of military aircraft either on the ground or in the air. In the latter case the act of valour needs to have a flight safety connotation. The award is made annually by the United Kingdom Guild of Air Pilots and Air Navigators, and nominations close in June.

2. The award is intended to go to a young rather than a distinguished person, and to an individual rather than to a unit. It could, for example, be given for a device that would lead to increased safety in the air, such as a significant modification to the aircraft, its engines or instrumentation. When given for valour, the award could be for rescuing personnel from a blazing aircraft, or some act when airborne that contributed to the safe recovery of the aircraft; the fact that some other decoration might also be awarded for such an act need not affect the issue.

3. Recommendations for the award should cover action during the 12 months immediately preceding the closing date and be submitted through normal channels to the Secretary, Department of the Navy, by 30 April each year. Consideration will then be given to forwarding the recommendation to the Guild.

(38/1/206)

Section 2

PERSONNEL

UNCLASSIFIED

212/72—Travelling Allowance—Members on Long and Intermediate Term Duty Oversea

1. The rates of Long and Intermediate Term Duty Travelling Allowance notified, *see* Navy Order 281/71, as subsequently amended, have been varied.

2. Allowances payable for BRITAIN, CEYLON, FIJI, INDIA, NEW CALEDONIA, NEW ZEALAND, PAKISTAN and THAILAND have been varied and new rates have been introduced for BANGLA DESH and NAURU 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*
Arab Republic of Egypt (UAR—Egypt)	15.5.70	LE	6.000	7.000	8.000
Argentina	15.12.70	$A	17.00	19.00	21.00
Bangla Desh—					
Dacca(*a*)	4.2.72	Rupees	175	175	190
Elsewhere—*See* Table B					
Belgium	6.11.70	Francs	835	940	1045
Brazil—					
Brazilia	21.12.70	$A	22.00	24.00	28.00
Elsewhere			20.00	22.00	24.00
Britain	1.2.72	£PStg	7.00	7.00	9.00
Finland	14.1.71	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(*a*)—					
New Delhi	4.2.72	Rupees	165	165	185
Bombay			175	175	195
Calcutta			165	165	190
Elsewhere—*See* Table B					
Iran—					
Abadan and Isfahan	21.1.71	Rials	1620	1690	1760
Elsewhere			1280	1350	1420
Ireland	8.6.70	£ Irish	5.00	6.25	7.50
Israel	15.5.70	IL	55	66	80
Kenya	7.5.70	EA Schgs	134	143	151
Lebanon	20.12.71	LL	40	45	50
Mauritius	24.9.71	Rupees	90	100	120
Nauru	8.3.72	$A	21.00	21.00	23.00
Netherlands	19.5.71	Florins	65	70	80
Norway	26.8.71	Kronor	230	260	290
Pakistan(*a*)—					
Islamabad	4.2.72	Rupees	170	170	180
Karachi			230	230	245
Elsewhere—*See* Table B					
Peru	13.4.71	Soles	680	730	820
Singapore	24.12.71	$S	74.00	86.00	99.00
South Africa	13.10.71	Rand	15.00	17.00	19.00
Spain	14.1.71	Pesetas	800	900	1000
Tanzania	28.9.71	EA Schgs	125	135	145
Trinidad and Tobago	6.8.71	$TT	40.00	47.00	54.00
Turkey—					
Ankara, Burse, Instanbul, Izmir	2.9.71	T Lira	300	340	380
Elsewhere			150	170	190
Yugoslavia	13.8.71	New Dinars	190	250	310

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
Austria	6.9.71	Schillings..	220	250	280
Bangla Desh(*a*)—Elsewhere ..	4.2.72	Rupees ..	65	65	75
Burma	22.7.71	Kyats ..	45	50	55
Canada	29.7.71	$Can ..	13.00	15.00	17.00
Caribbean Area (Excepting Trinidad and Tobago)	6.8.71	$A ..	13.00	14.50	16.00
Ceylon(*a*)	4.2.72	Rupees ..	34	34	41
Chile	20.8.71	$A ..	5.00	5.50	6.00
China, Republic of	25.6.70	$NT ..	260	275	290
Denmark	8.10.70	Kroner ..	70	75	80
Fiji—					
(1)	6.12.71	$F	7.00	7.50	8.00
(2)	8.3.72	$F	8.00	8.00	10.00
France	19.5.71	Francs ..	53	57	61
Germany	12.5.71	D Marks..	35	40	45
India(*a*)—Elsewhere	4.2.72	Rupees ..	50	50	65
Italy—					
Rome, Milan, Venice, Turin, Florence, Genoa, Naples, Bologna	18.12.70	Lire ..	5450	6600	7750
Elsewhere	18.12.70	Lire ..	4850	5950	7050
Japan	7.9.70	Yen ..	4000	4700	5400
Khmer Republic—					
Phnom Penh	26.2.71	Riels ..	640	780	850
Elsewhere—*See* Table C					
Korea, Republic of	25.6.70	Won ..	2500	2700	2900
Laos	26.2.71	$A ..	7.00	8.00	9.00
Malaysia	23.11.70	$M ..	24.00	30.00	36.00
Malta	30.5.69	£M ..	3.3.0	3.13.0	4.3.0
Mexico	24.12.70	Pesos ..	150	170	200
New Caledonia	8.3.72	CFP Francs	1250	1250	1450
New Zealand	8.3.72	$NZ ..	8.50	8.50	10.00
Nigeria	7.6.71	£N ..	3.0.0	3.10.0	4.0.0
Pakistan—Elsewhere(*a*) ..	4.2.72	Rupees ..	65	65	75
Philippines	25.6.70	Pesos ..	39	44	48
Sweden	19.5.71	Kroner ..	52	60	68
Switzerland	16.12.71	Francs ..	38	40	44
Thailand	16.3.72	Baht ..	160	170	185
USSR—					
Leningrad, Moscow.. ..	11.11.70	Roubles	11.50	12.50	13.50
Elsewhere	11.11.70	Roubles	9.50	10.50	11.50
USA	16.4.71	$US ..	13.00	15.00	17.00

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
Indonesia	21.2.72	$A ..	2.00	2.50	3.00
Khmer Republic—Elsewhere ..	26.2.71	$A ..	2.00	2.50	3.00
Vietnam, Republic of	17.8.70	Piastres ..	475	525	575
Other Countries	13.1.72	$A ..	2.50	2.50	3.00

Note: (*a*) Members on Short Term Missions who are on 'Within Country' Rates in accordance with NPI 209, are to receive the $A equivalent converted at the tourist rate of exchange.

3. 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	CAPT, CMDR or Relative Rank	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	CAPT, CMDR or Relative Rank	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		

4. Conditions of payment are contained in NPI 105/315-315B inclusive.

5. The following Navy Orders, their contents having been consolidated above, are hereby cancelled:

Navy Orders 281/71, 330/71, 341/71 and 119/72.

(252/4/177)

(Navy Orders 281/71, 330/71, 341/71 and 119/72)

UNCLASSIFIED

213/72—Travelling Allowance—Members on Short Term Duty Oversea

1. The rates of Short Term Duty Travelling Allowance notified, *see* Navy Order 251/71, as subsequently amended, have been varied.

2. Allowances payable for BRITAIN, CEYLON, FIJI, INDIA, NAURU, NEW CALEDONIA, NEW ZEALAND and PAKISTAN have been varied and new rates have been introduced for BANGLA DESH 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*
Arab Republic of Egypt (UAR—Egypt)	15.6.70	LE	11.000	12.650	14.250
Argentina	15.12.70	$A	21.00	27.00	33.00
Austria(*a*)	6.9.71	Schillings	560	660	790
Bahrain	27.2.70	Dinars	20.00	21.00	22.00
Bangla Desh—					
Dacca	4.2.72	$A	21.00	21.00	23.00
Elsewhere—*See* Table B					
Belgium	6.11.70	Francs	1215	1395	1575
Brazil	21.12.70	$A	27.00	32.00	37.00
Britain(*a*)	1.2.72	£PStg	10.00	10.00	13.00
Burma	22.2.72	Kyats	125	130	140
Ceylon—					
Colombo	4.2.72	$A	17.00	17.00	19.00
Elsewhere—*See* Table B					
China, Republic of	25.6.70	$NT	760	840	920
Denmark	8.10.70	Kroner	195	225	255

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*
Fiji—					
(1)	6.12.71	$F	16.50	19.00	24.00
(2)	8.3.72	$F	22.00	22.00	27.00
Finland	14.1.71	F Mks	105	120	135
France(*a*)	19.5.71	Francs	155	170	190
Germany	12.5.71	D Marks	84	92	103
Ghana	3.2.71	New Cedis	33.00	35.00	37.00
Greece	17.12.70	Drachmae	530	650	780
India—					
New Delhi	4.2.72	Rupees	175	175	200
Bombay			190	190	210
Calcutta			180	180	205
Elsewhere—*See* Table B					
Iran	21.1.71	Rials	1800	2030	2260
Ireland	8.6.70	£Irish	6.75	8.75	11.00
Israel	15.5.70	IL	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	7.5.70	EA Shgs	184	202	220
Laos	26.2.71	$A	20.50	22.00	23.50
Lebanon	20.12.71	£Leb	85	96	107
Malaysia	28.8.70	$M	62	67	75
Malta	30.5.69	£M	7.3.0	8.8.0	9.13.0
Mauritius	24.9.71	Rupees	100	115	130
Mexico	24.12.70	Pesos	360	400	540
Nauru	8.3.72	$A	21.00	21.00	23.00
Netherlands(*a*)	19.5.71	Florins	95	105	125
New Zealand(*a*)	8.3.72	$NZ	21.50	21.50	26.00
Nigeria	7.6.71	£N	9.0.0	10.5.0	11.10.0
Norway	26.8.71	Kronor	230	260	290
Pakistan—					
Islamabad	4.2.72	$A	20.00	20.00	22.00
Karachi			27.00	27.00	29.00
Elsewhere—*See* Table B					
Peru	13.4.71	Soles	1220	1350	1540
Philippines(*a*)	25.6.70	Pesos	115	154	168
Singapore	24.12.71	$S	80.00	95.00	105.00
South Africa—					
Johannesburg	13.10.71	Rand	19.50	21.00	22.50
Elsewhere			17.50	19.50	21.50
Spain	14.1.71	Pesetas	1080	1250	1420
Sweden	19.5.71	Kronor	145	160	185
Switzerland(*a*)	16.12.71	Francs	100	110	125
Tanzania	28.9.71	EA Shgs	205	210	220
Thailand	7.9.71	Baht	470	530	610
Trinidad and Tobago	6.8.71	$TT	45.00	52.00	60.00
Turkey	2.9.71	T Lira	320	365	410
Vietnam, Republic of	17.8.70	Piastres	4800	5400	6000
Yugoslavia	13.8.71	New Dinars	300	360	420

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
Bangla Desh—Elsewhere ..	4.2.72	$A ..	8.00	8.00	10.00
Canada	29.7.71	$CAN ..	17.00	19.00	22.00
Caribbean Area (Excepting Trinidad and Tobago)(*b*)	6.8.71	$A ..	14.00	16.00	18.00
Ceylon—Elsewhere	4.2 72	$A ..	4 00	4.00	5.00
Chile	20.8.71	$A ..	6.50	7.00	7.50
Hong Kong(*a*)	19.8.71	$HK ..	67.00	77.00	87.00
India—Elsewhere	4.2.72	Rupees ..	60	60	65
Indonesia	21.2.71	$A ..	15.50	17.50	19.50
Japan	7.9.71	Yen ..	5300	6100	6900
Khmer Republic (Cambodia) ..	26 2.71	Riels ..	830	930	1030
Korea, Republic of	25 6.70	Won ..	3400	3700	4000
New Caledonia	8.3.72	CFP Francs	1750	1750	2050
Pakistan—Elsewhere	4.2.72	$A ..	8.00	8.00	10.00
USSR—					
Moscow, Leningrad	11.11.70	Roubles	14	16	18
Elsewhere			12	14	16
USA(*a*)	16.4.71	$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
Other Countries	13.1.72	$A ..	4.00	4.00	5.00

Notes:

(*a*) Attention is drawn to the special provisions relating to leaders of delegations and officers accompanying Ministers.

(*b*) Also excluding members on long term posting to Trinidad and Tobago.

3. 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	CAPT, CMDR or Relative Rank	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	CAPT, CMDR or Relative Rank	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		

4. Conditions of payment are contained in NPI 209-209/10 inclusive.

5. The following Navy Orders, their contents having been consolidated above, are hereby cancelled:

Navy Orders 251/71, 335/71, 31/72 and 120/72.

(252/4/168)

(*Navy Orders 251/71, 335/71, 31/72 and 120/72*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

214/72—Seamen Officers Specialising in Submarines—Training and Employment from OTC to COQC

1. This order is to inform Seaman Submarine Officers, prospective Seaman Submarine Officers and those responsible for recommending and training such officers for service in submarines, of the possible career patterns which may follow their entry into the Officers Training Course (OTC) to the Commanding Officers Qualifying Course (COQC).

Sources of Seaman Submarine Officers

2. Seaman Officers for service in submarines come from the following sources:

a. General List Officers from sea, having already qualified for their Bridge Watchkeeping Certificate and Ocean Navigation Certificate. These officers are generally Lieutenants or due for such promotion shortly after commencing OTC.

b. General List Officers from the fourth year of training courses. These officers are normally Acting Sub-Lieutenants who go to the OTC on completion of OW courses, and they obtain their BWC and ONC in submarines.

c. Supplementary List Officers normally on completion of Phase III training. These officers at present (1972) comprise some 30 per cent of the combined General and Supplementary List Seaman Submarine Officers.

Initial Training

3. The Officers Training Course is conducted at the Submarine School at HMS DOLPHIN, Gosport, Hampshire, England.

4. The Officers Training Course lasts for some nine and a half weeks on completion of which officers are posted to submarines 'under training' for a further period of three months. At the end of this period officers are given a final examination and if successful are awarded the notation SM against their names in the Navy List. During this period of training they should not normally be given ships duties to perform.

Employment

5. The normal employment progression of officers after qualifying SM should be in the following order and rank:

a. Torpedo Officer.

b. Navigating and Communications Officer (both a. and b. may be LEUT or SBLT, GLEX SM or SLEX SM).

c. Sonar Officer (LEUT GLEX SM or SLEX SM).

d. Executive Officer (LCDR GLEX SM or LEUT GLEX SM or SLEX SM).

Officers can normally expect to serve for a minimum of a year in each of the billets a., b. and c., but the time will vary according to the officers own progress and performance, the manning requirements and the operational employment of individual submarines.

6. During the OTC all officers undergo a refresher week of navigation at the Navigation School. Whenever possible officers should undergo the appropriate courses in the Submarine School before taking up duty as Torpedo Officers (four day course) or Sonar Officers (four weeks course). Where access to the Submarine School is not possible, alternative courses will be arranged within Australia.

7. The average officer should have been recommended for appointment as Executive Officer after three and a half to four and a half years in submarines.

8. It is Naval Board policy to post General List Officers for a period of service away from submarines between OTC and COQC, however this may not always be possible, and will depend upon the following:

a. availability of a suitable billet at the appropriate time;

b. selection for staff or training duties;

c. each officer should spend 18 months to two years as an XO prior to the COQC.

9. Supplementary List Officers will normally complete their period of obligated service in postings associated with submarines. Supplementary List Officers become eligible to be considered for permanent commissions on the General List on completing three years of their period of obligated service (three years from promotion to ASLT) (*see* RI 1043).

Executive Officers of Submarines

10. Officers are posted as Executive Officers of submarines as soon as practicable after being recommended for such duties. Such a posting may be delayed by the requirement to fill training and staff billets or to be posted to a General Service billet. The aim is for suitable officers to spend a minimum of 18 months as XO.

11. Prior to posting as XO, officers will undertake the Principal Control Officers Course in the United Kingdom (four weeks). This course will be undertaken locally when an RAN Submarine Command Team Trainer becomes available.

Exchange Postings for Seaman Submarine Officers

12. The following exchange agreements are maintained with the RN:

a. One officer at CO level.

b. Two officers at XO level or below.

Recommendations for Submarine Command

13. The rules for recommendations for submarine command will be republished in a separate Navy Order. In general, the intention of the reporting system is to build up a series of reports on each officer specifically related to his Command potential for a period of at least three years prior to his likely selection for the COQC. It should thus be possible to ensure that the outstanding officer is placed on an early COQC, while the officer unlikely to succeed in submarines is identified early enough to make a new start in General Service without prejudice to his promotion prospects.

(303/201/53)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

215/72—Alteration and Addition Item—HMA Ships

1. The undermentioned Alterations and Addition Item is approved to be carried out in the following HMA ships:

Ship	*Class List Item No*	*Ex TDL*	*Weight Increase*
HMAS MELBOURNE ..	248	'NMCV'	5.3 Tons
HMAS YARRA	404	'NFGD'	1.2 Tons
HMAS PARRAMATTA ..	404	'NFGD'	1.2 Tons
HMAS DERWENT	404	'NFGD'	1.2 Tons
HMAS STUART	404	'NFGD'	1.2 Tons
HMAS STALWART	19	'NTM'	.6 Tons
HMAS DUCHESS	166	'NDCW'	.6 Tons

a. To fit probe fuelling reception arrangements to HMA Ships MELBOURNE, YARRA, PARRAMATTA, DERWENT, STUART, DUCHESS and STALWART in accordance with NSOR 2/69 (third version).

b. HMAS DUCHESS is to be fitted to receive fuel at the forward position port and starboard only.

2. Navy Order 339/70 is hereby cancelled.

(1215/51/307)

(*Navy Order 339/70*)

UNCLASSIFIED

216/72—New Construction, Modernisation or Conversion Proposed Design Change to Specification—Form TG144

1. This Navy Order describes the procedure that is to be followed by authorities outside Navy Office when proposing changes to specifications for ships being built, modernised or converted. The procedure will be referred to as the DNSP 2 procedure.

2. The procedure will apply to projects within the above categories during the period between the date of approval of the ships characteristics and the commissioning date.

3. The term 'Design Change' will be used to refer to such changes to distinguish them from other types of changes (modifications, A and As, etc) which apply to periods in the ships life other than those of Paragraph 2. Navy Order 61/70 specifies the procedures to be followed when initiating proposals for ships in commission.

4. DNSP 2 procedures do not replace existing procedures for identifying and promulgating modifications, A and As, etc, where they effect a class of ship or a range of equipment. If approved modifications, A and As, etc, are raised as Design Changes (in accordance with Paragraph 5 b. below) they will be processed using DNSP 2 procedures and their distinguishing number will be recorded in Form TG144 Part 1 Paragraph 1 c.

5. In this Navy Order a Design Change means any change to the design or equipment defined in the approved specifications, drawings and equipment schedules which apply to the ship(s) being built, modernised or converted. For each proposed Design Change a separate Form TG144 Part 1 is to be raised. Proposed Design Changes will include proposals for:

a. re-arrangement of layout for:
   (1) machinery;
   (2) equipment;
   (3) bulkheads, fittings, etc;

b. incorporation of class or ship modifications, A and As, etc, not already included in the design package which are:
   (1) approved;
   (2) under consideration;

c. adding new equipment items;

d. deleting planned equipment items;

e. replacing a planned equipment item with:
   (1) a new item;
   (2) a later version of the planned item;

f. adding or deleting features of a planned equipment item.

Proposals Originating from Naval Dockyards, GOSI, etc

6. Where a Design Change is proposed by a Naval Dockyard, GOSI or other Naval Authority outside Navy Office the pertinent sections of Form TG144 Part 1 are to be completed where possible by the authority and forwarded under covering letter to Navy Office, action DNSP. Where Design Changes are raised by contractors the appropriate GOSI is to raise and forward Form TG144 Part 1.

Proposals Originating from Standby Crews

7. Where a Design Change is proposed by a member of a standby crew the Senior Officer is to complete the pertinent sections of Form TG144 Part 1 as far as possible and forward it under covering letter to the Flag Officer Commanding HMA Fleet with a copy to the General Manager of the Naval Dockyard, or to the appropriate GOSI for ships being built, modernised or converted by contractors.

8. FOCAF will review the proposal and if recommended for further investigation will forward it to Navy Office, a copy of the covering letter being sent to the GM or GOSI as applicable. If the proposal is not recommended by FOCAF the Senior Officer Standing By and the relevant GM or GOSI will be notified.

9. On receipt of the copy of the Standby Crew proposal the GM or GOSI will assess the effect of the proposal on the building, modernisation or conversion programme, prepare an order of costs and an estimate of any likely project time delays and if the proposal is recommended by FOCAF forward this information to Navy Office with a copy to FOCAF.

10. On receipt in Navy Office each proposed Design Change will be allocated a unique identifying number by DNSP and will then be processed by approved procedures.

11. The format of Form TG144 Part 1 is shown as Annex A to this order. Copies may be obtained on demand from SVSO, Sydney.

12. After one year in use the DNSP 2 procedure will be reviewed.

ANNEX A

COVER SHEET

TG144 (1972) DNSP 2

Proposed Design Change Identification No. *(DNSP Use)*

NEW CONSTRUCTION, MODERNISATION OR CONVERSION
PROPOSED DESIGN CHANGE TO SPECIFICATION

SECTION A *Navy Office Use Only*

Ship(s) and/or Project

DGNP

The proposed Design change is submitted for consideration *(brief description/name/title of proposed Design Change)*

The relevant sections of Part 1 have been completed where possible *(Signature/designation and date)*

/ /

SECTION B

DGND

Relevant File No.

/ /

The proposed Design change described in Part 1 has been approved for investigation. The proposal is forwarded for preliminary investigation and completion of the relevant sections of Part 2.

(Signature and Date)

DGNP / /

SECTION C

DGNP

The proposed Design Change has been investigated by the Naval Design Directorate and is

☐ RECOMMENDED
☐ NOT RECOMMENDED that this Design Change be undertaken at this time
☐ subject to time and cost implications

The relevant sections of Part 2 have been completed where possible *(Signature and Date)*

DGND / /

PART 1 — ASSESSMENT OF THE PROPOSED DESIGN CHANGE
(To be completed by the Authority initiating the proposal)

A. Brief description of this proposed Design Change

B. Name or identification of ships being constructed, modernised or converted for which this Design Change is proposed

C. If applicable, existing Navy Office identification of this proposed Design Change *(ie, Modification No., A and A No. etc)*

D. Reason why the Design Change is proposed

E. Justification for the proposed Design Change *(indicate)*

1. ☐ Essential to ships operational efficiency
2. ☐ Essential from a safety aspect
3. ☐ Essential to overcome design shortcomings
4. ☐ Existing design does not comply with approved requirements
5. Considered desirable to achieve ☐ better performance ☐ increased reliability ☐ reduced maintenance ☐ improved economy
6. Resulting in a change in ☐ staff requirements ☐ approved ship characteristics
7. Comments:

F. Comments on features of the proposed Design Change which vary from the Approved Ship Characteristics

G. Effect on ship performance if the proposed Design Change is not introduced

H. Details of additional equipment, stores, operators, materials, test equipment and spare gear which it will be necessary to carry on the ship, held at base or in the dockyard if the proposed Design Change is implemented

Item	Detail

I. Details of currently specified equipment, stores, operators, materials, test equipment and spare gear planned to be carried on the ship, held at base or in the dockyard which will become redundent if the proposed Design Change is implemented

Item	Detail

J. Availability of equipment, material, stores etc. necessary for the introduction of the proposed Design Change

K. Provide the following information for each item of currently specified equipment and/or stores that would no longer be required if the proposed Design Change is implemented.

ITEM					
Number not ordered					
Number on order					
Number received but not installed					
Cost of cancellation					
Number suitable for use elsewhere in ships					
Number suitable for return to stores/base					
Estimated salvage value					

L. Estimated cost to implement the Design Change

Labour	Stores	Equipment			TOTAL
					$

M. Identification of other proposed Design Changes being considered on which this Design Change is dependent.

N. Earliest date considered implementation could commence

/ /

O. Suggested date/programme for implementation of proposed Design Change

Date	Programme

P. Other relevant considerations

UNCLASSIFIED

217/72—Return of Ikara Components by HMA Ships

1. Care is to be taken to ensure that the following Ikara Missile Components are returned to The Superintending Armament Supply Officer, RAN Armament Depot, Kingswood, NSW, on the occasions shown:

a. *Items from fired Missiles, removed before firing and returned loose:*
(1) WP8775 Non-propulsive bursting attachment;
(2) 1/M3-83-33 Plug safety.
(3) 1/M3-30-234 Dust cover, SVU static probe;
(4) 1/M3-90-607 Cover, 54 pin plug.
(5) 1/M3-81-78 Flag and Release Pin/Inertia Generator.

b. *Items to be returned with action Missiles:*
Items 1, 2, 3, 4 and 5—fitted.
(6) 1/M3-83-32 Plug arming—loose.

c. *Items to be returned with practice Missiles:*
Items 1, 2, 3, 4 and 5—fitted; 6—loose.
(7) 1/M3-94-58 Blade, aerial telemetry 2 No } loose.
(8) A110/GS Nut, shear, slotted $\frac{1}{16}$ inch 2 No }

2. Navy Order 27/71 is hereby cancelled.

(700/57/432)

(*Navy Order 27/71*)

Navy Orders 286/69 to 383/69 are now over three years old and may be disposed of accordingly.

16210/72 W. G. Murray, Government Printer, Canberra

ANOs 218/72-226/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
17 July 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
218/72	Duties of Ship and Establishment Security Officers.
219/72	HMAS SYDNEY—General Instructions.
220/72	Naming of Permanent Accommodation Blocks.
221/72	Visits to Department of Supply Establishments.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
222/72	Australian Naval Aircraft Modification Committee Modification Proposal Procedure.
223/72	Corrosion Resistant Materials for Use in Sea Water Systems in HMA Ships.
224/72	Guided Weapons—Temperature Penalties and Propellant Records.
225/72	Ice Cream Machines in HMA Ships and Commissioned Establishments.
226/72	Stores (General)—Use of Containers for Purposes other than Designated.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

218/72—Duties of Ship and Establishment Security Officers

1. ABR 337 Article 0208 requires Commanding Officers, Officers-in-Charge and Heads of Establishments to appoint a commissioned officer or authorised civil officer to carry out the duties of Security Officer. The Security Officer is required by Article 0111 to advise the Commanding Officer, Officer-in-Charge or Head of Establishment on matters of security and the implementation of physical and personnel security matters.

2. It is not the purpose of this order to limit the responsibility of the Commanding Officer, Officer-in-Charge or Head of Establishment for security in his ship or establishment, nor is it intended to limit in any way his discretion in delegating responsibility to the Security Officer. However, it is considered that the guide set out in Annex A and B to this order will be of assistance.

3. This order will be included in ABR 337.

ANNEX A

HMA Ships and Commissioned Establishments

In any instructions issued to the Security Officer by the Commanding Officer or Head of Establishment the following points should be covered:

a. the preparation and maintenance of up-to-date security standing orders;

b. the initial investigation of all breaches of security and the preparation of initial reports in accordance with ABR 337;

c. the frequent inspection of procedures for the:

(1) preparation, handling, accounting, receipt, reproduction, dispatch, stowage and destruction of classified documents;

(2) physical security of classified equipment and compartments including communications compartments;

(3) physical security of installations and equipment vital to the continuous functioning of the ship or establishment;

(4) security of keys giving access to classified matter, to ensure compliance with current instructions;

d. security education of the ships company;

e. liaison and consultation with Fleet/Command Security Officers and, where applicable, the Naval Police;

f. advice and assistance to all personnel on security matters;

g. the provision of appropriate security clearances for all personnel in accordance with ACB 0328;

h. the preparation and maintenance of the register of classified compartments required by ABR 337 Article 0411;

i. advice on the security procedures for the control of entry to the ship or establishment in accordance with ABR 337 Chapter 4.

ANNEX A—*continued*

Notes: 1. The Security Officer is not responsible for those aspects of Communications security for which the Signal Communications Office is responsible. RI (ABR 5016) Article 3462 refers.

2. Where civilians are employed in a commissioned Establishment the Security Officer is also responsible for the duties set out in Annex B Paragraph 1. a., b., c. and d.

ANNEX B

Non-commissioned Establishments

In any instructions issued to the Security Officer by the Commanding Officer or Head of Establishment the following points should be covered:

a. Maintaining records of clearances and associated documents for all staff and wages employees.

b. Initiating submissions for security upgradings as required, through Area Security Officers in the case of New South Wales and Victoria and through Base/Command Intelligence Officers in all other cases.

c. Ensuring that a valid clearance is held by the Records Authority (Area Security Officer or Base/Command Intelligence Officer) at a level acceptable to the Head of Establishment for all current employees, promotees and transferees.

d. Transmitting to Area Security Officers or Base/Command Intelligence Officers a monthly record of staff changes within the establishment.

e. The initiation and maintenance of a system to ensure that lock combinations of security containers are changed at the required intervals and occasions and that a record is kept of the location of sealed envelopes containing copies of such combinations.

f. The initiation and maintenance of a key register showing the holders of keys to containers of classified material and the location of duplicate or spare keys to such containers.

g. The prompt reporting to the Head of Establishment of security breaches, incidents, weaknesses or any other matter reflecting on the security of the establishment.

h. A regular review of the effectiveness and arrangements for the maintenance of physical security equipment.

i. Liaison in routine security matters with Commonwealth or Naval Police in establishments guarded by either of these forces.

j. Ensuring that routine security procedures concerning handling, custody and transmission of classified material are adhered to by office staffs.

(1617/1/142)

RESTRICTED

219/72—HMAS SYDNEY—General Instructions

1. HMAS SYDNEY is a fast troop transport which is available at seven days notice for trooping operations and may undertake cruises to within seven days steaming distance from Sydney.

2. The roles of the ship are as stated in Paragraph 2, Article 0104, of ACB 0332 (66).

3. The Commanding Officer is authorised to deal direct with representatives of the General Officer Commanding, Eastern Command, the Commander 1st Division and the Commander 1st Logistic Support Force in regard to the planning of exercises and operations. The Flag Officer Commanding HMA Fleet and the Flag Officer-in-Charge East Australia Area are to be kept informed of any such plans.

4. The Commanding Officer HMAS SYDNEY is responsible for the loading and unloading of the ship. The following detailed arrangements have been made in this regard:

a. *Loading:*

(1) AHQ (Director of Movements) will provide a stores list and indicate priorities for discharge through the local Movements staff.

(2) The ship will produce the stowage plan.

(3) The local Movements staff will co-ordinate the loading programme and be responsible for shipping documentation and the movement to the ship of cargo and personnel in the order and at times nominated by the ship.

(4) The loading will be carried out by the ships staff supplemented by Army personnel provided by the local Movements staff.

b. *Unloading:*

(1) The Port Command will prepare a discharge plan, indicating the proposed sequence of discharge and type of lighterage to be used at each hatch, and submit it to the Commanding Officer, HMAS SYDNEY, for his agreement.

(2) The ship will be unloaded in the sequence agreed with the Port Command; ships staff will operate all ships gear and cargo handling equipment; additional labour required on board will be provided by the ships Army staff.

(3) The Port Command will establish a Liaison staff which will have under command the documentation sections on board HMAS SYDNEY. This Liaison staff will acquit the ship for all cargo discharged.

5. Tie down equipment will be provided by the Army and maintained by the Navy with assistance from the ships Army staff.

6. a. The ships allowance of mobile handling equipment is:
Four Clark Tractors, Truck Fork Lift, flame proofed and fitted with spark arrestors, model CY 40, 4,000 lb capacity.

b. Maintenance of this equipment is a Navy responsibility.

c. Additional equipment required will be provided and maintained by the Army. The Navy will assist with minor maintenance when this equipment is embarked. When not in use the additional equipment will be removed from the ship.

7. Dunnage will be procured by the Navy but paid for by the Army.

(1213/201/27)

UNCLASSIFIED

220/72—Naming of Permanent Accommodation Blocks

1. The Ships Names Badges and Honours Committee is responsible for recommending names of permanent accommodation blocks to the Naval Board for consideration.

2. Commanding Officers may submit through Administrative Authorities suggestions for naming accommodation blocks. Nomenclature should generally be restricted to names of historical significance to Australia or the RAN.

3. No change is made to the traditional policy of not naming Officers quarters except for Cadet Midshipman accommodation blocks.

(1424/1/73)

UNCLASSIFIED

221/72—Visits to Department of Supply Establishments

1. To facilitate identification and comply with the security requirements for RAN and Department of the Navy personnel visiting Department of Supply establishments, the following procedure is to apply:

a. The ship or establishment is to advise Navy Office of the details of the proposed visit.

b. Navy Office will advise Department of Supply.

2. The advice to Navy Office is to contain:

a. Full name, rank and pay number, if applicable, of each person.

b. Date and place of birth.

c. Length of visit and terms of reference, eg, 10-15 February 1971, RAN ASW Equipment Course.

3. This advice is to be marked for the attention of the Director of Naval Intelligence for Service personnel or the Senior Executive Officer (Security) for civilian personnel, or either if a composite group of visitors is involved. Advice may be by signal, and if possible should be kept to UNCLASSIFIED level. At least five working days notice prior to commencement of the visit is required. Branches or Directorates within Navy Office are to furnish written advice as above to DNI or SEO (S).

4. Department of Supply will accept authentication of a visitor and his security clearance only from DNI or SEO (S). Therefore, subject to Paragraph 5, this order must be complied with irrespective of any other visit arrangements made. Also, again subject to Paragraph 5, this order applies to each separate visit made by any one person.

5. Personnel holding current Department of Supply Permanent Passes for the establishment concerned are exempt from compliance with this order.

6. This order is applicable to visits to all establishments controlled or administered by the Department of Supply or for which the Department of Supply is responsible for security, including the Commonwealth Aircraft Corporation, Melbourne.

7. Navy Order 560/69 is hereby cancelled.

(42/201/17)

(*Navy Order 560/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

222/72—Australian Naval Aircraft Modification Committee Modification Proposal Procedure

1. The Terms of Reference and composition of the Australian Naval Aircraft Modification Committee (ANAMC) are contained in Navy Order 227/71. The relationship between the ANAMC and the Staff Requirements Committee (SRC) and other Authorities in regard to the approval and embodiment of modifications in RAN Aircraft or Air Equipment is contained herein. The procedure for initiation of proposed modifications is also promulgated in this order.

2. Proposed variations to the Build Standard of RAN Aircraft or Air Equipment which affect the tactical employment of the aircraft will be referred to the SRC and Naval Board for approval of the requirement and consideration of funding arrangements prior to ANAMC classification. Other proposed variations which do not affect the tactical employment of the aircraft but are estimated to exceed an overall cost of $40,000 or the trial installation for which is estimated to exceed $10,000 will be submitted to the appropriate Board members as a Minor Item Submission for approval of the requirement and consideration of funding arrangements prior to ANAMC classification. All other proposals will be dealt with by the ANAMC in normal course of business and will be funded by the applicable vote controller from within the financial provision made for this category.

Equipment Approval and Acceptance

3. The development of Air Equipment by modification can only proceed from a formally established base. This base is defined as the status of equipment as accepted for service in the RAN and must be considered not only in respect of the equipment proposed to be modified but also in respect of equipment which may be introduced as part of a modification.

4. It is a pre-requisite for ANAMC consideration of a proposed modification that full RAN technical acceptance of any equipments involved has been correctly processed and that supporting documentation is available: if in the opinion of the Committee doubt exists as to the acceptability of any new equipment in the role for which it is proposed, further trials or testing may be required. Normally technical approval by a major user will be acceptable to the RAN whenever the equipment is to be operated in a similar role and environment.

5. Detailed procedures for the test, evaluation and acceptance of Air Equipment into the RAN will be promulgated in due course.

Modification Proposals

6. Modification proposals are categorised as follows:

a. *Proposals devised by the RAN as improvements which do not alter the role or operational capability of the Aircraft or Air Equipment.* Modifications in this category are normally introduced to improve reliability, ease of maintenance or logistic support and form the bulk of the low cost changes developed to suit the local (RAN) environment.

b. *Proposals devised by the RAN which alter the role or operational capability of Aircraft or Air Equipment and may be the subject of a Naval Staff Requirement (NSR).* Modifications in this category normally include the fitment of additional equipment to extend the operational capability beyond the current Technical Approval of the aircraft or equipment, and may require additional specification, design, performance and acceptance trials before acceptance and ANAMC classification.

c. *Proposals devised by a major user or design authority other than the RAN as improvements which do not alter the role or operational capability of Aircraft or Air Equipment.* The majority of these modifications are introduced to improve reliability, ease of maintenance or logistic support and RAN adoption apart from desirability by itself, may be essential to maintain standardisation of build, documentation and spares. A decision not to adopt the modification may have significant engineering and logistic affects on the efficiency of RAN maintenance support. Normally the technical approval and acceptance by the major user will provide an adequate basis for ANAMC classification. However, in some cases, due to environmental considerations peculiar to the RAN, or differences in the build standard of RAN Aircraft or Air Equipment, ANAMC classification may be dependent on satisfactory completion of a trial installation.

d. *Proposals devised by a major user or design authority other than the RAN which alter the role or operational capability of Aircraft or Air Equipment and may become the subject of an NSR.* The testing applied by the major user may not be sufficient to confirm performance in those conditions which represent normal RAN environment, and further testing may be advisable before RAN acceptance. The nature and extent of the RAN trials may not be apparent prior to ANAMC assessment; for this reason ANAMC assessment and advice on the requirements for trial installation and tests is to be sought as soon as sufficient information is available.

e. *Proposals for aircraft types common to the RAN and RAAF, and supported by the RAAF supply system, which have been developed as improvements or designed to alter the role or operational capability of Aircraft or Air equipment.* The RAN will normally be represented on the RAAF modification and local technical committees to provide inputs in regard to RAN environment which could affect the design or require additional testing prior to acceptance. Acceptance testing and approval will normally be conducted by the RAAF on behalf of the RAN. Such modifications will be included in the ANAMC agenda identified by number, title, RAAF classification, and accompanied by a brief description. ANAMC minutes will record the modifications submitted and RAAF arrangements for supply and embodiment will apply. Proposals originated by the RAN in respect of these equipments will be submitted through ANAMC to the RAAF for assessment, classification, acceptance and supply of modification kits.

Submission Procedures

7. All proposals for modifications to aircraft or air equipments in use in the RAN are to be submitted in the first instance to:

ANAMC,
c/o Superintendent,
Aircraft Maintenance and Repair,
GARDEN ISLAND, NSW 2000.

8. Each proposal submitted to ANAMC is to be accompanied by appropriate data to enable the Committee to assess and classify the modification; the data required is to include the following information as applicable:

a. The purpose, nature and description of the proposed modification.
b. The performance standard.
c. Any special requirement in regard to performance and/or environmental testing to be carried out during the trial installation as part of the acceptance testing.
d. The target dates for introduction and development including dates for delivery of hardware, trials and acceptance testing.
e. Costs, including the identity and disposal of redundancies, additional spares and expected changes in wastage or replacement rates.
f. The expected mean time between failures for new parts or equipments or the expected improved reliability of existing parts.
g. The identity of any of the following items required to be introduced for the installation or maintenance of the proposed modification:
   (1) Special-to-type or other essential test equipment.
   (2) Tooling.
   (3) Ground Support Equipment.
h. Any proposed changes to publications.
i. Any special or additional maintenance facility required as a result of the proposed modification.
j. Any proposed changes to maintenance procedures.
k. Any proposed changes to trade boundaries or supervisory responsibilities.
l. Any requirements for additional training including the assistance of contractors field representatives.
m. Any complementary changes to simulators and/or training devices.
n. Any proposed changes to complements.

Trial Installation

9. The fitment of a new or modified equipment into an RAN aircraft type, or the embodiment of a modification into a ground support, handling or test equipment may, at the discretion of the ANAMC, be subject to a trial installation prior to classification. A trial installation may be required whenever the proposed modification can affect:

a. performance;
b. operating procedures;
c. maintenance and/or test procedures;
d. the operation of any other fitted equipment.

10. Depending on the complexity of the proposed modification and the design of the installation, the trial installation may be preceded by a mock-up at the discretion of the ANAMC and presented to appropriate operating and maintenance authorities for approval prior to completion of the design and engineering of the trial installation.

11. ANAMC will nominate the development and trials facility and review the ground and/or flight trials required including the measurements to be applied. On completion of a trial installation the selected facility will submit a report which will include an analysis of the measurements taken and comment under the following headings:

a. Operational effectiveness and performance achieved.
b. Maintainability.

c. Content of the draft modification leaflet.
d. Proposed amendments to servicing schedules, operating procedures, maintenance manuals, illustrated parts list and technical maintenance plans.
e. Allowances for tools and test equipments.
f. Allowances for spares.
g. Changes to trade boundaries, trade training and complements.

Classification by ANAMC

12. The proposed modification will be considered by ANAMC and, if adopted, classified according to safety, operational importance or maintenance requirements.

13. If ANAMC considers that a proposed modification, which has not already been the subject of an NSR, will affect the role or operational capability of RAN aircraft or equipment to such an extent that the approval of higher authority is necessary, the proposed modification will be referred accordingly.

14. ANAMC classification is the pre-requisite for action by vote controllers in accordance with current financial delegations and responsibilities. Trial installation, development and procurement is to proceed according to the priorities determined by the ANAMC classification.

Introduction of Modification

15. Following adoption and classification of the modification, ANAMC will monitor progress of the preparation of modification leaflets, and, as applicable the procurement and issue of modification kits or items, and the amendment of operating, maintenance and spares manuals. ANAMC surveillance of introductory processes ceases with dispatch of the Modification Available Message (MODAV). This signifies that parts are ready for issue, and constitutes the authority for the embodiment of the modification.

(1313/1/1119)

UNCLASSIFIED

223/72—Corrosion Resistant Materials for Use in Sea Water Systems in HMA Ships

1. Surveys of corrosion defects in HMA ships carried out by the Naval Corrosion Committee have revealed frequent corrosion failures due to the use of unsuitable materials. In order to avoid corrosion failures in sea water, fire mains and cooling systems which may seriously affect the ships efficiency, it is essential that the materials used in these systems are carefully selected to ensure maximum corrosion free life.

2. When using copper alloys in contact with monel or stainless steel in sea water systems, care must be taken to ensure that the more noble metals do not cause accelerated corrosion of the copper alloy. For example, if monel is used for the seat and lid of a gunmetal globe valve the comparatively small area of monel will not cause accelerated corrosion of the gunmetal. If copper alloy is exposed to sea water in contact with a large area of monel or stainless steel accelerated corrosion of the copper alloy will result.

3. The following information is promulgated for guidance in the proper selection of corrosion resistant alloys.

Copper Alloys

4. Copper alloys such as gunmetals, phosphor bronzes, aluminium bronzes, aluminium brasses, cupro-nickels and silicon bronzes have generally satisfactory resistance

to corrosion in sea water. However, the copper zinc alloys containing 35 per cent to 40 per cent zinc such as Naval brass and brazing spelter are susceptible to dezincification corrosion and must not be used in contact with sea water.

Nickel-Copper (Monel)

5. Nickel-Copper alloys (usually referred to as Monel) made to BS 3071 NA1 (casting) or BS 3076 NA13 (wrought) are highly resistant to sea water corrosion and may be used in components where corrosion-erosion or cavitation conditions are severe, such as valve lids and seats and pump impellers. Monel may also be used for small components such as studs, screws and split pins where these are not available in suitable copper alloys.

Stainless Steel

6. In general, stainless steel should be used with caution in contact with sea water. Unless care is taken to select the correct grade of stainless steel serious failures due to crevice corrosion or pitting may result. The corrosion resistance of stainless steels is due to the presence of a passive film which forms spontaneously on the surface in the presence of oxygen. The extreme thinness of the protective film suggests that it might be readily damaged but, in the presence of oxygen, such damage is spontaneously repaired. However, if conditions exist which prevent this spontaneous repair, corrosion of the metal will arise either by localised pitting or by general attack, depending upon whether the remainder of the film stays intact or is progressively removed. The most satisfactory grade of stainless steel for resistance to crevice and pitting corrosion is the grade G18/EN58J (ASG18-1966). This should be used exclusively for equipment and fastenings where stainless steel is required in contact with sea water. Where welding and hot forming without subsequent heat treatment is required grades G18/EN58B or G18/EN58C (ASG18-1966) should be used.

Plastics

7. Plastics should be considered as a substitute for metals in corrosion resistant applications for such items as pipes and pipe fittings in secondary services and minor auxiliary machinery cooling systems where there is no possibility of a major failure due to shock or thermal damage. In general, high impact PVC to Australian Standard K 138 Type D is the most suitable material.

8. Consideration should also be given to the use of reinforced plastics for tanks, duct work, lightly stressed structures and castings where corrosion conditions are severe. In many such instances, plastics will be cheaper as well as being lighter than metals.

Use of Corrosion Resistant Materials

9. The following table lists ferrous and non-ferrous alloys which shall be used in sea water systems in HMA ships. Also included is the maximum desired water speeds to avoid impingement attack (corrosion-erosion) in copper and cupro-nickel piping, and aluminium silicon bronze castings (to DGS8453A).

Maximum Water Speeds for Copper, Copper-Nickel-Iron Pipes and Aluminium Silicon Bronze Castings

Alloy	*Max speed Ft/Sec*
Copper	3
Copper-Nickel Alloy 90/10	10 above 3 inch bord less below
Copper-Nickel Alloy 70/30	10
Aluminium Silicon Bronze to DGS8453A	8

10. Comprehensive information on corrosion and physical characteristics of metals is contained in Naval Construction Manual Volume 5.1.

ANNEX A

Ferrous and Non-ferrous Alloys Used in Contact with Sea Water

Alloy	*Form*	*Typical Use*	*Approved Specification*		
			Aust Commercial	*BSS or ASTM*	*Naval*
Aluminium Bronze	Wrought (annealed or cold drawn)	Rods, bars and sections. Used extensively for marine hardware for parts requiring relatively high strength, ductility, corrosion resistance and low magnetic permeability. Production of bolts, studs, nuts and washers.	—	—	DGS 8452
	Wrought (Extruded rolled, forged or drawn rods and sections)	High strength components where notch ductility is not of first importance. Used for pump shafts and propeller shafts where non-magnetic properties are required. Miscellaneous components, where resistance to corrosion allied with good impingement and cavitation resistance is required	—	—	DGS 8452
Aluminium Bronze (7 per cent aluminium)	Wrought (rolled plate and sheet)	Condenser tube plates. Plates, sheet, strip and rolled bar for corrosion resistant purposes. Also used for corrosion resistant tanks and vessels	—	BS.2870–CA–101 (sheet) 5% Al BS2875–CA–102 (plate) ASTM B171 Alloy D	DGS 6540
Aluminium Bronze	Castings	Used extensively for marine castings requiring medium strength and good ductility, valves, bushings, pump rods and underwater detection equipment	SAA–H47–AB1–C	—	DGS 8520 D
Nickel Bronze	Castings (Zinc Free)	Valve components, Bushings, guides, sealing rings etc. used in valves and pumps for steam and sea water applications. Similar corrosion resistance to Monel and has good anti-seize characteristics. Can be used at temperatures up to 850°F for steam applications but not recommended for use in highly stressed situations over 570°F (300°C) due to flow ductility. Can be heat treated (normalised) for use up to 570°F (300°C) to give good machining properties and reasonable ductility but in service above this temperature. Age hardening reduces ductility without impairing anti-seize properties	—	—	Dockyard Material Spec 121 September 1971
Aluminium-Nickel-Iron-Bronze	Castings	High strength corrosion resistant parts such as propellers and impellers. Also for pump rods, bushings and bearings	SAA–H47–AB2–C	—	DGS 8520 D

Phosphor Bronze (5 per cent tin)	Wrought (rods and sections)	Bellows, Diaphragms, springs, switch parts, chemical hardware and pump shafts	SAA–H12	BS 369	DNC/C20
Phosphor Bronze (9 per cent tin)	Castings	Worm wheels, gears and heavily loaded bearings at low speeds. Many corrosion resistant duties	SAA–H47–PB3–C	BS 1400	DNC/C22
Silicon Bronze	Wrought (Sheet)	Hot water storage tanks and calorifiers	—	BS2870–CS–101 (Copper, Silicon) ASTM–B96–66A	—
Silicon Bronze	Wrought (Rods and sections)	Recommended for marine hardware where relatively high strength, ductility, corrosion, resistance and low magnetic permeability is required. Good bearing material under oil lubricated conditions	SAA–H84–CS–101	BS1948–CS–101 (Copper, Silicon)	—
Copper (Phosphorous de oxidised non arsenical)	Wrought (Solid drawn tube)	Gas lines, heater lines, oil burner tubes, pipes and tubing for plumbing. Condenser, vaporator and heat exchanger tubes	—	BS2871–C–106	DGS 8556 C
Copper-Nickel-Iron (90/10)	Wrought (Solid drawn tubes)	Salt water piping, Condenser tubes and tube plates, ferrules	—	BS2871–CN–102 (with iron content between 1.5 and 2.0 per cent)	DGS 8562 C Class 1
Copper-Nickel-Iron (70/30)	Wrought (Solid drawn tubes)	Condenser tubes and ferrules	—	BS2871–CN–107	DGS 8562 Classes 2, 3 and 5
Gunmetal	Castings	Good alloy for pressure tight castings. General purpose alloy for corrosion resistant duties. Can be cast more easily than BS1400–G1–C	SAA–H47–LG4–C (Nickel content Max. 2.0 per cent)	—	DGS 203
Gunmetal	Castings	Bearings, bushes, rudders, skegs, pump bodies, boat fittings and castings. Widely used alloy for corrosion resistant duties and where good impingement resistance required. Not suitable for pressure tight castings	SAA–H47–G1–C	BS1400–G1–C	—
Silver-bearing brazing alloys	—	Suitable for joining copper and copper alloy, slight attack of filler near junction with copper-nickel alloys	—	BS1845 Type 3 or 5	DGS 8688–B
Nickel-Copper (monel)	Castings	Should be used in components where erosion-corrosion or cavitation conditions are severe, such as valve lids, seats and pump impellers	—	BS3071–NA1	—

Alloy	Form	Typical Use	Approved Specification: Aust Commercial	Approved Specification: BSS or ASTM	Approved Specification: Naval
Nickel-Copper (Monel)	Wrought (Rods and sections	Many applications involving high strength and corrosion resistance in marine environments, pump shafts propeller shafts and general hardware used for small components such as studs, screws and split pins where these are not available in suitable copper alloys	—	BS3076-NA13	—
Stainless Steel (Austenitic)	Wrought (Forgings, bars, rods, sheet and plate)	Sheet and plate applications for corrosion resistant duties. Forgings for pump shafts and other shafting where corrosion resistance is required; also Wt door handles. Resistant to sulphuric acid at atmospheric temperatures	SAA-G18/EN58J (for Com-steel 316)	BS970:316S16	—
Brazable Brass	Castings	Flanges for copper-nickel alloy pipes	SAA-H47	BS1400-SCB5-C (Un content 1 to 2 per cent)	—
Welbronze	Casting	Valve Discs, requiring welded monel facing	—	—	Dockyard Material Spec 112

(1211/51/431)

RESTRICTED

224/72—Guided Weapons—Temperature Penalties and Propellant Records

1. The procedures for recording and reporting temperatures experienced by guided weapon motors are contained in BR 862 (NMER) Change No 12. Form S1147a is replaced by Form TI354 in the RAN.

2. Although the provisions of BR 862, Article 1115, apply to many air and surface guided weapons, special provision has to be made for assessing propellant life in Ikara and Seacat missiles. Simpler procedures will apply to the Mattina and Turana propellants.

Temperatures exceeding 21° C (70° F) and 32° C (90° F)

3. The lives of Murawa motors of Ikara missiles and Sealyham motors of Seacat missiles are considerably shortened when stored at temperatures above 21° C (70° F) and 32° C (90° F) respectively. Logistic problems are greatly eased if they are kept below these temperatures since penalties or equivalent life must be assessed on temperatures above these figures. The effects and limitations on the exposure of Seacat missiles to the suns direct rays and high ambient temperatures have been published in Special Technical Notice/Seacat/5C in BR 2500 (1) and BR 2500 (1A). Limits for high and low temperature exposures of Tartar rocket motors are given in NAVWEPS OP3062 Chapter 4. Temperature limits for the Sidewinder AIM-9B are shown in Table 4-1 of NAVAIR 01-80 GMC-2.

Reporting of Motor Temperatures

4. Procedures for reporting motor temperatures for Ikara and Seacat missiles are as follows:

a. From magazine temperature records, the average of the maximum daily temperature for each week (Sunday to Saturday inclusive), is calculated. Storage for a fraction of a week is recorded as a complete week.

b. This information is used to complete the temperature columns of the Abstract of Magazine Log Part Sheet in each Missile Log Book when missiles are fired or transferred.

c. The information is also to be used for regular reporting in accordance with BR 862 Article 1115 on Form TI354. Because of the severe penalties incurred at the high temperatures which can be experienced by RAN ships, frequent revisions of missile life are necessary. Therefore quarterly reports are required on 1 January, April, July and October in lieu of the half yearly reports required by Article 1115 (2)(b).

d. Guided missile motors should be listed by serial numbers. Separate forms should be used for different types of motors.

e. *Abnormally High Temperatures.* When weekly average storage temperatures exceeding 43° C (110° F) or daily storage temperatures exceeding 49° C (120° F) are experienced, a signalled report is to be made to COMAUSFLT, information FOCEA, INO (S), RANAD Kingswood, and ACNB in accordance with Article 1116.

Ikara Penalty Assessment

5. On receipt of temperature reports either on Form TI354 or Log Book Part Sheet, the corresponding penalty in weeks for each motor is calculated by the Ordnance Inspecting Officer at RANMME in accordance with the following table:

Murawa Penalty for each Week Stored in the Range

Fahrenheit ..	Under 70°	70°–75°	75°–80°	80°–85°	85°–90°	90°–95°	95°–100°	100°–105°	105°–110°	110°–115°	115°–120°	120°–125°	125°–130°
Weeks	0	0.2	0.7	1.3	2.2	3.3	4.8	6.9	9.4	13.0	17.7	24.3	33.0

6. The revised withdrawal date for each motor is calculated by subtracting the total penalties from an initial life of 8.5 years at 21° C (70° F) from the date of filling and entered on the Part Sheet for Murawa motor and depot records.

Seacat Equivalent Life Assessment

7. On receipt of temperature reports either on Form TI354 or Log Book Part Sheet, the equivalent life expended by each motor is calculated by the Ordnance Inspecting Officer at RANMME in accordance with the following tables:

Sealyham Equivalent Life for each Week Stored in the Range

Fahrenheit ..	Under 90°	90°–95°	95°–100°	100°–105°	105°–110°	110°–115°	115°–120°	120°–125°	125°–130°
Weeks	1.0	1.1	1.5	2.1	2.8	3.7	5.0	6.7	9.1

8. The actual stored life is then subtracted from the total equivalent life above to give the penalties applicable to Seacat missiles. The revised withdrawal date for K50A1 and K44A2 motors is calculated by subtracting the total penalties from an initial life of seven years at 32° C (90° F) from the date of filling and entered on the Part Sheet for the motor and depot records. The initial life of remaining K40 motors is restricted to five and a half years.

Penalty and Equivalent Life Factors

9. The penalty factors can be deduced by subtracting one from the equivalent life factors which are determined for each Fahrenheit temperature range according to an empirical law.

10. The introduction of Celsius thermometers and thermographs will require the use of modified tables derived from the equivalent life law for convenient Celsius temperature ranges. Celsius tables are given at Annex A to this order for use when the change to metric recording occurs. An updated Form TI354 for Celsius temperature reporting will be issued.

Mattina Clear Launcher Facility

11. The Mattina igniter determines the life of the motor as it has a considerably shorter life than the chemical life of the propellant. Igniter life has been assessed as seven years at 21° C (70° F).

12. To avoid the need to maintain and analyse temperature records the following simple penalty system will be used when Mattina is introduced:

a. The '70° F equivalent life' will be calculated by multiplying the actual storage life by the following factors:
   (1) Depot storage: 1.0 (70° F).
   (2) DDG and DE (air conditioned): 1.6 (80° F average).
   (3) DE (non-air conditioned): 2.7 (90° F average).

b. Penalties will be subtracted from an igniter service life of seven years at 21° C (70° F).

c. A record of life expended and remaining will be kept by the Ordnance Inspecting Officer at RANMME only.

Turana Boost Motors

13. The Turana Drone incorporating the Rodinga boost motor will normally be embarked as required and will be withdrawn before a maximum storage life of two years in a ship. Temperature penalties will not be applied during this period.

Withdrawal of Overage Motors

14. The Officer in Charge of the Armament Depot will ensure that motors with insufficient remaining life are not issued to ships and are withdrawn from service.

15. This Navy Order is to be noted in Chapter 11 of NMER pending formal amendment.

16. Navy Orders 396/69 and 397/69 are hereby cancelled.

ANNEX A

Celsius temperature ranges will be applied to penalty assessments as follows:

Murawa Penalty for each Week Stored in the Range

Under 21°	21°–24°	24°–27°	27°–30°	30°–33°	33°–36°	36°–39°	39°–42°	42°–45°	45°–48°	48°–51°	51°–54°
0	0.4	0.9	1.6	2.5	3.8	5.6	8.1	11.5	16.4	22.6	31.4

Sealyham Equivalent Life for each Week Stored in the Range

Under 33°	33°–36°	36°–39°	39°–42°	42°–45°	45°–48°	48°–51°	51°–54°
1.0	1.3	1.7	2.4	3.3	4.6	6.3	8.6

(740/252/833)

(Navy Order 396/69 and 397/69)

UNCLASSIFIED

225/72—Ice Cream Machines in HMA Ships and Commissioned Establishments

1. Approval is given for Service System Canteens in commissioned establishments and HMA ships of Destroyer Escort class and above, but including HMAS MORESBY, to negotiate direct with Dairy Frost Pty Ltd of 13 South Street, Rydalmere, NSW, regarding the fitting of ice cream making machines. HMA Ships STUART and DERWENT are excluded whilst the present weight moratorium is in force.

2. The company is prepared to supply soft ice cream making machines on a no-rental basis provided that the necessary powdered mix is purchased exclusively from them. It is stressed that this stipulation must be rigidly adhered to, as the use of other mixes will entitle the company to withdraw the machines.

3. Machines are available in two sizes:

a. For large ships companies:

Type	Model F600.
Dimensions	Width 19 inches, depth 27 inches, height 60¾ inches.
Weight	476 lb.
Output	11.2 gallons (50.916 litres)/hr.
Power requirement ..	415V 50Hz.

b. For smaller ships companies (Destroyer and below and Supply):

Type	Model F400.
Dimensions	Width 19 inches, depth 27 inches, height 60¾ inches.
Weight	466 lb.
Output	7.5 gallons (34.095 litres)/hr.
Power requirement ..	440V 60 Hz, or 240V 50 Hz.

4. The company will supply servicing and wiring manuals with each machine and a quantity of 'on board' spares. In addition company technicians will give necessary instructions to operating and maintenance personnel.

5. Powdered mix and replacement parts for machines are available in Perth Adelaide, Melbourne, Sydney, Brisbane and Darwin.

6. Fitting of machines in ships is to be carried out by A and A action, the item being raised as appropriate.

7. Details of proposed location of the ice cream machines are to be included in the Form TM187 and in the case of HMA Ships YARRA, PARRAMATTA, SWAN, TORRENS, MORESBY, PERTH, BRISBANE and HOBART, weight surrender proposals are required.

(1112/51/97)

UNCLASSIFIED

226/72—Stores (General)—Use of Containers for Purposes other than Designated

1. An instance has come to notice recently whereby some doubt existed as to whether the contents of a 44-gallon drum, returned to a Supply Depot as part of a large batch of oil drums 'surplus to known requirements', actually contained oil as indicated on the exterior of the drum or weedkiller which had been either mixed in or decanted into it.

2. This came to light when an oil drum, which had been used for preparing weed-killer, had been misplaced and was suspected to have been returned to the Supply Depot.

3. Whilst the possibility of an incorrect issue from a Supply Depot under the above circumstances is only slight, the effects of such an issue in an intra or interservice transfer, where the contents were not immediately required and the receiving service was distant from the source of supply, could have far greater consequences.

4. When a container is used for any purpose other than that indicated by its external markings, it is essential that the original markings be obliterated and the container be clearly marked to show its existing contents. Attention is also drawn to ABR 4 Article 2111 and Appendix 25 Paragraph 20 in relation to Packaging, Returns of Packages, Containers, etc.

(400/1/2240)

16398/72 W. G. Murray, Government Printer, Canberra

ANOs 227/72-234/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
20 July 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

227/72 Support Craft—Responsibility—East Australia Area.

SECTION 2—PERSONNEL

228/72 Entertainment of Visitors.

229/72 Members of the WRANS and RANNS—Retention After Marriage.

SECTION 4—EQUIPMENT, STORES AND SERVICING

230/72 HMA Ships Steam Plant—Lubrication of Sliding Feet.

231/72 Main Boiler—Weirs Robot Feed Regulators.

232/72 Naval Stores—Introduction and Allowances—Class 6625—Catalogue No 016-1936—Multimeter for Patrol Boats Use.

233/72 Support Craft Nomenclature.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

234/72 Drugs of Addiction Account Quarterly Return—Form SA114—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

227/72—Support Craft—Responsibility—East Australia Area

1. From 1 July 1972, Captain of the Port, Sydney, is responsible for the allocation, disposal, replacement and accounting for support craft in the East Australia Area. Unallocated support craft will be held on custody charge by SGSO.

2. Transfer of responsibility from SGSO to C of P is to be accomplished as follows:

a. All support craft currently held by SGSO are to be issued outright to C of P on Issue Orders, Forms SX38 or SX39.

b. C of P is to account for support craft on Forms SA302 Permanent Ledger and Forms SA316 Record of Serial Numbers of Important Stores.

c. Unallocated support craft are to be returned to SGSO for custody on Forms SX125 endorsed 'For Custody'.

d. SGSO is to account for support craft held on custody from C of P on Forms SA302 and SA316.

3. All future support craft transactions are to be covered by Forms SX125 as follows:

a. Receipts from contractors are to be accepted by C of P. One copy of Form SX125 is to be prepared, attached to C of Ps copy of the Firms Delivery Docket/Invoice and used to post Forms SA302 and SA316.

b. Returns to C of P from ships and commissioned establishments are to be made on Form SX125 in accordance with ABR 4 Articles 1303 and 1304. C of P is to receipt No 2 copy of the Form SX125 and use the original copy to post Forms SA302 and SA316.

c. Issues by C of P are to be made on Forms SX125 copies of which are to be prepared and disposed of in accordance with ABR 4 Article 1304.

d. Forms SX125, endorsed 'For Custody' or 'Ex Custody', are to be raised for transfers between C of P/SGSO and vice versa and are to be posted to Forms SA302 and SA316 (ABR 4 Article 1304 refers).

4. ABR 4 will be amended.

(1236/51/192)

Section 2

PERSONNEL

UNCLASSIFIED

228/72—Entertainment of Visitors

1. Effective from 28 April 1972 the rates of reimbursement for official entertainment in a wardroom mess as shown in NPI 22 (1) have been amended as follows:

a. *Meals* $

(1) *Rationed Mess*

lunch	0.70
dinner	0.90

	$
(2) *Unrationed Mess*	
lunch	1.35
dinner (non-capital city mess)	1.80
dinner (capital city mess)	2.65
b. *Beverages*	
Rationed or Unrationed Mess	
taken with lunch	0.50
taken with dinner	0.70
taken without an accompaying meal	0.50
c. *Morning Tea*	
Rationed or Unrationed Mess	0.20
d. *Afternoon Tea*	
Rationed or Unrationed Mess	0.30

2. Where beverages and morning tea or beverages and afternoon tea are provided the mess may be reimbursed at the rate of 50 cents per person; NPI 22 (1B) will be amended accordingly.

3. 'Capital city' and 'non-capital city' for the purpose of assessing reimbursements under Paragraph 1a (2) above have the same meaning as they do for the purpose of assessing travelling allowance entitlements under NFR 201.

4. The increased rates have been approved as an interim measure only and it is intended that a further review will be undertaken in 12 months time. In this regard it should be ensured that the quarterly returns required in accordance with NPI 22/4 are submitted together with any other information which it is considered would be relevant to the review. The returns should indicate whether entertaining has been undertaken in rationed or unrationed messes.

5. Payment of the new rates cannot be effected until statutory cover is obtained. You will be further advised as soon as this authority is obtained.

6. NPI should be noted and will be amended in due course.

(252/4/60)

UNCLASSIFIED

229/72—Members of the WRANS and RANNS—Retention After Marriage

1. The conditions under which members of the WRANS may be retained for further service after marriage are to be found in Chapter 4 of ABR 1077 (WRANS Instructions).

2. These conditions also apply to members of the RANNS.

(341/1/17)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

230/72—HMA Ships Steam Plant—Lubrication of Sliding Feet

1. Following reports of unsatisfactory service experience using grease XG274 for the lubrication of boiler sliding feet it was decided to change to a high temperature silicon grease for this purpose. This high temperature silicon grease is manufactured to USA Specification MIL-L-15719A Amendment 3 and is already in use in the RAN.

2. The grease is known as 9150-00-257-5358 GREASE, SILICONE INSULATED, ELECTRIC MOTOR, and is supplied in 8 ounce packs by Dow Corning under Part Number DC 44.

3. When commencing to use this lubricant, greasing lines are first to be cleaned and proved free before charging with 9150-00-257-5358 Grease. After initial charging the grease is to be used in accordance with existing planned maintenance routines.

4. The use of this grease is to be restricted to the lubrication of boiler sliding feet and other steam plant Sliding Feet for metal temperatures up to 440° F, and is not to be used for any other purpose unless Navy Office approval is first sought.

5. Navy Order 593/69 is hereby cancelled.

(400/1/554)

(*Navy Order 593/69*)

UNCLASSIFIED

231/72—Main Boiler—Weirs Robot Feed Regulators

1. During a recent overhaul of a Weirs Robot Feed Regulator an accident occurred which resulted in a sailor being scalded with hot water.

2. Ships concerned—MELBOURNE, SYDNEY and SUPPLY—are to ensure that in addition to the normal safety precautions laid down in BR 3000 Article 0612, the following additional precautions are observed before attempting to open a Weirs Robot Feed Regulator:

> The emergency hand by-pass control valve and the float chamber drain valve are to be left in the open position. The Feed Regulator Float is to be moved through its full travel, several times to ensure that there is no water or steam trapped under the main valve or in the balance chamber, before any attempt is made to loosen the valve cover.

(400/1/2931)

UNCLASSIFIED

232/72—Naval Stores—Introduction and Allowances—Class 6625—Catalogue No 016-1936—Multimeter for Patrol Boats Use

Navy Order 325/70 is hereby cancelled.

(400/1/619)

(*Navy Order 325/70*)

UNCLASSIFIED

233/72—Support Craft Nomenclature

1. All support craft, powered or dumb are to be designated by their registered number ONLY and this is to be painted on the hull of each craft as the pendant/hull number, the sizes to be in accordance with GI Drawing No 2579/57.

2. The registered number is to be painted on the bow and transom of each craft 20 feet in length and above. For craft without a transom, hull numbers are to be painted on the bow only.

3. All craft are to have the registered number affixed in a permanent manner by engraving, embossing or welding in a prominent position.

(1236/51/201)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

234/72—Drugs of Addiction Account Quarterly Return—Form SA114

Introduction

1. This Navy Order is to introduce Drugs of Addiction Account Quarterly Return—Form SA114 for the reporting by HMA ships and commissioned establishments or stockholdings and transactions in drugs of addiction and medical kits containing such drugs.

2. This amended Form SA114 has been developed from the original Dangerous Drugs Account—Form AM177a (SA114) and closely follows the layout of the Drug Register—Form SA115.

3. Drugs of addiction are identified in the remarks column of catalogues and allowance lists of medical stores by the symbol 'A' and are labelled S8 (old stock and items obtained from overseas sources may not be so labelled). Drugs of addiction are also listed in Current Australian Navy Orders—Section 2—Personnel—Discipline Drugs.

4. A record of all drugs of addiction held, including medical kits containing such drugs is to be maintained in the Drug Register—Form SA115 by the Medical/Dental Officer or Pharmacist (or the Commanding Officer when no Medical/Dental Officer or Pharmacist is borne).

5. HMA ships and commissioned establishments are to record expenditure of and transactions in drugs of addiction and medical kits containing such drugs in detail, on Form SA114 in duplicate and forward at the end of each quarter as follows:

a. Original: to the Medical Director-General.

b. Duplicate: to be retained on board.

6. Form SA114 is to be an extract of the relevant folio(s) of the Drug Register—Form SA115, and is to be completed *see* pro-forma at Annex A.

7. Tenders are to use the form as a Drugs of Addiction Account *see* pro-forma at Annex B, as follows:

a. Form SA114 to be raised by Base Depot and issued with the drugs of addiction on commissioning or restoring.

b. Form SA114 is to be returned to the Base Depot together with the drugs of addiction on de-commissioning, destoring or as directed.

8. Stocks of Form SA114 are available and should be demanded from the Superintending Victualling Stores Officer, Stationery Section, Sydney (Source Code 5819).

9. The instructions on the reverse side of the form where they differ from this order will be amended in the next reprint.

10. ABR 4 and ABR 1991 will be amended in due course.

ANNEX A

DRUGS OF ADDICTION ACCOUNT QUARTERLY RETURN

HMAS	Period
NONSUCH	1st January 19 72 to 31st March 19 72

Date	From when obtained or to whom supplied	IN	OUT	REMAINS	Signature of Medical/Dental Pharmaceutical or Commanding Officer
	6505-66-020-1625 PAPAVERETUM INJECTION 30 mg				
1.1.72	Balance			24	J. DOE
2.3.72	2 BMed-AFG 982c-D1706	12		36	J. DOE
31.3.72	Expenditure-Folio 9-SA115		10	26	J. DOE
	6505-99-210-1466 PETHIDINE INJECTION BP 100mg	2ml			
1.1.72	Balance			30	J. DOE
2.2.72	2 BMed-AFG 1033- 1061		24	6	J. DOE
1.3.72	2 BMed-AFG 982e-D1785	24		30	J. DOE
31.3.72	Expenditure-Folio 19-SA115		14	16	J. DOE
	6545-66-019-9798 FIRST AID KIT LIFEBOAT (Each sealed kit contains 12 No)				
	6505-66-020-1625 PAPAVERETUM INJECTION 30 mg				
1.1.72	Balance in 3 sealed kits			36	J. DOE
2.2.72	2 BMed 2 sealed kits AFG 1033-1075		24	12	J. DOE
6.2.72	2 BMed 2 sealed kits AFG 982e-D2120	24		36	J. DOE
1.3.72	Balance-3 sealed kits			36	J. DOE

ANNEX B

DRUGS OF ADDICTION ACCOUNT QUARTERLY RETURN

HMAS	Period
ADVICE	8th February 19 72 to 10th September 19 72

Date	From when obtained or to whom supplied	IN	OUT	REMAINS	Signature of Medical/Dental Pharmaceutical or Commanding Officer
	6505-66-020-1625 PAPAVERETUM INJECTION 30 mg				
8.2.72	Waterhen SX 100 No 256	12		12	D. WHITE
5.6.72	AB J Bloggs R 35769		1	11	D. WHITE
2.8.72	SubLt K Smith RAN		1	10	D. WHITE
10.9.72	To Waterhen ship destoring				
	SX 100 No 317		10		D. WHITE

(464/77/193)

16673/72 W. G. MURRAY, Government Printer, Canberra

ANOs 235/72-244/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
25 July 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No	Title
	SECTION 1—ADMINISTRATIVE AND GENERAL
235/72	Flying Safety Organisation.
236/72	Fourth RAN Legal Conference.
237/72	Official Secrets—Security Warnings on Entry and Discharge.
	SECTION 2—PERSONNEL
238/72	Naval Officers—Ranks, Titles, Description, Abbreviations.
239/72	Physical Fitness in the RAN.
240/72	Prizes—Supplementary List Midshipmen (Seaman).
241/72	Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas.
242/72	Sentences of Detention—Financial Effect.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
243/72	Fire Hazard—Temporary Electric Wiring.
	SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY
244/72	ABR 5074—RAN Catalogue of Materiel—Recording Supersession Details for Items Codified under the Defence Cataloguing System.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

235/72—Flying Safety Organisation

1. The RAN Flying Safety Organisation has recently been reviewed and major changes to the aircraft accident/incident reporting procedures are to be introduced. The new procedures are detailed in ABR 5147, The Royal Australian Navy Manual of Flying Safety which is now being printed and will be distributed without demand to all concerned as soon as possible. The date on which the manual will become effective will be promulgated in due course.

2. Concurrently with the introduction of ABR 5147, revised and reprinted Forms OA109 (Cover and Instructions) and OA109-1 (Aircraft Occurrence Report) will be introduced to replace the existing Forms OA109 series. A provisional printing of the new forms will provide sufficient for immediate use and these will be issued without demand when available.

3. The new procedures are closely aligned to those used by the RAAF. This compatibility will assist in comparing accident rates and forecasting trends.

4. A list of the RI articles which will be superseded by ABR 5147 upon its introduction is attached as Annex A.

ANNEX A

RI Articles to be Superseded by ABR 5147

RI Article	*ABR 5147 Article*
6027	0625
6429	0403; Annex G
6442	0619
6501	Glossary; Annex C
6502	0403; 0405; Annexes C, D, E, F, G and H
6503	0403; 0405; Annexes C, D, E, F, G and H
6504	0402; 0403; 0404
6505	0405–3; Form OA109
6506	Form OA109
6507	0406; Form OA109
6508 (except paragraphs 3 and 4)	0407
6521	Chapter 6
6522	0613 to 0619
6523	0620
6524 (except paragraph 1)	0612
6525	0612
6526	0601; 0603; 0604; 0606 to 0611
6527	0611
6528	0623; 0616 g.
6529	0626; 0627; 0629
6530	0630
6541	0503
6542	0503

RI Article	*ABR 5147 Article*
6543	Chapter 5, Section 3
6544	0527 to 0530
6545	0529
6547	0627, Annex G
6550	Chapters 1, 2 and 3; Annexes A and B
Appendix 65A Form 1	Annex L
Appendix 65A Form 2	Annexes J and K
Appendix 65A Form 3	Annex M
Appendix 65A Form 4	Annex N
Appendix 65A Form 5	Annex O
Appendix 65A Form 6	Annex P
Appendix 65A Form 7	Annex Q

(1362/1/67)

UNCLASSIFIED

236/72—Fourth RAN Legal Conference

1. The Fourth RAN Legal Conference will be held at HMAS PENGUIN on 24, 25 and 26 January 1973.

2. The maximum number of persons that can be seated in the cinema at HMAS PENGUIN is 120, and invitations will be allocated as follows:

a. PNF and Reserve Legal Officers and RAN law students	55
b. Guests	20
c. PNF Officers not covered by a.	45

3. For present planning purposes the 45 invitations allocated to PNF personnel will be offered as follows:

Navy Office personnel	10
FOCAF (for Fleet and Staff personnel)	18
FOCEA (for EAA and Staff personnel)	9
CERBERUS and NOIC VIC	3
NOC WA	2
Other authorities	3
	45

This number of invitations may be amended nearer to the date of the Conference when the numbers of Reserve Legal Panellists and Guests are more certain.

4. Administrative Authorities are to submit nominal lists of persons wishing to attend the Conference, to Navy Office by 1 December 1972, with information copies being sent to FOCEA and HMAS PENGUIN. Accommodation and travel arrangements for PNF personnel attending are to be made by the ships or establishments concerned.

5. The subjects to be discussed and the papers to be presented at the Conference have not yet been finally decided, however the inclusion of matters which will, it is hoped, be of interest and assistance to those personnel concerned with the day to day administration of naval discipline and with international law, will be ensured.

(153/1/126)

UNCLASSIFIED

237/72—Official Secrets—Security Warnings on Entry and Discharge

1. RI 2403 paragraph 4 is cancelled.

2. All RAN and Department of the Navy personnel are required to complete Undertakings of Secrecy on all occasions of entry and discharge. Undertaking of Secrecy forms are available in pads of fifty copies from SVSO and consist of two pages, Form KG106 and KG107.

3. The forms are to be completed as follows:

a. *Service Personnel*—Recruiting staff officers are to ensure that all new entries and re-entries complete the form of undertaking KG106 which is to be retained with other entry papers. Form KG107 is to be retained by the entrant/re-entrant.

b. *Civil Personnel*—Personnel officers are to ensure that all new salaried employees, employed under the Public Service Act and Naval Defence Act should complete Form KG106, which is to be retained on the personnel file. Form KG107 is to be retained by the employee.

4. Declaration of Secrecy Forms will be made available on demand as soon as possible, availability of the forms will be signalled by General Message.

a. *Service Personnel*—Commanding officers are to ensure that all personnel discharged complete the declaration during their discharge routine. The completed form is to be forwarded to Navy Office for retention.

b. *Civil Personnel*—Personnel officers are to ensure that all salaried Public Service and Naval Defence Act personnel complete the declaration before leaving the Department. The completed form is to be retained on the personnel file.

5. RI will be amended in due course.

6. Navy Order 287/70 is hereby cancelled.

(1617/1/148)

(*Navy Order 287/70*)

Section 2

PERSONNEL

UNCLASSIFIED

238/72—Naval Officers—Ranks, Titles, Description, Abbreviations

1. There appears to be some misunderstanding over the correct method of describing officers for various purposes. Different forms of description are appropriate to different purposes. The purpose of this Navy Order is to lay standard usages.

Ranks

2. Officers of the Naval Forces are divided into the following ranks:

Admiral of the Fleet
Admiral
Vice-Admiral
Rear-Admiral
Commodore
Captain
Commander
Lieutenant-Commander
Lieutenant
Sub-Lieutenant
Acting Sub-Lieutenant (GL, SL and Reserve Officers only)
Midshipman
Cadet Midshipman
Naval Police:
- Superintendent
- Chief Inspector
- Inspector
- Sub-Inspector

Womens Services:
- Captain
- Chief Officer
- First Officer
- Second Officer
- Third Officer
- Matron-in-Chief
- Matron
- Superintending Sister
- Senior Sister
- Sister

Titles

3. An officers title consists of his rank, a suffix indicating the component of the naval forces in which he is serving and, for certain non-general list officers, a prefix.

4. The prefixes which form part of an officers title are as follows:

Instructor	(*See Note* 1)
Surgeon	(*See Note* 1)
Shipwright	Special Duties List and Supplementary List Officers Only (*See Note* 2)
Engineer	Special Duties List and Supplementary List Officers Only (*See Note* 2)
Electrical	Special Duties List and Supplementary List Officers Only (*See Note* 2)
Supply	Special Duties List and Supplementary List Officers Only (*See Note* 2)
Wardmaster	Special Duties List and Supplementary List Officers Only (*See Note* 2)
Bandmaster	Special Duties List and Supplementary List Officers Only (*See Note* 2)

Notes: 1. For dental officers the letter (D) after the rank forms part of the title, eg, Surgeon Commander (D).

2. For Seaman Officers of the Special Duties and Supplementary Lists the letters 'SD' or 'SL' after the rank form part of the title.

5. A suffix which forms part of an officers title, and indicates the component of the Naval Forces in which an officer is serving, is to appear after his name, eg, Instructor Commander A. B. Smith, RAN. The suffixes authorised for use are:

RAN
RANR
RANVR
RANEM
RANER
RANRS
WRANS
WRANR
RANNS

6. No suffix is to be used as part of the title of an officer of Flag rank.

7. It is incorrect to use 'Retired' (or 'Retd') as part of a suffix but *see* Paragraph 9.

8. Adjectives such as 'Acting', 'Provisional', 'Probationary', 'Honorary' and 'Temporary', which indicate the basis on which an officer holds a particular rank do not form part of his title. It should be noted however that Acting Sub-Lieutenant is a rank for GL, SL and Reserve Officers.

Description of Officers

9. For all normal purposes the correct method of describing an officer is by the use of his title and name only. For social purposes the prefix (eg, Supply) indicating the specialisation of a SL or SD officer may be omitted.

10. There are occasions, particularly in correspondence concerning postings, when it is appropriate to indicate the type of commission held by an officer, the basis upon which he holds his rank, the list on which he is serving and his branch and category. On such occasions the abbreviations authorised by ABR 5063 Electronic Data Processing may be used. If it is of significance that an officer is on the retired list the word 'Retired' may be inserted after the suffix, eg, 'RANVR Retired'.

EDP Reporting

11. The abbreviations authorised by ABR 5063 are always to be used.

Signals

12. In the interests of brevity officers titles should be abbreviated in signals to the four-letter abbreviations of rank authorised by ABR 5063. The abbreviations indicating branch and category may be added if appropriate.

13. RI 5211 will be amended in due course.

(465/3/226)

UNCLASSIFIED

239/72—Physical Fitness in the RAN

The attention of all personnel is drawn to RI Articles 3711, 3712 and 3713 concerning the importance of physical fitness in the Royal Australian Navy.

(327/53/247)

UNCLASSIFIED

240/72—Prizes—Supplementary List Midshipmen (Seaman)

Navy Order 140/72 is to be amended to indicate the value of the United Service Institution of Victoria prize as being $13.00.

(38/6/31)

(*Navy Order 140/72*)

UNCLASSIFIED

241/72—Repatriation and War Service Homes Benefits and Taxation Exemption—Service in the North Borneo and Malay Peninsula Areas

1. This order explains the manner in which benefits arise under Repatriation, War Service Homes and Tax Legislation for special service in the North Borneo and Malay Peninsula Areas.

2. Special Service is performed if a member is allotted individually or as a member of a unit for special duty in a special area. It may also include the time of travel to and from the special duty.

3. Special Duty is duty relating directly to warlike operations or a state of disturbance. It does not include temporary duty in special areas, such as staff visits or other occurrences of a short-term nature, or service in ships engaged in escort duties or in transporting personnel and supplies to or from special areas.

4. Special Areas are defined by regulations. Those which apply to this order are:

a.	*Northernmost area of Malaya*	28 May 1963
b.	*North Borneo States and an area seaward (50 miles) as defined in Annex A*	8 December 1962–30 September 1967
	and	
c.	*The Malay Peninsula and the Territory of Singapore and an area seaward (50 miles) as defined in Annex A*	7 July 1965–30 September 1967

5. The allotment of RAN ships for special service was made on the following basis:

a. *Minesweepers*—Minesweepers assigned to the British Commonwealth Strategic Reserve since mid-1964 were allotted for special service in the North Borneo Area for the complete period of absence from Australia, ie, from date of leaving the last port of call in Australia to the date of first port of call on return to Australia, or until 14 September 1966, ie, the day prior to date on which allotment ceased.

b. *Other Ships Assigned to FESR*—These ships were allotted from the date of leaving port for special duty or from the date of ceasing the previous duty, as appropriate, to date of return to port or to the next duty, as appropriate.

6. Annex B to this order lists the ships which were allotted for special service and the periods of allotment. This allotment confers eligibility on permanently posted crew members for the following benefits:

a. *Service in the Malay Peninsula Area:*
   (1) Repatriation entitlements for occurrences during the period of allotment;
   (2) War Service Homes Benefits; and
   (3) RAS badge.

b. *Service in the North Borneo Area:*
   (1) The benefits mentioned in the preceding sub-paragraph; and
   (2) Complete tax exemption for allotted periods of service since 1 July 1965, and for leave accrued during allotted service.

7. A member permanently posted from Australia to a ship allotted for special service was allotted from date of his departure from the last point in Australia.

8. Allotment for special service continued during movements between allotted ships and, for purposes of tax exemption, whilst a member was in hospital because of illness or injury sustained during allotted service.

9. Members were allotted for special service where an exchange of personnel took place, the member served in a special area and the Naval Board were of the opinion that there was an operational requirement for this exchange.

10. The position of a member who was temporarily on board a ship allotted for special service but who was not permanently posted to the ship, eg, a Midshipman under training, was considered in relation to whether his particular service satisfied the requirements of special service (*see* Paragraphs 2, 3 and 4). If so, he was allotted individually for the period involved.

11. Service with the Royal Malaysian Navy was considered on an individual basis and allotment was made where special service was considered to have been performed.

12. Those members who qualified for allotment under Paragraphs 10 and 11 of this order have been informed, through their Commanding Officers, of the periods for which they were allotted.

13. Members who are eligible for Repatriation or War Service Homes benefits and who desire to avail themselves of such benefits should apply direct to the Deputy Commissioner, Repatriation Department, or the Deputy Director, War Service Homes, Department of Housing, in the capital city of their State of residence, as appropriate (*see* Ri 4861 (7)).

14. Navy Order 478/69 is hereby cancelled.

ANNEX A

Definitions of Special Areas

North Borneo States

1. All that area of land and waters (other than islands and waters forming part of the territory of the Republic of the Philippines) bounded by a line commencing at the intersection of the northern shore of Borneo at high-water mark with the boundary between Kalimantan and Sarawak; thence proceeding generally south-easterly, easterly and northerly along that boundary to its junction with the boundary between Kalimantan and Sabah; thence proceeding generally easterly along that boundary to its intersection with the eastern shore of Borneo at high-water mark; thence proceeding in a straight line easterly to the intersection of the western shore of the island of Sebatik at high-water mark with the boundary between that part of that island that forms part of Sabah and that part of that island that forms part of Kalimantan; thence proceeding generally easterly along that boundary to its intersection with the eastern shore of the island of Sebatik at high-water mark; thence proceeding in a straight line easterly to a point 50 miles east (true) of the intersection of the eastern shore of Borneo at high-water mark with the boundary between Kalimantan and Sabah; thence proceeding generally northerly and south-westerly parallel to and at a distance of 50 miles from the eastern and northern shores, respectively, of Borneo at high-water mark at a point 50 miles north (true) of the point of commencement; thence proceeding in a straight line southerly to the point of commencement.

Malay Peninsula and Territory of Singapore

2. The territory of Malaysia, the territory of Singapore and the waters adjacent to those countries (other than the part of Malaysia described in the Second Schedule to these Regulations and any land and waters forming part of the territory of Indonesia) contained within

ANNEX A—*continued*

the area bounded by a line commencing at the intersection of the boundary between Malaysia and Thailand with the western shore of the Malay Peninsula at high-water mark; thence proceeding in a straight line to a point 50 miles west (true) of that intersection; thence proceeding generally southerly, easterly and northerly parallel to, and at a distance of 50 miles from, the western, southern and eastern shores, respectively, of Malaysia at high-water mark to a point 50 miles east (true) of the intersection of the boundary between Malaysia and Thailand with the eastern shore of the Malay Peninsula at high-water mark; thence proceeding in a straight line to that intersection; thence proceeding along the boundary between Malaysia and Thailand to the point of commencement.

ANNEX B

Allotment of RAN Ships for Special Service for the Purpose of the Repatriation (Special Overseas Service) Act 1962-1968 and the Income Tax Assessment Act—North Borneo and Malay Peninsula Areas

HMA Ship	*Period*	
	From	*To*
CURLEW	2.6.64	29.1.65
*CURLEW	3.10.65	14.9.66
DERWENT	15.12.64	11.1.65
DERWENT	15.3.66	17.3.66
*DERWENT	18.3.66	30.4.66
DERWENT	10.6.66	13.6.66
DERWENT	20.6.66	30.6.66
DERWENT	21.7.66	26.7.66
DUCHESS	31.8.65	7.9.65
DUCHESS	6.11.65	29.11.65
DUCHESS	16.12.65	20.12.65
*DUCHESS	4.1.66	5.2.66
GULL	6.5.64	18.9.64
GULL	7.1.65	30.6.65
*GULL	1.7.65	14.8.65
GULL	24.1.66	14.9.66
HAWK	6.5.64	18.9.64
HAWK	7.1.65	30.6.65
*HAWK	1.7.65	14.8.65
*HAWK	10.1.66	14.9.66
IBIS	23.8.64	30.6.65
*IBIS	1.7.65	3.2.66
PARRAMATTA	7.7.65	9.7.65
*PARRAMATTA	17.7.65	3.8.65
PARRAMATTA	19.8.66	8.9.66
SNIPE	2.6.64	29.1.65
*SNIPE	19.7.65	14.9.66

ANNEX B—*continued*

HMA Ship	*Period*	
	From	*To*
TEAL	23.8.64	30.6.65
*TEAL	1.7.65	3.2.66
VAMPIRE	16.3.66	31.3.66
VAMPIRE	4.4.66	12.4.66
*VAMPIRE	18.6.66	16.7.66
VENDETTA	12.10.64	2.11.64
VENDETTA	31.8.65	7.9.65
*VENDETTA	19.10.65	19.11.65
VENDETTA	29.11.65	29.12.65
VENDETTA	29.1.66	9.2.66
YARRA	17.6.65	30.6.65
*YARRA	1.7.65	17.7.65
YARRA	4.8.65	16.8.65

Notes: 1. All dates shown are inclusive.

2. *Periods so indicated are periods of service in the Borneo Area which qualify for the benefits shown in Paragraph 6. b.

(302/201/25)

(*Navy Order 478/69*)

UNCLASSIFIED

242/72—Sentences of Detention—Financial Effect

1. The Committee appointed by the Minister for Defence to inquire into the Services Detention Arrangements reported in 1969. In their report they commented on:

a. the lack of awareness by officers and other service personnel of the financial effects of detention; and

b. the lack of advice, in some instances, to a wife or other person to whom an allotment is payable, which contains an allowance in the nature of marriage allowance, of the changes in payment to be expected during the period of the servicemans detention.

2. Commanding Officers are to take the following action to ensure that these points are met as far as the Royal Australian Navy is concerned:

a. on at least one day per quarter the financial effects of a punishment of detention are to be explained in Ships Daily Orders (NPI Articles 91 to 91/8 and 129 to 131/2 inclusive refer).

b all officers charged with Divisional responsibilities are to have RI 3125 drawn to their attention and a routine is to be instituted to ensure that Paragraphs (2), (3) and (4) of that instruction are complied with on each occasion of a member being committed to prison or detention.

3. Navy Order 444/69 is hereby cancelled.

(321/1/29)

(*Navy Order 444/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

243/72—Fire Hazard—Temporary Electric Wiring

1. Occasionally fires have been caused in HMA Ships by temporary electric wiring rigged by contractors.

2. While the provision and rigging of temporary equipment in Ships under refit is properly the responsibility of the dockyard, Commanding Officers are reminded of the provisions of BR 3000 Marine Engineering Manual, Article 0504 which is to be taken to apply to all Technical Heads of Departments.

3. Special attention is to be paid to temporary electric wiring during rounds.

4. Navy Order 448/71 is relevant.

5. Navy Order 448/69 is hereby cancelled.

(177/1/199)

(Navy Orders 448/69 and 448/71)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

244/72—ABR 5074—RAN Catalogue of Materiel—Recording Supersession Details for Items Codified Under the Defence Cataloguing System

1. For items codified under the Defence Cataloguing System (*see* Navy Order 521/71), the RAN Catalogue record (NAVCAT) is geared to Defence Cataloguing Authority records. This has not proved entirely satisfactory in regard to the matter of recording supersessions of such stock numbers by other stock numbers with the same nation code. The only supersessions of this nature recorded on NAVCAT have been those advised by the cataloguing authority of the country concerned.

2. However, RAN Supply Management has the prerogative of deciding what items are to be used in the RAN. In order to enable all supersessions desired by management to be recorded on NAVCAT (and consequently in ABR 5074) the following revised procedure has been adopted for recording supersession details for items codified under the DCS:

a. Supersessions approved by Supply Management as applying in the RAN will be recorded on NAVCAT against codes SS/SD followed immediately by the appropriate stock number, the letters MC and the source code of the managing depot, eg:

SD 5910–66–012–3450MC0337
SS 5305–66–021–4567MC0027

b. Supersessions advised by the Defence Cataloguing Authority will be recorded on NAVCAT against codes SS/SD followed immediately by the appropriate stock number and the letters DCA, eg:

SD 5910–66–012–3450DCA
SS 5305–66–021–4567DCA

3. Eventually it is intended to extend the revised system to cover supersession details advised by the USN in respect of stock numbers used in both the USN and RAN inventories. Details of these supersessions will be advised to the RAN per medium of magnetic tapes containing USN Navy Management Data Listing (NMDL) changes. In such instances the supersession details will be recorded on NAVCAT against codes SS/SD followed immediately by the appropriate stock number and the letters NMDL, eg:

SD 5910–00–800–1234NMDL
SS 5305–00–123–4567NMDL

4. Extension of the system to include NMDL supersession details in NAVCAT will be announced in Navy Orders in due course. In the meantime, to ascertain whether or not items recorded in NAVCAT as current have been superseded within the USN, it will be necessary to consult the latest edition of the NMDL.

(400/1/2157)

(Navy Order 521/71)

16906/72 W. G. Murray, Government Printer, Canberra

ANO 245/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
25 July 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

Section 2

PERSONNEL

UNCLASSIFIED

245/72—Selection and Academic Training of Sailors and WRANS for Commissioned Rank

Introduction

1. The regulations governing the nomination and selection of sailors and WRANs for commissioned rank are detailed in this order.

2. A number of changes, generally of a minor nature, have been made to the procedures introduced in February 1971.

3. There are many sailors and WRANs in every category who possess the ability and motivation to achieve commissioned rank. All require advice, assistance and encouragement if they are to realise their aims despite the difficulties frequently imposed by Service conditions. It is essential therefore that all officers be well acquainted with the regulations relating to promotion to commissioned rank, and that every opportunity be taken to bring these regulations to the notice of all personnel.

Terminology

4. The generic term OFFICER CANDIDATE (OC) is applicable only to those personnel who have successfully passed an INITIAL SELECTION BOARD, and for whom CW papers are current. The term Nominee is applicable to those personnel who have yet to pass successfully an Initial Selection Board.

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

OCGL .. officer candidate for General List

OCSL .. officer candidate for Supplementary List

OCSD .. officer candidate for Special Duties List

OCWR .. candidate for WRANS officer.

6. Branches and categories within a particular list are identified by further suffixes, eg:

OCSDSU .. Officer Candidate—Special Duties List—Supply and Secretariat

OCSLAIR .. Officer Candidate—Supplementary List—Aircrew.

Officer Candidates—Nomination Procedure

7. The following procedure does not apply to Junior Recruits and Naval Artificer Apprentices while undertaking recruit or apprentice training, nor to WRANs who enter directly as officer candidates.

8. With due regard to the cut-off dates in Paragraph 11, Commanding Officers are to forward nominations or re-nominations by letter with respect to sailors and WRANs who are considered to be potential officers for one of the avenues of promotion to

commissioned rank. These personnel must be volunteers for the avenue for which nominated and must meet the nomination criteria defined below. The following details are to be included in the letter of nomination:

a. Name, rank, personal number, date of birth.

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

c. Civilian educational qualifications, including final year of secondary schooling completed. Documentary evidence of qualifications which merit the award of SGCE exemptions are to be included if not previously submitted.

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

e. Confirmation that the sailor or WRAN is a volunteer for the avenue for which nominated.

f. Confirmation that the sailor or WRAN is medically fit for the promotion avenue recommended in b.

g. Confirmation that application for security clearance is forwarded as an attachment to the letter of nomination.

h. Any other relevant information.

9. A reply will be forwarded from Navy Office acknowledging receipt of each nomination and confirming eligibility for the proposed avenue.

10. Nominated personnel will be scheduled to appear before an INITIAL SELECTION BOARD (ISB) to assess suitability for the proposed avenue.

11. Personnel nominated by 31 December will normally appear before an ISB early in March; those nominated before 30 June will normally appear before an ISB early in September. Nominees who are unavailable for reasons such as ships movements or service in remote localities will be scheduled to appear before an ISB at the first available opportunity.

12. Nominations may be cancelled at any time if:

a. the nominee is no longer recommended; or

b. the nominee ceases to be a volunteer.

Officer Candidates—Nomination Criteria

13. Age, rank and academic prerequisites at the date of nomination, where applicable, are given hereunder. Due account must also be taken of the criteria for *final* selection to the particular avenue of promotion and, in particular, the maximum age.

General List

14. Nomination for OCGL is limited to the training establishments LEEUWIN, NIRIMBA and CERBERUS as detailed in Annex A to this order.

Supplementary List

15. No prerequisites but *see* Annex B.

Special Duties List

16. Minimum rank—confirmed Leading Rank. Maximum ages for promotion are shown in RI Chapter 5.

WRANS Officer

17. Minimum rank—Able Rank. Age limits on promotion are shown in ABR 1077.

Initial Selection Boards

Policy

18. Initial Selection Boards have been introduced to ensure that, from the outset, a potential officer candidate has a clear understanding of the conditions of service applicable to his chosen avenue of promotion; of the academic and professional prerequisites to be achieved; of his likelihood of success in achieving these prerequisites; and of any deterimental aspects which may be within his ability to correct. Restriction of officer candidature to those personnel who possess the requisite personal qualities and potential will enhance the status of the OC and will ensure that the administrative effort necessary to foster such candidates is concentrated on those most capable of achieving their goals. It is emphasised, however, that the primary purpose of the ISB is to identify officer *potential*. Although academic and/or professional qualifications achieved to date are of significance to the ISB, they will not be overriding factors in the Boards decisions.

Procedure

19. General Service Recruits and Naval Artificer Apprentices who are considered to be potential GL officers, and Junior Recruits who are considered to be potential GL or SL officers are to appear before Initial Selection Boards convened at CERBERUS, NIRIMBA or LEEUWIN as detailed in Annex A to this order.

20. All other SL nominees and all SD and WRANS officer nominees will appear before an Initial Selection Board convened by FOCEA in early March and early September.

21. A list of personnel nominated and available to appear before each ISB will be advised by Navy Office. Commanding Officers are to forward Forms PP121 completed in all sections and a recent photograph for each nominee to FOCEA prior to the Board. Navy Office will provide FOCEA with copies of Forms PH14 (Service Records) for all nominees.

Composition

22. The ISBs will comprise a Captain GL as Board President, an Instructor Commander and a Commander, or, for WRANS nominees, a First Officer WRANS or above. The Board will be assisted by a Naval Psychologist.

Functions

23. The functions of the Initial Selection Board are:

a. to ensure that every nominee is aware of the conditions of service applicable to the officer avenue for which nominated;

b. to assess each nominee as pass or fail for the recommended List/Branch/Category, such assessment being based on his or her service record, intellectual and academic *potential*, motivation and personal qualities;

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

24. In exceptional cases, a nominee may be deferred for six months. Deferrals should normally be limited to cases where the nominee displays uncertainty concerning his career aspirations or choice of avenue.

Reporting

25. The ISB will:

a. Forward by signal to Navy Office (preferably on completion of interviews at each interview centre) a list of nominees who have passed the ISB and their branch/category. Where the branch/category is different from that for which nominated, an appropriate notation should be inserted.

b. Forward to Navy Office on Form PP121 a written report on every nominee. Reports on failed candidates should indicate areas in which they are deficient and if the Board considers the deficiency is within the nominees capacity to rectify.

26. On receipt of the ISBs written reports in accordance with Paragraph 25b., Navy Office will advise Commanding Officers of the results by letter (with a personal copy for each nominee). Where a nominee has not passed, the letter will give reasons if remedial action is considered feasible.

27. Ships and establishments are then to raise OC papers (Form PP120) for successful officer candidates and to report to EDP in accordance with ABR 5063, Vol 2, Article 3048.

Re-nominations

28. Sailors and WRANs who are not awarded a pass or deferral by the Initial Selection Board will be eligible for re-nomination six months after the date of the ISB.

Officer Candidature Papers

Cancellation

29. Cancellation of OC papers is to be reported on Form PP11 in accordance with ABR 5063, Vol 2, Article 3048, and the cancelled papers are to be forwarded to Navy Office. Papers may be cancelled:

a. *By the Naval Board:*

(1) after the candidate has been assessed as unsuitable by Final Selection Boards;

(2) at any time it is considered that the OC is not maintaining a satisfactory level of report or of academic progress;

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

b. *By the OCs Commanding Officer:*

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

(2) at any time the OC ceases to be a volunteer.

30. When cancellation is effected by the Commanding Officer, an appropriate Form PP121 is to be raised and enclosed.

Re-nomination after Cancellation

31. If the Commanding Officer of a sailor whose OC papers have been cancelled wishes to re-nominate him as an officer candidate, nomination is to be made in accordance with Paragraph 8 of this order.

Selection of Officer Candidates for Academic Courses

SGCE Preparatory Course

32. A preparatory course to assist selected SD, SL and WRANS officer candidates to qualify educationally for commissioned rank is conducted biannually at LEEUWIN, and will normally commence on the second Monday in both January and July.

33. The course, which is of approximately 19 weeks duration, will cater primarily for the SGCE subjects of English, Mathematics, Geography, Physics and Navigation, but alternative subjects will be available where appropriate.

34. Although SGCE subject syllabuses will be studied, the timing 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 acceptable alternatives to SGCE passes for purposes of qualifying educationally for commissioned rank but do not count towards the award of the SGCE certificate. Candidates will be given the opportunity to sit for the SGCE examination in April or October if they have achieved a suitable standard at this stage of the course.

35. Selection of officer candidates to attend the course will be based on such criteria as age, rank and requirements in the various officer branches and categories. In general, preference will be given to personnel who have made progress by private study towards achieving some of the academic and/or professional prerequisites for promotion.

36. The SGCE course will normally comprise 25 candidates and the ratio of SD, SL and WRANS officer candidates will be determined by Navy Office prior to each course.

37. The Preparatory Courses Selection Board, comprising DNES, DMP, DSP and D/PSYCH, will consider all eligible officer candidates. The list of selected officer candidates will be forwarded by signal to ships and establishments concerned requesting confirmation that the sailors and WRANs selected are volunteers for the course. Postings will be issued as soon as possible after confirmation and with the aim of completing administrative action by 30 April and 30 September as appropriate. Re-engagement provisions will apply.

38. Any vacancies in course numbers will be filled by recommended Junior Recruits who have passed the LEEUWIN ISB as detailed in Annex A to this order.

Matriculation Preparatory Course

39. A preparatory course to assist selected GL and SLEN officer candidates to qualify educationally for commissioned rank commences annually at LEEUWIN on the second Monday in July. The course is of approximately 18 months duration and culminates with the West Australian Leaving/Matriculation examinations.

40. Nomination of GL officer candidates is limited to LEEUWIN, NIRIMBA and CERBERUS. Procedures for the nomination and selection of OCGL for the matriculation course are detailed in Annex A to this order.

41. SLEN officer candidates must meet the following prerequisites to be eligible for selection:

a. *Age limits.* To be over 18 years of age and under 22 years on 1 January of the year of commencement of the matriculation course.

b. *Minimum educational prerequisites.* Academic level 7 (4 SGCE/HET passes or exemptions including English and a Mathematics subject).

c. *Re-engagement provisions.* These are applicable.

42. The Preparatory Courses Selection Committee (*see* Paragraph 37) will recommend eligible SLEN officer candidates for the matriculation course. The names of selected candidates will be issued by signal by 30 April.

Educational Qualifications for Promotion to Commissioned Rank

43. RI Appendix 45A details the educational prerequisites for promotion to commissioned rank within the various avenues available. It also contains details of the various Service educational tests, procedures for obtaining SGCE exemptions, method of recording academic qualifications on Sailors Service Records and definitions of academic levels.

44. Tables showing the broad progression of officer candidates from nomination to final selection are included as Annexes B and C to this order.

45. Annex A of Navy Order 32/71 (Royal Melbourne Institute of Technology: Engineering Diploma Courses) will be repromulgated as a separate Navy Order in due course.

46. Navy Order 32/71 is hereby cancelled.

ANNEX A

Special Provisions for Recruits and Naval Artificer Apprentices

1. In view of the requirement to select General List officer candidates as early as possible, special provisions are made in this Annex for the nomination and selection of OCGL from Junior Recruits, General Service Recruits and Naval Artificer Apprentices. These provisions are limited to the training establishments LEEUWIN, NIRIMBA and CERBERUS.

2. In addition, provision is made for the nomination and selection of Junior Recruits as Supplementary List officer candidates and for their inclusion on the SGCE Preparatory Course to fill vacancies remaining after selections from other sources have been finalised.

General List Officer Candidates—Nomination Criteria

3. The criteria for nomination of OCGL is as follows:

a. To be under 18 years on 1 January of the year in which nominated.

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

c. 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.

d. To be medically fit for one or more of the branches of the General List.

Matriculation Preparatory Course

4. Selected OCGL will undertake the Matriculation Preparatory Course in LEEUWIN. The course is of approximately 18 months duration, and commences annually on the second Monday in July.

ANNEX A—*continued*

General List Officer Candidates—Nomination Procedure

NIRIMBA

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

a. NIRIMBA is to convene an Initial Selection Board in May of each year to interview potential OCGL from terms 1 and 3 of the January intake and term 2 of the July intake.

b. A list of selected OCGL in order of preference is to be signalled to Navy Office on completion of the ISB.

c. OC papers are to be raised by NIRIMBA and Forms PP121 are to be forwarded to reach Navy Office by 31 May. Reports of officer candidature are to be forwarded to EDP in accordance with ABR 5063, Vol 2, Article 3048.

d. Forward applications for security clearance to Navy Office as enclosures to Forms PP121.

LEEUWIN

6. The following is the nomination procedure in respect of potential GL and SL 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 officer candidates who are volunteers for one or both avenues of promotion.

(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 nominee 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 medically fit.

(3) OC Papers (Forms PP120) are to be raised for recommended personnel; Forms PP121 are to be forwarded to reach Navy Office by 15 June. EDP reports are to be forwarded in accordance with ABR 5063, Vol 2, Article 3048.

(4) Forward applications for security clearance to Navy Office as enclosures to Forms PP121.

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 personnel 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 PP120) are to be raised for recommended personnel; Forms PP121 are to be forwarded to reach Navy Office by 15 October.

(4) Forward applications for security clearance to Navy Office as enclosures to Forms PP121.

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

ANNEX A—*continued*

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 personnel in order of preference is to be signalled to Navy Office on completion of the ISB.

(3) OC Papers (Forms PP120) are to be raised for recommended personnel; Forms PP121 are to be forwarded to reach Navy Office by 15 December.

(4) Forward applications for security clearance to Navy Office as enclosures to Forms PP121.

CERBERUS

7. The following is the nomination procedure in respect of potential GL candidates from General Service Recruits:

a. CERBERUS is to convene an ISB as requisite to interview any General Service Recruit who meets the criteria defined in Paragraph 3 of this Annex.

b. Names of recommended OCGL are to be signalled to the Naval Board, listed in order of preference, on completion of the ISB.

c. OC Papers are to be raised by CERBERUS. Forms PP121 are to be forwarded to Navy Office, and EDP reports raised in accordance with ABR 5063, Vol 2, Article 3048.

d. Forward applications for security clearance to Navy Office as enclosures to Forms PP121.

Selection for Matriculation Preparatory Course

8. Navy Office will compile a list of all OCGL as at 31 May each year.

9. The selection of OCSLEN to attend the July Matriculation Course will already have been promulgated (*see* Paragraph 42 of this order).

10. The Preparatory Courses Selection Committee will make its OCGL selections to attend the July Matriculation Course as soon as possible after 31 May. Selections will be promulgated by signal not later than mid-June.

11. On receipt of LEEUWINs OCGL recommendations after the September term academic examinations (*see* Paragraph 6b. of this Annex), further selections will be made to join the courses which commenced the previous July.

Cancellation of Officer Candidature

LEEUWIN

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

NIRIMBA

13. Naval Artificer Apprentices who are nominated as GL officer candidates by NIRIMBA but who fail to gain selection for the matriculation course during the first three terms of NIRIMBA training, shall have their candidature cancelled by NIRIMBA not later than the completion date of their third term of NAA training.

CERBERUS

14. Adult-entry sailors who are nominated as GL officer candidates by CERBERUS but who fail to gain selection on the first occasion they are considered for the matriculation course shall have their candidature cancelled by Navy Office.

ANNEX B

Requirements for Promotion to Commissioned Rank

	Requirement	General List	Supplementary List		Special Duties List			WRANS Office
			EN	Sea, Air, SU, ATC	EN, Ship	Sea, AV	SU, WM, WD, BD, NDP	
Selection	Final Selection Board ..	RANC Board	RANC Board	SL Board	SD FSB	SD FSB	SB FSB	WRANS Officer Board
Prerequisites for Promotion	Professional Qualifications ..	N.A.	N.A.	N.A.	*See* RI Ch. 5	*See* RI Ch. 5	*See* RI Ch. 5	Promotion Course
	VG Conduct	N.A.	N.A.	N.A.	*See* RI Ch. 5	*See* RI Ch. 5	*See* RI Ch. 5	N.A.
	Sea Service	N.A.	N.A.	N.A.	*See* RI Ch. 5	*See* RI Ch. 5	*See* RI Ch. 5	N.A.
	Minimum Rank	N.A.	N.A.	N.A.	*See* RI Ch. 5	*See* RI Ch. 5	*See* RI Ch. 5	N.A.
	Age on Promotion ..	20 or under on 1 Jan of RANC entry	Over 20, under 24 on 1 Jan of RMIT entry	Over 17, under 24 on 1st day of month of course	*See* RI Ch. 5	*See* RI Ch. 5	*See* RI Ch. 5	21 or over but under 31 on promotion
	Medically Fit	E, L, SU or IT	E	Yes	Yes	Yes	Yes	Yes
	Academic	Matriculation	*See Note* 1	AL7 (*Note* 2)	AL8 (*Note* 2)	AL7 (*Note* 2)	AL6 (*Note* 2)	AL5 (*Note* 2)
Academic Phase	Eligible for Matriculation Course (Prereq. if any)	Yes 18 years or under on 1 Jan of Matriculation Course year	Yes AL7 (*Note* 2) Over 18 but under 22 on 1 Jan of Matriculation Course year	No	No	No	No	No
	Eligible for SGCE Course ..	No	No	Yes	Yes	Yes	Yes	Yes
Initial Phase	Pass ISB	Recruits, NAA only	Yes	Yes	Yes	Yes	Yes	Yes
	Security Clearance ..	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	OC Nomination (Prereq. if any)	Recruits, NAA only 18 or under on 1 Jan	Yes	Yes	Yes Leading Rank	Yes Leading Rank	Yes Leading Rank	Yes Able Rank

Notes: 1. SLEN Academic Prerequisites—HSC (or equivalent) English, Physics, Chemistry and a Maths subject.

2. The following Academic Levels refer to subject passes or exemptions in HET/SGCE/LET:

AL5—Two subject passes including English.

AL6—Four subject passes including English.

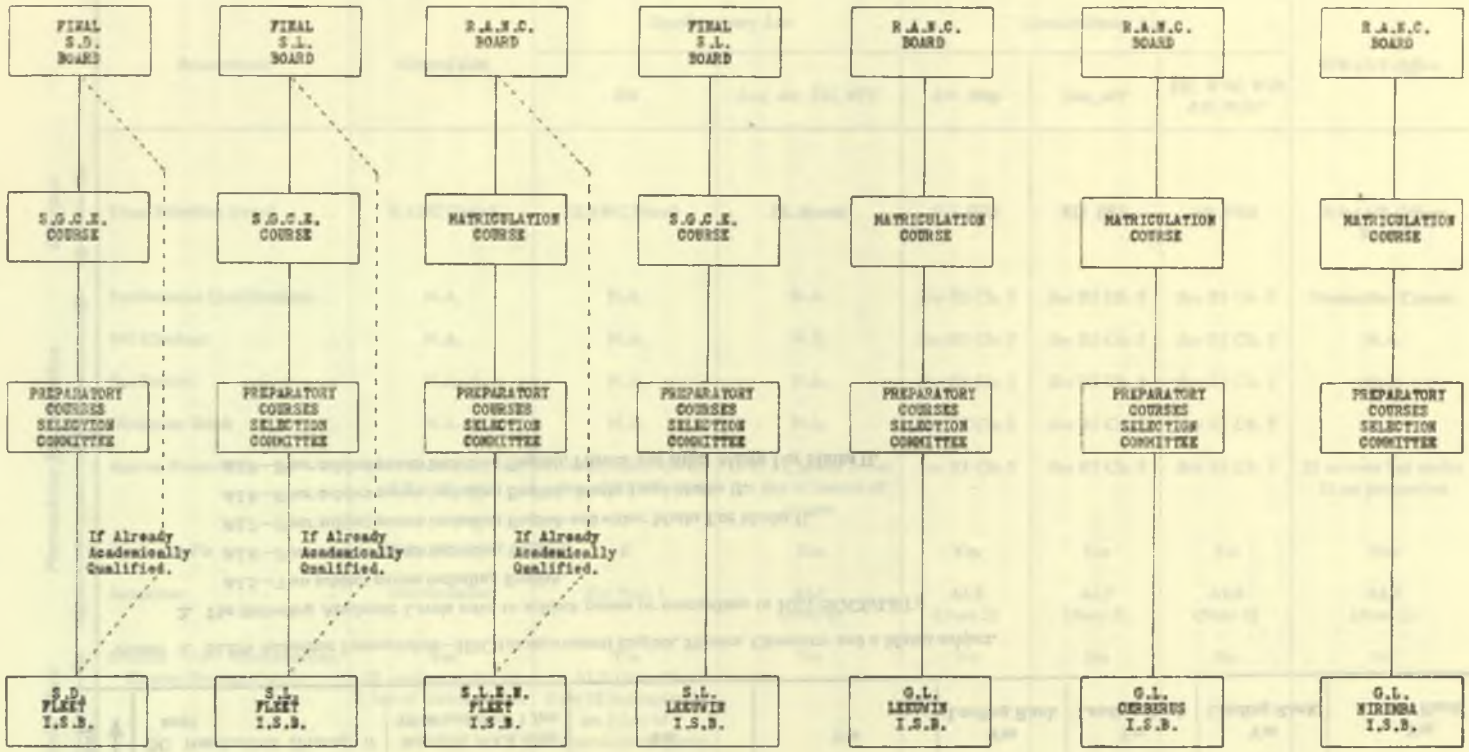
AL7—Four subject passes including English and either Maths I or Maths II.

AL8—Four subject passes including English, Maths I and Maths II.

AL9—Four subject passes including English, Physics and either Maths I or Maths II.

ANNEX C

Sequence in Process of Selection of Sailors and WRANs for Commissioned Rank



(303/21/171)

(Navy Order 32/71)

1690/72 W. G. MURRAY, Government Printer, Canberra

ANOs 246/72-253/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
4 August 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

246/72 RAN Identity Cards.

SECTION 2—PERSONNEL

247/72 Dental Fitness of Personnel and their Families Proceeding to HMAS TARANGAU.

248/72 Reunion Visits for Children of Members Serving Overseas on Long Term Duty.

SECTION 4—EQUIPMENT, STORES AND SERVICING

249/72 Deck Coverings in HMA Ships and Submarines—Policy Amendment.

250/72 Low Voltage Aircraft Inspection Lamps.

251/72 Scrambling Nets—Fitting in HMA Ships.

252/72 Stainless Steel WC Pans—Corrosion Failures.

253/72 Stores (General) Request for Consolidated List of Outstanding Requirements (CLOR)—Alternative Format.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

246/72—RAN Identity Cards

1. There have been recent incidents of the misuse of RAN identity cards including ex RAN personnel gaining access to HMA ships and establishments.

2. RI Article 1002 requires all personnel to surrender their identity card on discharge. This should be part of the normal draft out procedure. Commanding Officers are to ensure all officers and sailors comply with this instruction.

(63/3/89)

Section 2

PERSONNEL

UNCLASSIFIED

247/72—Dental Fitness of Personnel and their Families Proceeding to HMAS TARANGAU

1. As dental treatment is only available in HMAS TARANGAU during the periodical visit of a Dental Officer, all personnel posted to that establishment are to be made dentally fit before departure.

2. All personnel concerned are to ensure that their families are dentally fit before leaving Australia. As only emergency dental treatment may be available, personal inconvenience and distress may be avoided if these precautions are taken.

3. Navy Order 441/69 is hereby cancelled.

(156/51/86)

(*Navy Order 441/69*)

UNCLASSIFIED

248/72—Reunion Visits for Children of Members Serving Overseas on Long Term Duty

1. Reunion fares for children in respect of whom Child Education Allowance is paid have been reviewed and approval is given for the provisions set out in the following paragraphs to be applied, with effect from 1 February 1972.

2. Assistance will be provided with fares to permit children being educated in Australia (or Britain) to be reunited with their parents at the post at appropriate intervals. For the purposes of this approval the school year is defined as commencing on the first day of the first school term and ending on the last day of the long summer vacation. The Naval Board may authorise visits at any time during each 12 months

period of separation provided that the visits are reasonably spaced throughout the period of posting and are of reasonable length. In normal circumstances a visit should be of a minimum duration of two weeks, and the members wife should be at the post. Cases involving members who are divorced or separated should be referred to Navy Office for consideration.

3. Travel is to be by air at either:

a. student concession and/or excursion rate at economy class where this is available; or

b. normal economy class where a. above is not available.

Children for whom Child Education Allowance is paid

4. With effect from 1 February 1972 members will be eligible for Departmental assistance for the appropriate return fare between Australia (or Britain) and the post on two occasions in each period of 12 months service at the post, once during the long summer vacation and, having regard to the members date of departure and return, during one other vacation in any one school year, as defined in Paragraphs 6 and 7 below where a child is under 18 years of age at the commencement of the school year. In calculating entitlements the date of termination of a posting may be anticipated.

5. A child who attains the age of 18 years during a school year will remain eligible for any second reunion entitlement which occurs in that school year for which he would have been eligible had he not had his eighteenth birthday. The period of eligibility for annual reunion fares for the child who attains the age of 18 years during a school year will commence from the end of that school year. A child who is over the age of 18 years at the commencement of the school year is only eligible for a reunion visit on one occasion during that school year.

6. In calculating the number of reunion visits to which a member is entitled, for children remaining at school in Australia or starting school in Britain when the member proceeds overseas, the period of eligibility will commence on the date of the members departure from Australia and shall end when the member or his wife returns to Australia at the termination of the posting.

7. If a child has resided with its parents overseas and returns to Australia or proceeds to Britain to undertake education in respect of which Child Education Allowance is paid the period of eligibility will commence from the date of the childs departure from the post and end when the member or his wife returns to Australia at the termination of the posting. Where the total period of eligibility is less than 12 months but of at least nine months the member will be entitled to one reunion fare in respect of any school vacation falling in the period provided that the child is under 18 years of age at the commencement of the school year.

8. The extension of a posting by a period of five months or more in excess of a completed period of 12 months will give an entitlement to one further visit, provided that for a child who has reached the age of 18 at the commencement of the school year there will only be an entitlement to a visit during a long summer vacation falling within the period of extension.

9. Entitlements may not be carried over from one 12 month period to another.

10. The maximum cost of reunion fares for children being educated in Britain is limited to the cost of fares which would have been applied were the child at school in Australia.

11. In special circumstances the Naval Board may authorise return fares for a parent to either Australia or Britain (as the case may be). This will cancel entitlement to one of the biannual reunion visits by all of the members children under 18 at school in that country, and/or the one annual visit by all his children over 18 at school in that country. Departmental liability for such a fare is not to exceed the cost of return fares of any one child to the post, calculated according to Paragraph 3.

Children Ineligible for Child Education Allowance

12. Members will be eligible for Departmental assistance towards the appropriate return fare between Australia or Britain and the post for children who are ineligible for such assistance under the conditions of Paragraph 4 above, on one occasion in each period of 12 months of service at the post as defined in Paragraph 15 below. In calculating entitlements the date of termination of posting may be anticipated, and the effect of a childs gross income in accordance with Paragraph 16 should be taken into account.

13. The child must be unmarried and under 21 years of age at the date of departure on the reunion visit. Where a child attains the age of 21 years during a reunion visit he remains eligible for the return fare from the post.

14. In normal circumstances the child must reside in Australia or Britain. Other cases are to be referred to Navy Office for special consideration.

15. In accordance with the provisions of Paragraphs 6 and 7 above the period of eligibility will commence on the date of the members departure from Australia or the childs departure from the post and end when the member or his wife returns to Australia at the termination of the posting. However, in calculating entitlements the following will apply:

a. The period of eligibility for a child who has been entitled to reunion fares under the conditions of Paragraph 4 above will commence from the end of the term (including vacation) in which he leaves school.

b. Where both parents have proceeded to Australia on leave during a posting eligibility for assistance towards one reunion fare is cancelled.

c. The period of extension of a posting giving an entitlement to an additional reunion fare is nine months.

16. Where a childs income exceeds $A1,350 per annum parents contribution to fares will be required as in accordance with Annex A. This applies only to children of members who are over the age of 18 years and are not eligible for Child Education Allowance.

17. Gross income for this purpose is in respect of the 12 month period to the end of the calendar month immediately prior to the month of departure and will include all income in accordance with the requirement for income tax returns, but excluding educational assistance (including living allowance) for secondary or post secondary education.

General

18. For members at an overseas post on 1 February 1972 their period of eligibility in respect of the conditions of this approval will commence from that date. Their eligibility for a reunion visit during any portion of a 12 month period between 1 February and the termination of the posting in 1972 or any subsequent year will be in accordance with the relevant conditions of Paragraphs 8 or 15 c.

19. Navy Pay Instructions will be amended in due course.

ANNEX A

Parental Contribution to Fares

Column A	*Column B*	*Column C*
Gross Income of child	*Parental contribution of income shown in Column A*	*Rate of additional parental contribution for each $ of gross income in excess of figure in Column A*
$A	$A	$A
1,350	—	0.16
1,400	8.70	0.18
1,500	28.60	0.21
1,600	51.50	0.25
1,700	77.80	0.28
1,800	107.10	0.31
1,900	139.70	0.34
2,000	175.40	0.37
2,100	215.90	0.40
2,200	256.30	0.44
2,300	301.60	0.47
2,400	350.00	0.50
2,500	401.60	0.53
2,600	456.30	0.56
2,700	514.30	0.61
2,800	575.40	0.63
2,900	639.70	0.66
3,000	707.10	0.69
3,100	777.80	0.72
3,200	851.60	0.75
3,300	928.60	0.79
3,400	1,008.72	0.82
3,500	1,092.10	0.85
3,600	1,178.50	0.88
3,700	1,268.20	0.91
3,800	1,361.10	0.94
3,900	1,457.10	0.98
4,000	1,556.30	1.00

Example:

Gross income of child = $2,360.

Parental contribution in respect of $2,300 (from Column B)	301.60
Parental contribution in respect of $60 (from Column C) = 60 x 0.47 =	28.20
	329.80

(252/10/9)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

249/72—Deck Coverings in HMA Ships and Submarines—Policy Amendment

Navy Order 514/71 is to be amended as follows:

ANNEX C

a. Paragraph 5, clause a: *delete* whole clause.

b. Paragraph 5, clause f: *delete* whole clause.

c. The remaining clauses of Paragraph 5 are to be relettered from 'a' to 'd' respectively, ie, clause previously lettered 'b' now becomes 'a', clause previously lettered 'c' now becomes 'b', etc.

(1211/51/178)

(*Navy Order 514/71*)

UNCLASSIFIED

250/72—Low Voltage Aircraft Inspection Lamps

1. 'Litemaster' Low Voltage Aircraft Inspection Lamps were introduced for aircraft inspection purposes, and for use in the motor transport garage at HMAS ALBATROSS.

2. These inspection lamps operate from a transformed 32-volt supply.

3. Attention is drawn to BR 1754 'Regulations for Storing and Handling Gasoline and other Flammable Stores' which prohibits the use of such lamps in hangars and workshops during the 'Fuel Danger' state.

4. Navy Order 471/69 is hereby cancelled.

(1/6230/2)

(*Navy Order 471/69*)

UNCLASSIFIED

251/72—Scrambling Nets—Fitting in HMA Ships

1. Experience of rescuing men from the water shows that while some are able to haul themselves up and some are able to hold a rope, the majority are unable to help themselves. Further, there is a danger that as soon as men who are exhausted by their efforts think they are safe, they may unwittingly relax. It is important therefore that they should be secured as soon as possible.

2. Accordingly scrambling nets are to be carried by all HMA ships:

a. to enable men to go down the ships side to assist exhausted personnel up;

b. to allow men in a crowded boat, in a seaway, to be speedily embarked; and

c. so as to avoid the necessity of bringing a potentially dangerous craft alongside, to enable its crew to swim to the scrambling nets to be brought inboard.

3. The revised scale of allowances is detailed hereunder:

Class of Ship	*Class*	*Catalogue No*	*Description*	*Unit of Issue*	*Acc Class*	*Qty*
CV	0350	L77568	16′ x 24′ Net	No	P	2
AP	0350	L77568	16′ x 24′ Net	No	P	2
AD	0350	L77568	16′ x 24′ Net	No	P	2
AC	0350	L77568	16′ x 24′ Net	No	P	2
DE	2090	66–048–0500	15′ x 9′ Net	No	P	2
DDG	2090	66–048–0500	15′ x 9′ Net	No	P	2
DD	2090	66–048–0500	15′ x 9′ Net	No	P	2
MHC and MSC	2090	66–048–0500	15′ x 9′ Net	No	P	1
AGS	2090	66–048–0500	15′ x 9′ Net	No	P	2
AGSC	2090	66–048–0500	15′ x 9′ Net	No	P	2
AGOR	2090	66–048–0500	15′ x 9′ Net	No	P	2

Note: Patrol craft are to carry 1 No 2090–66–048–0501 Scrambling Net 9′ x 9′ (F) when specifically engaged in SAR duties only.

4. Requirements of 16′ x 24′ scrambling nets will be met by the issue of 2 No 16′ x 12′ from existing stocks until current depot holdings are exhausted. The latter are to be utilised by ships staff to make up 16′ x 24′ nets. Future issues, when necessary, will be of the 16′ x 24′ size.

5. Existing stocks of 16′ x 10′ nets will be issued in lieu of 15′ x 9′ nets until stocks are exhausted, since the greater width and drop will only marginally affect their performance. However, the use of 16′ x 10′ nets on weight critical ships is to be avoided.

6. Scrambling nets are to be rigged by the hinged arm method and the lower end of nets weighted as necessary to prevent floating.

7. Hinged arms for the securing of scrambling nets will be fitted by modification action in accordance with Navy Office Drawing STDP-1108-088 and any existing special fittings removed.

8. Ships are to raise demands on Superintending General Store Officer, Sydney (SGSO) (0027), to complete to the revised allowances, and any nets held in excess of the revised allowances are to be returned to SGSO at the first available opportunity.

(1211/52/189)

UNCLASSIFIED

252/72—Stainless Steel WC Pans—Corrosion Failures

1. Failures have occurred in HMA ships of stainless steel WC pans due to corrosion.

2. Reported failures have been attributed in part to over-flushing. Defective reducing valves allow pressure to build up on the flushing valve, giving a rapid flushing action and subsequent splashing, which in turn leaves a salt deposit on the external surface of the pan. Ships fitted with stainless steel WC pans are to ensure that over-flushing does not occur, replacing defective reducing valves where necessary.

3. It is essential that both the inside and outside of the pans are kept in a clean and bright condition. Particular care is to be taken to prevent the build up of stains and organic or calcareous deposits on the inside of WC pans and of salt encrustations on the outside, especially on the underside of the water trap.

4. Pans may be cleaned using a stiff bristle brush assisted if necessary by scouring powders. Powder residues should not be left in the bottom of the water trap. Under no circumstances are steel pads, steel wool or similar abrasive cleaners to be used on stainless steel WC pans.

(1/4510/4)

UNCLASSIFIED

253/72—Stores (General)—Request for Consolidated List of Outstanding Requirements (CLOR)—Alternative Format

1. The purpose of this order is to introduce a facility whereby it is now possible to request and obtain a Consolidated List of Outstanding Requirements (CLOR) either in CLASS sequence or SHIPS REGISTRATION NUMBER sequence.

2. Prior to this order, the sequence of items in a CLOR was by CLASS for each supply depot. This sequence created difficulties when a comparison was made between the CLOR and outstanding demands, which, in accordance with Navy Order 312/71, are filed in the Material Outstanding File in SHIPS REGISTRATION NUMBER sequence.

3. To obtain a CLOR in SHIPS REGISTRATION NUMBER sequence, code '1' is to be inserted in the box titled 'DUES OUT LONG TERM' on Form SX31—REQUEST FOR CONSOLIDATED LIST OF OUTSTANDING REQUIREMENTS (Form Code—CLOR).

4. On reprint of Form SX31 the box titled 'DUES OUT LONG TERM' will be retitled 'SEQUENCE REQUIRED'. (The box will not be removed altogether as stated in Navy Order 501/71.)

5. If the CLOR is required in CLASS sequence, Form SX31 is to be prepared in the normal manner (*see* ABR 5063, Vol III, Chapter 5, App 19), ie, without insertion of a code in the 'DUES OUT LONG TERM' ('SEQUENCE REQUIRED') box.

6. ABR 4 and ABR 5063 will be amended.

(72/1/206)

(*Navy Orders 312/71 and 501/71*)

17271/72 W. G. Murray, Government Printer, Canberra

Historian.

ANOs 254/72-265/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
8 August 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

254/72 Standardised 'Prohibited Area' Signs.

SECTION 2—PERSONNEL

255/72 Conjoint Medical Responsibility for Service Personnel.

256/72 EDP—Command EDP Officer (CEDPO) East Australia Area.

257/72 Isometrics.

SECTION 4—EQUIPMENT, STORES AND SERVICING

258/72 Accounting—Circumstances Whereby Warrant Officers and Chief Petty Officers may be made Responsible for Stores.

259/72 Accounting for Hydrographic Stores—Transfer of Responsibility to Supply Officer.

260/72 Accounting for Stores in HMA Ships and Commissioned Establishments—Means of Measuring Supply Effectiveness.

261/72 Lubricants—Turbine Lubrication Systems—Effect of Certain Metals on Turbine Lubricating Oil.

262/72 Safety—Care in the Use of Wire Slings.

263/72 USN Ammunition Restrictions.

SECTION 6—ESTABLISHMENTS

264/72 Fire Precautions—Establishments.

SECTION 7—CANCELLED LIST

265/72 MBR 8957—International Medical Guide for Ships—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

254/72—Standardised 'Prohibited Area' Signs

1. Perimeter warning signs with standard wording and to a standard specification have been approved, which as well as being durable and legally correct are suitable for use in both commissioned and non-commissioned establishments.

2. Where a requirement exists for warning signs to be erected around the perimeter of establishments in accordance with ABR 5016 (RI) Article 5613 the following wording is to be used:

a. To cover both 'trespass upon and shooting upon or over' Commonwealth land the sign should read:

'Commonwealth of Australia
Trespassing upon or shooting upon or over this land is prohibited.
Sections 89, 89A of the Crimes Act 1914-1966'.

b. To cover 'trespass upon' only, the sign should read:

'Commonwealth of Australia
Trespassing upon this land is prohibited.
Section 89 of the Crimes Act 1914-1966'.

3. All new warning signs and replacements for signs which have become illegible, should be ordered as worded in Paragraph 2 above and to the following specification:

a. *Size.* 24 inches wide by 18 inches high.

b. *Material.* Screen printing on SCOTCHLITE surface by thermo-vacuum process to 16 gauge half hard aluminium AA575/H34 Sheet, using SCOTCHLITE 700 Series colour and finished with SCOTCHLITE clear.

c. *Colour.* Block lettering on white reflective background with black border.

d. *Mounting Poles.* Quarter inch diameter at each corner.

e. *General.* The signs shall conform to Australian Standard CEI—1960 Type R20.

4. Signs for new establishments should be ordered through the Department of Works. Replacement signs for ones which have become illegible should be demanded from SVSO.

5. ABR 5016 (RI) Article 5613 is being amended.

(400/1/1519)

Section 2

PERSONNEL

UNCLASSIFIED

255/72—Conjoint Medical Responsibility for Service Personnel

1. Members who obtain medical advice and treatment from sources other than those provided or arranged by the Navy are to report to their Naval Medical Officer at the first opportunity.

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

(301/1/31)

UNCLASSIFIED

256/72—EDP—Command EDP Officer (CEDPO) East Australia Area

1. The position of Command EDP Officer (CEDPO) on the staff of Flag Officer Commanding East Australia Area has recently been reviewed. He is responsible to the Chief Staff Officer (Administration) to FOCEA for the following:

a. Responsible for liaison between Navy EDP Branch and management of all levels in civil and commissioned establishments in the East Australia Area on local EDP data reporting and communication aspects. Advise and assist HMA ships as required on EDP data reporting and communication procedures and problems.

b. Represent FOCEA, as required, at meetings and on committees called to discuss operation or re-development of existing EDP systems, and to implement, as directed, any changes or improvements in EDP data reporting and communications in the East Australia Area.

c. Direct the operation of the EDP terminal on Garden Island involving:

(1) Data preparation (reporting) for all EDP systems.

(2) Data communications.

(3) Reject clearance.

(4) Maintain filing systems for source documents.

(5) Control all data operators at EDP terminal.

(6) Technical supervision of the maintenance standards of all data transcription and data communications equipments in East Australia Area.

(7) Institute and co-ordinate routines for prompt reporting of data received from ships and establishments to Canberra EDP Centre.

(8) Carry out as directed, investigations into problems in relation to data transcription and communications equipment.

d. Liaise with civil and commissioned establishments in the EAA on technical matters affecting Data Transcriptions Officers and in respect of technical competence of data operators in those establishments. Allocate relief operators during absence for leave, sickness, etc.

e. The analysis, development, implementation and monitoring of data collection and reporting procedures in the East Australia Area.

f. Control data collection teams when employed in the East Australia Area.

g. Maintain a system of 'priorities' for periods of extra work loading affecting data reporting in the East Australia Area.

h. Investigate, as directed, data transcription, data communications and ancillary equipment with manufacturers and equipment suppliers.

i. Divisional Officer to sailors employed in the Garden Island EDP Terminal.

2. Navy Order 454/69 is hereby cancelled.

(1541/60/471)

(*Navy Order 454/69*)

UNCLASSIFIED

257/72—Isometrics

1. Recent research has shown that isometric exercises while they strengthen muscles, do not increase their power or endurance. Isometric exercises cannot replace other forms of training or recreation which exercise simultaneously the use of the lungs and muscles, and improve the blood flow. The use of isometric exercises is therefore no longer supported.

2. Navy Order 84/72 is hereby cancelled.

(311/4/115)

(*Navy Order 84/72*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

258/72—Accounting—Circumstances Whereby Warrant Officers and Chief Petty Officers may be made Responsible for Stores

1. It has been decided to widen the circumstances in which Warrant Officers and Chief Petty Officers may be made responsible for stores.

2. In future officers and such Warrant Officers and Chief Petty Officers as may be so authorised by the Commanding Officer may hold stores on permanent loan.

3. The above action may also be taken in regard to inventory accounts.

4. ABR 4 Chapters 12 and 19 will be amended.

(201/2/71)

UNCLASSIFIED

259/72—Accounting for Hydrographic Stores—Transfer of Responsibility to Supply Officer

1. This Navy Order supersedes Navy Order 438/71 which is hereby cancelled. It amplifies Navy Order 120/71.

2. 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.

3. Demands and returns on the Hydrographer for charts, chronometers, watches and navigational publications are to be raised by the Supply Officer. The chart outfit will not be supplied to a ship before it is required. Internal issues are to be made by the Supply Officer in the normal manner.

4. Chart folios, 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.

5. Charts are to be recorded in the ledger by folios as follows:

a. The folio number 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 words 'Chart Folio' is to be entered in the 'Description' block.

b. The individual charts in the folio are consumable items and are not to be taken on charge in the ledger. They are to be taken into direct use by the Navigating Officer and dealt with in accordance with ABR 4 Article 1848. A list of charts contained in the folio is to be shown on the folio list pasted on the folio cover.

c. Charts which are superseded by new issues are to be marked 'superseded' and may be used either for instructional purposes or destroyed.

6. 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 Navigating Officers; these are non-accountable items. The responsibility for correcting navigational charts and publications while they are in the ship is to remain with the Navigating Officer.

7. Time pieces are extremely fragile and where possible are to be collected by the Navigating Officer or his representative from the chart depot, having first obtained a stores demand from the Supply Officer. On receipt the Navigating Officer is to ensure that copy No 3 of the IV is completed and returned to the Supply Officer.

8. 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).

9. ABR 4 and ABR 5108 will be amended.

(303/3/36)

(Navy Orders 120/71 and 438/71)

UNCLASSIFIED

260/72—Accounting for Stores in HMA Ships and Commissioned Establishments—Means of Measuring Supply Effectiveness

1. This Navy Order introduces a procedure to provide a measurement of the effectiveness of onboard supply support.

2. In this Navy Order the following terms are defined:

Supply Effectiveness	The ability of the Supply Officer to immediately satisfy a requirement for at least one or the minimum replacement unit (MRU) of a line item on demand.

Point of Entry Effectiveness ..	The number of line items issued divided by the total number of requests received expressed as a percentage.
Net Effectiveness	The number of line items issued divided by the total number of requests for stocked items expressed as a percentage.

3. Data elements are to be obtained in the following manner:

Total Requests	From Forms SX100-1 and SX100-2, SA207, SX128 and SO115 by tallying the line items requested.
Total Requests Satisfied from Stock	From Forms SX100-1 and SX100-2, SX128 and SA207 tallying the issues effected.
Total Requests for Stocked Items	From Forms SX100-1 and SX100-2, SA207, SX128 and SO115.
Items Nil Stocked and not Carried	By subtracting the total requests satisfied from stock from total requests for stocked items.
Items not Carried	By subtracting the number of items Nil stocked from the number of items Nil stocked and not carried.

4. Point of Entry Effectiveness is calculated by dividing total requests satisfied from stock by total requests multiplied by 100 and expressed as a percentage.

5. Net Effectiveness is calculated by dividing total requests satisfied from stock by total requests for stock items multiplied by 100 and expressed as a percentage.

6. For example assume that the following data was obtained:

a. Total Requests	2698
b. Total Requests Satisfied from Stock	2362
c. Items Nil Stocked and Not Carried (a-b)	336
d. Total Requests for Stocked Items	2557
e. Items Nil Stocked (d-b)	195
f. Items Not Carried (c-e)	141

then supply effectiveness is calculated as follows:

$$\text{Point of Entry Effectiveness} = \frac{2362}{2698} \times \frac{100}{1} = 87.5\%$$

$$\text{Net Effectiveness} \ldots = \frac{2362}{2557} \times \frac{100}{1} = 92.4\%$$

7. Data may be obtained from the various forms referred to in Paragraph 3 at the time of the review, however, where warranted by the volume of transactions, Supply Officers, at their discretion may introduce local tally forms in the format shown at Annex A. Requests for items of stationery and forms, for stores not held in the custody of the Supply Officer and departmental requirements of consumable stores for specific purposes are excluded. (ABR 4 Articles 0620, 1501 and 2521 refer.)

8. The measure is to be taken as at the end of each month and a report in the format shown at Annex B is to be raised and forwarded to the Administrative Authority, copy to the Director of Fleet Supply Duties, by all self-accounting ships and commissioned establishments.

9. The procedure is to be introduced commencing on the 1st day of the month following receipt of this order.

10. ABR 4 will be amended.

ANNEX A

Tally of Total Demands Received

Month.....

Issues from Stock	*Nil Stocked Demands*	*Not Carried Demands*

ANNEX B

Format of Supply Effectiveness Report

A. Ship/Commissioned Establishment.....

B. Month and Year covered by Report.....

C. Total requests.....

D. Items Nil Stocked.....

E. Items Not Carried.....

F. Point of Entry Effectiveness.....

G. Net Effectiveness.....

(400/1/2952)

UNCLASSIFIED

261/72—Lubricants—Turbine Lubrication Systems—Effect of Certain Metals on Turbine Lubricating Oil

1. During recent years sufficient experience has been built up to enable design authorities to take active steps to avoid the use of certain metals in lubricating oil systems. It has been found that these metals react with certain of the additives which might be present in OEP-69 and to a much lesser extent, in OM-100, giving rise to sludges which, in turn, promote further reactions and decomposition.

2. Every effort has therefore been made in recent designs to remove components containing zinc or cadmium from all turbine oil systems. The use of steel instead of copper for lubricating oil piping is encouraged for the same reasons, where practicable. It is emphasised that any harmful effects that these elements have are greatly increased if neighbouring temperatures are high. For example, the use of copper piping with steam at high temperatures in oil purifier heaters can be expected to cause deposition on the coils and sludging in the oil in use.

3. Protective coatings containing zinc (including all zinc containing paints), galvanising and 'hot dipping' are also harmful. It is most desirable that their use in oil tanks and systems is discontinued.

4. The use of zinc and cadmium should be avoided in all oil systems. Pipework, etc, should be in steel rather than copper, especially in designs where temperatures in excess of 160° F are known to be encountered.

5. Navy Order 472/69 is hereby cancelled.

(400/2/248)

(*Navy Order 472/69*)

UNCLASSIFIED

262/72—Safety—Care in the Use of Wire Slings

Navy Order 11/72 is to be amended as follows:

Paragraph 3b.

No sling is to have a working load of less than 1 ton. All slings are to have a minimum safety factor of 5 over the working load.

Paragraph 3c.

A dogman, crane chaser, or rigger specifically named is to be employed when hoisting any load over 1 ton, or where special slinging arrangements are necessary for a load of less than 1 ton. In ships and uniformed establishments a competent seaman is to exercise supervision over such hoists.

(1224/272/106)

(Navy Order 11/72)

UNCLASSIFIED

263/72—USN Ammunition Restrictions

1. As much of the information contained in NAVORD OD 17190 is irrelevant to the RAN, and to abolish the amount of work required to keep the publication up to date, copies of NAVORD OD 17190 are to be returned to SVSO as no longer required.

2. Navy Office will continue to signal restrictions on ammunition of USN origin which affect HMA ships and other RAN activities, and ships and activities are to use these signals as a record of restrictions in force.

(700/51/333)

Section 6

ESTABLISHMENTS

UNCLASSIFIED

264/72—Fire Precautions—Establishments

1. Attention is drawn to an occurrence which involved electrical wiring, etc, in a compartment specially provided to house a fuse board.

2. Space in the compartment was being used for the unauthorised stowage of general cleaning materials and waste, and also for the stowage of a waste bag containing waste material.

3. The careless disposal of ignited smoking material contained in the collected waste is presumed to have initiated the fire.

4. The use of such space for the stowage of cleaning materials is viewed seriously and a periodic check should be made to ensure no such unauthorised stowages exist. This particularly refers to such locations as space beneath stairways which in some instances are of timber construction.

5. Directions detailing that cleaning materials, waste, etc, shall not be stowed in such compartments should appear in Standing Orders.

(1446/1/27)

Section 7

CANCELLED LIST

UNCLASSIFIED

265/72—MBR 8957—International Medical Guide for Ships—Introduction

1. Navy Order 482/70 has previously been cancelled by Navy Order 267/71 and incorporated in RI (ABR 5016). Therefore the amendment promulgated in Navy Order 133/72 is not necessary.

2. Navy Order 133/72 is hereby cancelled.

(156/51/8)

(Navy Orders 482/70, 267/71 and 133/72)

17483/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 266/72-271/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
21 August 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

266/72 RAN Missile and Torpedo Maintenance Establishments.

SECTION 2—PERSONNEL

267/72 Hard Lying Money for Personnel in Ships Undergoing Refit or Whilst Reducing to Reserve.

SECTION 3—OPERATIONAL AND TRAINING

268/72 Gunnery—Supervision of Small Arms Practices.

SECTION 4—EQUIPMENT, STORES AND SERVICING

269/72 Boats Slings—Shackle Pins.

270/72 Naval Stores (General)—Introduction and Allowances—Automatic Lubricators for Air Motors—Internal Mechanical Cleaning of Boilers—Class 4930.

271/72 Sonar—GRP Domes for Surface Ships.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

266/72—RAN Missile and Torpedo Maintenance Establishments

1. The RAN Torpedo Establishment (RANTE) at North Sydney and the Guided Missile Unit (GMU) at Kingswood, with the exception of those storage areas used for the supply function, are now the responsibility of a single authority known as the 'Superintendent of Missile and Torpedo Maintenance (SMTM)'. Superintendent RANTE is redesignated 'Superintendent Missile and Torpedo Maintenance'.

2. The GMU with the exception to the areas mentioned in Paragraph 1 is now a separate establishment from the Armament Depot and is renamed the 'RAN Missile Maintenance Establishment (RANMME)'. The RANTE, with the exception of the areas mentioned in Paragraph 1, is renamed the 'RAN Torpedo Maintenance Establishment (RANTME)'.

3. The Superintending Armament Supply Officer (SASO) remains the responsible authority for the RAN Armament Depot, Kingswood.

4. The supply functions and storage areas of RANTE are now the responsibility of SASO (Sydney). The section is named the 'RAN Torpedo Depot, North Sydney'.

5. The Superintendent Missile and Torpedo Maintenance (SMTM) is responsible to FOCEA for the overall management and safe operation of the RANTME, the RANMME and the Torpedo Range, Pittwater, and to the Director of Fleet Maintenance for the technical functions detailed in Annexes A and B.

6. The SMTM has joint responsibility with SASO for the development of common facilities and utilities for RAN Supply Depots and Maintenance Establishments at Kingswood and North Sydney, SASO and SMTM are individually responsible for the development planning of the Supply and Maintenance Complexes respectively at Kingswood and North Sydney. Close liaison is to be maintained to ensure that each area development plan is compatible with the other and fits the overall requirement of the Naval interest in the area, and, in the case of Kingswood, its relationship with the RAAF. For purposes of convenience, the SASO is the Common Property Officer for the Department of the Navy at Kingswood and the SMTM will fulfil this function at North Sydney covering RANTME, RANTD and HMAS PLATYPUS.

7. The Director of Fleet Maintenance is designated the Technical Authority at Navy Office, Canberra, for maintenance of torpedoes and missiles generally, and specially for:

(1) Maintenance Policy and Planning.

(2) Maintenance Engineering.

(3) Maintenance Support Facilities.

(4) Reliability Assessment and Maintenance Logistics Planning.

(5) Maintenance Project Management.

8. a. Annex A to this Navy Order details the functional statement for the RAN Missile Maintenance Establishment.

b. Annex B to this Navy Order details the functional statement for the Torpedo Maintenance Establishment and Torpedo Range.

c. Annex C details the functions of the Armament Depot, Kingswood.

d. Annex D details the functions of the Torpedo Depot, North Sydney.

9. Correspondence and signal addresses for the Armament and Torpedo Depots, and the Missile and Torpedo Maintenance Establishments, Kingswood and North Sydney, are:

a. *Correspondence*

For matters dealing with supply aspects of *Guided Missiles:*

Superintending Armament Supply Officer
RAN Armament Depot
Bringelly Road, KINGSWOOD.

For matters dealing with technical aspects of *Guided Missiles:*

The Superintendent
RAN Missile Maintenance Establishment
Bringelly Road, KINGSWOOD.

For matters dealing with supply aspects of *Torpedoes:*

Superintending Armament Supply Officer
RAN Torpedo Depot
High Street, NORTH SYDNEY

For matters dealing with technical aspects of *Torpedoes:*

The Superintendent
RAN Torpedo Maintenance Establishment
High Street, NORTH SYDNEY.

b. *Signal Traffic*

All signals on supply aspects of torpedoes and missiles are to be addressed to CSS (Sydney) with FOCEA, RANTME and RANAD (Kingswood) added as info addressees.

All signals on technical aspects of torpedoes are to be addressed to RANTME with FOCEA and CSS (Sydney) added as info addressees.

All signals on technical aspects of missiles are to be addressed to RANAD (Kingswood) with the words 'FOR RANMME' included as the introduction to the text. FOCEA, CSS (Sydney) and RANTME are to be added as info addressees.

ANNEX A

Missile Maintenance Establishment Function

The functional statement for the RAN Missile Maintenance Establishment is:

1. Assemble, test, prepare and package guided missiles and components for issue to HMA ships and for SASO retained reserve stocks. Prepare associated log books, test sheets, defect reports, status records, location records and all other records associated with missile maintenance.

2. Unpack, examine and test missiles and components returned from HMA ships or from new manufacture, to ascertain serviceability status and initiate appropriate maintenance and reporting action.

3. Repair or prepare instructions for repair, of all defective missile items (other than explosive items). Where repair of missiles or missile components is carried out externally to the establishment, monitor the repair and render all necessary technical

ANNEX A—*continued*

assistance to the repair authority. In particular liaise with GWESF, Department of Supply, and advise DFM on progress of guided weapon repair and modification programmes.

4. Operate, maintain and repair all test equipment, plant, installations, machinery, handling gear, tools and gauges (other than INO gauges), used in the establishment for work on guided missiles. Where maintenance or repair is beyond the capacity of the establishment, arrange, through SASO, for the work to be done by an appropriate authority, liaise closely with and assist the authority on all aspects of the work to ensure satisfactory completion.

5. Compile defect reports for guided missiles and specialised test and preparation equipment. Analyse defects, prepare original reports and recommendations for any action to be taken to prevent recurrence of defects, including modification proposals, and refer reports and recommendations to the Director of Fleet Maintenance for Navy Office action.

6. Compile status records and prepare related instructions regarding 'lifed' missile components and technical performance limitations to ensure that missile stocks so affected are presented for test and maintenance at the prescribed times.

7. Arrange and incorporate all modifications and ORDALTS to missiles and associated equipment (other than explosives and propulsive items, or special INO equipment) as directed.

8. Check all electrically initiated explosive devices used in guided missiles and torpedoes, in conjunction with INO staff.

9. Liaise with the Navy Store Officer and advise on all technical aspects affecting overall safety. Responsible for all aspects of safety within the establishment, including handling, assembly, intra facility transport and packaging, and training of establishment personnel.

10. Compile records and collate data on missile component failures, aging and usage. Evaluate component reliability, and assess maintenance logistic requirements. Prepare periodical status reports, refurbishment/repair plans and recommendations.

11. Prepare and review spares listings for general purpose test equipment, plant and machinery, forward advice to SASO for procurement action as required.

12. Calibrate or arrange for calibration to authorised standards, all specialised and non-specialised electronic and mechanical test equipment other than INO equipment. Specify requirements and arrangements for the proof testing of special slings.

13. Maintain and repair shipborne test equipment as required.

14. Assist HMA ships and establishments on technical aspects relating to missiles, missile trials and missile systems interface problems.

15. Provide assistance to SASO for embarkation and disembarkation of missiles, as required.

16. Undertake technical investigations on various aspects of guided missile maintenance as required.

17. Maintain establishment lists for all equipment held in the various missile facilities, together with serviceability and modification status records.

ANNEX A—*continued*

18. Compile and update a rationalised standard format for all operations carried out in test, maintenance and repair of various types of missile for which the establishment is responsible.

19. Investigate methods for improving missile maintenance efficiency and the quality of the work carried out in the establishment.

20. Design and manufacture specialised test equipment, jigs and tools for use in the establishment or for other purposes.

21. Prepare syllabuses and notes for specialised missile training purposes. Conduct organised training classes for technical personnel in the establishment. Provide facilities for and conduct training of Service personnel on safety and maintenance aspect of guided missiles.

22. Maintain a comprehensive technical library of specialised publications, training manuals, specifications and drawings, etc, of governmental and commercial origin, required for the efficient functioning of the establishment. Classify and amend documents.

23. Prepare designs and specifications for new and modified missile maintenance facilities as required.

24. Provide advice to Department of Works and other authorities for planning of new or modified missile maintenance facilities as directed. Assist with the implementation of Works programmes, electrical, hydraulic, mechanical and pneumatic installations for new or modified missile facilities. Oversee and assist with the installation of missile test equipment, plant and machinery. Assist with the final setting to work of new or modified missile preparation and maintenance facilities, including final acceptance.

25. Liaise with No 1 Central Ammunition Depot, RAAF, on all technical aspects affecting assembly and testing of missiles in the establishment.

26. Responsible for all technical and physical security within establishment.

27. Liaise with INO staff for the inspection of missile and missile components undergoing test, assembly or maintenance in the establishment; with particular regard to all safety aspects in the handling and testing of explosives and interface equipment.

28. Liaise with the Navy Store Officer, RAN Armament Depot.

29. Maintain routine personnel and attendance records.

30. Assess requirements for technical staff recruitment and related matters.

ANNEX B

Torpedo Maintenance Establishment and Torpedo Range Functions

The functional statement for the Torpedo Maintenance Establishment and Torpedo Range is:

Depot Ship Functions

1. Undertake schedule maintenance, repair and testing of torpedoes, to the intermediate (module) level, practice mines, submarine and torpedo target simulators and associated non-explosive stores, including preparation and post run routines for exercise air, submarine and surface launched torpedoes.

ANNEX B—*continued*

2. Undertake schedule maintenance, testing and calibration of associated specialised test equipment.

3. Process and analyse torpedo run records.

4. Provide facilities for, and assist in, the training of Service personnel in the servicing of torpedoes, mines and simulators.

5. Carry out the functions of a submarine depot ship in respect of submarine launched torpedoes.

Depot Functions

6. Assemble, test, prepare and repair torpedoes to the Functional Item Replacement (component) level, practice mines, submarine and torpedo target simulator and associated non-explosive stores. Repair FIR items for RAAF torpedoes.

7. Examine and test torpedoes, practice mines, etc, as in 6 returned from HMA ships to ascertain serviceability status and initiate appropriate maintenance and reporting action requirements.

8. Repair or arrange repair, through SASO, of all defective items (other than explosive items); where repair is carried out externally to the establishment, monitor the repair and render all necessary technical assistance to the repair authority.

9. Operate, maintain and repair all test equipment and gauges (other than INO gauges), used in the establishment for work on torpedoes and mines. Where work is beyond the capacity of the establishment, arrange through SASO for the work to be done by an appropriate authority, liaise closely with and assist that authority on all aspects of the work to ensure satisfactory completion.

10. Modify all torpedoes, mines and associated equipment (other than explosives and/or special INO equipment) as directed.

11. Maintain records of 'lifed' components and technical performance limitation and compile defect reports. Undertake preliminary analysis of defects, including recommendations for modifications to prevent recurrence, to be referred to DFM for Navy Office action.

12. Prepare designs and specifications for new and/or modified torpedo maintenance facilities as required and advise the Department of Works and other authorities for the planning of such facilities. Assist in the implementation of works programmes, electrical, hydraulic, mechanical and pneumatic installations of new or modified maintenance facilities and supervise the installation of torpedo test equipment, plant and machinery. Assist with the final setting to work of such installations including final acceptance.

13. Calibrate or arrange for calibration to authorised standards all specialised and non-specialised electronic and mechanical test equipment other than INO equipment. Specify requirements and arrange for proof testing of special slings and lifting gear.

14. Design and manufacture specialised test equipment, jigs and tools for use in the establishment or for other purposes as required.

15. Liaise with other authorities and advise on all technical aspects affecting overall safety including handling, assembly, intra facility transport and packaging.

ANNEX B—*continued*

16. Liaise with No 1 Central Ammunition Depot, RAAF (on all technical aspects of fuelling and warheading and testing of common weapon torpedoes, and depot level FIR repair matters.

17. Prepare syllabuses and notes for specialised torpedo and mine training purposes. Conduct classes for technical personnel in the establishment.

18. Maintain a comprehensive library of specialised publications, training manuals, specifications and drawings, etc, of governmental and commercial origin required for the efficient functioning of the establishment. Classify and amend documents.

19. Maintain defect records in respect of torpedoes, mines, etc, and for associated test equipment including shipborne test equipment repaired or modified within the establishment.

20. Maintain establishment lists for all equipment held in the torpedo maintenance facility together with serviceability and modification status records.

21. Liaise with INO staff for the inspection of torpedoes, mines, etc, undergoing tests; with particular regard to all safety aspects in the handling of explosive and interface equipment.

22. Liaise with the Supply Division in respect of detailed logistic requirements for efficient functioning of the establishment.

23. Operate and administer the RAN Torpedo Range, Pittwater, for:

a. Ranging torpedoes.

b. Maintaining range plant, machinery, moorings and floating craft.

c. Provision of facilities for diving training.

d. Training of range staff.

24. Administer routine personnel and attendance records

25. Assess requirements for technical staff, recruitment and related matters.

26. Responsible for all physical and technical security in the establishment.

ANNEX C

The functions of the RAN Armament Depot, Kingswood, are:

1. Store and supply to the Fleet outfit and practice requirements of missile and certain items of high explosive ammunition.
2. Hold in a ready for issue condition, war reserves of the above armament.
3. Inform SMTM in good time of the necessary supply requirements to meet Fleet demands so that missile preparation can be carried out.
4. Carry out repair and overhaul of ammunition.
5. Carry out periodical provisioning review of all DAS managed items necessary to support both guided missiles and other Fleet issue ammunition, take local procurement action where approved.
6. Provide a stores support function to meet depot and RANMME requirements in respect of items not the management responsibility of DAS.

ANNEX C—*continued*

7. Provide as mutually agreed administrative support function to Superintendent of Missile and Torpedo Maintenance with the specific exception of staff matters.
8. Provide as required a facilities support function to Superintendent of Missile and Torpedo Maintenance in respect of furniture and fittings, transport, minor works and spares for plant and machinery.

ANNEX D

The functions of the RAN Torpedo Depot, North Sydney, are:

1. Store and supply outfit requirements of torpedoes and mines (non-explosive sections) for eventual issue to the Fleet in the action or warshot configuration.
2. Store and supply direct to the Fleet torpedoes and mines assembled in the exercise or practice configuration.
3. Hold in a ready for fitting of explosives condition, war reserves of the above armament.
4. Store and supply as required submarine and torpedo target simulators.
5. Inform SMTM in good time of the necessary supply requirements to meet Fleet demands so that preparation of torpedoes can be carried out.
6. Carry out periodical provisioning review of all DAS managed items necessary to support the torpedo overhaul and repair facility; take local procurement action where approved.
7. Provide a stores support function to Superintendent of Missile and Torpedo Maintenance in respect of items not the management responsibility of DAS.
8. Provide, as mutually agreed, an administrative support function to Superintendent of Missile and Torpedo Maintenance with the specific exception of staff matters.
9. Provide a facilities support function to Superintendent of Missile and Torpedo Maintenance in respect of furniture and fittings, transport, minor works and spares for plant and machinery.

(2/204/68)

Section 2

PERSONNEL

UNCLASSIFIED

267/72—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 July 1972 the following commissioned ships are to be regarded as sea-going for the purposes of the preceding paragraph:

HMAS MELBOURNE	HMAS YARRA	HMAS ONSLOW
HMAS SYDNEY	HMAS PARRAMATTA	HMAS MORESBY
HMAS SUPPLY	HMAS STUART	HMAS PALUMA
HMAS STALWART	HMAS DERWENT	HMAS DIAMANTINA
HMAS PERTH	HMAS SWAN	HMAS KEMBLA
HMAS HOBART	HMAS TORRENS	HMAS SNIPE
HMAS BISBANE	HMAS ANZAC	HMAS TEAL
HMAS VENDETTA	HMAS OTWAY	HMAS CURLEW
HMAS VAMPIRE	HMAS OVENS	Patrol boats in which HLM
HMAS DUCHESS	HMAS OXLEY	is normally payable continuously.

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 255/71 is hereby cancelled.

(252/6/4)

(*Navy Order 255/71*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

268/72—Gunnery—Supervision of Small Arms Practices

1. Warrant Officers (QMG) are authorised to supervise all small arms practice firings on RAN and other Services small arms ranges.

2. This order supersedes instructions contained in BR 1920 (B) and will be incorporated in a suitable ABR in due course.

(303/1/105)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

269/72—Boats Slings—Shackle Pins

1. There have been three recorded cases in the RN where it appears that the shackle pins of boats slings, where the slings are fastened into the keel, have worked loose by vibration whilst the boat has been hoisted at the davit head.

2. To avoid similar occurrences, these pins are to be moused and as before, they should be regularly inspected.

3. Navy Order 495/69 is hereby cancelled.

(1211/52/199)

(*Navy Order 495/69*)

UNCLASSIFIED

270/72—Naval Stores (General)—Introduction and Allowances—Automatic Lubricators for Air Motors—Internal Mechanical Cleaning of Boilers—Class 4930

1. Consequent on the introduction of 'Wilson' Type Boiler Cleaning Equipment into service, *see* Navy Order 296/71, it has been found necessary to include automatic lubricators for the air motors of this equipment.

2. The new items have been catalogued as follows:

Class	*Catalogue Number*	*Description*	*UI*	*Acctg Classn*
4930	66-043-8640	Oiler, Airline, ¼ inch, Part No 8894W	No	P
4930	66-043-8641	Oiler, Airline, ⅜ inch, Part No 3611W	No	P
4930	66-043-8642	Oiler, Airline, ½ inch, Part No 3612W	No	P
4930	66-043-8643	Oiler, Airline, ¾ inch, Part No 3613W	No	P
4930	66-043-8644	Oiler, Airline, 1 inch, Part No 3627W	No	P

3. Annex A to this order lists the relevant allowances of the equipments being introduced, which will be supplied to all ships including DDGs without demand by Superintending General Store Officer, Sydney.

4. Operating and maintenance instructions for the automatic lubricators are contained in Annex B to this order.

ANNEX A

Allowances of Automatic Lubrication for Air Motors

Class Catalogue No	MFG Part No	Pipe Thread Size	ACC CL	MELBOURNE—CV	SYDNEY—AP	STALWART—AD	SUPPLY—AO	VAMPIRE, VENDETTA—DD	DUCHESS—DD	ANZAC—DD	YARRA, STUART, PARRAMATTA, DERWENT—DE	SWAN, TORRENS—DE	PERTH, HOBART, BRISBANE—DDG	DIAMANTINA—AGOR	COLAC—TCV
4930-66-043-8640	8894W	¼"	P	8	8	2	—	5	4	4	3	2	4	4	4
4930-66-043-8641	3611W	⅜"	P	4	4	1	3	2	2	2	4	4	4	2	2
4930-66-043-8642	3612W	½"	P	—	—	—	5	—	—	—	—	—	—	—	—
4930-66-043-8643	3613W	¾"	P	—	—	—	1	1	1	—	—	—	—	—	—
4930-66-043-8644	3627W	1"	P	2	—	—	—	1	1	3	2	2	2	—	—

ANNEX B

Operating and Maintenance Instructions for Water Lubricators

Caution: The only lubricant allowed is Distilled Water.

1. Attach the automatic lubricator to the air supply hose, ensuring that the passage of air through the inlet of the unit is in the direction of the arrow.
2. Connect the operating hose to the outlet of the lubricator and blow out the line.
3. Fill the automatic lubricator with distilled water. On no account must oil or oil based mixtures be used.
4. Turn on the air supply and test the motor and air valve operation and adjust the feed rate of the lubricator to between 10-20 drops per minute, depending on the size of the motor, with the larger size motors receiving a higher feed rate.
5. As the drip feed of the lubricator only operates when operating air is passing through it, the feed rate, which is visible through the sight glass of the lubricator must be adjusted during the test in the preceding paragraph.

(501/54/528)

(*Navy Order 296/71*)

UNCLASSIFIED

271/72—Sonar—GRP Domes for Surface Ships

1. GRP domes are now being generally fitted to Hull Outfits 15/19 and Hull Outfits 18/20 as replacements for stainless steel skinned domes as follows:

a. 0633-192542, A/S 80 100 inch Dome.

For use with Hull Outfits 15/19, except in the case of first suffix A variants (*see* Paragraph 2). To be fitted in lieu of 0633-191323 Domes, A/S 82, 0633-191324, A/S and 0633-190940 Domes, A/S 78 (Deep draught).

b. 0633-194002 Dome A/S 74 157 inch.

For use with Hull Outfits 18/20. To be fitted in lieu of 0633-191330 and 0633-191440, Dome base and sides.

2. Ships fitted with Hull Outfits 15/19 first suffix A (ie, Hull units housing Sonar 164G/174F combination), cannot use GRP domes as replacements since there is insufficient clearance for the 'Q' transducer, which would foul the strengthening diaphragm. For these Hull Outfits, 15A and 19A, the stainless steel domes must continue to be used and a limited stock will be maintained for these particular services.

3. Instructions for fitting GRP domes and for their maintenance are contained in BRs 2232 and 2239.

(400/1/582)

17885/72 W. G. Murray, Government Printer, Canberra

HIST

ANO 272/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
6 September 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

272/72—Calibration of Guns by Radio Doppler—Muzzle Velocity Measurement Equipment—Instructions—Use of Results

1. Muzzle velocity calibration is now carried out using the Muzzle Velocity Indicator Mark 1 (MVI Mark 1) equipment. This device is more portable and sophisticated than the Type 900C used previously, but it must still operate in conjunction with Type 900C aerial units secured to the gun mountings, and it is subject to restraints in gun training, gun elevation and rates of fire, similar to the old Type 900C. The MVI Mark 1 will be superseded eventually by the MVI Mark 2 which will be installed permanently in ships and will be operated and maintained by ships staffs. So that ships staffs may obtain more experience in MV measurement, it is intended that they will take a greater part in MV calibration than they have in the past.

Present Location, Maintenance and Operation of Equipment

2. One MVI Mark 1 is held in Sydney under the control of Inspector of Naval Ordnance (Sydney) and is maintained and operated by members of his staff. Because only one MVI is available, MV calibration will be provided in the Sydney area only.

Frequency Calibration

3. Ships fitted with 4.5 inch guns are to calibrate:
   a. On commissioning, on completion of a long refit or as early as possible in the workup.
   b. Once per year as convenient—this calibration may be covered by a. during the first year of a two year cycle.

4. Ships fitted with 5 inch/54 cal guns:
   a. On completion of long refit and on exchange of barrels.
   b. Every 300 rounds when on the Australia Station.

Requests for Calibration

5. When a calibration is required, a signal to this effect is to be sent to INO (Sydney) giving at least one weeks notice whenever possible. (In cases of operational necessity it may be possible to provide the equipment within 48 hours.) It should be borne in mind that the MV calibration team provides other services to the Fleet and some co-ordination may be necessary.

6. Calibrations are not available for ships of the RAN deployed to the ANZUK force.

Calibration Team provided by INO (Sydney)

7. This will normally consist of one or two civilians who will embark, align and check the equipment and operate it during the calibration.

Calibration Procedure

8. INO (Sydney) will issue an information pack for muzzle velocity calibration to all ships which will require MV calibration. Further copies of the information pack are available from INO (Sydney) should they be required. The information pack

contains instructions for the conduct of calibrations and includes notes on embarkation and disembarkation of the equipment, preparations to be made by the ship, provision of ammunition and measurement of gun wear. The information pack, which includes samples of the relevant forms, is reprinted as Annex A to this order.

9. The equipment should be embarked on the day before the calibration firing. A berth under a crane will be required. Further details are given in the information pack.

10. The ship is to initiate the normal action regarding the application for a firing area.

11. A calibration will require the firing of three series, each series consisting of one warmer plus six rounds per gun. A minimum period of six hours is to elapse between individual series.

Calibration Report

12. This will be compiled by the Inspector of Naval Ordnance, and will be forwarded to Navy Office (for the Director of Naval Ordnance Inspection), the Flag Officer Commanding Her Majestys Australian Fleet and the ship. The basis of the calibration report is the 'Analysis of Calibration', an example of which is shown as Annex B. The result of the 'Analysis of Calibration' is a 'Standard Muzzle Velocity' for each barrel, which applied to the barrels at mid-series of the calibration.

13. Between calibrations the Standard MV obtained from the last calibration should be adjusted for rounds fired since that calibration, in accordance with the difference figure quoted in Section A, Part 1 of the 4.5 inch Mark 5 Range tables or the relevant American publication, as applicable. It should be noted that the adjusted figure is still a 'Standard MV', and must be further adjusted by all the applicable corrections set out in BR 1898 (10) to arrive at the expected actual MV for a particular shoot.

14. In cases where three or more series have been fired since the last MV calibration (4.5 inch, 450 rounds; 5 inch, 600 rounds), and subsequent wear measurements have been taken by the local Inspecting Officer without a further calibration being made, the data obtained from the previous calibration is no longer valid. In this case MV should be established from the latest wear measurement and corrected as in Paragraph 13.

ANNEX A

Information Pack Covering the Conduct of MV Calibration Firings, Using the MV Indicator Mark 1

Notes: 1. These instructions should be read in conjunction with Navy Order 272/72.
2. Further copies of these instructions can be obtained from INO (Sydney) if they are required.

1. Navy Order 272/72 lays down the general approach to MV calibration and gives sufficient information to the ship to enable arrangements to be made for an MV calibration. These instructions are intended to provide the additional technical information needed to allow the ship to carry out the calibration with the assistance of INO (Sydney) staff.

ANNEX A—*continued*

2. The MVI Mark 1 is held by INO (Sydney) who maintains it, embarks it in a ship for the calibration, provides an operator, and disembarks it. The following telephone numbers may be useful:

INO 35 0444 Ext 554
or
35 5944 Ext 41
Engineer Cl 3 35 0444 Ext 699
NSTO 35 0444 Ext 8349.

It should be pointed out that only one MVI Mark 1 has been produced and, as it is held in Sydney, calibration can now be provided only in the EAA.

Preparations by the Ship

3. a. *Provision of Ammunition*

Ammunition allowed for MV calibration is in addition to the normal practice allowance:

(1) Shell—The following shell are suitable for Doppler calibration:

(a) 4.5 inch Practice SU (D) Mark N1, N2, N3 and N4 fuzed 230 or PRF 230.

(b) HE Mark N3, N10 or N12 fuzed 230, or PRF 230.

(c) 5 inch Standard Shell.

(2) Charges—It is important that the entire calibration of a ship (including warmer rounds) be done with one propellant lot.

(3) For a normal 3 series calibration, a total of 21 rounds per gun will be required.

Notes: 1. In peace-time, for reasons of economy, 4.5 inch practice SU or SU (D) shell should be used if available. Stocks are retained by armament depots for MV calibrations and should be demanded as required in time to allow delivery prior to the calibrations.

2. Shell fitted tracer are NEVER to be used for calibrations.

b. *Propellant Temperature*

Because propellant temperature has a considerable effect on muzzle velocity, it is necessary to record the temperature of the charges so that an accurate estimate of the propellant temperature can be made for the moment of firing.

Ships staff are to place one thermometer in each magazine, adjacent to the propellant charges to be used for the calibration, at least 48 hours before the calibration is due to commence. Wherever possible, a recording thermometer should be used. Suitable units may be available from INO (Sydney). Failing the availability of a recording thermometer, a mercury/glass thermometer may be used. In this case, its reading should be recorded once every four hours for the 48 hours preceding the calibration. Readings should be recorded to an accuracy of plus or minus one half a degree.

During the calibration shoot, cartridges should be brought up to the gun-house one at a time, immediately before each is to be fired, so that temperature change in the propellant is reduced to a minimum.

c. *Preparation of Guns*

Guns are to be prepared as follows before calibration firing:

(1) Clean out bore using paraffin.

(2) Dry out bore with a clean non-fluffy rag.

ANNEX A—*continued*

(3) Soak a clean rag in OM65 so that it is saturated, wrap it round a piasaba brush and pull it through the bore three times.

(4) Immediately prior to firing, wrap a clean dry rag round the piasaba and pull through once.

Random errors may occur in MVs if guns are not prepared in this uniform manner before each series is fired.

d. *Gun Wear Measurement*

Guns to be calibrated should be measured before the calibration and on return to harbour immediately afterwards. INO (Sydney) will arrange for wear measurements when requested.

e. *Embarkation and Disembarkation of Equipment*

(1) The equipment should normally be embarked on the day before the calibration firing. To obviate the necessity for payment of overtime to civilian staff, the ships programme should be arranged so that the equipment can be embarked and disembarked in normal dockyard working hours, and so that the calibration team will spend a minimum time aboard at sea.

(2) Subject to cranes being available for the full time, the equipment can be embarked, aligned and checked in two hours for River Class Destroyers and four hours for other classes. The same period is required for disembarkation.

(3) One or two T/R (aerial) units will be bolted to the seatings on the gun-houses, depending on the class of ship being calibrated, as follows: DDGs—One T/R unit on 51 mount and one T/R unit on 52 mount. A mounting bracket is provided for each mounting and is embarked at the same time as the T/R units.

Daring Class—One T/R unit on 'B' gun-house to calibrate 'A' and 'B' turrets. A second T/R unit on 'X' gun-house to calibrate 'X' turret.

River Class DEs—One T/R unit on 'A' gun-house to calibrate 'A' guns.

(4) The MVI Mark 1 equipment will be embarked, and placed on board in the following locations:

DDG Class—Armourers Workshop.
Daring Class—EMR.
River Class DEs—EMR.

In all cases power supplies of 240 or 110 volts 50-60 cps single phase and two way communications with the bridge will be required.

The maximum power demand of the equipment is approximately 500 watts.

Calibration Procedure

4. a. A three series MV calibration firing is to be conducted for all calibrations, each series consisting of one warmer plus six rounds per gun. A minimum period of six hours is required between individual series in each gun.

b. Guns being calibrated must be fired at an elevation of 10° from the deck plane, because the MV measurements are based on a fixed geometric

pattern between the aerial unit and the gun bore. The elevation of the aerial unit will vary according to the situation, as follows:

(1) River Class DEs A turret and Daring B and X turrets 6.8°.

(2) Daring when calibrating A turret 8.2°.

(3) DDG both mounts 10°.

c. Guns may be fired on any convenient bearing, except for Daring Class A turrets, which must be fired on 0° relative. Care should be taken that when guns train, the cables leading to the aerial units are not damaged. This is important because the cables are expensive and difficult to replace. A sailor should be provided to tend each cable to prevent fouling on projections when turrets train.

d. The rate of fire in each series will normally depend upon the supply of cartridges from the magazine (*see* Paragraph 3 b. above). The MVI Mark 1 gives an instantaneous readout of muzzle velocity and so, apart from recording each MV, the rate of fire should not be affected by the instrumentation. While there is no need to hurry the firing of a series, long delays between rounds may cause minor random errors due to changes in atmospheric conditions. In order to assist the operator, the officer conducting the calibration should give a countdown (5 to Fire) as part of the routine of ordering Fire.

e. When new guns are being calibrated, the phenomenon of 'hump' may be encountered. This is an unexplained rise in MV above that expected from the range tables and sometimes occurs over the first 2-300 rounds fired.

f. It should be realised that the results of each MV calibration of 4.5 inch guns are forwarded to MOD (Navy) and these, together with results received from RN ships are used in the review of range tables. Similarly, the results of each MV calibration of 5 inch guns are forwarded to the USN. The mean MVs of each series of a three series calibration will differ from each other and from the range table to some extent, although the mean of the three series should be close to the MV predicted by the range tables. Where the mean muzzle velocity for one or more guns over the full three series, varies from the range tables (MV/Wear table) by more than plus or minus 10 feet per second, this fact is to be reported by signal to ACNB, giving details. The variations in MV which are encountered from series to series in a gun cannot be fully explained but the cause is probably the interaction of a number of variations due to such things as small differences in charge temperatures, lack of uniformity in gun bore preparation (Paragraph 3 c. above), varying ramming distances (particularly in worn guns), changes in atmospheric conditions, etc.

Calculation of MV

5. a. Included in this information pack are copies of forms for recording the information required, and for the calculation of MVs. Five page booklets are made up of one Form MV1, three Forms MV2 and one Form MV3. Each booklet will cover one gun firing three series. The final result of a three series MV calibration will be a Standard Muzzle Velocity (SMV) for each gun. That is, the Observed Muzzle Velocities (OMV) for each gun series are averaged to give the Average Muzzle Velocity (AMV); each AMV has corrections applied to it to bring it to standard range table conditions (that is, for charge temperature, projectile and fuze and nature

and lot of propellant); the corrected AMVs are meaned to give the standard MV for the gun. This SMV for each gun is to be used as the basic MV for future firings, kept up to date for EFCs fired, for the next three series (4.5 inch, 450 rounds; 5 inch, 600 rounds).

b. The forms contained in the booklets should be self explanatory. It will be noted that in calculating AMVs, wild rounds are discarded and the method of identifying wild rounds is shown on Form MV2.

c. All forms in the booklet should be completed by ships staff. On completion of the last series, the corrections are to be applied and SMVs calculated on Form MV3. Ships staff should then record the SMVs, as these will be required for fire control purposes, and return the completed booklets via the MVI Mark 1 operator to INO (Sydney). It should be noted that, before setting on the fire control equipment, adjustment should be made for sigma effect obtained from the range tables, and for the various corrections necessary as set out in BR 1898 (10). INO (Sydney) will complete the Analysis of MV Measurement over whole Armament (Annex B to Navy Order 272/72) and forward copies to Navy Office, FOCAF and the ship concerned.

ANNEX A—*continued*

Form MV1

Muzzle Velocity Calculations

1. **Basic Data**

Ship.....Gun.....Mk.....Reg No of barrel.....

Date.....Place.....Reg No of gun.....

Range Table used.....Mounting.....

Barometer...../...../.....Series Nos...../...../.....

Temperature.....Projectile.....

Propellant...../...../.....Fuze.....

Elevation to be used 10° (Type 9000 frequency 4720 MHz)

*Propellant.....

*Lot No or Powder index.....

(* Delete whichever is inapplicable.)

2. **Estimated MV (V_M)**

From measurements (Mechanical means)

	Wear			
	Horizontal	Vertical	Mean	Round No
Before firing Series 1				
After firing Series 3				
At Mid-series 2				

Estimated MV (V_M) at mid-series 2 from:

*(*a*) Section A, Pt 1 of RT 641 dated.....
*(*b*) OP1184 (1st Rev) Change.....Page 53 } = ...

(* Delete whichever is inapplicable.)

Notes: 1. In full or modified 3 series calibrations, where more than about 12 rounds are fired between series for purposes other than calibration (eg, gunnery practices) each series should be taken separately for the purpose of estimating V_M. (The wear at mid-series 2 will no longer be sufficiently accurate.)

2. When a calibration consists of 1 series only, or when 1. above applies, this Section should be adjusted to suit.

ANNEX A—*continued*

Form MV2

3. **Observed Muzzle Velocities (OMV)**

Turret.....

Barrel.....

Series.....

Round	OMV	Comment	Max/Min
Warmer			
1			
2			
3			
4			
5			
6			
7			
8			
Sum		Max—Min	
No Rnds		(Range W)	
Average			

Standard deviation (S) $= \frac{W}{N}$ ∴S =

where:

No Rounds	N
4	2.06
5	2.33
6	2.53
7	2.70
8	2.85

Allowable spread = Average MV ± 2S
= to

Discard all rounds outside this spread.
Recalculate average MV, W, S and allowable spread.
Repeat until all non-discarded rounds have MVs within the allowable spread. The last average MV thus calculated is AMV.

AMV = ft/sec.

ANNEX A—*continued*

Form MV3

4. **Corrections to MV**

Turret.....

Barrel.....

Reason	Data	Type/Value			Correction (ft/sec)					
		Series			+ Series			− Series		
		1	2	3	1	2	3	1	2	3
Charge Temperature	5″: 1.2 (90–T) 4.5″: 0.8 (70–T)									
Projectile and Fuse	5″: Standard Shell and Fuse ± 0ft/sec 4.5″: SUD or HE fused 230 or PRF230 +14 ft/sec									
Propellant	5″: Powder Index — Corrn SPD9415 + 8 SPD9416 + 5 SPDF9733 +27 SPD10090 +16 SPD10091 +26 All others 0 4.5″: Lot No All MEC 0 For others, *see* BR2050 (641) Sec A Pt 5									
	Totals									
	Correction C									

Series	AMV	AMV + C
1		
2		
3		
SUM		
No of Series		
Standard MV (SMV)		

ANNEX B

Analysis of MV Measurement over Whole Armament

SHIP..... DATE..... PLACE.....

ARMAMENT..... GUNS AND MARK..... TURRETS.....

V_M = Estimated MV at mid-series, in ft/sec.

SMV = Standard MV, ie, observed velocity for standard RT conditions, in ft/sec.

S = Standard deviation for series, in ft/sec.

Gun	Series	SMV	V_M	SMV Minus V_M	S	Mean Wear (Mid-Series)	Round No Start and Finish
R of A	1	2402			9.12		110
	2	2396			10.5	.054	131
	3	2410			8.8		
	MEAN	2403	2406	−3			
L of A	1	2325			13.4		740
	2	2350			14.8	.200	
	3	2300			12.2		761
	MEAN	2325	2293	+32			
R of B	1	2419			10.1		95
	2	2415			11.8	.035	
	3	2417			10.5		116
	MEAN	2417	2418	−1			
L of B	1	2404			9.0		.115
	2	2399			12.0	.057	
	3	2397			9.5		.136
	MEAN	2400	2408	−8			

(736/252/22)

(*Navy Order 272/72*)

18168/72 W. G. MURRAY, Government Printer, Canberra

ANOs 273/72-285/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
6 September 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

273/72 Captain of The Port Sydney and HMAS KUTTABUL—Responsibilities.

SECTION 2—PERSONNEL

274/72 Aircrew Refresher Flying.
275/72 Rail Travel in Queensland.
276/72 Recommendations for Submarine Command.
277/72 Royal Melbourne Institute of Technology—Engineering Diploma Courses.
278/72 Scale of Fees for Dental Treatment by Civilian Dentists.
279/72 Sleepwalking.

SECTION 3—OPERATIONAL AND TRAINING

280/72 Sailors Course Programme 1972.

SECTION 4—EQUIPMENT, STORES AND SERVICING

281/72 Deck Coverings—Anti-Static Deck Coverings (Tiles) in Sick Bays Fitted With Operating Table—Maintenance.
282/72 Fixed Issuing Prices for Provisions and Victualling Allowance as from 1 July 1972.
283/72 Stores, Spare Parts, Tools and Ordnance Accessories—Armament Stores—Losses—Values for Recovery and Write-off Purposes.
284/72 20 mm Aircraft Ammunition With Conducting Composition Primers—Precautions.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

285/72 TG142—Standard Requirements for Identification Marking of Metallic Materials—Department of the Navy—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

273/72—Captain of The Port Sydney and HMAS KUTTABUL—Responsibilities

1. The responsibilities of the officer posted as Captain of the Port and in command of HMAS KUTTABUL, *see* Navy Order 185/71, have been amended and are as follows:

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) Naval Shore Patrol, Sydney
(8) Ship and VIP visits
(9) Port recreation
(10) Randwick sports complex.

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 HMAS KUTTABUL/Garden Island (Naval)
(4) Fleet clothing store.

2. The Master Attendant is responsible to the Captain of the Port.

3. Signals and correspondence should be addressed either to the Captain of the Port or to HMAS KUTTABUL.

4. Navy Order 185/71 is hereby cancelled.

(2/4/272)

(*Navy Order 185/71*)

Section 2

PERSONNEL

UNCLASSIFIED

274/72—Aircrew Refresher Flying

1. Annual refresher flying is no longer a requirement for aircrew officers in order to remain eligible for Flying Pay. Such eligibility will be retained provided that:

a. medical fitness for flying duties is maintained;
b. refresher flying is completed when required by the Naval Board;
c. a direction has not been given by the Board that an officer is not to be employed on flying duties.

2. Refresher flying will normally be arranged only as follows:

a. for officers in non-flying billets when they have been posted to a squadron or other flying billet; and

b. for officers on the staffs of FOCAF, FOCEA and DNAP, where currency in a service aircraft type is a necessary part of the function of the billet.

3. Officers in Paragraph 2a. will be posted for refresher flying. Arrangements for officers in Paragraph 2b. should be made with FOCEA keeping Navy Office informed.

4. Officers not covered by Paragraph 2 may continue to apply to Navy Office for refresher flying, but such requests will be accorded low priority. Approval will depend on a Navy Office assessment of the requirement and whether this refresher flying will affect the ability of the squadrons involved to perform their other tasks.

(311/4/300)

UNCLASSIFIED

275/72—Rail Travel in Queensland

1. The Queensland Government has approved the issue of first-class station to station rail passes available for the period of final leave, to all Queensland personnel who have served overseas with Australian units in or seen service in operational waters during World War II, the Korean and Malayan campaigns or the Vietnam emergency.

2. This approval remains valid until the termination of the members Naval service and may be availed of by the member on his final leave.

3. Queensland personnel for this purpose are defined as:

a. members who enlisted from Queensland;

b. members who are or intend to become permanently domiciled in Queensland including:

(1) those whose final travel warrant is to Queensland;

(2) those whose final removal is to Queensland;

(3) those whose home port is Brisbane.

4. Applications, which are to be accompanied by sufficient details to determine eligibility, are to be forwarded to Navy Office. Once eligibility has been determined the Naval Officer-in-Charge, Queensland, will be authorised to approach the Queensland Government for issue of rail passes.

(187/1/189)

RESTRICTED

276/72—Recommendations for Submarine Command

1. Reports are to be rendered on the following officers:

a. All seaman officers (SM) of and above five years seniority as lieutenant except those who have undergone the Commanding Officers Qualifying Course (COQC) and those who have been reverted to General Service without being selected for COQC;

b. all executive officers of submarines not included in a.;

c. any seaman officers (SM) of over four years seniority as lieutenant who are not covered by a. or b. but who are regarded as either:

(1) likely to be capable of early command; or

(2) unlikely ever to be recommended for command; and

d. RN seamen (SM) officers as required by SGM 1503.

2. Reports are to be rendered on 1 March, 1 July and 1 November annually and are to be forwarded as follows:

a. *Submarines in UK Waters*

The reports, in duplicate, are to be forwarded to the Flag Officer Submarines through the Squadron Commander concerned. FOSM will forward one copy to ANRUK for onward transmission to the Navy Office.

b. *By All Other Submarines*

The reports, in duplicate, are to be forwarded through the Squadron Commander to FOCAF who is to forward one copy to the Navy Office. The latter is to be addressed to Secretary, Department of the Navy (for Director of Appointments and Postings (Officers)). Navy Office will forward copies of reports to FOSM when appropriate.

c. In addition to the manuscript report FOCAF is to signal reports to ACNB, info FOSM, giving the category of recommend, eg, XI, Y2, classified RESTRICTED, STAFF-IN-CONFIDENCE.

Instructions for Reporting Officers

3. The format to be used is shown in Annex A to this order.

4. The spirit of the instructions for the compilation of Forms PP101 should be followed in making recommendations for submarine command. The greatest care is required when assessing the general qualities of candidates for command and, in particular, every suitable opportunity should be taken to judge the officers aptitude for handling the submarine submerged.

5. Numerical assessments in Section II representing the Captains opinion of the merit of an officer are to be made carefully from the following scale related to the attributes described in Paragraph 6 below:

9 Absolutely outstanding
8 Exceptional
7 Very Good indeed
6 Above average
5 Average or normal
4, 3 } Satisfactory but with some shortcomings
2 Unsatisfactory
1 Quite inadequate
IK Insufficient knowledge

6. The attributes on which specific reports are required are shown in the following table:

Power of Command ..	The officers ability to direct others under normal and adverse conditions.
Periscope Ability ..	Accuracy of periscope estimations. Alertness. Correct and quick periscope drill. Early appreciation of target alterations.
Tactical Appreciation ..	Ability to use information and natural conditions to submarines advantage. Ability to assess the oppositions probable action or reaction.
Ship Handling	Ability to manoeuvre ship on surface and dived. Appreciation of the effect of natural conditions.
Ability as PCO	Appreciation of the overall attack problem. Ability to direct the attack team. Understanding of attack plots and instruments.
Ability as OOW ..	Reaction to situations both surfaced and dived, particularly at close quarters. Ability to deal with information and emergencies.
Ability as OOD ..	Ability to run ships routine in harbour and deal with emergencies.
Technical Knowledge ..	The extent of technical knowledge acquired of a shipwide nature. Ability in understanding technical problems.
Administrative Ability ..	Organising skill and proper delegation. Power of expression orally and on paper.
Sense of Responsibility ..	The degree of responsibility which the officer exercises in the conduct of his professional and private affairs.

7. Section III should sum up the officers suitability for command and should include remarks on his overall experience, leadership, physical and moral courage, ability as a Second in Command, cheerfulness, bearing, etc. When necessary it is also to amplify the numerical markings of Section II where a high or low mark is given for a particular attribute.

8. The category of recommendation in Section I is to be chosen from the following:

X1—Officer has sufficient experience for Command NOW and is likely to make an EXCEPTIONAL Submarine Captain.

X2—Officer has sufficient experience for Command NOW and is likely to make an AVERAGE Submarine Captain.

X3—Officer has sufficient experience for Command NOW and is recommended for COQC but is likely to require close supervision during his first Command.

Y1—Officer has insufficient experience for Command at this stage but has marked ability and shows promise of developing into an exceptional Submarine Captain.

Y2—Officer has insufficient experience for Command at this stage but should make a satisfactory Submarine Captain in due course.

Y3—Officer has not yet demonstrated that he has the necessary qualities to make a Submarine Captain.

Z—The Reporting Officer has insufficient knowledge of the officer to make any recommendation.

Officers Not Recommended for Command Who Have Had Sufficient Experience

9. A special report on forms PP101 is to be rendered on the due dates in Paragraph 2. It is likely that such officers will be reverted to General Service at the earliest convenient opportunity.

Ship Command Examination

10. Parts of the Ship Command Examination passed are to be entered in Section I. In the case of officers of over seven years seniority as a lieutenant who have not qualified in Part 1 to 4 of the Navigation Ship Command Examination, the reasons for not doing so are to be stated.

Command Rosters

11. The basis for the Submarine Command Rosters is Navy List Seniority. Part I will comprise officers with X recommendations, Part II those with Y recommendations.

12. A copy of that part of the Royal Navy Command Roster which shows all X (ie, NOW) recommendations will be forwarded by the Flag Officer Submarines, to all Captains (SM), Commanders (SM) and Commanding Officers of Building and Refitting Groups when all recommendations due on the dates in Paragraph 2 above have been received. When received at Navy Office, the names of RAN officers will be extracted and the RAN Submarine Command Roster will be forwarded to FOCAF, COMAUSSUBRON1 and ANRUK.

Selection for COQC

13. Officers will take their places on the RAN Submarine Command Roster in accordance with the rules laid down by Flag Officer Submarines. Their selection for the COQC will depend, however, upon RAN requirements and will be decided by the Naval Board in consultation with FOSM.

14. Officers not selected for command will be released to General Service after it has been decided that they will never attain submarine command and when they can be spared.

18169/72—3

ANNEX A

STAFF-IN-CONFIDENCE

(when completed)

Recommendation For Submarine Command

Section I

Date of Report	*Christian Names*	*Surname*
Reporting Ship	*Rank and Seniority*	*Category of Recommendation*
Duties on Which Employed	*Date of Birth*	*Ship Command Navigation*
Sub-specialisation (if any)	*No of Attack Teacher Attacks*	*No of Sea Attacks*

Section II (Tick appropriate 'box')

	1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*
Power of Command									
Periscope Ability									
Tactical Appreciation									
Ship Handling									
Ability as PCO									
Ability as OOW									
Ability as OOD									
Technical Knowledge									
Administrative Ability									
Sense of Responsibility									

Section III Captains general opinion of officer as potential Submarine Captain

Rank.....

Section IV Remarks by Squadron Commander

Rank.....

Section V Remarks by Flag Officer

Rank.....

STAFF-IN-CONFIDENCE

(312/203/119)

UNCLASSIFIED

277/72—Royal Melbourne Institute of Technology—Engineering Diploma Courses

1. Engineering Diploma Courses have been introduced to supplement the Engineering Degree Scheme now undertaken at the RAN 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 courses:

Aeronautical Engineering
Electrical Engineering
Electronics Engineering
Communications Engineering
Mechanical Engineering.

3. These Associateship Diplomas are currently an acceptable qualification for membership of the Institution of Engineers, Australia, but will cease to be acceptable from 30 June 1980.

4. RMIT Associateship Diploma courses are full time courses 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.

5. Diploma students who achieve outstanding results during their first two years of diploma training may be permitted to transfer to equivalent RMIT degree courses where available, conditional on the officers agreement to transfer to the General List on completion of the degree course.

Academic Prerequisites

6. RAN personnel selected for diploma training must meet the prescribed academic prerequisites which permit exemption from the preliminary year of the four year RMIT Associateship Diploma courses in Engineering. Exemptions will normally be granted for passes in the Higher School Certificate (or its equivalent) in English, Physics, Chemistry and a Mathematics subject. Exemption may also be granted to those who have passed an appropriate Engineering Certificate course or the first year of an appropriate diploma course in any State.

Sources of Entry

7. 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 standard.

c. Officers from the RAN College 'CRESWELL' course whose interests are technical and/or whose eyesight is below seaman standard (*Note 1*).

d. Officer candidates who have technical potential (*Note 2*).

Notes: 1. Officers selected from groups b and c will complete the current year of their previous course before being transferred to a diploma course.

2. Students in group d will attend the next diploma course following their selection for promotion to commissioned rank.

Periods of Service

8. On selection, trainees from sources 7a., 7b. and 7c. will remain as General List officers. Trainees selected from source 7d. will normally be granted seven year short service commissions on the Supplementary List to commence on 1 March following successful completion of diploma training. In exceptional cases, transfer to the General List may be considered on successful completion of diploma training.

Officer Candidates With Technical Potential

9. 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 on 1 January of the year of commencement of diploma training.

(2) To possess the academic prerequisites defined in Paragraph 6 of this order.

c. *Eligibility for Matriculation Preparatory Course.* OCSLEN are eligible to attend the 18 months LEEUWIN Matriculation Preparatory Course in order to achieve the required RMIT educational prerequisites, subject to the following criteria:

(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 the matriculation preparatory course.

(2) *Minimum Educational Prerequisites.* Academic Level 7 (4 SGCE/HET/LET passes or exemptions including English and a Mathematics subject).

(3) *OC Papers.* To have current CW papers as an OCSLEN, ie, to have been nominated for and passed an Initial Selection Board as an OCSLEN.

(4) *Selection.* To be selected by the Preparatory Course Selection Committee to attend the matriculation preparatory course.

(5) *Re-arrangement Provisions.* As detailed in RI Article 0824.

d. *Selection for Diploma Course.* SLEN candidates attending the matriculation course will appear before the RANC Selection Board and may be provisionally selected subject to achieving suitable matriculation results. SLEN candidates who already possess the academic and other prerequisites will appear before the RANC Selection Board. As RMIT nominations close in October, those OCSLEN who are under consideration for diploma training will be nominated provisionally for RMIT entry, their nominations being confirmed or cancelled when Selection Board results are known.

e. *Cancellation of Candidature.* Candidature of OCSLEN will be cancelled or transferred to another avenue of promotion by Navy Office on attaining the age of 24 or on the recommendation of the final Selection Board, whichever is the earlier.

f. *Appointment.* Be appointed as a Midshipman of the Supplementary List on commencement of post-matriculation officer training.

g. *Promotion.* Promotion will be subject to recommendation and examination where applicable. Officers will be eligible by seniority and service as follows:

(1) Midshipmen to Acting Sub-Lieutenant—Two years seniority as Midshipman subject to passing second year of diploma training.

(2) Acting Sub-Lieutenant to Sub-Lieutenant—One year seniority as Acting Sub-Lieutenant and a completion of diploma training (or third year of degree course where applicable).

(3) Sub-Lieutenant to Lieutenant—Three years ten months from date of promotion to Acting Sub-Lieutenant adjusted by time gained and subject to successful completion of application training.

(4) Lieutenant to Lieutenant-Commander—Eight years seniority as Lieutenant.

h. *Time Gained Towards Promotion to Lieutenant.* A total of 16 months may be gained towards seniority in the rank of Lieutenant of which a maximum of eight months may count towards pay. Time gained will be awarded as follows:

(1) SLEN officers attending RMIT will be awarded one month per year for a clear pass and five months per year for a graded pass during first and second years; six months time will be awarded for a graded pass in third year. A graded pass is defined as 25 per cent of individual subject results at credit level. A distinction is counted as two credits and a high distinction as three credits. An officer will not qualify for time gained for an RMIT year if he qualifies at a deferred examination or fails to qualify to proceed to the next year of his course without the overall length of his course being extended.

(2) An officer who is transferred to the General List on 1 March following completion of diploma/degree training will be awarded time gained for diploma/degree and Fleet training in accordance with Navy Order 506/71 (General List Officers—Allocation of Time Gained).

Pre-diploma Training

10. The period between confirmation of matriculation results and the commencement of diploma training will be used to conduct an indoctrination course and a Mathematics bridging course at HMAS CERBERUS, and for kitting up.

Vacation Training

11. a. *First Year*—two weeks workshop familiarisation HMAS NIRIMBA; four weeks sea training.

b. *Second Year*—two weeks workshop familiarisation HMAS NIRIMBA; four weeks dockyard familiarisation.

Post-graduate Training

12. On successful completion of diploma training all graduates will undertake the Divisional Officers course at HMAS CERBERUS of two to three weeks, a specialist acquaint course of two weeks followed by the Junior Officers NBCD course.

Post-diploma Professional Training—General List

13. The GL RMIT graduate will be posted to sea for a period of approximately 20 weeks to achieve the award of the Certificate of Competence. He will then undergo application training for about one year before being posted to a specialist billet.

Post-diploma Professional Training—Supplementary List

14. SL RMIT graduates will proceed to:

a. Marine Engineers: A Fleet unit for certificate and charge training.

b. Electrical Engineers: PCT for appropriate billet.

c. Aeronautical Enginers: NAS, Nowra, for application training.

Administration

15. RMIT students are administered by the Commanding Officer, HMAS LONSDALE. Textbooks and instruments are provided on loan (NPI Article 148) and course fees are paid by HMAS LONSDALE as directed by the Naval Board.

RMIT Naval Supervisor

16. An officer is posted to HMAS LONSDALE as RMIT Naval Supervisor for diploma students. RMIT has also appointed a staff member as Liaison Officer for matters related to Naval students.

RMIT Study Board

17. An RMIT Study Board meets biannually to review half-yearly results. The Study Board comprises:

Naval

Director-General of Training (Chairman)
Director of Naval Education Service
RMIT Naval Supervisor (and representing Commanding Officer, HMAS LONSDALE)
The Area Naval Psychologist.

RMIT

The Deputy Vice-Principal
The Liaison Officer
The Warden of Students
Heads of Departments.

Terms of Reference

18. The RMIT Study Board:

a. reviews at suitable times during the year the academic progress of junior officers studying Engineering courses at RMIT;

b. makes recommendations to the Naval Board, through the Director-General of Training, on:

(1) the progression of officers from one academic year to the next;

(2) the granting of repeat years to deserving officers;

(3) the need to re-assign or withdraw officers from training;

c. keeps under review all facets of Naval officer training at RMIT, and makes such recommendations as may lead to increased training efficiency and satisfactory RAN-RMIT relations.

Course or Year Failures

19. Officers who complete the final year of the diploma course but who fail one or more units and are not awarded a repeat year may, subject to the recommendation of the Study Board, be posted for professional training and employment as Engineer Officers.

20. If an officer is allowed a repeat year, he will remain one year behind his contemporaries 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.

21. Officers who fail in the first or second year of diploma training and are not awarded a repeat year may be transferred as Midshipman for training in another specialisation. They will be promoted with their new group but the length of their short service commission will be shortened to enable their period of service since commissioning to remain the same.

(312/3/146)

(Navy Order 506/71)

UNCLASSIFIED

278/72—Scale of Fees for Dental Treatment by Civilian Dentists

1. The following scale has been approved by Treasury as the maximum fees allowable in respect of dental treatment by civil practitioners. This scale is to be applied in the recovery of the cost of treatment given to personnel in other navies. These new fees are operative from 1 January 1972 and action where appropriate should be taken to implement the new fees and to arrange payment of additional moneys now due to dental practitioners for services and sessions rendered on and subsequent to 1 January 1972.

2. Members on leave, detached duties, or otherwise living out are to obtain dental treatment through Service sources. The Department will be responsible for the cost incurred by members for private dental treatment only in cases where the treatment was for urgent relief of pain or the urgent repair of dentures. In the latter case costs will be accepted only in very exceptional circumstances and subject to Navy Office approval.

3. Members entitled to treatment under the provisions of Paragraph 2 above should not pay the account but should have it forwarded to the Supply Officer of the ship in which they are borne for pay. If it is more convenient, however, payment may be made by the member and reimbursement claimed on return to his ship or establishment, on production of receipted accounts.

4. Where possible, the services of civil dentists prepared to act at fees as promulgated in this Navy Order are to be utilised. Paragraph 6 below refers:

Item	*Former Fee* $	*New Fee* $
a. *Consultation and Report*		
Consultation and examination (when specifically requested) and submission of report:		
(1) Local dental officer	3.35	3.90
(2) Orthodontist and periodontist	6.60	7.75
(3) Dental specialist	6.60	7.75
(4) Subsequent visits for (2) and (3)	4.15	4.85
(5) Consultation and examination of members stationed in outlying areas	3.35	3.90
(6) Examination of families prior to movement overseas	3.35	3.90

Item	Former Fee $	New Fee $
b. *Preventive Dentistry*		
(1) Prophylaxis:		
Removal of plaque	3.40	4.00
Scaling and cleaning	5.20	6.00
(2) Topical fluoride application (subject to approval): per application (maximum of three applications)	—	2.00
c. *Conservative Dentistry*		
(1) Restoration:		
(a) Amalgam:		
One surface	4.25	5.20
Two surfaces	5.50	6.30
Three surfaces	7.00	8.20
(b) Synthetic porcelain	5.50	5.80
(c) Composite resins	—	6.55
(2) Direct gold inlays—to be done only if prior approval of the Medical Director-General or his authorised representative is obtained regarding work, and fee not to exceed	25.00	30.00
(3) Crown and bridgework—to be done only if prior approval of the Medical Director-General or his authorised representative is obtained for work and fee.		
d. *Endodontics*		
(1) Removal of pulp and root filling:		
(a) 10 Anterior teeth	10.00	20.00
(b) Posterior teeth—fee to be negotiated		
(2) Treatment of infected pulp and root filling:		
(a) 10 Anterior teeth upper and lower ..	16.50	25.00
(b) Posterior teeth—approval to be obtained for work and fee.		
(3) Pulpotomy	3.80	4.45
e. *X-rays*		
(1) One X-ray (and where required a written report)	—	2.70
(2) Each additional film	1.05	1.70
(3) Full mouth—14 films	14.90	16.00
(4) Extra oral—lateral (each side)	5.60	6.55
Note: Item (1) above formerly provided an initial fee for two X-rays.		
f. *Sedative Dressings*		
Emergency treatment for relief of pain or control of haemorrhage (maximum of two treatments) ..	2.00	2.35

Item	Former Fee $	New Fee $
g. *Exodontics*		
(1) Extractions under local anaesthesia:		
(a) One tooth	3.20	4.65
(b) Each additional tooth	1.40	2.60
(2) Extractions under general anaesthesia—prior approval of the Medical Director-General or his authorised representative is to be obtained:		
(a) Multiple extractions performed in a hospital by a local dental officer:		
minimum (up to four teeth)	19.45	22.80
maximum (five or more teeth)	25.00	29.25
(b) Multiple extractions in surgery (only under special circumstances):		
minimum (up to four teeth)	11.10	13.00
maximum (five or more teeth) ..	14.25	16.70
h. *Prosthetics*		
(1) Dentures:		
(a) Full upper or lower	54.00	64.00
(b) Full upper and lower	96.00	122.00
(c) Partial dentures:		
1 tooth	23.00	26.95
2 teeth	24.80	29.05
3 teeth	26.60	31.15
4 teeth	28.40	33.25
5 teeth	31.50	36.90
6 teeth	31.90	37.35
7 teeth	32.30	37.80
8 teeth	32.70	38.30
9 teeth	33.10	38.75
10 teeth	35.20	41.20
11 teeth	35.50	41.55
12 teeth	35.80	41.90
Per clasp	2.50	2.95
Occlusal rest where not used as part of clasp	1.20	1.40
(d) Cast-metal dentures—prior approval of the Medical Director-General or his authorised representative is to be obtained:		
1 tooth	28.50	33.35
2 teeth	30.30	35.50
3 teeth	32.10	37.60
4 teeth	33.90	39.70
5 teeth	37.00	43.35
6 teeth	37.40	43.80
7 teeth	37.80	44.25
8 teeth	38.20	44.70
9 teeth	38.60	45.20

Item	Former Fee $	New Fee $
10 teeth	40.70	47.65
11 teeth	41.00	48.00
12 teeth	41.30	48.35
(plus the cost of casting—fee by negotiation).		
Note: Clasps are regarded as an integral part of the casting.		
(e) Relining (processed) lower	18.00	21.05
(f) Rebasing (processed) upper	23.00	26.95
(g) Rebasing by use of functional impression technique (eg, hydrocast prior approval of the Medical Director-General or his authorised representative is to be obtained regarding work and fee where treatment necessary for both upper and lower dentures—maximum fee payable	26.50	31.05
where treatment necessary for upper or lower denture—maximum fee payable ..	13.25	15.50
Notes: For partial dentures, the following definition of rests and clasps will apply:		
1. Occlusal rests, whether in cast or acrylic dentures will be regarded as an integral part of the basic denture structure.		
2. A clasp, whether it has one, two or three arms, will be regarded as one clasp for the purpose of assessment.		
(2) Repairs to dentures:		
(a) Ordinary fractures	5.40	6.30
(b) Replacement of one tooth (or clasp) ..	5.40	6.30
Each additional unit	2.30	2.70
Where impression required	6.50	7.60
(c) Addition of new tooth (or clasp) ..	8.00	9.35
Each additional unit	3.00	3.50
(d) Cast-metal dentures—fees as (a), (b) and (c) above, plus costs of any casting necessary for repair or addition (fee for casting by negotiation).		
i. *Periodontics*		
(1) Acute:		
(a) Gingival infection—first visit	5.00	5.85
(b) Subsequent visits—negotiated fee with maximum for whole treatment, of ..	16.00	18.75

Item	Former Fee $	New Fee $
(2) Chronic:		
Prior approval of the Medical Director-General or his authorised representative is to be obtained regarding work and fee. Fee to be fixed by negotiation with maximum fees for full periodontal treatment, when provided by a specialist periodontist, of:		
full gingivectomy	90.00	105.40
full periodontal surgery involving gum flap and osseous surgery	190.00	222.50
j. *Orthodontics*		
To be done only if prior approval of the Medical Director-General or his authorised representative is obtained regarding work and fee.		
Fee to be arranged by prior negotiation—maximum fee payable	320.00	375.00
k. *Oral Operations*		
To be done only if prior approval of the Medical Director-General or his authorised representative is obtained regarding work and fee:		
(a) Minor—to be done only by an approved dentist	11.50 to 16.50	13.45 to 19.30
(b) Major—fee to be fixed by prior negotiation.		

l. *Fees for Visiting Dental Officers for Sessions at Departmental or Service Establishments*

	First hour $	Subsequent half hours $
(1) Principal Visiting Dental Officer	19.45	7.80
(2) Senior Visiting Dental Officer	16.55	6.60
(3) Visiting Dental Surgeon	15.10	6.05
(4) Visiting Dental Officer	10.45	4.20

m. *Miscellaneous*

Specialised treatment where a fee is not specified—fee to be arranged by prior negotiation but prior approval of the Medical Director-General or his authorised representative is to be obtained regarding work and fee.

n. *New Guinea*

A surcharge of 15 per cent to be payable for dental treatment provided in the New Guinea Area.

5. The authorised representatives of the Medical Director-General are the Senior Dental Surgeon, HMAS CERBERUS, The Command Dental Surgeon, East Australia Area, and the Fleet Dental Officer, HMAS MELBOURNE.

6. Administrative Authorities are to maintain lists of local dental practitioners who are prepared to act at the above fees and promulgate in local orders. Copies of these lists are to be referred to Navy Office.

Mileage and Travelling Allowance

7. a. A dental practitioner who uses his own vehicle to attend dental examinations will be paid a mileage allowance of 25 cents for each half mile or part thereof beyond a 3 mile radius from the practitioners surgery or residence (one way only).

b. A dental practitioner who does not use his own vehicle but is provided with Departmental transport will be entitled to payment of an allowance of $1.05 per half hour in respect of travelling time to and from the place where the service is performed.

8. Navy Orders 406/70 and 573/70 are hereby cancelled.

(327/61/26)

(Navy Orders 406/70 and 573/70)

UNCLASSIFIED

279/72—Sleepwalking

1. Where documentary evidence exists that a member has walked in his sleep, he is to be brought before an Interim Medical Survey Board and a recommendation of Category 'D' for 12 months is to be made.

2. This will allow further observations to be made, and any necessary medical investigations, should further incidents occur, prior to resurvey.

(327/54/133)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

280/72—Sailors Course Programme 1972

1. The deletions, alterations and additions shown in Annexes A, B and C of this order are promulgated as Amendment No 5 to Navy Order 513/71.

2. Amendments are for courses programmed after 1 July 1972.

3. The amendment list shown at Paragraph 10 of Navy Order 513/71 should be noted with this fifth amendment.

ANNEX A

Deletions

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	901890	POCOX ..	CERBERUS ..	44	D	PENGUIN	—	10.7.72	8.9.72	4–12	*Delete*
	911960	POUC ..	WATSON ..	119	C	CERBERUS	—	17.7.72	15.12.72	5–8	course 2/72 *Delete*
	911790	ABCD ..	PENGUIN ..	75	C	WATSON	—	15.5.72	22.9.72	—	course 2/72 *Delete*
WEE Career and PCT Miscel-laneous	954420	Test Room ..	RANITE ..	25	D	PENGUIN	—	17.7.72	18.8.72	–6	course 2/72 *Delete*
	902600	WOSK ..	CERBERUS	30	—	WATSON	—	10.7.72	18.8.72	—	course 2/72 *Delete*
	902610	WOMC ..					—	17.7.72	11.8.72	—	course 6/72 *Delete*
	902340	PO Leadership	CERBERUS ..	20	E		—	14.8.72	8.9.72	—	course 7/72 *Delete* all detail
WRANS Promotion	907830	LWRREG ..	CERBERUS ..	85	—		—	4.9.72	6.12.72	—	*Delete* all detail
	947700	WRAN OTC	CERBERUS ..	87	—		—	1.5.72	19.9.72	3–8	*Delete*
	937710	WRRO ..	CERBERUS ..	30	—		—	14.8.72	21.9.72	—	course 6/72 *Delete*
	937730	WRROT ..	CERBERUS ..	50	—		—	25.9.72	15.3.72	—	course 7/72 *Delete*
	937740	WRROM ..	HARMAN ..	105	—		—	25.9.72	15.3.72	—	course 7/72

ANNEX B

Alterations

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	911750	ABRP ..	WATSON ..	76 (incl 5 NBCD)	—	PENGUIN	NBCD	24.4.72	28.4.72	6–9	Amended dates 4/72
						PENGUIN	Sship	1.5.72	26.5.72		
						WATSON	RP	29.5.72	11.8.72		
						PENGUIN	NBCD	8.5.72	12.5.72	6–9	Amended dates 5/72
						PENGUIN	Sship	15.5.72	9.6.72		
						WATSON	RP	13.6.72	1.9.72		
						PENGUIN	NBCD	17.7.72	21.7.72	6–9	Amended dates 6/72
						PENGUIN	Sship	24.7.72	18.8.72		
						WATSON	RP	28.8.72	10.11.72		
	911760	ABUC ..	WATSON ..	—	—	PENGUIN	NBCD	8.5.72	12.5.72	6–12	Amended dates 3/72
						PENGUIN	Sship	15.5.72	9.6.72		
						WATSON	UC	13.6.72	—		
	911790	ABCD ..	PENGUIN ..	75	C	PENGUIN	Diving	17.1.72	7.4.72	8–16	Amended dates 1/72
						WATSON	EOD	10.4.72	12.5.72		
						PENGUIN	Diving	5.6.72	14.7.72		
	911920	POCD ..	PENGUIN ..	115 (incl 10 NBCD)	C	PENGUIN	Sship	10.4.72	12.5.72	4–8	Amended dates 1/72
						PENGUIN	NBCD	13.5.72	26.5.72		
						PENGUIN	Diving	29.5.72	28.7.72		
						WATSON (incl 3 CAD)	EOD	31.7.72	22.9.72		
						WATSON	EOD	16.10.72	20.10.72		
						PENGUIN	Diving	23.10.72	27.11.72		
	911790	ABCD ..	PENGUIN ..	75	C	PENGUIN	Diving	3.7.72	22.9.72	8–16	Amended dates 3/72
						WATSON (incl 3 CAD)	EOD	25.9.72	27.10.72		
						PENGUIN	Diving	30.10.72	28.11.72		
Seaman Career and PCT	NN	ASAC re-qualifying	WATSON	5	E	—	—	23.10.72	27.10.72	4–6	Amended dates 3/72
	903290	ASAC ..	WATSON ..	20	E	FOCAF	—	26.7.72	4.8.72	4–6	Amended dates 4/72

Marine Engineering Promotion	953080	CERA .. CMECH ..	CERBERUS	85	C	—	—	14.8.72	30.11.72	—	Amended dates 2/72
	953090	CERA D .. CMECH D ..	CERBERUS	85	C	—	—	14.8.72	30.11.72	—	Amended dates 2/72
	913980	MECH ED ..	NIRIMBA ..	20	—	—	—	10.7.72	4.8.72	—	Amended completion date
	913950	DE ERA ..	CERBERUS ..	95	—	—	—	24.7.72	8.12.72	—	Amended dates 2/72
	913960	DE ERAD ..	CERBERUS ..	95	—	—	—	24.7.72	8.12.72	—	Amended dates 2/72
Marine Engineering Career and PCT	913660	Advanced Welding	NIRIMBA	60	D	—	—	14.8.72	3.11.72	–4	Amended dates 3/72
WEE Career and PCT	914330	Sonar 177M ..	WATSON ..	24	D	—	—	17.7.72	17.8.72	3–6	Amended Course length
Weapons Promotion	916710	NAMW ..	ALBATROSS	65 (incl 5 NBCD)	B	PENGUIN ALBATROSS	NBCD ENG	22.5.72 29.5.72	26.5.72 18.8.72	4–12	Amended dates 2/72
Miscel-laneous	903410	Security Acquaint (Senior Sailors)	PENGUIN ..	2	—	—	—	17.8.72	18.8.72	—	Amended dates 2/72
								16.11.72	17.11.72		Amended dates 3/72
Educational	902500	SGCE Preparatory	LEEUWIN ..	95	C	—	—	10.7.72	28.11.72	–50	Amended dates 2/72
Training Technology	902350	Instructional Technique	CERBERUS ..	10	—	—	—	3.10.72	13.10.72	8–16	Amended dates 13/72
NBCD	902400	Standard NBCD	PENGUIN ..	5	—	JBMR	—	28.8.72 4.9.72 16.10.72 23.10.72 30.10.72	1.9.72 8.9.72 20.10.72 27.10.72 3.11.72	–20	Sydney Area Courses allocated to NAAS

ANNEX C

Additions

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 Career and PCT	902540	Cox'n Conversion	CERBERUS ..	60	D	CERBERUS KUTTABUL CERBERUS KUTTABUL FOCAF	— — — — —	17.4.72 12.6.72 2.10.72 27.11.72 3.11.72	9.6.72 7.7.72 24.11.72 22.12.72 1.12.72	4–12	—
	903290	ASAC ..	WATSON ..	20	E	—		24.4.72	18.8.72	7–10	Additional course 7/72
Supply and Secretariat Promotion	919720	CK ..	CERBERUS ..	85 (incl NBCD)	—			5.6.72	27.9.72	—	Additional course 5/72
								21.8.72	22.12.72	—	Additional course 7/72
Miscel-laneous Educational	902600 902610 902570	WOSK .. WOMC .. SGCE Chemistry Practical	CERBERUS .. — CERBERUS ..	30 — 10	— — C	— — —		11.9.72 6.11.72 7.8.72	20.10.72 15.12.72 18.8.72	— — —	Additional course 10/72 — —
WRANS Promotion	907830 947700	LWRREG .. WRAN OTC	CERBERUS .. CERBERUS ..	85 87	— —	— —	— Comms 1 Supply Admin NBCD and First Aid Comms 2	1.5.72 14.8.72 29.8.72 19.9.72 7.12.72	18.8.72 25.8.72 18.9.72 6.12.72 8.12.72	— 3–8	— Navy Order 147/71 —

(Navy Orders 147/71 and 513/71)

(303/21/188)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

281/72—Deck Coverings—Anti-Static Deck Coverings (Tiles) in Sick Bays Fitted With Operating Table—Maintenance

1. The decks of sick bays fitted with an operating table are to be covered with anti-static tiles (vinyl). Special procedures are necessary for laying these tiles, instructions being given in the Naval Construction Manual, Volume 1.0, Section L.2. The tiles can conveniently be recognised from their size (32 inches x 32 inches).

2. The fitting of anti-static tiles is a precaution against the risk of an anaesthetic explosion from electrostatic sparking. Careful cleaning maintenance is necessary to maintain the conductivity of anti-static tiles. Under no circumstances are any other forms of floor coverings or dressings to be applied over anti-static tiles.

3. Maintenance (cleaning) of the deck is to be carried out strictly in accordance with this Navy Order. A special set of cleaning equipment is to be held exclusively for use on these tiles:

a. One mop and mop bucket for use with fresh water only.

b. One mop and mop bucket for use with a detergent-water mix.

c. One dust pan and hard brush.

d. One soft hair broom.

Equipment which has been used in any other area is liable to deposit residual wax, polish, etc, on the tiles and is not to be used.

4. Normal cleaning of these tiles is to be by damp mopping with fresh water only. Should detergent be necessary to remove soiling a solution of 0474-862 Detergent diluted one fluid ounce to one gallon of water is to be used. The deck is to be finally damp mopped with fresh water to remove all traces of detergents. No polish or other such preparation is to be used for maintenance otherwise the anti-static properties will be adversely affected. If bactericides are required, they are to be added to the final rinsing water after cleaning.

5. Check testing of the anti-static properties of the deck coverings are to be carried out by the dockyard in accordance with Australian Standard CZ9 at eight monthly intervals. When the test results are outside the prescribed limits, the tiled area is to be examined for defects ensuring good contact exists between tiles and deck. Defects are to be made good and further check-tests applied. A form TM200 is to be raised by the ship for testing and rectification of any defects found during testing.

6. The following publications will be amended in due course:

a. PM Schedule 6321 (Medical Compartments).

b. ABR 2203 RAN Ship Husbandry Manual.

c. ABR 5107 RAN Cleaning Manual Shore Establishments.

(1001/52/26)

UNCLASSIFIED

282/72—Fixed Issuing Prices for Provisions and Victualling Allowance as from 1 July 1972

1. The price list for fresh fruit and vegetables which has operated since 1 April 1972 has been amended.

2. A revised price list, operative from 1 July 1972 has been distributed to all HMA ships and establishments.

3. Consequent upon the revision of these prices the following rates of victualling allowance per head per day will apply as from 1 July 1972:

	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 of more than 300	0.80	0.83
Additional for ships deployed with the ANZUK force ..	—	0.04
Supplementary 'Broadside' messing allowance for HMAS ANZAC, DIAMANTINA and DUCHESS	—	0.01
HMAS COONAWARRA	0.86	—
HMAS TARANGAU and small crafts (messes of 50 or less) under the operational control of NCC PNG	0.88	—
Cadet Midshipmen at RANC	0.91	*
Junior Recruits at training establishments		
Apprentices at RANATE		
Australian Sea Cadets attending camps and courses ..		

* 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 42/72 is hereby cancelled.

(901/66/1)

(*Navy Order 42/72*)

UNCLASSIFIED

283/72—Stores, Spare Parts, Tools and Ordnance Accessories—Armament Stores—Losses—Values for Recovery and Write-off Purposes

(*DCI/RN Conf 36/71*)

1. The book value of certain items of Naval Armament Stores listed in Annex A to this order may be used, until further notice, for the purpose of recovery from individuals held responsible for their loss, or for stocktaking purposes. This should enable forms SA116 and SS1 to be completed more expeditiously.

2. These values are not to be used for any other purpose whatsoever, eg, to determine prices for issues on repayment. Application for such rates is to be made on each occasion to the Director of Armament Supply, Navy Office, Canberra.

3. Similarly values for loss or stocktaking purposes of other Armament Stores, not included in Annex A, are to be sought from the Director of Armament Supply.

4. Navy Order 447/70 is hereby cancelled.

ANNEX A

Stock No	*Description*	*Value for Loss Purposes Only*
		$
249157	ANKLET, web, undyed, size 1 pair	0.95
249170	ANKLET, web, undyed, size 2 pairs ..	0.95
249183	ANKLET, web, undyed, size 3 pairs ..	0.95
249196	ANKLET, web, undyed, size 4 pairs ..	1.44
24901511	BELT, waist, extra large, khaki	0.99
24904111	BELT, waist, large, khaki	1.25
24909311	BELT, waist, normal, khaki	0.99
24904112	BELT, waist, large, undyed	0.86
24909312	BELT, waist, normal, undyed	0.95
24901512	BELT, waist, extra large, undyed	0.92
24905312	BOTTLE, water, Mark 6 assembly ..	1.07
24905311	BOTTLE, water, Mark 7 assembly ..	1.05
249066	BOTTLE, water, Mark 1 assembly ..	1.16
249029	BRACE, long	0.71
249042	BRACE, normal	0.54
24910812	CARRIER, water-bottle OP	0.49
24910811	CARRIER, water-bottle NP	0.52
249018	CASE, pistol	1.55
253197	CLOTH, impregnated	0.02
249006	COVER, No 2 breech rifle	0.69
24917613	FROG, bayonet, undyed	0.32
249009	HAVERSACK	2.32
25221413	HAVERSACK, Mark 6 assembly	1.18
25221411	HAVERSACK, Mark 7 assembly	2.47
249035	HEAD, implement entrenching	1.05
251 (various) ..	HELMET, RAC Mark 2	4.60
249048	HELVE, implement, entrenching	0.77
223617	LAUNCHER, rifle grenade L1A1	13.91
249061	PACK	2.36
249011	POUCH, ammunition, pistol	0.84
249050	POUCH, basic Mark 1, 2 and 3	2.26
249076	POUCH, magazine, left modified	5.61
249102	POUCH, magazine, right modified ..	5.61
249128	POUCH, utility, front	1.91
249141	POUCH, utility, rear	1.70
249012	STRAP, shoulder, haversack, left	0.43
249025	STRAP, shoulder, haversack, right	0.43
249038	STRAP, supporting pack	0.17
249051	STRAP, thigh, normal	0.17
24905211	TIN, mess, rectangular aluminium assembly ..	1.42
24905212	TIN, mess, rectangular steel assembly ..	0.77
249143	YOKE	0.49
253009	RESPIRATOR, anti-gas SR6 large ..	24.01
253022	RESPIRATOR, anti-gas SR6 normal ..	24.01
253035	RESPIRATOR, anti-gas SR6 small ..	24.01

Stock No	Description	Value for Loss Purposes Only
		$
8430-66-039-3388 ..	GAITER, canvas, AMF type, undyed ceremonial use, Size 3	2.78
8430-66-039-3389 ..	GAITER, canvas, AMF type, undyed ceremonial use, Size 4	2.78
8440-66-039-3390 ..	GAITER, canvas, AMF type, undyed ceremonial use, Size 5	2.78
8440-66-039-4403 ..	GAITER, canvas, AMF type, dyed black, operational use, Size 3	2.94
8440-66-039-4404 ..	GAITER, canvas, AMF type, dyed black, operational use, Size 4	2.94
8440-66-039-4405 ..	GAITER, canvas, AMF type, dyed black, operational use, Size 5	2.94
4240-926-4199 ..	MASK, Protective Field N17A1 Small ..	22.92
4240-926-4201 ..	MASK, Protective Field M17A1 Medium ..	22.92
4240-926-4200 ..	MASK, Protective Field M17A1 Large ..	22.92

(710/251/16)

(*Navy Order 447/70*)

UNCLASSIFIED

284/72—20 mm Aircraft Ammunition With Conducting Composition Primers—Precautions

Navy Order 105/72 is to be amended as follows:

Paragraph 4

First sentence, *delete* the words 'or in the expended case compartment'.

(727/251/107)

(*Navy Order 105/72*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

285/72—TG142—Standard Requirements for Identification Marking of Metallic Materials—Department of the Navy—Introduction

1. Large quantities of metallic materials are held in Supply Depots against construction and repair activities. In order that adequate assurance of the quality of end productions can be maintained, it is essential that these metallic 'raw materials' be readily and unambiguously identifiable. Alternatives to adequate marking of materials prior to storing (eg, metallurgical analysis) are time consuming and very expensive.

2. In order that material wastage and unnecessary use of laboratory facilities are kept to a minimum, form TG142 'Standard Requirements for Identification Marking of Metallic Materials—Department of the Navy' has been introduced to specify the method of marking metallic raw materials by suppliers. Responsible authorities should ensure that requirements specified in form TG142 are also carried out when materials surplus to requirements are returned to store.

3. The attention of intending supply contractors should be drawn to the RAN requirements for identification marking of all metallic raw materials by ordering authorities making reference to form TG142 on relevant orders and contract documents. Pads of the forms are available from SVSO, Sydney, source code 5819.

(400/1/1894)

18169/72 W. G. Murray, Government Printer, Canberra

ANO 286/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11 September 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

Section 2

PERSONNEL

UNCLASSIFIED

286/72—Long Term Illness, Entitlements and Rehabilitation of Members

1. Consideration has been given to the problem of ensuring that all members who are incapacitated by illness or injury, are aware of their entitlements, apply for them while still eligible and receive the maximum assistance from Service sources.

2. It has become clear that there is a need for a single co-ordinating authority to be responsible for the care of members suffering from long-term illness, especially those in civilian hospitals. It has therefore been agreed that in future, the Director of Personal Services (Administration) will be the co-ordinator, and will act in liaison with MDG, CEOGS, DNES and PSW to keep a watching brief on the progress of individual members, as well as the rehabilitation and entitlement aspects of medical discharges in general.

3. In addition, naval social workers will make contact with long-term illness cases at an early date and maintain an on-going contact. This will involve the following duties:

a. Ensuring that members are aware of their entitlements and make application under the Compensation and Repatriation Acts as soon as possible.

b. Co-ordinating plans for the members re-adjustment by arranging referrals to rehabilitation services, sheltered employment, residential care, etc.

c. Undertaking social casework with members and their families thereby assisting them during the re-adjustment periods between service life, the illness and the civilian situation.

4. The social workers duties are designed to provide co-ordination and continuing care and are additional to and in no way replace the normal responsibilities of Divisional Officers and Medical Officers.

5. Medical Officers particularly are in a position to advise a patient early in his illness or injury of the need to make a claim and test his entitlement to benefits under the Repatriation Act, if applicable, and under the Compensation (Commonwealth Employees) Act.

6. Divisional Officers should assist any member of their division who is suffering from an injury or long-term illness to complete the relevant claim forms and are to forward them through the Commanding Officer to the Secretary, Department of the Navy, as early as possible.

7. Entitlements are dealt with briefly on all sailors initial courses on entry into the RAN, but Divisional Officers, shortly after receipt of this order, should assemble their division and read and discuss the following articles from ABR 5016 Regulations and Instructions:

Article 4490	..	Medical, Dental and Hospital Treatment
Article 4490A	..	Medical, Dental—Serving Members
Article 4493	..	Sick on Shore
Article 4494A	..	Period of Retention of Medically Unfit Members
Articles 4841 to 4850	..	Compensation for Injury and Disease (other than war caused).

8. The most persistent problem in this area is that of making all members aware of the procedures to be followed in the event of illness or accident, as it is apparent that many members are not aware of their entitlements nor how to apply for them.

9. A concise guide to entitlements and where further information about them may be obtained, has therefore been prepared and is set out in Annex A to this order. It will be issued in leaflet form and will be available for general distribution.

ANNEX A

Illness and Injury—Entitlements and Rehabilitation

In case of Illness and Accident

1. A member of the Service who is sick or injured is enttiled to treatment in a Service hospital or sick bay or else in a hospital arranged by the Naval Medical Officer.

Reference: RI Chapter 44 Section VI

Sick on Leave

2. If sick on leave then the instructions on the reverse side of the leave pass must be followed. These are:

Illness or Injury—Treatment

Immediately contact nearest Naval establishment. Failing this, contact one of the following:

a. The nearest Army or Air Force establishment.

b. Repatriation establishment.

c. Public hospital.

Only consult a private doctor in extreme urgency or when none of the above services is available.

Reporting

Immediately cause a telegram to be sent informing your Commanding Officer and stating when sick, followed by a medical certificate stating nature of illness and whether fit or unfit to travel. A further certificate is to be posted every seven days during absence. When fit to travel (not necessarily fit for duty) return immediately to your place of duty with final medical certificate showing date fit to travel.

Payment of Fees

Do not pay doctor unless he presses for immediate payment; tell him to forward his claim to your ship.

Retention of Sick or Injured Members in the RAN

3. A member whose disability is not attributable to service will be discharged from the RAN after he has been absent from duty for a period of six months. A member whose disability is or could be attributable to service may be retained beyond this period as outlined in Paragraphs 7 and 8 below.

Notification of Accident, Injury, Illness

4. In case of accident, illness or injury which could lead to a claim for compensation under the Compensation (Commonwealth Employees) Act or entitlement under the Repatriation Act, the accident, illness or injury *must be reported* to the Naval Medical Officer and the Commanding Officer in writing *immediately*. If a member is unable, through circumstances beyond his control to give immediate notification he must do so immediately he is able.

Reference: RI 1622, RI 4850

Claims Under Compensation Act

5. Claims must be made as early as possible after the injury. Forms may be obtained from Naval hospitals, serving Medical Officers or the Secretary, Department of the Navy, Canberra.

6. If the claim for compensation is not lodged within 14 days of the date of notification of the accident or illness, then the member will be discharged from the RAN when he has been absent from duty for a period of six months. Attention is drawn to Paragraph 11 as after discharge the ex-member will be responsible for his own medical expenses and would be well advised to join Naval Health Benefits or a similar civilian organisation at the time of discharge.

7. If the claim is lodged within 14 days and assuming that the accident or illness has been reported as required by Paragraph 3, the member will continue on Service pay and treatment until a decision is reached, but not for more than 12 months altogether. Attention is drawn to Paragraph 11.

8. If the claim is accepted under the Compensation Act then the member will remain on pay and treatment for a period not exceeding 12 months from onset. After discharge, he will be entitled to payment for medical treatment obtained privately for the condition. A weekly payment is also made where the person is unable to work. Where an ex-member is partially or totally incapacitated for employment, vocational training may also be provided subject to certain conditions.

Reference: RI 4848, RI 4494A

Entitlements Under Repatriation Act

9. Briefly, the Repatriation Act provides for treatment of war-caused disabilities, and for the payment of pensions. Claims must be submitted by servicemen themselves to the Repatriation Department in the State where they are living. Normally a decision regarding eligibility under the Repatriation Act will be required before a compensation claim is decided.

Reference: RI 4861

Defence Forces Retirement Benefit

10. All members who are contributors to the DFRB Fund and are discharged on medical grounds are entitled to benefits under the DFRB Act. The DFRB Board determines the incapacity of the person in relation to civilian employment and the benefits to which he/she is entitled and whether a lump-sum or weekly payment is made. The DFRB Act does not provide for free medical or hospital treatment. Attention is drawn to Paragraph 11.

Reference: DFRB Booklet

Naval Health Benefits

11. When a member is discharged from the RAN on medical grounds and is not eligible for treatment under the Compensation or Repatriation Acts, then he should apply for membership of the Naval Health Benefits or other medical insurance organisation. Special arrangements apply under these organisations to pay benefits to patients who are chronically ill even though the condition existed prior to joining them.

Resettlement

12. The Resettlement Scheme which incorporates vocational training, is available to all members discharged compulsorily on medical grounds except where the disabilities have been occasioned by wilful neglect or disobedience or where a disability which existed prior to entitlement has not been aggravated by the Service. Members are advised to seek counsel from the ship or establishment Resettlement Officer prior to discharge or where this is inopportune, early contact after discharge should be made with the nearest branch of the Department of Labour and National Service.

Reference: Navy Order 67/72

(347/1/69)

(*Navy Order 67/72*)

18526/72 W. G. Murray, Government Printer, Canberra

ANOs 287/72-294/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11 September 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

287/72 Naval Agent—Vanimo.

SECTION 2—PERSONNEL

288/72 Gowrie Scholarships—1973.

289/72 University Courses for Instructor Officers—Civil Schooling Scheme.

SECTION 4—EQUIPMENT, STORES AND SERVICING

290/72 Dielectric Shields—Failures.

291/72 Sonar—Acoustic Checking of Sonar Type 176.

292/72 Stores (General)—Local Purchase of Fertilizers and Seedlings.

293/72 Stores (General)—Naval Police—Accounting for Pistols.

294/72 5180-66-049-5825—Demolition Tool Kits—Introduction and Allowances.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

287/72—Naval Agent—Vanimo

Because of changed arrangements for administrative assistance at Vanimo, the position of Naval Agent at that port has lapsed.

(2/4/269)

Section 2

PERSONNEL

UNCLASSIFIED

288/72—Gowrie Scholarships—1973

1. The Naval Board have been advised that the following awards for the year 1973 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 Tertiary Scholarships, for duration of course, of $150 per annum (10 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:

For Post-graduate Scholarships—to the Registrar of the university of graduation in Australia—*31 October.*

For other Scholarships—to the Secretary, The Gowrie Scholarship Trust Fund, Box E5, PO, St James, NSW—*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 obtained from the Secretary of the Trust, or through the university or school.

5. Navy Order 298/71 is hereby cancelled.

(134/1/4)

(*Navy Order 298/71*)

UNCLASSIFIED

289/72—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 aim of the scheme is to provide opportunities for officers to gain qualifications which will be of assistance in the performance of their duties whilst at the same time contributing to the overall efficiency of the Service by allowing as many officers as possible to gain a high standard of education.

2. Instructor Officers may apply to undertake study at Departmental expense as follows, provided such courses of study meet Service requirements:

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 single subjects in the Faculties of Science, Arts or Education.

c. Part-time or own-time courses to complete the Diploma of Education.

Methods of Selection

3. The number of officers obtaining approval for full-time, part-time or external studies will be limited by the needs of the Service and training commitments, and after due consideration of the worthiness of the applicant to undertake the course at Departmental expense. It is to be noted that it is not the intention to sponsor the full period of degree or diploma studies and it is expected that applicants will have shown their worthiness by having achieved certain units towards the qualification in their own time and at their own expense prior to enrolling under the scheme.

4. If at the date of application the officer is currently undertaking studies under the scheme, approval of the application will be conditional on complete success in current studies. *A full report certifying complete success in these studies must be submitted before proceeding to enrol in conditionally approved studies* (*see Paragraph 11*). In the event of failure in one or more units in current studies, such approval is automatically rescinded.

Application

5. Application for selection must be made through the normal Service channels and should reach Navy Office three months prior to the commencement of the annual courses or semester courses applied for. The application, which will be approved for a maximum of 12 months at any one time, must include the following details:

a. Title of degree or diploma.

b. University at which it is intended to enrol, together with student number if known.

c. Units already progressed towards course prior to the initial enrolment under the scheme.

d. Units being currently studied under the scheme at the time of application.

e. Units requested in respect of the present application.

f. Subsequent units necessary to complete degree or diploma course.

g. Nature of study required: whether full-time, part-time or own-time, If part-time, the number of hours per week should be stated.

h. Approximate cost of fees, including textbooks, instruments, etc.

i. Due dates:

(1) for enrolment;
(2) for commencement.

Fees

6. 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 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 recommendations of the institution.

g. Laboratory and experiment fees, including charges for materials, but only upon the recommendations of the institution authorities.

h. Union fees and compulsory fees in respect of any other student body.

i. Sports union fees.

All course fees are to be paid by the Supply Officer. Following the granting of approvals, authorisation will be forwarded to the Registrar of the university concerned, confirming the approval and notifying him of the procedure for payment of fees which will be made after enrolment has been effected. *In the case of provisional approvals, such authority will not be forwarded until evidence of success in current studies has been received.*

Textbooks

7. When approval for study is granted, and textbook requirements are known, the current edition of the Central Reference Libraries catalogue should be consulted to see if the books are already held. A full list of the prescribed textbooks not held, showing complete bibliographical details, is to be forwarded to the Director of Naval Education Service as soon as possible. Textbooks will be issued to Central Reference Libraries for issue on loan to the approved applicant for the duration of the course, and must be returned to the libraries concerned on completion or cancellation of the course.

Residence

8. Full-time or part-time students, 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

9. Approval is given for Instructor Officers, who are enrolled under the 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.

Course Failures

10. In all cases where the results are a failure, or such as to require the whole or part of the course to be repeated before proceeding to the next stage, thus involving

additional cost to the Department, approval for the course to continue will be at the discretion of the Naval Board. Approval to re-enrol for a failed course (or nominated alternative course) will be normally given in one of two ways:

a. at public expense—only where failure is the direct result of circumstances beyond the control of the student;
b. at the officers expense—in all other circumstances.

(For the purposes of course failure, 'course' is defined as that part of the total studies currently approved that has actually been failed in any one year.)

Reporting Course Results

11. Commanding Officers are to forward to Navy Office documentary evidence of course results as soon as they are available. Delay in forwarding results will prejudice the entitlement of the student to enrol for studies which have been provisionally approved.

12. When forwarding course results which include failure, the covering letter is to submit proposals for modifying any earlier application for continuation of studies; such proposals should take account of the rules for course failures detailed in Paragraph 10. Commanding Officers should also detail any circumstances which may justify the continuation of a failed course at Departmental expense.

Further Service

13. 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.

Enrolment Procedure with the University of Queensland

14. When it is desired to undertake studies with the University of Queensland, all correspondence must be addressed to:

Deputy Assistant Director of Army Education (DADAE)
Headquarters Northern Command
Victoria Barracks
BRISBANE QLD 4000.

DADAE will acknowledge receipt of enrolment forms by proforma letter.

15. Navy Order 303/71 is hereby cancelled.

(311/4/285)

(*Navy Order 303/71*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

290/72—Dielectric Shields—Failures

1. There have been recent instances of failure of Dielectric Shields fitted to HMA ships, particularly after ships have been docked at non-RAN dockyards.

2. Defective areas in shields caused by faulty application of materials will be subject to high current density with consequent development of highly alkaline conditions at the metal face, loss of cathodic protection and localised hull corrosion.

3. The attention of ships and authorities concerned is drawn to the necessity for correct hull preparation and the secure bonding of shield material to the hull in accordance with ABR 5023 (Cathodic Protection Manual). When ships are docked in non-RAN dockyards, Naval Overseers and ships officers are to ensure that the dockyards are fully aware of the approved procedures and that these are rigidly enforced.

4. Regular examination of Dielectric Shields to detect non-adhesion and build up of calcareous deposits should be carried out by divers wherever practicable.

5. Navy Order 429/69 is hereby cancelled.

(1211/52/193)

(*Navy Order 429/69*)

UNCLASSIFIED

291/72—Sonar—Acoustic Checking of Sonar Type 176

1. A useful check of the acoustic performance of Sonar Type 176 can be carried out using the Monitor Transducer installed in Hull Outfit 5. This check should be carried out when Hull Outfit 5 is lowered for testing Sonar Types 170 or 177.

2. The procedure is as follows:

a. Inject a signal from a Signal Generator CT 345 (1-volt output socket) across the leads of the Monitor Transducer. (Suitable means of access to these leads are described in Paragraph 4.) Set the frequency dial of the CT 345 to the HF of Type 176, and its attenuator to 0 db.
b. Set Hull Outfit 5 to the 3 foot mark.
c. Switch Type 176 to HF CONTINUOUS.
d. Set the line of light to the centre of the mark produced on the Bearing Recorders and switch to HOLD to align the Type 176 Transducer on the Monitor Transducer. Note the Relative Bearing.
e. Reset the frequency of the CT 345 to the LF of Type 176 and increase the attenuation until the audio output of Type 176 can only just be heard in the headphones. Note the setting of the attenuator.
f. Increase the signal level of the CT 345 to be 4 db higher than that noted in e.
g. Set Type 176 to CONTINUOUS, and check that recorder marking is obtained on the Relative Bearing noted in d. for both HF and LF operation, the CT 345 being set to the appropriate frequency in each case.
h. Restore the circuits, and resume normal operation.

3. The routine checks the following:

a. Correctness of indicated bearing of Type 176 (Paragraph 2 d.).
b. Background noise level in Type 176 (Paragraph 2 e.).
c. Marking ability of Type 176 (including the effect of self-generated interference due to rotating the Type 176 Directing Gear) (Paragraph 2 g.).

4. In ships fitted with Types 170, 176 and 177, access to the Monitor Transducer leads can be gained in the Sonar Instrument Space at the change-over switch which switches the Monitor Transducer between Types 170 and 177. It is necessary to set the switch to OFF and to remove its front cover; the Monitor Transducer connections are then exposed, isolated from all other circuits. The CT 345 is to be connected between the cores of the Monitor Transducer cable; the live core of the transducer cable will normally be red or numbered 1.

5. Navy Order 480/69 is hereby cancelled.

(400/1/603)

(Navy Order 480/69)

UNCLASSIFIED

292/72—Stores (General)—Local Purchase of Fertilizers and Seedlings

1. The purposes of this Navy Order is to set out the procedure to be followed when arranging the local purchase of fertilizers and seedlings and other items required for beautification of HMA Naval establishments.

2. The procedures specified in ABR 4 Article 2815 are to apply to all HMA Naval establishments outside New South Wales.

3. HMA Naval establishments within New South Wales except HMAS ALBATROSS, CRESWELL and HARMAN are to arrange for requirements of fertilizers and seedlings over $10 by lodging stores demands on the Superintending General Store Officer, Sydney, who will arrange purchase and supply. Purchases of these supplies under $10 are to be made from petty cash in accordance with Navy Order 373/71.

4. Purchases of fertilizers and seedlings up to $50 may be arranged by HMAS ALBATROSS, CRESWELL and HARMAN. Requirements which cannot be satisfied by this means are to be demanded from the Superintending General Store Officer, Sydney, who will arrange purchase and supply.

5. A list of all likely local suppliers of items not easily transportable, such as top soil, turf and well established shrubs/trees, is to be compiled by HMAS HARMAN, ALBATROSS, CRESWELL and NIRIMBA and a copy of this list is to accompany any demands for such items. This action will permit the placing of orders on firms in close proximity to establishments where this is economical.

6. ABR 4 will be amended.

(400/1/2395)

(Navy Order 373/71)

UNCLASSIFIED

293/72—Stores (General)—Naval Police—Accounting for Pistols

1. The purpose of this Navy Order is to promulgate the method of accounting for pistols in the custody of Naval Police.

2. Naval Police are attached to commissioned establishments although they are not at all times stationed therein.

3. Pistols for Naval Police are to be taken on charge in the Store Account of the commissioned establishment to which the Senior Police Officer, Warrant Officer or Sergeant in Charge is attached except in the case of HMAS KUTTABUL, where pistols are to be accounted for on inventory accounts as detailed in ABR 4, Chapter 19, Article 1902 (1) and (2).

4. Pistols are to be securely stowed in the commissioned establishment. In Sydney and Melbourne (towns) they are to be securely stowed in a safe place as directed by the respective Chief Inspectors. In all cases stowage is to be in properly fitted cupboards in accordance with Navy Order 466/71.

5. Where, other than in Sydney or Melbourne, a pistol is required for use by a policeman for an indefinite period it is to be issued to him on permanent loan in accordance with ABR 4, Chapter 12, Articles 1201 (a) and 1202-1204.

6. Where, other than in Sydney or Melbourne, a pistol is required for use by a policeman on a temporary basis, it is to be issued to him on temporary loan in accordance with ABR 4, Chapter 12, Articles 1201 (b) and 1205. Pistols issued on temporary loan are to be returned immediately after use.

7. In Sydney all pistols are to be issued to the Chief Inspector on an inventory account. Where a pistol is required to be issued by the Chief Inspector to an Officer, Warrant Officer or Sergeant for an indefinite or temporary period, responsibility for custody of the pistol is to be transferred to such Officer, Warrant Officer or Sergeant by means of a signed form SX125 to support the inventory account. Control of the inventory account remains at all times the responsibility of the Chief Inspector. Issues of pistols by Sergeants to Constables for temporary purposes are to be recorded in a Pistol Issue Register. Pistols are to be returned to the Sergeant immediately after use.

8. In Melbourne all pistols are to be issued to the Chief Inspector on permanent loan. Where a pistol is required to be issued by the Chief Inspector to an Officer, Warrant Officer or Sergeant for an indefinite or temporary period responsibility for custody of the pistol is to be transferred to him by means of a signed form SX125 to support the Permanent Loan List. Control of the Permanent Loan List remains at all times the responsibility of the Chief Inspector. Issues of pistols by Sergeants to Constables for temporary purposes are to be recorded in a Pistol Issue Register. Pistols are to be returned to the Sergeant immediately after use.

9. ABR 4 will be amended.

(700/51/296)

(Navy Order 466/71)

UNCLASSIFIED

294/72—5180-66-049-5825—Demolition Tool Kits—Introduction and Allowances

1. 5180-66-049-5825 Demolition Tool Kits comprising one each of the following components, have been introduced into service for use by Clearance Diving Teams, Demolition Sections in HMA ships and establishments, and for demolition training purposes:

Class	*Catalogue No*	*Description*	*UI*	*ACC/CL*
5140	66-047-4232	Scabbard	No	C
0274	910-5295	Pliers, side cutting	No	C
7340	66-013-1930	Knife, pocket, clasp	No	C
5120	66-047-4231	Crimper, blasting cap	No	C

2. Demands to complete to the allowances shown below should be raised on Superintending General Store Officer, Garden Island, and supply will be effected as stocks become available:

Class/Ship	*UI*	*Allowance*
CV	No	4
DDGs	No	4 per ship
DDs	No	4 per ship
DEs	No	4 per ship
AP	No	4
AO	No	4
AD	No	4
AGS	No	4
AGSC	No	4 per ship
AOE	No	4
DDLs	No	4 per ship
MHCs	No	4 per ship
MSCs	No	4 per ship
PTE (HMAS MADANG) ..	No	3 (whilst in Beach Survey Role)
HMA Establishments		
HMAS WATSON	No	30
HMAS PENGUIN ..	No	10
HMAS TARANGAU ..	No	4
Clearance Diving Teams		
CDT 1	No	15
CDT 2	No	15
CDT 4	No	15
RANR Divisions		
DT5 (SYDNEY)	No	6
DT6 (MELBOURNE) ..	No	6
DT7 (FREMANTLE) ..	No	6
DT8 (BRISBANE) ..	No	6

(1/5180/5)

18525/72 W. G. MURRAY, Government Printer, Canberra

2. Demands to complete on the alternative forms below should be made on Superintending General Naval Officer, Cocos Island, and supply will be obtained at Keeling Islands available.

Class Ship	Qty	Remarks
CV	No 1	
DDG	No 1	1 per day
DDS	No 1	1 per day
DFG	No 1	1 per day
AT	No 1	
AO	No 4	
AD	No 4	
AGB	No 1	
AVSC	No 10	10 per day
ADE	No 10	
DDGs	No 1	1 per day
MHDs	No 4	4 per day
MSCs	No 4	4 per day
PCE (HMAS MAGANEE)	No 1	1 (subject to Cocos Survey Team)
Aircraft Establishment		
HMAS WATSON	No 32	
HMAS PENGUIN	No 12	
HMAS TARANGAU	No 1	
Gunnery Drying Tower		
CDT 1	Sqn 12	
CDT 2	Sqn 12	
CDT 3	Sqn 12	
RAAF Division		
DTI (SYDNEY)	No 1	
DTI (NEWCASTLE)	No 1	
DTI (FREMANTLE)	No 1	
DTI (BRISBANE)	No 1	

ANOs 295/72-307/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
15 September 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

295/72 ACNB General Messages.
296/72 Gas Detection and Exhaust Ventilation System for Support Craft.
297/72 Naval Technical Services—Aircraft Engineering Branch Functional Statement.

SECTION 2—PERSONNEL

298/72 Establishment of Command Personal Services Office East Australia Area.
299/72 Flying and Diving After Dental Treatment.
300/72 Leasing of Accommodation—Members of the Forces Serving Overseas.

SECTION 4—EQUIPMENT, STORES AND SERVICING

301/72 Uniform—Senior Sailors.
302/72 Stores (General)—Demand and Issue of Stores—Introduction of Forms SX38, Single-line EDP Demand Form, SX39 Multi-line EDP Demand Form, and SX40 Carbon Interleaved Local Issue Voucher.
303/72 Disclosures of Information on Tenders for Suppliers and Services.
304/72 Officers Mess Traps—Replacement Allowances—1972-73.
305/72 Sailors Mess Utensils—Replacement Allowances—1972-73.
306/72 Stores—Returns by HM Ships and Ships of Other Commonwealth Navies.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

307/72 Form PB132—Post In/Out Routine Cards for Use by Ships—Introduction.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

295/72—ACNB General Messages

1. In accordance with Navy Order 377/71 the state of ACNB General Messages as at 1 July is as shown in Annex A to this order.

2. Navy Order 175/72 is hereby cancelled.

ANNEX A

1. The following F messages may now be withdrawn:

1971

184 *see* Navy Order 156/72.

2. As at 0001Z July the following F messages were in force:

1971

102, 103, 104, 105, 106, 107, 108, 112, 114, 115, 116, 117, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 135, 136, 137, 140, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 153, 154, 155, 156, 157, 159, 160, 161, 164, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 178, 179, 181, 182, 183, 185, 186, 187, 188, 189, 190, 191, 192, 193.

1972

002, 003, 004, 005, 006, 008, 009, 010, 011, 012, 013, 016, 017, 018, 019, 020, 021, 022, 023, 024, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 040, 041, 042, 043, 044, 045, 046, 047, 049, 050, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082

(77/1/14)

(Navy Orders 377/71, 156/72 and 175/72)

UNCLASSIFIED

296/72—Gas Detection and Exhaust Ventilation System for Support Craft

1. The presence of gasoline or liquid petroleum (LP) gas in support craft must always be recognised as highly dangerous. In the case of LP devices fitted in gasoline driven craft an extreme hazard exists, particularly when starting up after a prolonged shut down.

2. As a safeguard against possible accidents occurring from the presence of an explosive gas or vapour mixture gas detection units and exhaust ventilation systems are to be fitted to existing and future gasoline powered craft and/or craft in which LP gas devices are fitted.

3. Gas detection and exhaust ventilation units will be issued to Naval Dockyards for fitting in existing Support Craft affected by this order.

4. Establishments operating gasoline powered craft or craft in which LP gas devices are fitted, are to raise Forms TM200 as follows:

'Gas detection unit and exhaust ventilation system to be fitted in accordance with Navy Order 296/72'.

5. Future gasoline powered craft will, where practicable, have the gas detection and exhaust ventilation units fitted during construction.

6. An ignition switch interlock is currently being developed which will prevent the ignition circuit being made until all explosive gas/vapour mixtures have been exhausted. Until this safeguard has been issued for fitting, strict adherence to the regulations for starting engines of support craft must be observed.

7. Installation drawings and specifications including details of all equipment will be issued to dockyards and contractors. A drawing showing the proposed location of the detector heads is to be forwarded to Navy Office for approval before installation commences.

Siting of Detector Heads

8. a. *General.* Detector heads shall be sited to suit individual installations, but care shall be taken to ensure that heads are fitted in positions where gas or petrol vapour accumulations are most likely to occur, taking account of the fact that both LP gas and petrol vapour are heavier than air. Detector heads shall be placed at the lowest points at which gas or petrol vapours can accumulate, taking care to avoid possible submergence by bilge water.

b. *In Engine Compartment (Petrol Engines).* A detector head shall be fitted as low as practicable in the engine compartment bilges, or other location where ptrol vapours may concentrate. Where fuel tanks are installed in a space enclosed by continuous bulkheads, a detector head shall be fitted in that space.

c. *Where LP Gas Appliances are Fitted Below Weather Deck.* Detector head(s) shall be fitted in the vicinity of the appliance and low down in the compartment where the appliance is fitted.

d. *Where LP Gas Appliances are Fitted Above Weather Deck.* Detector heads will not be required if the appliances in these areas are so sited that leakages are readily dispersed and accumulations of gas cannot occur. However, if it is apparent that any gas leaks from an appliance fitted on the weather deck may find their way into a pocket, then a gas detector head will be required to be fitted in this area.

e. *LP Gas Cylinder Stowage.* LP gas bottle stowages are required to be fitted in the open or in well ventilated lockers on the upper deck and no detector heads are required in this area or space.

Siting of Control Box

9. The control box shall be sited to suit individual installations, in a position such that the audible and visual alarm signals are given when dangerous conditions exist, and are readily apparent to operating personnel, eg, in wheelhouse, galley or working area.

Exhaust Ventilation System

10. Petrol vapours and LP gases being heavier than air cannot be exhausted from bilge spaces by natural ventilation, and a mechanical exhaust ventilation system is to be fitted as follows:

a. In craft fitted with inboard petrol installations.

b. In craft fitted with LP gas system where the piping and/or appliances are situated below the weather deck or in a well.

11. The mechanical exhaust ventilation system shall be ducted to open air and fitted with flame proof gauze at the outlet and a suitable closing down arrangement. The blower and electrical components shall be intrinsically safe in accordance with the requirements of BS 1259.

Routine Testing Procedure

12. In addition to existing procedures in force, the following precautions are to be taken in boats described in Paragraph 10 above:

a. *Daily, before initial starting up, or use of LP gas device:*

(1) Switch on gas detector system.

(2) Switch on exhaust ventilation system and run for five minutes.

(3) If gas detector system shows 'safe' after five minutes running, the engine may be started and LP gas units operated.

The gas detector system should remain activated until the craft is secured on completion of the days activities.

b. *During fuelling or defuelling operations:*

(1) Switch on gas detector system prior to operations, it should remain activated during the entire operation.

(2) If the system shows a presence of gas/vapour, switch on ventilation system and continue to run until 'safe'.

(3) When the gas detector system shows 'safe', switch off ventilation system and commence fuelling/defuelling operations. A close check is to be kept on the gas detector system during the operation. If the detector system shows 'unsafe' at any point in the proceedings fuelling/defuelling is to cease, the cause investigated and rectified, then the ventilation system activated until the detector reads 'safe' once again.

13. The routine to be followed on opening up the boat is to be displayed on a notice board located in a prominent position.

14. An additional sign is to be displayed where applicable adjacent to LP gas devices as follows:

SAFETY PROCEDURES FOR OPERATORS OF LP GAS DEVICES

1. ENSURE GAS DETECTION AND EXHAUST VENTILATION SYSTEMS ARE OPERATING.
2. OBSERVE FIVE MINUTE SAFE PERIOD BEFORE USE.
3. LIGHT MATCH BEFORE TURNING ON GAS SUPPLY.
4. MAIN SUPPLY TO BE SHUT OFF WHEN NOT IN USE.

15. Navy Order 311/70 is hereby cancelled.

(1236/51/34)

(Navy Orders 311/70 and 296/72)

UNCLASSIFIED

297/72—Naval Technical Services—Aircraft Engineering Branch Functional Statement

1. The Director of Aircraft Engineering (DAE) is responsible to the Chief of Naval Technical Services for establishing and maintaining the airworthiness of naval aircraft and the technical readiness of airborne equipments (including weapon systems, flying clothing and safety equipment); ground, handling and support equipments; aircraft simulators and ground training aids.

2. The responsibility encompasses the management of all aircraft engineering matters; the direction of the activities of the Royal Australian Naval Aircraft Maintenance Examination Board (RANAMEB) in consultation with the Director of Training; of the Royal Australian Naval Aircraft Ground Equipment Committee (RANAGEC) and Chairmanship of the Australian Naval Aircraft Modification Committee (ANAMC).

3. The responsibility includes:

a. Preparation and review of financial estimates and expenditures for aircraft engineering activities, the examination of contractual procedures and the administration of funds allocated under the Aircraft Maintenance Vote.

b. Engineering assessment of relevant Naval Staff Requirements and Project Papers, including an evaluation of the technology, performance and maintainability of each aircraft or equipment being considered as a Naval Staff Requirement or Project and of the resources which will be required in support.

c. Specification of engineering requirements associated with matters of design, development, modification, inspection, testing and acceptance related to both new and existing aircraft and air equipments.

d. Acceptance of type design approvals and build standards and the determination of operational and technical limitations imposed on aircraft or equipment thereby.

e. Consideration of equipment rationalisation to ensure maximum technical effectiveness for least cost in time, space, equipment, facilities and manpower.

f. Accounting for and disposition of all aircraft, engines, transit stands and certain ground equipments, the preparation of modification, repair and overhaul programmes thereto and the direction and implementation of such programmes.

g. Definition and promulgation of maintenance requirements, standards and practices necessary to the readiness and efficiency of air technical equipment, including the determination of facilities required to maintain this efficiency, both ashore and afloat.

h. Monitoring of technical performance of Service manned units and civilian repair organisations and the prescription of action to improve availability of aircraft and associated equipments.

i. Provision of advice to the Directors of Manpower Planning and Training on the technical qualifications, training and experience required for technical officers and sailors of all specialisations concerned with Naval Air Engineering.

j. Provision of advice to the appropriate Supply Directorates on technical matters relating to the procurement, maintenance and repair of naval aircraft and support equipments, including the technical assessment of spares required and advising on reasonableness of cost and priorities for distribution.

4. The Directorate is divided between two localities, the Planning, Project and Policy activities being carried out at Navy Office, Canberra, and the Maintenance and Repair activity in Sydney. The Director is represented in Sydney by the Superintendent of Aircraft Maintenance and Repair, located on the 9th and 10th Floors of Kembla Building, Margaret Street (postal address: Garden Island, NSW—Signal address: SAMR—Telephone: 29 8111).

5. As delegated by the Director of Aircraft Engineering, the Superintendent of Aircraft Maintenance and Repair (SAMR) is responsible for contributing to and implementing project and maintenance policy for naval aircraft and associated equipments in, or programmed to enter, service. The responsibility encompasses all levels of maintenance for aircraft; airborne equipments (including weapon systems, flying clothing and safety equipment); ground, support and handling equipments; aircraft simulators and ground training aids and the provision of technical direction to both the Service user and the civilian contractor.

6. The responsibility includes:

a. Administration of funds allocated under the Aircraft Maintenance Vote, including preparation of annual estimates and reviews thereof, the raising of orders, the processing for payment of the claims associated with these orders together with the technical certification of claims for payment for orders placed by the Supply Division.

b. Design and development of modification and, where appropriate, air technical equipments to meet local requirements; conduct of trials to evaluate and prove such designs in a Service environment.

c. Specification and overseeing of engineering work carried out on aircraft and air technical equipment for the RAN by civilian contractors and government departments, including the stating and monitoring of inspection standards and the development or approval of salvage schemes, reclamation and restoration procedures for damaged aircraft and other air technical equipment.

d. Investigation of defects, including specification of remedial action, defect data analysis, compilation of statistics and forecast of possible future trends.

e. Assessment or review of requirements for and, where necessary, preparation of publications, reports, specifications, diagrams, pamphlets; advice to appropriate authorities regarding procurement, distribution, amendment, subsequent retrieval and disposal thereof.

f. Collection and analysis of equipment failure rates and turnaround times and evaluation of their effect on aircraft maintenance resources.

g. Provision of timely advice to the Supply Division on all maintenance factors which could affect the range, quantity and distribution of spares and support equipment.

h. Provision of a modification recording, progressing and editing service and preparation of engineering advice to the Australian Naval Aircraft Modification Committee (ANAMC) on the proposed introduction of modifications.

i. Allotment of, and accounting for, all naval aircraft, engines, certain transit stands and ground equipment; production and implementation of maintenance programmes for overhaul, repair, modification and re-work of such equipments within the policy direction of the appropriate Technical Maintenance Plan.

j. Performance testing of new aircraft equipments and special role configurations and compilation of technical documentation for Service acceptance purposes.

k. Holding and amendment of the RAN master set of aircraft and air technical equipment data, including copies of drawings, specifications, design and development records, publications and supplements thereto.

l. Provision of advice on airworthiness of in-service aircraft and of maintenance effectiveness and suitability of air technical equipment and material, as related to airworthiness.

m. Origination and promulgation of Royal Australian Naval Aircraft Maintenance Orders and similar instructions; proposal of, and submitting for approval prior to arranging promulgation, policy amendments to AP (RAN) 140, AP (RAN) 102, Technical Maintenance Plans and Maintenance Test Flight Schedules.

n. Provision of specialist advice and technical facilities, as required, for the investigation of aircraft accidents and incidents.

o. Provision of advice on the specification and introduction of servicing procedures, maintenance and safety standards and practices; review of such procedures and practices and recommending changes where desirable.

p. Periodic review of servicing schedules and adjustment, as necessary, to meet the operational and airworthiness requirement by the most economic use of resources.

q. Functional control of the Aircraft Maintenance and Flight Trials Unit (AMAFTU) and the Royal Australian Naval Air Workshops (RANAW).

7. The Superintendent of Aircraft Maintenance and Repair has also general administrative responsibilities to the Flag Officer Commanding, East Australia Area, in respect of section accommodation, staffing, transport and disciplinary matters.

(1541/57/327)

Section 2

PERSONNEL

UNCLASSIFIED

298/72—Establishment of Command Personal Services Office East Australia Area

Navy Order 138/72 is to be amended as follows:

Paragraph 14

Delete one month, and *insert* three months.

(18/201/38)

(*Navy Order 138/72*)

UNCLASSIFIED

299/72—Flying and Diving After Dental Treament

1. The risk of secondary or reactionary haemorrhage after dental treatment increases the hazards of flying (other than as a passenger in pressurised aircraft) and of diving. Haemorrhage of this nature is practically uncontrollable by the patient and sudden bleeding into the mouth not only interferes with the functioning of breathing apparatus (with risk of inhalational pneumonia or actual respiratory obstruction and suffocation) but also impedes speech communication to an extent that could be disastrous in an operational situation.

Dental Extractions

2. Flying or diving duties are not to be resumed for 48 hours after simple dental extraction, irrespective of whether local or general anaesthesia has been employed, because of the possibility of reactionary haemorrhage being precipitated by changes in ambient temperature.

'Dry Socket'

3. As a 'dry socket' involves risk of secondary haemorrhage for several days, no patient with this condition is to resume flying or diving duties for 10 days after starting treatment.

Oral Surgery

4. Restrictions on flying and diving after oral surgery depend on the nature of the procedure and must be determined by the Dental Officer concerned. In general, any unsutured wound is liable to reactionary haemorrhage and the 48-hour period of restriction is necessary. If infection is present, there is further risk of delayed secondary haemorrhage and the 10-day period should be enforced.

Other Procedures

5. Procedures not involving risk of haemorrhage require no restriction unless extensive local anaesthesia has been employed. Regional blocks as extensive as, for example, a bilateral mandibular block, may interfere with aircrew communications or prevent a diver achieving a satisfactory grip of his mouthpiece.

6. For the purposes of this order, any run in a recompression or decompression chamber is to be considered as flying or diving duty, irrespective of the qualifications and activity of the person concerned.

7. Navy Order 442/69 is hereby cancelled.

(327/54/85)

(*Navy Order 442/69*)

UNCLASSIFIED

300/72—Leasing of Accommodation—Members of the Forces Serving Overseas

1. Except in instances where specific approval has been issued for a Commonwealth lease, a system of private residential leases operates in Britain, Canada and the United States of America.

2. The Commonwealth is not involved either directly or indirectly in private leases for residential accommodation in these countries, and to prevent any possibility of such involvement no reference is to be made in private lease documents to the Commonwealth of Australia nor to the official capacity of the member concerned.

3. Navy Order 539/69 is hereby cancelled.

(1461/11/70)

(Navy Order 539/69)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

301/72—Uniform—Senior Sailors

1. No 7 dress, negative jacket (white trousers and white tropical shirt with collar badges) has been approved for wear by Warrant Officers and Chief Petty Officers.

2. The dress may also be worn by confirmed Petty Officers, but with the rank badge on the left arm in lieu of collar badges.

3. The dress may be ordered, as required, for wear on duty. It is optional for wear off duty and may also be authorised as an informal shoregoing rig at Senior Officers discretion.

(901/65/1)

UNCLASSIFIED

302/72—Stores (General)—Demand and Issue of Stores—Introduction of Forms SX38, Single-line EDP Demand Form, SX39 Multi-line EDP Demand Form, and SX40 Carbon Interleaved Local Issue Voucher

1. It has been decided to introduce the following new forms:

a. Form SX38, Single-line EDP demand form;

b. Form SX39, Multi-line EDP demand form; and

c. Form SX40, Carbon Interleaved Local Issue Voucher.

2. The main reason for the introduction of these new forms is to eliminate as far as possible hectograph masters. The number of forms currently used when demanding and issuing stores within EDP and NON-EDP situations will be reduced.

3. With the introduction of the abovementioned forms the following forms will be superseded:

a. Form SX9, Issue Order, EDP Single-line;

b. Form SX11, Issue Order, EDP Multi-line;

c. Form SX13, Stores, Demand, EDP Single-line;

d. Form SX15, Stores Demand, EDP Multi-line;

e. Form SX17, Supply Requirement Note, EDP Single-line; and

f. Form SX19, Supply Requirement Note, EDP Multi-line.

4. The following multi-line forms will continue to be used to demand materiel from supply depots 'not on EDP' until stock accounts at such supply depots are converted to EDP:

a. Form SX10, Issue Order, Multi-line Hectograph;

b. Form SX14, Stores Demand, Multi-line Hectograph; and

c. Form SX18, Supply Requirement Note, Multi-line Hectograph.

5. The following single-line forms are to be used, until stocks are exhausted, to demand materiel from supply depots not on EDP:

a. Form SX8, Issue Order, Single-line Hectograph;

b. Form SX12, Stores Demand, Single-line Hectograph; and

c. Form SX16, Supply Requirement Note, Single-line Hectograph.

6. When stocks of the forms mentioned at Paragraph 5. a., b. and c. are exhausted they will be replaced by Form SX40, Local Issue Voucher, Carbon Interleaved, which is to be used for the same circumstances as the forms it replaces.

7. When available, Form SX40 is to be used in lieu of Form SX12 to demand stores which are on EDP but for which the urgency of the requirement justifies by-passing EDP and submitting the demand direct on a supply depot or where the supply class is on EDP but the item cannot be identified in the catalogue. Form SX144 Attachment to Stores Demand is to accompany Form SX40 demanding stores, where the supply class is on EDP but the item cannot be identified in the catalogue.

8. All copies of Form SX40 are to be completed and registered in the same manner as for Form SX12 by the demanding authority. Copy Nos 1, 3, 4 and 5 are to be forwarded to the appropriate supply depot in the normal manner and Copy No 2 is to be retained by the demanding authority. The copies are to be dealt with as follows:

Copy No	
1	Store depot and EDP copy—as for Copy No 1 of Form SX22.
2	Ships copy/EDP copy—retained by demanding authority and dealt with as detailed in Paragraphs 10 and 11.
3	Costing copy—as for Copy No 2 of Form SX22.
4	Ships accounting copy—as for Copy No 3 of Form SX22.
5	Receipt copy—as for Copy No 4 of Form SX22.

9. If the demand is approved for issue and the item is available from stock, both EDP and non-EDP depots are to register the voucher, insert rate and amount (where appropriate) and effect issue.

10. If the demand is rejected by a supply depot on EDP either because by-passing EDP is not warranted, the item is not available from stock or for any other reason, the Copies 3, 4 and 5 of Form SX40 are to be returned to the demanding authority accompanied by Form SO124—Stores Demand Observations or Rejection Note where appropriate. If the item is still required and no amendments to the demand is required Copy No 2 is to be forwarded by the demanding authority to the designated EDP Data Transcription Office. The remaining three copies are to be retained until Copy No 2 is returned by the DTO when they may be destroyed and Copy No 2 filed in their place. After receipt of Copy No 2 by the DTO the demand will be actioned in accordance with ABR 4 Article 0611. Where amendment to the demand is required a fresh demand is to be actioned.

11. If the item is not available or if the demand is rejected for any reason by a supply depot not on EDP, Form SO124 will be forwarded to the demanding authority who is to file it with the No 2 copy of Form SX40. The four copies of Form SX40 are to be retained by the supply depot to record a dues out and, when supply can be effected, the copies are to be actioned as in Paragraph 9.

12. Instructions for completion of Forms SX38, 39 and 40 remain the same as prescribed for the forms which they replace, except as varied hereunder:

a. DELIVERY POINT CODE ..	OPTIONAL. Not required for ships and commissioned establishments at this stage.
b. MAIN JOB NO	MANDATORY. Ships and establishments. *Insert* '3'.
c. SUB JOB NO	Ships and establishments leave blank.
d. DUE DATE RETURN FROM LOAN	Ships and establishments leave blank.
e. COST RECOVERY CODE ..	MANDATORY. Ships and establishments. *Insert* '3'.
f. SEQUENCE NUMBERS ..	MANDATORY. These are preprinted on the forms. 'F' is to be inserted against the last line number used. 'V' to be inserted against any line number which appears before 'F' and is required to be voided and ignored. Notations are not to be inserted on any line succeeding 'F'.
g. CONDITION CODE ..	MANDATORY. Ships and establishments. *Insert* 'S'.

13. Old forms are interchangeable with the newly introduced forms and can be used concurrently. Stocks of old forms may be used to exhaustion or until as otherwise directed.

14. Forms SX39 are available and may be used immediately (ACNB signal 100620Z MAY refers). Forms SX38 and SX40 are not yet available; their availability and introduction will be advised by general message in due course.

15. ABR 4 and ABR 93 will be amended.

(464/77/219)

RESTRICTED

303/72—Disclosures of Information on Tenders for Suppliers and Services

1. Both Department of Supply and the Commonwealth Stores and Tender Board have on occasions expressed concern at unauthorised disclosure of information in regard to Commonwealth tenders and contracts.

2. It is appreciated that tender offers must on occasions be discussed by personnel concerned with the respective tenderer. It is also appreciated that approaches will be made to officers about the outcome of tenders or the nature and progress of Departmental recommendations. On all such occasions no indication is to be given as to the likely success of an offer or as to the number or details of other offers. Outside inquiries seeking to ascertain who is dealing with tenders at a particular time should be answered in general terms to the effect that the tenders are being processed in accordance with normal procedures.

3. Officers who have access to stores circulars are reminded that these circulars contain trade and commercial information supplied to Commonwealth Government Departments on the understanding that such information is not made available to unsuccessful tenderers or any other member of the public. Inquiries by members of the public for information contained therein should be referred to the office of the Commonwealth Stores Supply and Tender Board.

4. Correspondence and documents dealing with the foregoing matters should be stamped COMMERCIAL-IN-CONFIDENCE.

5. Navy Order 511/69 is hereby cancelled.

(400/201/366)

(*Navy Order 511/69*)

UNCLASSIFIED

304/72—Officers Mess Traps—Replacement Allowances—1972-73

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 1972-73 are as follows:

	In Stationary Ships and Establishments	*In Sea-going Ships*
	$	$
Mess:		
Flag Officer	—	633.56
Commodore or Captain	316.44	379.76
Flag Captain	—	196.36
Commander in command of a seagoing ship ..	—	195.56
Wardroom:		
Mess of one officer	48.12	57.76
Mess of two officers	88.36	106.08
For every officer in excess of two	22.44	26.96

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 1972.

3. Replacement allowances are to be calculated in accordance with ABR 93, Article 2214.

4. Navy Order 308/71 is hereby cancelled.

(901/52/5)

(*Navy Order 308/71*)

UNCLASSIFIED

305/72—Sailors Mess Utensils—Replacement Allowances—1972-73

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 1972-73 up to the following amounts:

	$
Chief Petty Officers and Petty Officers	6.28
Other sailors	4.48
Wrans when messed separately	6.28
Apprentices and Junior Recruits when messed separately	4.48

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 1972.

3. Replacement allowances are to be calculated in accordance with ABR 93, Article 2214.

4. Navy Order 310/71 is hereby cancelled.

(914/52/145)

(*Navy Order 310/71*)

UNCLASSIFIED

306/72—Stores—Returns by HM Ships and Ships of Other Commonwealth Navies

1. Returns of stores from HM ships and ships of other Commonwealth Navies are to be accepted at HMA dockyards and store depots in the following circumstances:

a. The items are of RAN pattern, or of Admiralty pattern, currently in use in the RAN.

b. The ships concerned are operating for long periods from RAN bases.

c. The ships are under refit at an HMA dockyard.

d. When a new item is supplied in lieu.

2. The accounting arrangements in regard to such returns are to be as follows:

a. Items surveyed as repairable or serviceable and which are replaced from RAN stocks.	To be taken on RAN charge and credited at serviceable or repairable value less prescribed administration charges.
b. Items surveyed as repairable or serviceable and which are replaced by items held on MOD (Navy) Account.	To be taken on charge on MOD (Navy) Account. No financial adjustment involved.

c. Items survey for sale ..	To be taken on MOD (Navy), etc, sale charge for disposal. Proceeds of sale to be credited to the Government concerned less prescribed charges.
d. Items surveyed as arisings ..	To be taken on RAN sale charge. No credit to be given to the Government concerned.

3. Navy Order 451/69 is hereby cancelled.

(501/56/43)

(*Navy Order 451/69*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

307/72—Form PB132—Post In/Out Routine Cards for Use by Ships—Introduction

1. In order to achieve uniformity in the posting in/out routine followed in HMA ships, the above form has been printed.

2. Demanding details are:

a. Form—PB132.

b. Unit of Issue—Number (NO).

c. Management Code—5819.

d. Supply Depot—SVSO, Sydney.

e. Order via—Data Transcription Office (DTO).

(464/76/198)

18721/72 W. G. Murray, Government Printer, Canberra

Historian

RESTRICTED

ANOs 308/72-318/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 September 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

RESTRICTED

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
308/72	Allowance for Purchase of Sheet Music.
309/72	Joint Priorities for the Air Movement of Passengers and Cargo.
310/72	Navy List—Civilian Officers.
311/72	Services Attaches and Advisers—Delays in Receipt of Message Traffic.
	SECTION 2—PERSONNEL
312/72	Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons.
313/72	Marriage/Separation Allowance—Reminder of Notification to be Made by Members Following a Change in Family Circumstances.
	SECTION 3—OPERATIONAL AND TRAINING
314/72	Ships Sonars—Dangers to Divers.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
315/72	Electronic Warfare—Equipment Type AN/SLR-2—Fitted in HMA Ships—Painting of Radomes.
316/72	Murawa Motors—Remaining Life for Issue in Action Missiles.
317/72	Naval Stores (General)—0340-1536 and 2090-00-059-6377 Bags Document Sinker—Revised Allowances.
318/72	Stores Landed on Deposit.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

308/72—Allowance for Purchase of Sheet Music

1. The allowances for expenditure on band music for Naval Bands, the Concert Library, HMAS CERBERUS and the RAN School of Music have been reviewed and approval has been given to the revised allowances as detailed hereunder:

Band	*Allowance per Annum*
RAN Bands	$400
RANR Bands	$15 per head up to a maximum of $400
RAN Volunteer Bands	$15 per head up to a maximum of $300
Concert Library, HMAS CERBERUS	$400
RAN School of Music	$400

2. ABR 4 Article 3107 will be amended in due course.

(111/1/130)

RESTRICTED

309/72—Joint Priorities for the Air Movement of Passengers and Cargo

Navy Order 178/72 is to be amended as follows:

ANNEX B

Priority Demand Definition

Delete the words 'Aircraft on Ground (RAN)' and *insert* in lieu 'Aircraft Operationally Grounded (RAN)'.

(187/1/295)

(*Navy Order 178/72*)

UNCLASSIFIED

310/72—Navy List—Civilian Officers

1. A recent department-wide survey revealed that little use is being made of the civilian section of the Navy List as a reference point for officers below certain levels and in terms of benefit and cost it is difficult to justify the inclusion of so many lower level civilian officers who do not occupy key positions.

2. It has therefore been decided that only those civilian officers of Public Service Act Class 9 and Naval Defence Act Engineer/Naval Architect Class 3 will be included in future editions of the Navy List. Exceptions will be allowed for occupants of key positions in the areas/establishments such as Civil Secretary and Accountant, Senior Clerk and Certifying Officer, Senior Social Worker, Public Relations Officer and Senior Psychologist.

(1503/51/67)

UNCLASSIFIED

311/72—Services Attaches and Advisers—Delays in Receipt of Message Traffic

1. The prime cause of late receipt of messages requiring action by Service Attaches and Advisers is that they have been information addressees on such messages thus precluding them from taking the necessary action.

2. Originators of messages are to ensure that Service Attaches and Advisers are included as action addressees of messages on which some action is required by them.

3. Navy Order 545/69 is hereby cancelled.

(22/1/75)

(*Navy Order 545/69*)

Section 2

PERSONNEL

UNCLASSIFIED

312/72—Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons

1. The manning of modern aircraft calls for as perfect as possible physiological and psychological balance on the part of aircrew.

2. Apart from pathological conditions this balance may be disturbed as a result of various extraneous factors, the effects of which are scarcely perceptible and therefore, negligible for everyday activities, but are considerably increased in the case of those whose work is in the air.

3. Flight safety, therefore, requires that Medical Officers responsible for the medical supervision of aircrew should be well aware of these factors and of the appropriate preventive measure. Aircrew suffering from any physical or constitutional complaints are to report to Medical Officers without delay. Authorising officers who have reason to doubt the medical fitness of any aircrew are to seek the advice of Medical Officers.

4. The effects of flying when suffering from common head colds may be serious and far-reaching.

5. A lowering of the black-out threshold may persist for three or four days after clinical recovery from gastro-enteritis.

6. The main extraneous factors to be taken into consideration are:

a. administration of certain drugs which do not require the patient to be confined to bed;
b. immunisation procedures;
c. loss of blood affecting regular and occasional donors and following dental extractions;
d. simulated ascents in pressure chambers;
e. competitive or tiring sporting activities;
f. skin diving;
g. ingestion of alcoholic beverages; and
h. watchkeeping duties.

Administration of Certain Drugs

7. In general, aircrew requiring drugs having a systemic reaction will be removed from flying duties. In certain instances where these drugs are absolutely indicated they must be dispensed by, or with the knowledge of, the attending Medical Officer.

8. Aircrew should not be authorised to fly for eight hours after taking any antihistamine drug to counteract the effects of hay fever or for other purposes.

9. Drugs of the Barbiturate, Transquiliser and Antihistamine groups, which are supplied under various trade names, can have dangerous side reactions which have been regarded as the cause of accidents.

10. Aircrew who have been prescribed any of these drugs are to be temporarily grounded, and the squadron commander is to be informed that they are not to fly until passed fit by the Medical Officer.

Immunisation Procedures

11. It must be recognised that in particular cases of certain immunisations the following measures should be taken in the event of a reaction occurring:

a. *TAB-TABT-TABDT-Cholera and Anti-plague Immunisation*
Suspension from flying duties until local or general reactions have disappeared.

b. *Yellow Fever Immunisation*
Suspension from flying duties until all signs of possible general reactions have disappeared.

c. *Smallpox Vaccination*
Aircrew may only continue flying at the discretion of the Medical Officer.

Restrictions due to Blood Donations

12. Aircrew in active flying appointments are not to donate blood except in emergencies or special circumstances, such as those involving a rare blood type.

13. Aircrew who have donated blood in an emergency or other special circumstances are not to perform flying duties within a period of 72 hours following the donation, nor engage in flights at night or above 10,668 metres (35,000 feet), or involving aerobatic or gunnery tactics within a period of seven days following donation.

14. Following dental extractions involving prolonged and severe haemorrhage from the socket(s) similar restrictions are to be observed.

Training in a Decompression Chamber

15. Test ascents in a decompression chamber up to a simulated altitude of 9,144 metres (30,000 feet) whether carried out for the sake of physiological control or as part of the aeromedical training of flying personnel, call for limitation as follows:

a. When symptoms and/or reactions occur during or after the test a suspension from flying duties will be prescribed according to the discretion of the attending Medical Officer.

b. Serious effects will entail a period of observation in hospital.

16. When training in the chamber entails a test of sudden and violent decompression, no high altitude flying during the day following the test is to be allowed for the members concerned.

Tiring Sporting or Recreational Activities

17. Flying fitness is impaired by fatigue. Fatigue can be caused by a number of factors, not the least of which is prior exhaustion from over-excessive muscular effort.

18. Aircrews are encouraged to participate in physical fitness programmes but are to be cautioned to plan these activities so that they will not affect their fitness to fly.

Skin Diving

19. The danger of aeroembolism during flight is considerably increased after a stay in an overcompressed atmosphere, and in particular after skin diving. To avoid the occurrence of such accidents, it is important that the following minimum safety rules be applied to aircrew:

a. Any aircrew member who, with an independent breathing apparatus, has dived deeper than 10.62 metres (35 feet) should be barred from flying above 1,524 metres (5,000 feet) actual altitude for 12 hours following the dive.

b. Any incident occurring during, or following, skin diving imposes an automatic ban on flying until a medical examination has been carried out.

Restrictions following Consumption of Alcohol

20. The incapacitating nature of the after effects of over indulgence in alcoholic beverages is widely recognised. Also well recognised is the fact that the body takes an appreciable length of time to break down ingested alcohol.

21. Aircrew are not to undertake flying duties when under the influence of alcohol or within eight hours of the last ingestion of alcohol.

Watchkeeping Duties

22. In order that they may be properly rested, aircrew should not normally keep watch within eight hours of being due to undertake flying duties.

Dental

23. All flying personnel should undergo a very careful dental examination at least every six months, whether they know they require treatment or not, in order to minimise the risk of high altitude toothache. This complaint (aerodontalgia) may constitute a serious risk when flying modern high speed aircraft.

24. Navy Orders 507/69 and 673/69 are hereby cancelled.

(327/53/22)

(Navy Orders 507/69 and 673/69)

UNCLASSIFIED

313/72—Marriage/Separation Allowances—Reminder of Notification to be Made by Member Following a Change in Family Circumstances

1. Some overpayments of marriage/separation allowances have been made because the members concerned did not report changes in their family circumstances. To minimise the risk of this happening because of forgetfulness it is desired to remind members of their obligations in this matter.

2. Accordingly, Commanding Officers of ships and establishments are to bring this order to the attention of all members eligible for marriage/separation allowances on 1 February and 1 August each year and to ensure that all fully understand the conditions of Chapter V, Section 1, of NPI governing payment of the allowances (NPI Article 0502.1).

3. In applying for marriage allowance each member after detailing his family circumstances signs a declaration on form FN120 or FN121 as follows:

Form FN121 .. 'I declare that I am voluntarily maintaining my wife at .....' and that there is no judgment, order or decree of judicial separation or decree in divorce proceedings given or made by a court of competent jurisdiction affecting the marriage of my wife and myself nor has the marriage been annulled. There is no Court Order for maintenance against me in favour of my wife or my wife and children. I hereby undertake to notify my Captain in writing of any change in the particulars declared or any change in my domestic circumstances

or

Form FN120 .. 'I declare that:

(i) I am a divorcee.
(ii) My marriage has been annulled.
(iii) I am legally separated from my wife.

} Custody of my children has/has not been awarded to my wife/ex-wife.

(iv) I am a widower.
(v) I have been deserted by my wife.
(vi) I am estranged from my wife.
(vii) I am maintaining a home for my children at .....
(viii) I am maintaining my children but not in my home.
(ix) A Court Order for maintenance at the rate of $..... per week/fortnight was made on ..... in favour of my wife/ex-wife and child/children by..... .....
(Name of Court)'.

(Examples of changes affecting entitlements are listed in NPI Article 0502.2.)

4. On reporting a change in family circumstances, a member is to make a further application and declaration for marriage allowance if an entitlement exists.

5. This order should be brought also to the notice of all members claiming payment of the allowances on entry, re-entry or on subsequent marriage to ensure that their applications are completed and initial payments are made in accordance with the conditions prescribed in Chapter V, Section 1, of NPI and that they are aware of their subsequent obligation to notify changes.

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

(252/4/256)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

314/72—Ships Sonars—Dangers to Divers

1. Certain types of sonar sets operate on audible frequencies and produce considerable noise underwater. The transmissions made by these sets are generally harmless to divers and swimmers who are expecting them, but medium or high powered sonars can cause loss of orientation and grogginess at a range of 25 to 30 yards to divers and swimmers who are not expecting them.

2. To prevent accidents occurring ships fitted with medium powered sonar sets are to comply with relevant port orders regarding the operation of these equipments.

3. Ships and authorities operating divers are to ensure that their Diving Officers and divers are aware of the problem in Paragraph 1 above and also which ships carry medium or high powered sonar.

4. If it is operationally necessary for divers to dive in the vicinity of ships operating medium or high powered sonar, they should wear a neoprene hood.

5. Navy Order 551/69 is hereby cancelled.

(400/202/117)

(Navy Order 551/69)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

315/72—Electronic Warfare—Equipment Type AN/SLR-2—Fitted in HMA Ships—Painting of Radomes

1. Considerable difficulty has been experienced in maintaining the cleanliness of the rough textured fibreglass surfaces of the radomes of DF outfit type AN/SLR-2 equipment fitted on board HMA ships. Failure to maintain this cleanliness results in a reduction of performance of the aerial system enclosed by the radome.

2. Paint treatment trials on type AN/SLR-2 radomes carried out on board one of HMA ships have indicated that a smooth high gloss surface finish on the radomes enables the radome surface to be kept in a clean condition with a minimum of maintenance.

3. The painting procedure to be adopted in the future by HMA Naval dockyards when carrying out maintenance and repair work on type AN/SLR-2 radomes is to be as follows:

a. Remove expended coatings of paint on the radome with paint remover.
b. Sand back the surface of the radome to provide a key for the new paint treatment.
c. Apply one coat of Santocel 'C' filled polyester resin undercoat and allow to cure for at least 48 hours.
d. Cut back surface to a smooth finish with wet or dry abrasive paper.
e. Spray the prepared radome surface with four coats of EN39 Enamel, Epoxy, black.

4. HMA ships experiencing difficulty in the maintenance of a clean surface of the AN/SLR-2 radomes fitted on board are to include an item in their next main defect list worded in sense that the radomes are to be repainted in accordance with the instructions contained in this order.

5. Navy Order 437/69 is hereby cancelled.

(400/2/492)

(Navy Order 437/69)

RESTRICTED

316/72—Murawa Motors—Remaining Life for Issue in Action Missiles

1. An increasing number of Murawa motors are incurring excessive temperature penalties as a result of storage in elevated temperatures. The penalties incurred by some DDGs and DEs have been equivalent to a life expenditure of 5 and 3.5 years respectively for each year of operation in tropical areas. The present minimum remaining life figure of 27 months is therefore inadequate when on extended deployment such as ANZUK commitments. It is also desirable that present stocks of Murawa motors with short remaining lives be utilised operationally instead of becoming life expired ashore. Regraining of expired motors can then be arranged more economically with maximum life stocks being maintained.

2. To achieve satisfactory usage of remaining life of Murawa motors it has been decided to adopt a policy of embarking outfits of action missiles to two scales of minimum remaining life, as shown in Table A. This will enable the total remaining life of some of the short life motors to be used up effectively by the incursion of temperature penalties without significantly affecting the overall reliability of the outfit for firing.

Minimum Remaining Life Requirements

3. The minimum remaining life for issue of Murawa motors in Action Missiles is now to be as follows:

Table A—Non Air Conditioned Ships

Operational Area	*Class of Ship*	*Minimum Remaining Motor Life*
Australian Coast	DDG and DE	50 per cent of Outfit—12 months 50 per cent of Outfit— 6 months
Extended Deployment	DDG	50 per cent of Outfit—40 months 50 per cent of Outfit—16 months
Extended Deployment	DE	50 per cent of Outfit—28 months 50 per cent of Outfit—12 months

Table B—Air Conditioned Ships

Operational Area	*Minimum Remaining Motor Life*
Australian Coast	12 months
Extended Deployment	18 months

4. If ships operating on the Australian coast are required to proceed to tropical waters for an extended period, outfits must be checked to ensure that all Action Missiles have motors with remaining life in accordance with the above.

Additional Reporting

5. Close attention must be paid to the penalties actually incurred by the shorter life motors, which are identified by their withdrawal dates on the motor record sheets in the missile log books. Therefore ships issued with short life motors are required to signal magazine temperatures monthly to INO (S) Information COMAUSFLT FOCEA and RANAD KINGSWOOD quoting this Navy Order according to the following format:

1. Month ended.
2. Number of weeks during which the weekly average of the maximum daily temperature lay in the following Fahrenheit temperature ranges:
   a. 70°– 75°
   b. 75°– 80°
   c. 80°– 85°
   d. 85°– 90°
   e. 90°– 95°
   f. 95°–100°
   g. 100°–105°
   h. 105°–110°

   For DDGs, the letters P or S should be added after the number of weeks in each range to indicate port or starboard magazine.
3. For DDGs only, the serial numbers of missiles in each magazine. After the first signalled report of a deployment, the word 'unchanged' should be sent if missile locations have not been altered.

6. This information is obtainable from magazine temperature records used for rendering form TI354, which is still required quarterly in accordance with Navy Order 224/72. Abnormally high temperatures (greater than 110° F) are also to be signalled in accordance with that order.

Air Conditioned Magazines

7. When air conditioning is installed in all Ikara magazines, the likelihood of substantial penalties will be considerably reduced. Mixed motor outfits and monthly reporting will not be required for ships with air conditioned magazines. Outfits for such ships will then be issued with motor lives in accordance with Table B.

(8/201/92)

(*Navy Order 224/72*)

UNCLASSIFIED

317/72—Naval Stores (General)—0340-1536 and 2090-00-059-6377 Bags Document Sinker—Revised Allowances

Navy Order 127/71 is to be amended as follows:

Paragraph 1

Read in two columns after PTF *insert:*

AGOR .. .. 48 No

(1/8105/2)

(*Navy Order 127/71*)

UNCLASSIFIED

318/72—Stores Landed on Deposit

1. The policy for landing stores on deposit is detailed in ABR 4, Naval Storekeeping Manual, Article 1016, which provides for authorised fittings peculiar to a ship, that are not required because of a changed role, to be landed on deposit, if it is intended that the ship will return to the previous role.

2. In future, annual reviews of items that have been landed on deposit are to be carried out by HMA ships and returns are to be furnished to the Chief Superintendent of Supply, Sydney, or the Naval Store Officer, HMA Naval Dockyard, Williamstown, as appropriate, through Administrative Authorities, indicating:

   a. items required to be retained for a further period; or
   b. details of items no longer required.

3. To facilitate supply depot accounting, forms SX12 (Stores Demand) and forms SX25 (Stores Return Voucher) are to be prepared for items at 2b. above and forwarded with the annual return.

4. ABR 4, Article 1016, will be amended.

(400/70/27)

19079/72. W. G. Murray, Government Printer, Canberra

HISTORICAL

ANO 319/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
3 October 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

319/72—Royal Australian Naval Emergency Reserve—Conditions of Service

1. The Royal Australian Naval Emergency Reserve (short title RANER) has been established to provide a readily available source of manpower which may be called out by the Governor-General for continuous full time naval service in time of war, in time of defence emergency or in a situation short of such conditions for the purpose of:

a. augmenting complements of ships of the fleet;
b. providing crews for additional operational units; and
c. manning essential base and support facilities.

2. This Force consists of former PNF and CNF personnel, already trained and who have been selected for specified tasks. Enlistment in the case of sailors, or transfer, in the case of officers, is restricted to volunteers who, because of previous training and qualifications, are able to fulfil these tasks at immediate 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. Service Clothing Issue and Replacement.

Current obligations, conditions of enlistment, etc, in the Royal Australian Fleet Reserve remain unchanged.

TRANSFER OR ENLISTMENT

General

1. No former member of the PNF is compelled to serve in any part of the Reserve or Citizen Naval Forces. 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 is asked to serve in a Reserve but declines to do so.

2. PNF officers on retirement who so elect, may be transferred to the RANER if vacancies exist in their rank and category. Aircrew Officers not fully qualified for seaman duties are not required at present.

3. Sailors and Naval Policemen eligible to enlist in the RANER will be asked by the Director of Naval Reserves if they wish to join when their enlistments into the RAFR are being processed in Navy Office. In all cases enlistment will be subject to vacancies existing in the various ranks and categories.

Applications for Transfer or Enlistment

4. All applications for transfer to, or enlistment in, the RANER are to be referred to the Director of Naval Reserves, Navy Office, Canberra ACT 2600.

Period of Appointment or Enlistment

5. The period of appointment or enlistment is five years. Applications for further periods of two years will be considered subject to service requirements and Naval Board approval. Applicants who, through age, are not eligible for the initial period of five years may be appointed/enlisted for the period between the date of appointment/enlistment and the retiring age providing the minimum time served is two years.

Rank on Transfer or Enlistment

6. The rank of an officer on transfer will be the substantive rank held in that section of the Naval Forces from which he transferred and with such seniority as the Naval Board determines. This will normally be the same as that previously held.

7. A sailor will be enlisted in the rank last held (whether acting or confirmed) in that part of the Naval Forces in which he formerly served.

Concurrent Service in the CNF and RANER

8. Concurrent service in the CNF and RANER is not permitted. However, a member of the Emergency List or RAFR who is accepted for service in the RANER and subsequently is discharged at his own request prior to the date on which he would have completed his period of service in that Reserve, may be requested to serve on the Emergency List or in the RAFR to complete the period.

Promotion

9. There are no avenues for promotion in the RANER except in the case of sailors who are carrying out continuous full time service in a PNF vacancy. Promotion rules in this situation are similar to members of the PNF and are promulgated separately.

Long Service Badges

10. Members are entitled to wear long service badges awarded to them for previous RAN or RANR service which had been completed within five years of enlistment in the RANER. Service in the RANER does not count toward the award of long service badges except continuous full time service in a PNF vacancy.

Long Service and Good Conduct Medal

11. Members are entitled to wear long service and good conduct medals which had been awarded them for previous service in the RAN or Citizen Naval Forces. Service in the RANER counts towards the qualifications for the award of the Reserve Long Service and Good Conduct Medal (Sailors) or the Reserve Decoration (Officers).

ELIGIBILITY

1. Applicants who satisfy the following conditions may be transferred to or enlisted in the RANER:

a. *Previous Naval Service.*

Applicants must have had at least three years satisfactory service in either the PNF or CNF or another Commonwealth Navy and must have reached a standard of training and efficiency that would enable the applicant to fill a vacancy in the PNF.

b. *Age.*

Applicants must have attained the age of 48 years, or officers holding the substantive rank of Captain, 53 years. The retiring age for officers and sailors is 50 years, except an officer holding the substantive rank of Captain, in which the retiring age will be 55 years.

c. *Medical.*

Applicants are to be medically examined in accordance with the medical standards and examination practice prescribed for members of the PNF. This may be completed by a Commonwealth Medical Officer where a Naval Medical Officer is not available. The exceptions to this rule are as follows:

(1) applicants who have been discharged from the Permanent Naval Forces on non-medical grounds during the preceding six months; and

(2) applicants from the Citizen Naval Forces who have successfully completed a medical examination within the preceding six months.

OBLIGATIONS

1. Members of the RANER have the following obligations:

a. *Call Out For Continuous Full Time Naval Service.*

The Governor-General may, by notice in the Gazette, call out all or part of the RANER for continuous full time naval service when he considers it desirable to do so.

b. *Annual Naval Service.*

Members are required to complete 13 days continuous naval service annually, except during a year in which they complete at least 13 days full time service for other reasons.

c. *Training Year*

A 'training year' commences from the date of enlistment or transfer, and for each succeeding year on the anniversary of that date.

d. *Notification of Change of Address or Employment.*

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

e. *Travel Abroad*

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

PROTECTION OF CIVIL EMPLOYMENT

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

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

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

c. to permit the member to take normal holidays at times other than when he is absent on naval service, except if the member requests otherwise;

d. not to terminate the employment contracts of a member by reason of his absence on naval service; and

e. to permit the member to resume his former employment should he so desire.

2. The Defence (Re-establishment) Act provides that periods of annual naval service and 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.

3. This Act also provides that the employer is not liable to pay the member during his absence on naval service.

NAVAL SERVICE

Annual Naval Service

1. The annual period of naval service (*see* Obligations 1b.) is to be used to maintain naval trades and skills and to provide training in new techniques and equipments when this is considered necessary.

2. Service will normally be carried out in ships of the fleet where members will perform 'on-the-job' tasks. Should refresher courses or specialised training be necessary these will be arranged by the Director of Training. To enable members to make the most of the limited time available, extraneous duties not directly concerned with their skills are kept to a minimum.

Additional Service

3. In addition to annual naval service, members may volunteer for additional periods of service. Acceptance will depend on Service requirements.

Voluntary Continuous Full Time Naval Service

4. A member of the Royal Australian Naval Emergency Reserve Forces may, at any time, voluntarily undertake to render continuous full time naval service. Acceptance will depend on PNF vacancies available at the time and the members medical fitness.

5. In the case of sailors, the initial period of full time service will normally be for either one or two years. Sailors may apply for extensions of full time service, which will be considered having regard to service requirements. (*See* Navy Order 788/69.)

6. In the case of officers, the initial period varies according to the requirements of the Service, up to a maximum of four years.

7. If a voluntary undertaking by a member to render continuous full time service is accepted by the Naval Board, the member is bound to render the period of service for which he volunteered and was accepted.

8. Pay and allowances will be at the prescribed rates for rank and are subject to tax. Bounty will not be payable during continuous full time naval service.

Part Time Naval Service

9. The Director of Naval Reserves may authorise a member to perform part time naval service at Reserve Training Establishments (when this is certified necessary by the Commanding Officer of that establishment) for instructional, maintenance or administrative duty with the Royal Australian Naval Reserve. In such circumstances the following provisions apply:

a. payment, at on promotion rates, may be made up to a maximum of 27 days (162 hours) in any RANR training year;

b. part time service cannot be counted towards the members annual service obligation.

Call Out for Continuous Full Time Naval Service

10. All or any specified part of the RANER may be called out for continuous full time service with the PNF by notice in the Gazette when the Governor-General considers it desirable to do so.

11. A member called out for continuous service is liable for service for a period not exceeding 12 months from the date of call out as directed by the Naval Board. However, in the event of a proclamation of war or defence emergency, a member remains bound to serve until released.

12. A member may be called out on any number of occasions, but after each period for which he serves while called out, he is not (except in time of war or time of defence emergency) liable to be again called out until a period has elapsed that is equal to the period for which he served while called out.

13. The Naval Board will be responsible for the posting of members of the Emergency Reserve under these circumstances and members may be posted to any ship or establishment.

Method of Call Out

14. 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.

15. The notice of call out will be deemed to have been served on the member if it is given to the member personally, or is sent to him 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.

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

a. in uniform;

b. ready for duty; and

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

Arrangements for Annual Naval Service

17. Arrangements for members to undergo annual naval service will be made by the Director of Naval Reserves.

18. During the year members will be informed of a time and place to report for naval service; as much notice as possible will be given. Where necessary, travel warrants will be provided.

MEDICAL

1. A member volunteering for continuous full time service is to be medically examined and Form AF Med 1 (PM149) completed, the card duplicate copy of which is to be immediately forwarded to the Medical Director-General. A medical examination reported on AF Med 1 (PM149) during the preceding six months is acceptable and the examination need not be repeated. He is to be given the vaccinations and immunisations required by a member of PNF and, if held by him, his International Certificate of Vaccination (PM136) updated; otherwise a new certificate is to be issued. A member reporting for annual naval service is to be medically examined or inspected to ensure fitness for such service. Should a Medical Officer not be borne, a notation should be made on Form PP101 or PP103 (Report of Service Performed), eg, not medically examined—no Medical Officer borne. A medical examination is to be made every three years and recorded on Form AF Med 1 (PM149). If an examination has been made during the preceding two years then a medical inspection recorded on Form PM127 (AM209Z) is sufficient. The purpose of the inspection is to discover any illness of recent onset, particularly communicable disease, and to question the member as to any disability that may have arisen since his last period of naval service.

2. If a members medical fitness is in doubt he is to be medically surveyed immediately, if this is possible, and the finding forwarded to Navy Office by signal.

3. A member requiring treatment to restore him to the required standard of fitness is to undergo remedial treatment at his own expense. He 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 RANER.

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

Compensation for Injury or Illness

5. Injury or illness occurring during, or as a result of, naval service will entitle the member to claim compensation under the Commonwealth Employees Compensation Act or such other comparable Act which may be applicable, eg, Repatriation Act.

FINANCIAL

Annual Bounty

1. Subject to the following paragraphs, a member of the RANER whose efficiency is satisfactory, and who completes his annual 13 consecutive days training obligation, may be eligible for payment of a bounty on each anniversary of his entry into the Force, at the following rates:

a.	After completion of one years service	$200
b.	After completion of two years service	$250
c.	After completion of three years service	$300
d.	After completion of four years service	$350
e.	After completion of each subsequent year of service	$350

2. A member who, for acceptable reasons (eg, sickness, hospitalisation, compassionate or other valid reason approved by the Director of Naval Reserves, fails to complete the period of annual service once commenced, may on one other occasion during the year render such further continuous service that the two periods total 13 days.

3. A member who has yet to complete his training obligations for his current years service and serves continuously for a period equal to, or exceeding, the uncompleted training is not required to undergo further training to qualify for the annual bounty.

4. A period for which a member is called out for, or voluntarily carried out, continuous full time duty may be counted as qualifying training but is to be excluded when assessing the amount of bounty payable. For this purpose, the bounty otherwise payable for that particular year of service is to be reduced on a pro-rata daily basis for the period of full time duty involved, eg, if a member performs three months full time duty his bounty is reduced by one quarter.

5. Where a members service in the RANER is terminated for medical reasons, or in the case of a married member, by death, and the medical disability or death is attributable to such service, the member will be regarded as having completed the particular year of service for bounty purposes, but the bounty may be reduced on the same basis as indicated in Paragraph 4 above if he had performed any full time duty in that year.

6. Where a member:

a. re-enlists for full time service in the PNF; or

b. is discharged for medical reasons or in the case of a married member, dies, and such disability or death is not attributable to the members service and did not arise during a period of absence without leave of more than 21 days,

a bounty is payable calculated on a pro-rata basis for the service completed in that particular year.

7. The annual bounty is not payable for the year of a members service in which he is discharged for disciplinary or administrative reasons. *See* Paragraph 15.

8. Where a member is discharged at his own request there is no provision for the payment of a pro-rata bounty.

9. Where a member is granted leave of absence and proceeds overseas, he may, if he has completed his annual training obligation for that particular year, be paid a bounty on a pro-rata daily basis for that year, excluding the period for which he is on leave.

10. The following explanations are provided in respect of the preceding paragraphs:

a. A medical disability or death is 'attributable to service' if:

(1) the Commonwealth Employees Compensation Act makes provision for the payment of compensation; or

(2) the Repatriation Act, the Repatriation (Far East Strategic Reserve) Act, or the Repatriation (Special Overseas Service) Act makes provision for the payment of a pension.

b. 'Married member' has the meaning as defined in regulation 4 of the Naval Financial Regulations.

Call Out Gratuity

11. A member of the RANER who commences to render continuous full time service, by reason of that Force having been called out under Section 32 of the Naval Defence Act, shall be paid a gratuity of $110 on each occasion of call out.

12. A member of the RANER who volunteers for full time continuous service of not less than 12 months or more is entitled to an annual gratuity of $100, in the case of officers, and $40 in the case of sailors and on a pro-rata basis for any incomplete year beyond 12 months.

Pay and Allowances

13. A member is to be paid in accordance with the prescribed scale for his rank and pay level (if applicable), namely 'on promotion' rates during periods of annual naval service, and as if he were a member of the PNF during continuous full time service.

14. During periods of naval service of 28 days or less, payments are to be made through the cash account and vouchers are to quote as authority the relevant officers and sailors posting list, eg, WLSP dated..... Payment to members whose intended period of service, course or training will exceed 28 days is to be made through the pay accounting system in accordance with the provisions of Chapter 1, section 5, of ABR 18 (Pay Accounting System Instructions for the RAN).

15. HMA ships and establishments are to make payment to a member carrying out his annual service of:

a. active pay—at the 'on promotion' rate for his rank and pay level (if applicable);

b. marriage allowance if eligible; and

c. other applicable allowances in Paragraph 16.

only in respect of the actual number of days service in the ship or establishment. Payment of any further amounts due will be arranged by the Director of Naval Reserves.

16. A member shall during periods of training, courses or service be paid the following allowances where these are applicable to a corresponding member of the Permanent Naval Forces:

a. Command money.

b. Submarine pay.

c. Hard lying money.

d. Tropical allowances.

e. ANZUK allowance.

f. Diving pay (at the rates prescribed in NPI Article 0701).

g. *Marriage Allowance*

Marriage allowance at the rate and subject to the conditions applicable to a member of the Permanent Naval Forces may be paid to a married member undergoing a period of continuous training, service or course of not less than four days duration, except that no allotment is necessary unless a member is borne on a ships book for pay or is undergoing training or courses for a period exceeding 28 days. Marriage allowance under

this article is only payable when training schools and courses are full time and continuous and involve absence from home over the period of such training school or course. Where a member is permitted to proceed home each evening during a course marriage allowance will not be payable.

h. *Provision Allowance*

Provision allowance at the rate and subject to the conditions applicable to a member of the Permanent Naval Forces, may be paid to a married member undergoing a period of continuous training, service or course.

j. *Separation Allowance*

Separation allowance shall only be payable to a member in respect of a period of continuous training where the period necessarily spent by the member in travelling from his usual place of residence to the place of continuous training and return is not less than 10 days and includes not less than two Saturdays and two Sundays. Because entitlement to separation allowance is related to the actual number of days that the member is absent from his home, and this in turn depends upon the travel arrangements made in Navy Office, payment of this allowance, if appropriate, will be arranged by the Director of Naval Reserves together with any moneys due in respect of travel (including any additional pay entitlement), on receipt of Form PB105 from the member.

k. *Living Out or Living Out Away From Home:*

(1) except that the restriction relative to payment for periods under 72 hours shall not apply, living out allowance or living out away from home allowance as appropriate at the rate and subject to the conditions applicable to a member of the Permanent Naval Forces may be paid to a member undergoing a period of continuous training, service or course where service accommodation cannot be provided;

(2) where a married member undergoes a period of continuous training, service or a course, and is not entitled to marriage allowance, he may, if service accommodation and/or victuals are not provided, be paid living out allowance at the rate applicable to an unmarried member;

(3) members normally residing in country areas who, when undergoing their annual naval service, are required to live out as accommodation and victualling are not available in the establishment to which they are posted, may be paid travelling allowance at the appropriate rate, provided they do not reside at home; and

(4) advances may be made up to 100 per cent of allowances payable in accordance with normal accounting instructions. However, duplicate copies of vouchers are to be forwarded to the Director of Naval Reserves and Forms PB105 are to be endorsed in the appropriate areas.

17. During periods of continuous full time naval service all allowances are payable in accordance with ABR 5020 (NPI).

18. Uniform allowance will not be paid as clothing is normally replaced at public expense. During periods of full time service of three months or more uniform allowance will be paid under PNF conditions, and kit will not be replaced gratuitously.

19. Good conduct increments are not payable during annual naval service.

Taxation

20. No charges are to be made for taxation purposes during annual naval service. During periods of continuous full time service taxation is to be charged under normal rules applicable to members of PNF.

DISCHARGE

1. A member may resign or claim his discharge prior to the completion of an engagement by giving three months notice in writing to the Director of Naval Reserves. Discharge may not be claimed when:

a. called out for, or during, continuous naval service in circumstances short of war or defence emergency;

b. called out for, or during, continuous naval service when a time of war or defence emergency has been proclaimed; or

c. rendering full time naval service in the PNF for an agreed period in accordance with naval service, Paragraphs 4 to 7.

2. For the purpose of Section 30 of the Naval Defence Act, each of the following is a reason for the discharge of a man in the RANER:

a. that he has requested his discharge;

b. that he will, upon being discharged, be appointed an officer of the Naval Forces;

c. that he cannot be usefully employed in the Naval Forces because those forces are being retrenched;

d. that he is medically unfit;

e. that his retention in the RANER is not in the interest of the Naval Forces; and

f. that he made a false or misleading statement in connection with his enlistment in the Naval Forces.

ADMINISTRATION ASPECTS

Certificates of Service and Sailors Services Records

1. A sailor holding a Certificate of Service and/or a Sailors Service Record (Form PH14) is required to bring it with him each time he reports for naval service. Page 2 only of the Service Certificate is to be completed and the document/s are to be returned to the sailor on his last day of service together with the duplicate copy of Form PP103 (Report of Training).

Travel and Discharge

2. 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.

3. It is important to ensure that members borne for annual naval service are not discharged before the last day of such 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.

4. Failure to complete the full 13 days service may result in a member forfeiting his annual bounty.

Reports

5. The following forms are to be forwarded to the Director of Naval Reserves as early as practicable on completion of annual naval service:

a. PP103 (Report of training performed) or PP101 as appropriate;

b. PH104 (next-of-kin report); and

c. FA119 (certified copy).

Removals and Married Quarters

6. Except when serving voluntarily for periods of 12 months or more, members of the RANER are not entitled to removals at public expense or to occupy married quarters.

Personal Numbers

7. Pay and personal numbers will be issued by the Director of Naval Reserves. Members will retain these numbers during their service in the RANER. Officers numbers will be prefixed by the letter 'U' and sailors by the letter 'H'.

Identity Cards

8. When issue of uniform kit is being made, a member is to be given a Naval Identity Card. This card is to be defaced with the letters 'RANER' written in red ink or biro diagonally across the card. A photograph is desirable but not essential.

Leave

9. 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 Permanent Naval Forces.

SERVICE CLOTHING—ISSUE AND REPLACEMENT

Uniform Kit

1. The authorised kits of members are listed in ABR 93, Part II, Scale 12.

2. When officers and sailors are informed by the Director of Naval Reserves that applications for entry have been accepted the following instructions apply:

a. Members living within reasonable distances of a naval establishment (eg, 35 miles) are to contact the Supply Officer of that establishment as soon as possible in order to arrange a date for the issue or replacement of uniform kit. Details of uniform measurements are to be communicated at this time.

b. Members living in country areas are to carry out the procedure as in a. above, if this is practicable. Otherwise, the procedure in c. below is to be followed.

c. Members who have not been kitted up prior to the first period of annual naval service will be posted, where possible, to an establishment where facilities exist for kit issues.

3. The initial issue of uniform is to be regulated as follows:

a. Officers transferring from, and sailors enlisting from the Permanent Naval Forces are expected to be in possession of the full authorised kit. Items of uniform kit are to be inspected when the member initially reports as in Paragraph 2 above. Subject to the discretion of the Commanding Officer that replacements were not necessary before the members transfer for enlistment, issues and/or replacements may be made. Such issues/replacements are to be restricted to the items included in the appropriate basic kit as in Paragraph 1 above.

b. Members transferring or enlisting from the Royal Australian Naval Reserve should have items of kit verified from Form SA279 or SA280 (Clothing Issue Record). Issues and/or replacements may be made up to the level of the appropriate basic kit.

c. Members other than in a. or b. above may be issued with the basic kit.

4. When members report for the first period of annual naval service additional items of authorised kit are to be issued or replaced when certified by the Commanding Officer as being required for wear during periods of service.

5. Additional items of kit are to be issued or replaced if unservicable, immediately prior to a member commencing service of more than three months duration.

6. Members commencing service of more than 13 days but less than three months duration may be issued with such additional items as are considered essential by the Commanding Officer but not exceeding those listed in ABR 93, Scale 12. The period of such service, the duties on which the member will be employed and the locality in which he will serve are to be taken into consideration.

7. During periods of annual naval service or continuous full time naval service of up to three months duration, unservicable clothing will be replaced at public expense. During periods of continuous full time naval service of more than three months duration uniform allowance will be paid.

8. Initial issues are to be recorded on Forms SA279 or SA280. The second copy of the relevant form is to be forwarded to the Director of Victualling at the end of the month during which the transaction occurred. In the case of members transferring from or enlisting from the Permanent Naval Forces the second copy is to show:

a. issues made to complete the kit to the basic scale; and

b. the details of serviceable items in the possession of the member.

In the case of members transferring from or enlisting from the Royal Australian Naval Reserve the Clothing Issue Record is to be attached to the second copy of the relevant form.

9. All subsequent issues and/or replacements are to be recorded on Forms SA207, copies of which are to be forwarded to the Director of Victualling in accordance with ABR 93, Article 3508 (2). Forms SA207 are not to include details of issues made to other than Reserve personnel.

10. When members are posted for annual naval service, the Director of Victualling will forward an up-to-date copy of the relevant Form SA279 or SA280 to the appropriate ship or establishment. Kits should be inspected, as convenient after joining, and checked against ABR 93, Part II, Scale 12. This copy may be destroyed after use.

11. Members carrying out continuous full time naval service of more than three months duration are to be issued with bedding and loan clothing in accordance with the provisions prescribed for the Permanent Naval Forces in ABR 93. In addition, such members are to be issued on temporary loan, with three in number sheets, two in number pillow cases and one in number kit bag.

12. Since members of the Emergency Reserve are not issued with kit bags as items of basic kit, it may be necessary, from time to time, to issue on temporary loan such items when mobilisation exercises are carried out. At the same time three in number sheets and two in number pillow cases are to be issued on the same basis.

13. Navy Order 188/70 is hereby cancelled.

(302/51/57)

(*Navy Order 188/70*)

19221/72 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

ANO 320/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
4 October 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

320/72—ABR 5074—RAN Catalogue of Materiel—Status as at 30 June 1972

1. The status as at 30 June 1972 of the various sections comprising the publication ABR 5074—RAN Catalogue of Materiel—is promulgated in Annex A to this order for general information.

2. Holders of the publication not holding latest issues or supplements to which they are entitled should contact the Superintending Victualling Store Officer, Sydney. Applications for any variations to current allowances should be made on form SO139.

3. On receipt of the latest issues any superseded sections are to be destroyed on board or pulped after forms SS7 have been processed.

4. Details of the various ABR 5074 sections and supplements issued subsequent to 30 June 1972 will be promulgated from time to time in ABR 5074 Change Bulletins.

5. Navy Order 152/70 is hereby cancelled.

ANNEX A

Supplementary Sections

	Latest Issue		*Latest Cumulative Supplement*	
	No	*Date*	*No*	*Date*
ABR 5074A	1	Jul 67	—	—
ABR 5074B	2	Aug 71	2	Feb 72
ABR 5074C	2	Jun 71	3	Mar 72
ABR 5074D	2	Jul 71	3	Apr 72
ABR 5074F	1	Aug 71	—	—

Class Sections

	Latest Issue		*Latest Cumulative Supplement*	
Class	*No*	*Date*	*No*	*Date*
A65	1	Apr 71	—	—
B16	1	Jun 71	—	—
D1B	1	Apr 71	—	—
D1C	1	Apr 71	—	—
E9A	1	Apr 71	—	—
FORMS	3	Jun 71	—	—
G5E	1	Jul 71	—	—
G5U	1	Jul 71	—	—
G6A	1	Apr 71	—	—
G6D	1	May 71	—	—
G6J	1	May 71	—	—
G6P	1	May 71	—	—
HYDRO	1	Feb 71	—	—

	Latest Issue		*Latest Cumulative Supplement*	
Class	*No*	*Date*	*No*	*Date*
N27	1	Mar 71	—	—
N33	2	Mar 71	—	—
N35	1	Apr 71	—	—
T25L	1	Apr 72	—	—
T27A	1	Apr 71	—	—
T27B	1	Apr 71	—	—
T27F	1	Apr 71	—	—
T27G	1	Apr 71	—	—
T27H	1	Apr 71	—	—
T27M	1	Apr 71	—	—
T32C	1	Apr 71	—	—
V1	2	Sep 68	2	Feb 71
V2	2	Sep 68	1	May 70
V3	2	Sep 68	1	May 70
V4	2	Sep 68	1	May 70
V5	2	Sep 68	1	May 70
V6	2	Sep 68	2	Feb 71
V7	2	Sep 68	2	Feb 71
V8	2	Mar 70	1	Feb 71
W4C	1	Apr 71	—	—
W4D	1	Apr 71	—	—
W4G	1	Apr 71	—	—
0100	2	Mar 69	2	Feb 71
0211	2	Aug 69	—	—
0212	2	Aug 69	2	Feb 71
0213	2	Jul 68	1	Oct 70
0214	3	Apr 71	—	—
0216	2	Jul 69	2	Mar 71
0218	1	Aug 69	2	Feb 71
0221	2	Aug 69	1	Jul 70
0222	3	Aug 70	—	—
0223	3	Nov 70	—	—
0231	2	Jul 69	1	Aug 70
0232	3	Aug 70	—	—
0241	2	Jun 69	1	Aug 70
0242	2	May 69	1	Aug 70
0243	2	May 69	1	Aug 70
0244	2	Jun 69	—	—
0245	2	May 69	—	—
0246	2	Jul 69	1	Aug 70
0247	2	May 69	—	—
0248	2	Jun 69	1	Aug 70
0249	3	Aug 69	1	Sep 70
0251	2	May 69	1	Oct 70
0252	2	May 69	2	Feb 71
0253	2	Jun 69	1	Jul 70
0254	3	Aug 70	—	—
0255	2	Jun 69	1	Jul 70
0256	2	May 69	1	Aug 70
0257	3	Feb 71	—	—
0258	2	May 69	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
0259	2	Jun 69	1	Feb 71
0261	2	Aug 69	1	Jul 70
0262	2	Jul 69	1	Jul 70
0263	3	Aug 70	—	—
0264	2	May 69	2	Feb 71
0265	2	Jun 69	1	Feb 71
0266	2	Jul 68	2	Feb 71
0267	2	Jul 69	2	Feb 71
0268	2	Aug 69	1	Aug 70
0269	2	Jun 69	1	Nov 70
0271	2	Jun 69	2	Feb 71
0272	2	Jun 69	1	Sep 70
0273	2	Aug 69	2	Feb 71
0274	3	Oct 70	1	Feb 71
0275	3	Oct 70	1	Feb 71
0276	2	Aug 69	—	—
0277	2	Aug 69	1	Sep 70
0278	2	Aug 69	1	Aug 70
0281	2	Aug 69	1	Aug 70
0282	2	Jul 69	1	Aug 70
0283	2	Aug 69	1	Oct 70
0284	2	Jul 69	1	Aug 70
0289	1	Jul 69	—	—
0310	2	Nov 70	—	—
0330	2	Nov 70	1	Feb 71
0340	2	Oct 70	—	—
0350	2	Aug 69	1	Aug 70
0411	2	Mar 69	—	—
0412	2	Mar 69	—	—
0413	3	Mar 71	—	—
0414	2	Mar 69	1	Nov 70
0415	2	Mar 69	2	Feb 71
0421	1	Aug 68	—	—
0422	2	Oct 70	—	—
0423	2	Nov 70	—	—
0431	2	Sep 69	—	—
0432	2	Aug 69	1	Dec 70
0433	2	Aug 69	1	Aug 70
0434	2	Aug 69	1	Oct 70
0435	2	Aug 69	1	Nov 70
0441	2	Mar 69	1	Oct 70
0442	3	Dec 70	—	—
0443	2	Mar 69	1	Aug 70
0444	2	Mar 69	1	Aug 70
0445	2	Mar 69	—	—
0451	2	Aug 70	—	—
0461	2	Aug 69	1	Oct 70
0462	3	Oct 70	—	—
0471	2	Mar 69	—	—
0472	4	Dec 70	—	—
0473	2	Mar 69	1	Jul 70

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
0474	3	Aug 69	2	Feb 71
0475	2	Aug 69	1	Aug 70
0476	2	Aug 69	1	Dec 70
0477	2	Jul 69	—	—
0481	3	Oct 70	—	—
0551	1	Oct 70	1	Feb 71
0552	1	Aug 70	1	Feb 71
0553	1	Feb 71	—	—
0554	1	Feb 71	—	—
0556	1	Oct 70	—	—
0558	1	Dec 69	1	Nov 70
0559	1	Feb 71	—	—
0561	1	Aug 70	—	—
0562	1	Jan 70	—	—
0564	1	Jan 71	—	—
0565	1	Oct 70	1	Feb 71
0566	1	Sept 70	—	—
0567	1	Nov 70	1	Feb 71
0568	1	Jun 70	—	—
0569	1	Aug 70	—	—
0573	1	Nov 70	—	—
0576	1	Aug 70	1	Feb 71
0581	1	Aug 70	—	—
0582	1	Aug 70	—	—
0583	1	Aug 70	—	—
0584	1	Aug 70	1	Feb 71
0585	1	Oct 70	1	Feb 71
0611R	1	Dec 70	1	Mar 71
0611WT	1	Oct 70	1	Feb 71
0612	1	Aug 70	—	—
0621	1	Mar 70	—	—
0624	1	Apr 71	—	—
0625	1	Oct 70	—	—
0626	1	Dec 70	1	Feb 71
0627	1	Aug 70	—	—
0628	1	Dec 70	—	—
0629	1	Jun 70	—	—
0631	1	Aug 70	—	—
0632	1	May 70	—	—
0633	1	Oct 70	—	—
0634	1	Nov 70	—	—
0636	1	Sep 70	—	—
0637	1	Sep 70	—	—
0638	1	Oct 70	—	—
0642	1	Sep 70	—	—
0655	1	Jan 70	—	—
0657	1	Dec 70	1	Feb 71
0671	1	Sep 70	1	Feb 71
0674	1	Jan 70	—	—
0675	1	Dec 69	—	—
0711	1	Aug 69	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
0721	2	Aug 69	—	—
0722	1	Feb 71	—	—
0723	1	Feb 71	—	—
0725	1	Feb 71	—	—
0726	1	Feb 71	—	—
1A	1	Apr 71	—	—
1B	1	Apr 71	—	—
1C	1	Apr 71	1	Jan 72
1H	1	Apr 71	1	Jan 72
1045	2	Apr 72	—	—
105X	1	Dec 71	—	—
106AB	1	May 71	—	—
106D	1	May 71	—	—
106JA	1	May 71	—	—
1075	1	Nov 70	—	—
1095	1	Apr 72	—	—
11A	1	Apr 71	—	—
11C	1	Apr 71	—	—
1265	2	Apr 72	—	—
1270	1	Apr 72	—	—
1280	2	Mar 71	—	—
1285	2	Nov 70	—	—
1430	1	Oct 70	—	—
15A	1	May 71	—	—
15C	1	May 71	—	—
15D	1	May 71	—	—
16B	1	May 71	1	Jan 72
1660	1	May 71	1	Mar 72
1670	1	May 71	1	Jan 72
1710	2	Oct 70	—	—
1720	2	Oct 70	1	Mar 71
1730	1	Dec 71	—	—
1740	1	Dec 71	—	—
1940	3	Dec 70	2	Apr 72
1945	3	Mar 71	—	—
2040	4	Feb 71	—	—
2050	2	Mar 71	—	—
2090	2	Oct 70	—	—
21F	1	Apr 71	—	—
2530	3	Feb 71	—	—
26DB	1	Apr 71	—	—
26FV	1	Apr 71	—	—
26GA	1	Apr 71	—	—
26SK	1	Apr 71	—	—
26SW	1	Apr 71	—	—
26WX	1	Apr 71	—	—
27A	1	Apr 71	—	—
27B	1	Apr 71	—	—
27BA	1	Apr 71	—	—
27BB	1	Apr 71	—	—
27C	1	Apr 71	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
27D	1	Apr 71	—	—
27F	1	Apr 71	—	—
27FR	1	Apr 71	—	—
27FS	1	Apr 71	—	—
27G	1	Apr 71	—	—
27H	1	Apr 71	—	—
27HR	1	Apr 71	—	—
27HS	1	Apr 71	—	—
27J	1	Apr 71	—	—
27K	1	Apr 71	—	—
27KD	1	Apr 71	—	—
27KF	1	Apr 71	—	—
27M	1	Apr 71	—	—
27N	1	Apr 71	—	—
27Q	1	Apr 71	—	—
27QA	1	Apr 71	—	—
27UA	1	Apr 71	—	—
27V	1	Apr 71	—	—
27VA	1	Apr 71	—	—
27VB	1	Apr 71	—	—
27W	1	Apr 71	—	—
27WW	1	Apr 71	—	—
27Y	1	Apr 71	—	—
27Z	1	Apr 71	—	—
2805	2	Jun 71	—	—
2810	1	Jun 71	—	—
2835	1	Jun 71	—	—
2840	1	Jun 71	—	—
2910	2	Jan 72	—	—
2915	2	Jun 71	1	Apr 72
2920	2	Oct 70	1	Mar 71
2925	1	Jun 71	—	—
2930	2	Jun 71	1	Mar 72
2940	2	Jun 71	—	—
2995	1	Jun 71	1	Mar 72
30A	1	Apr 71	—	—
30B	1	Apr 71	—	—
30C	1	Apr 71	—	—
3010	2	Oct 70	—	—
3020	2	Nov 70	—	—
3030	2	Sep 69	—	—
3040	2	Oct 70	1	Mar 71
31A	1	Apr 71	—	—
3110	3	Nov 70	—	—
3120	3	Oct 69	—	—
3130	2	Jun 69	—	—
32A	1	Apr 71	—	—
32B	1	Apr 71	—	—
32C	1	Apr 71	—	—
32D	1	Apr 71	—	—
33A	1	Apr 71	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
33B	1	Apr 71	—	—
33C	1	Apr 71	—	—
33G	1	Apr 71	—	—
33H	1	Apr 71	—	—
33J	1	Apr 71	—	—
34A	1	Apr 71	—	—
34B	1	May 71	—	—
34D	1	May 71	—	—
3426	1	Apr 71	—	—
3432	1	Sep 70	—	—
3433	2	Sep 69	—	—
3439	3	Dec 70	—	—
3441	2	Mar 71	—	—
3455	2	Oct 69	—	—
3460	3	Jan 72	—	—
3540	2	Oct 70	—	—
36AC	1	Jun 71	—	—
36AD	1	Jun 71	—	—
36AE	1	Jul 71	—	—
36AH	1	Jun 71	—	—
36AK	1	Jun 71	—	—
36BB	1	Jun 71	—	—
36BC	1	Jun 71	—	—
36DE	1	Jun 71	—	—
36DT	1	Jun 71	—	—
36JJ	1	Jun 71	—	—
36LL	1	Jun 71	—	—
36NG	1	Aug 71	—	—
36SY	1	Jun 71	—	—
36TN	1	Jul 71	—	—
36VV	1	Jul 71	—	—
36W	1	Jul 71	—	—
37A	1	Dec 71	—	—
37B	1	Dec 71	—	—
37E	1	Dec 71	—	—
37F	1	Dec 71	—	—
37G	1	Dec 71	—	—
37J	1	Dec 71	—	—
37L	1	Dec 71	—	—
3740	2	Sep 69	—	—
3895	2	Mar 71	—	—
3920	3	Dec 70	1	Mar 71
3940	4	Oct 70	1	Mar 71
3990	2	Mar 71	—	—
4A	1	Apr 71	—	—
4C	1	Apr 71	—	—
4D	1	Apr 71	—	—
4F	1	Apr 71	—	—
4FE	1	Apr 71	—	—
4G	1	Apr 71	—	—
4GA	1	Apr 71	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
4GB	1	Apr 71	—	—
4GC	1	Apr 71	—	—
4K	1	Apr 71	—	—
4L	1	Apr 71	—	—
4N	1	Apr 71	—	—
4Q	1	Apr 71	—	—
4X	1	Apr 71	—	—
40D	1	Apr 71	—	—
40E	1	Apr 71	—	—
4010	3	Feb 71	—	—
4020	3	Nov 70	1	Mar 71
4030	3	Oct 70	1	Mar 71
4110	2	Apr 71	—	—
4140	2	Oct 70	—	—
4210	2	Jun 69	—	—
4220	2	Sep 69	—	—
4240	2	Oct 69	—	—
4320	3	Feb 71	1	Jun 71
44	1	Apr 71	—	—
4440	3	Dec 70	—	—
4510	2	Jun 69	—	—
4520	2	Dec 70	—	—
4540	2	Nov 70	—	—
4710	2	Sep 69	—	—
4720	2	Jun 69	—	—
4730	3	Apr 71	—	—
4820	2	Jun 69	—	—
4920	1	Dec 71	—	—
4930	2	Jun 69	—	—
4931	2	Oct 70	—	—
4940	3	Nov 70	1	Mar 71
5A	1	Jul 71	—	—
5CW	1	Aug 71	—	—
5CX	1	Aug 71	—	—
5CY	1	Aug 71	—	—
5CZ	1	Aug 71	—	—
5D	1	Aug 71	—	—
5E	1	Aug 71	—	—
5F	1	Aug 71	—	—
5G	1	Aug 71	—	—
5J	1	Jul 71	—	—
5K	1	Jul 71	—	—
5P	1	Jul 71	—	—
5Q	1	Jul 71	—	—
5QP	1	Jul 71	—	—
5UA	1	Jul 71	—	—
5UB	1	Jul 71	—	—
5UC	1	Dec 71	—	—
5UD	1	Dec 71	—	—
5UE	1	Dec 71	—	—
5W	1	Dec 71	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
5110	3	Jan 72	—	—
5120	3	Jan 72	—	—
5130	4	Jan 72	—	—
5133	3	Dec 71	—	—
5136	2	Jun 69	—	—
5180	3	Dec 71	—	—
5210	3	Dec 71	—	—
5220	3	Dec 71	1	Apr 72
5305	2	Nov 70	—	—
5306	2	Jul 69	—	—
5307	2	Jul 69	—	—
5310	3	Apr 71	—	—
5315	1	Jun 69	—	—
5320	2	Jun 69	—	—
5325	2	Jun 69	—	—
5330	2	May 69	—	—
5340	2	Sep 69	—	—
5345	1	May 69	—	—
5350	2	Sep 69	—	—
5355	2	Oct 70	—	—
5410	1	Feb 71	—	—
5510	2	May 69	—	—
5530	1	May 69	—	—
56DD	1	Jul 71	—	—
5610	2	Apr 71	—	—
5640	1	May 69	—	—
5805	2	Jan 70	1	Apr 71
5810	2	Jan 70	1	Apr 71
5815	2	Jan 70	—	—
5820	2	Oct 70	—	—
5821	2	Mar 71	—	—
5825	2	Oct 70	—	—
5826	2	Mar 71	—	—
5830	2	Jan 70	1	Apr 71
5831	1	Mar 71	—	—
5835	2	Dec 69	—	—
5840	2	Nov 70	—	—
5841	2	Mar 71	—	—
5845	2	Oct 70	—	—
5850	2	Jan 70	—	—
5895	2	Oct 70	—	—
5905	2	Apr 70	—	—
5910	2	Sep 70	—	—
5915	2	Oct 70	—	—
5920	2	Feb 71	—	—
5925	3	Dec 71	—	—
5930	3	Jan 72	—	—
5935	2	Jun 70	—	—
5940	3	Jan 72	—	—
5945	2	Feb 72	—	—
5950	2	Aug 70	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
5955	2	May 70	—	—
5960	2	Mar 70	—	—
5961	2	Mar 70	—	—
5962	1	Feb 70	—	—
5965	2	Dec 69	—	—
5970	3	Mar 72	—	—
5975	3	Feb 71	—	—
5977	3	Feb 72	—	—
5985	2	Dec 70	—	—
5990	2	Oct 70	—	—
5995	2	Aug 70	—	—
5999	3	Feb 72	—	—
6A	1	Apr 71	—	—
6AA	1	May 71	—	—
6B	1	Apr 71	—	—
6BB	1	May 71	—	—
6C	1	May 71	—	—
6CC	1	May 71	—	—
6D	1	May 71	—	—
6DD	1	May 71	—	—
6E	1	May 71	—	—
6F	1	May 71	—	—
6H	1	May 71	—	—
6S	1	May 71	—	—
6TF	1	May 71	—	—
6W	1	May 71	—	—
6105	3	Feb 72	—	—
6110	3	Feb 72	—	—
6115	3	Feb 72	—	—
6120	2	Feb 72	—	—
6125	3	Feb 72	—	—
6130	3	Feb 72	—	—
6135	3	Feb 71	—	—
6140	2	Jan 70	—	—
6145	2	Aug 70	—	—
6150	2	Feb 71	—	—
6210	2	Oct 70	—	—
6220	2	Oct 70	—	—
6230	2	Oct 70	—	—
6240	1	Oct 70	—	—
6250	2	Oct 70	—	—
63B	1	May 71	—	—
6320	2	Oct 70	—	—
6350	2	Feb 71	—	—
64BB	1	Jun 71	—	—
64BC	1	Jun 71	—	—
64LL	1	Jul 71	—	—
64NG	1	Jul 71	—	—
65D	1	Dec 71	—	—
65E	1	Dec 71	—	—
6530	2	Nov 70	1	Mar 71

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
6605	3	May 71	—	—
6610	1	Jun 71	—	—
6615	1	Nov 70	2	Mar 71
6620	1	May 71	—	—
6625	2	Jan 71	1	Mar 71
6630	3	Jan 71	1	Mar 71
6635	1	Jan 71	1	Apr 71
6636	1	Jun 71	—	—
6640	2	May 69	—	—
6645	3	May 71	—	—
6650	2	Nov 70	—	—
6655	1	Sep 70	—	—
6660	3	Jun 71	—	—
6665	3	Jun 71	—	—
6670	2	Sep 69	1	Nov 70
6675	3	Feb 71	—	—
6680	4	May 71	—	—
6685	5	May 71	—	—
6695	2	Dec 70	—	—
6710	1	Feb 71	—	—
6720	1	Feb 71	—	—
6730	2	Feb 71	—	—
6740	1	Feb 71	—	—
6750	2	Feb 71	—	—
6760	2	Feb 71	—	—
6810	3	Apr 71	—	—
6830	2	Sep 69	1	Apr 71
6840	1	May 69	—	—
6850	3	Apr 71	—	—
6910	2	Oct 70	1	Mar 71
6920	1	Sep 69	—	—
6930	1	Oct 70	1	Mar 71
6940	2	Oct 70	—	—
71A	1	Apr 71	—	—
71B	1	Apr 71	—	—
7110	1	Sep 69	—	—
7125	1	Sep 69	—	—
7240	2	Jun 69	—	—
7290	3	Dec 70	1	May 71
7310	2	Dec 70	1	May 71
7320	2	Dec 70	1	May 71
7440	1	Dec 70	—	—
7510	3	Apr 71	—	—
7520	4	Apr 71	—	—
7530	2	Feb 70	—	—
7810	1	Oct 69	—	—
7830	1	Sep 69	—	—
7910	2	Oct 70	—	—
7920	2	Sep 69	—	—
7930	2	May 69	—	—
8010	3	Feb 71	—	—

Class	Latest Issue No	Latest Issue Date	Latest Cumulative Supplement No	Latest Cumulative Supplement Date
8020	2	Sep 69	—	—
8030	3	Apr 71	—	—
8040	4	Apr 71	—	—
8105	1	Sep 69	—	—
8110	2	Jun 69	—	—
8115	1	Sep 69	—	—
8120	2	Oct 69	—	—
8125	3	Sep 69	—	—
8135	3	Jun 71	—	—
8460	2	Sep 69	—	—
9	1	Apr 71	—	—
9A	1	Apr 71	—	—
9B	1	Apr 71	—	—
9DMT	1	May 71	—	—
9JVK	1	May 71	—	—
9150	3	Apr 71	—	—
9160	3	Apr 71	—	—
9320	2	May 69	—	—
9330	2	Oct 69	—	—
9340	2	Sep 69	—	—
9350	1	May 69	—	—
9390	2	May 69	—	—
9505	3	Apr 71	1	Mar 72
9510	3	Apr 71	—	—
9515	3	Apr 71	1	Mar 72
9520	2	Sep 69	—	—
9525	3	Apr 71	1	Mar 72
9530	3	Apr 71	—	—
9535	3	Nov 70	2	Mar 72
9540	1	Sep 69	—	—
9545	2	Sep 69	—	—
9620	1	May 69	—	—
9640	1	Sep 69	1	Nov 70
9650	2	Sep 69	—	—
9905	3	Nov 70	—	—

Change Bulletins

Latest Issue—No 53 dated 19 May 1972.

(465/1/1987)

(*Navy Order 152/70*)

19222/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

ANOs 321/72-331/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11 October 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

321/72 ANZUK Organisation—Financial and Accounting Arrangements for Supplies and Services to Royal Australian Navy.

322/72 Concessional Postage and Telegraph Rates to Members of the Armed Forces.

323/72 NBCD—Officer Responsibilities.

324/72 Noise Dangerous Areas—Missile and Gunfire.

325/72 Will Not Be Issued.

SECTION 2—PERSONNEL

326/72 Character Leadership Courses.

327/72 Medical Examination of Naval Police.

328/72 Training and Subsequent Employment of Weapons Electronics Engineering Branch Junior Sailors.

329/72 Travelling Allowance—Members on Short Term Duty Oversea.

SECTION 4—EQUIPMENT, STORES AND SERVICING

330/72 Stores—General—Machinery Spares and Naval Stores Items—Transfer of Responsibility for Custody and Accounting to the Supply Officer.

331/72 Victualling Stores—Paring Knives.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

321/72—ANZUK Organisation—Financial and Accounting Arrangements for Supplies and Services to Royal Australian Navy

1. Under the ANZUK arrangement, Department of the Army has been given financial responsibility for common-user services arranged through the ANZUK Support Group or ANZUK Travel Management Agency. Supplies and services to RAN personnel (including members seconded for duty with Royal Malaysian Navy) and to HMA ships will be provided without any financial adjustment against Navy Votes except for:

a. pay and allowances of Service personnel and salaries of Australian based Public Service officers;

b. cost of any equipment or services beyond normal Army entitlement;

c. supplies of provisions, stores, etc, to HMA ships; and

d. cost of maintenance of HMA ships by civilian contractors arranged through ANZUK Support Group.

2. Services which will be provided without financial adjustment will include:

a. port services at Singapore to visiting HMA ships;

b. movements for official purposes within Malaysia/Singapore and for return passages from Singapore of RAN personnel and families;

c. working accommodation and related services such as building maintenance, water, electricity and telephone;

d. office furniture and equipment, stationery, printing, books, papers and miscellaneous supplies;

e. childrens schooling including transport;

f. medical, dental and hospital treatment for Service personnel and families; and

g. personnel services for servicemen, such as postal concessions, philanthropic, education, welfare, etc.

3. The Port Manager ANZUK Naval Base, Singapore, has been delegated by the Naval Board to authorise:

a. demands for provision of supplies and services by ANZUK Support Group within normal service scales and entitlements; and

b. Movement Requisitions (forms PB105) for RAN personnel and families with an entitlement for a return passage to Australia.

4. Settlement of all accounts in respect of expenditure (other than oil fuel) incurred in Singapore by a Commanding Officer of a HMA ship assigned for the ANZUK Force or other HMA ships is to be arranged through Army Command Paymaster, Singapore. The arrangements for payment of accounts through Australian High Commissioner, Singapore, have been cancelled. ABR 5018 (Navy Accounts Manual) Article 189 (8) will be amended and should be annotated by reference to this Navy Order pending issue of amendments.

5. In order to facilitate the prompt payment of accounts the following accounting instructions and procedures are to be observed.

Port Services

6. All requests for port services are to be arranged through Port Manager ANZUK Naval Base for the purpose of placement of orders in accordance with terms of local contracts. Claims are to be certified as to faithful performance of service and correctness of charge by delegated person on the staff of ANZUK Naval Component prior to payment by Army Command Paymaster, Singapore.

Movement of RAN Personnel from Singapore

7. RAN Travel and/or Freight Warrants for authorised travel of RAN personnel from or within Singapore are not to be issued by HMA ships.

8. Authority for travel is to be given on form PB105—RAN Movement Requisition for Duty Travel (3 No copies) which are to be forwarded to Port Manager ANZUK Naval Base, Singapore, to be serially numbered and distributed as follows:

Original	..	to ANZUK Traffic Management Agency to arrange travel and issue warrants.
Duplicate	..	on issue of warrants to be completed and handed to traveller to support any claim for travel expenses.
Triplicate	..	retention by Port Manager.

Logistic Support for HMA Ships

9. The arrangements for storing and logistic support of HMA ships to be provided at Singapore are detailed in Paragraphs 16 to 34 of Confidential Navy Order 23/71. For accounting purposes, associated instructions are as indicated hereunder.

Naval and Air Stores and Spare Gear

10. Claims for stores issued from RN sources are to be forwarded direct to HMA ships for certification of receipt of stores and charges. Arrangements are to be made for rendition of claims as far as practicable prior to departure of a HMA ship from the Singapore area. On certification all claims are to be forwarded to Army Command Paymaster, Singapore, for payment as recoverable expenditure from Navy Votes.

Fuel Oil

11. Claims for fuel oil supplied to HMA ships from RN sources are required by the Ministry of Defence to be rendered in London for payment. Settlement of claims will be arranged from Navy Office.

Victualling Stores

12. All provisions authorised to be supplied to HMA ships at Singapore are to be demanded on form SX125 forwarded to ANZUK Supply Depot.

13. For accounting purposes issues will be made on Army form AAF-F79 (Issue Voucher for Issues on Payment) and 2 No copies forwarded for receipt of supplies by HMA ships.

14. Arrangements are to be made for the Supply Officer or his representative to return a receipted copy of form AAF-F79 to the ANZUK Supply Depot for the provisions received. The second copy is to be endorsed that the items have been received and taken on charge and forwarded to Director of Victualling with Monthly Provision Account for certification of claims for payment to Department of the Army.

Repairs and Maintenance

15. Subject to approval by competent authority and allocation of funds, orders by HMA ships for any repair or maintenance work beyond the scope of Naval maintenance units, are to be placed on civilian contractors through the contract cell of ANZUK maintenance facility. Claims are to be subject to technical certificate as to satisfactory completion of work and that rates are in accordance with contractual arrangements under which orders were placed. Commanding Officers of HMA ships may delegate the Staff Technical Officer on the staff of the ANZUK Naval Component Commander to provide the necessary certification. On certification, claims are to be forwarded direct to the Army Command Paymaster, Singapore, for payment as recoverable expenditure from Navy Votes.

(1600/2/129)

UNCLASSIFIED

322/72—Concessional Postage and Telegraph Rates to Members of the Armed Forces

1. Postal and telegraph concessions now available to members of the armed forces apply to:

a. Mail matter posted to and from Australian service personnel serving in Malaysia, Singapore and Thailand and in HMA ships deployed to the ANZUK area.

b. Expeditionary force messages (EFM) to Malaysian area, at the rate of 25 cents per message as shown in Annex A.

c. Special naval message (SNM) to HMA ships at sea and HMAS TARANGAU at the rate of 55 cents per message as shown in Annex A.

d. Mail posted to their home land only, by members of the forces of other countries serving in Australia, where similar treatment is given by the Government of the countries concerned to Australian personnel serving in those countries, for mail posted back to Australia. The only country at present affected by this decision is the United Kingdom. The rates at present in operation and the instructions relating to relevant mails are detailed in Annex B.

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

3. Navy Order 453/69 is hereby cancelled.

ANNEX A

1. Concessional rates of postage on mails addressed to members of the Australian Forces serving in Malaysia, Singapore and Thailand or HMA ships deployed to the ANZUK area.

Method of Addressing

2. Defence forces mail, to be eligible for transmission at the special rate of postage, must be addressed to a naval address. Mail for delivery from an Australian Defence Forces Post Office should have the words 'AFPO (No of AFPO), C/- GPO, Sydney, NSW 2890' in the last line of the address.

ANNEX A—*continued*

Surface Mail

Letters, letter cards and post cards	2 cents each ounce or part of an ounce
Other articles, including sound recordings, business papers, printed papers	2 cents each 4 ounces or part of 4 ounces. Over 1 lb parcel rates apply
Books, periodicals and newspapers (registered at a General Post Office for transmission by post as such)	2 cents each 8 ounces or part of 8 ounces

Parcels

Weighing up to 2 lb	20 cents
Weighing up to 3 lb	25 cents
Weighing up to 7 lb	40 cents
Weighing up to 11 lb	50 cents
Weighing up to 16 lb	65 cents
Weighing up to 22 lb	80 cents

Airmail

Letters	5 cents per ½ ounce or part of ½ ounce
Post cards and greeting cards ..	3 cents per ½ ounce
Other articles including sound recordings, books, periodicals, newspapers, business papers, printed papers and merchandise	8 cents per 2 ounces or part of 2 ounces (over 1 lb parcel rates apply)
Parcels	35 cents per 8 ounces or part of 8 ounces.

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

Telegrams	The expeditionary force message (EFM) telegram service is available only between members of the forces serving in Malaysia, Singapore and persons in Australia. The charge is 25 cents and the maximum is three (3) standard phrases. Special naval message (SNM) radiogram service is available between HMA ships at sea, HMAS TARANGAU and persons in Australia. The charge is 55 cents and the maximum is three (3) standard groups.

ANNEX B

1. Concessional rates of postage on mails addressed by members of the United Kingdom Forces serving in Australia to their homeland only.

Surface Mail

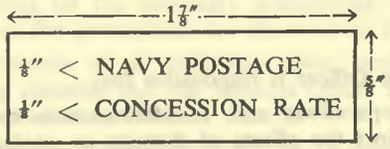
Letters	3 cents per ounce
Post cards	3 cents per ounce

Airmail

Letters	6 cents per ounce
Post cards	4 cents each ½ ounce.

2. There are no concessions on printed papers and parcels.

3. To be eligible for the relevant concession, all articles posted by members of the Royal Navy serving in Australia, or in HM ships visiting Australia, to addressees in the United Kingdom must be impressed with a rubber stamp as below:



and must bear the name, rank or rating and service number and service address of the sender on the reverse side of the article.

4. It is insufficient to endorse the article with the words 'Navy Postage Concession Rate' printed by hand. The postal authorities state that any mail marked in this manner is being sent by surface means as it is essential, in order to prevent misuse of the concessions, that all eligible mail must bear the imprint of the approved rubber stamp.

5. The Flag Officer Commanding, East Australia Area, Naval Officers Commanding and Naval Officers-in-Charge are to issue rubber stamps as described above to visiting HM ships for use whilst in Australian waters. The Commanding Officers of HM ships are to be requested to return all stamps to the Flag or Naval Officer Commanding or Naval Officer-in-Charge or Naval Agent at the last port of call in Australia. The rubber stamps should be prominently marked 'Return to FOCEA (or NOC/NOIC concerned)' in order to ensure return to the issuing officer.

6. Ships and authorities not holding stamps should forward demands to SVSO, Sydney, or obtain them by local purchase as appropriate.

7. Care is to be taken to ensure that the concession stamps are adequately safeguarded, to ensure no wrongful use occurs.

(68/201/13)

(*Navy Order 453/69*)

UNCLASSIFIED

323/72—NBCD—Officer Responsibilities

(Not Applicable to HMA Submarines)

Introduction

1. The following order revises instructions to officers carrying out NBCD duties.

NBCD Officer

2. The Executive Officer will be known as the NBCD Officer in ships where an officer has not been specially posted for such duties. He will be responsible to the Commanding Officer for the overall NBCD organisation and for taking the necessary corrective measures in case of fire, flooding, or any damage sustained by the ship. If for any reason he has to assume command of the ship, this responsibility will become that of the Marine Engineer Officer. He is to superintend the preparation of the Watch and Station Bill by branch and departmental officers, and is responsible under the Commanding Officer for overall organisation and training (*see* RI Article 2981). He is responsible for the organisation and provision of personnel from all departments to meet NBCD requirements, and for arranging training to exercise the ships NBCD organisation, including personnel of all branches.

Marine Engineer Officer

3. The Marine Engineer Officer is responsible for:

a. All material preparations and countermeasures required within the ship for defence against the effects of damage or contamination resulting from N, B or C weapons, conventional damage or fire.

b. The organisation and efficiency of all arrangements for collective protection against damage, fire or NBCD hazards, including:

(1) Maintenance of all doors, hatches, and other watertight and gastight fittings, in accordance with the normal maintenance practice, including AFUs and air conditioning plant.

(2) The ventilation organisation of the ship (*see* also RI Article 2982).

(3) The correct markings of bulkheads, openings and ventilation systems. The actual maintenance of markings remains the responsibility of the custodian of the compartment.

(4) The custody, distribution and maintenance of NBCD equipment throughout the ship, except equipment supplied for NBCD monitoring and decontamination.

c. Maintenance of power and, in conjunction with the Electrical Department, all electrical power.

d. Ship Firefighting—ensuring that the correct methods are taught to all personnel, and maintenance of all equipment.

e. Pumping and flooding to maintain stability.

f. Measures to avoid contamination of fresh water supplies.

g. The training of all technical personnel in NBCD matters.

4. Where an officer is posted for NBCD duties the Marjne Engineer Officer will be relieved of those duties assumed by the NBCD Officer in Paragraph 7.

Weapons Electrical Engineer Officer

5. The Weapons Electrical Engineer Officer is responsible for:

a. Those duties listed under Ordnance Engineer Officer in Paragraphs 34 and 36 of Chapter 19, BR 2170.

b. The administration and organisation of the Weapons and Electrical Engineering Department being co-ordinated with the ship NBCD organisation.

c. The training of the Weapons Electrical Engineering Department including that necessary for personal protection and for its NBCD duties.

d. All practical facilities being given for Weapons Electrical Engineering personnel to take part in NBCD exercises.

e. Minimising fire, smoke and pump suction chokeage risks in compartments for which he is responsible.

f. The maintenance and calibration of radiac instruments.

Radiological Protection Officer

6. The Radiological Protection Officer is to be selected by the Commanding Officer. He is to be responsible through the NBCDO to the Commanding Officer for:

a. Making known to all departments the regulations for limiting the exposure of persons to ionising radiations which are promulgated from time to time, and for advising on the necessary precautions. Departmental officers are responsible that the precautions are observed in their own departments.

b. Maintaining records of all radiation doses received by members of the ships company ensuring that the Medical Officer is given any relevant information for inclusion in medical records.

c. The custody, distribution and efficiency of all equipment supplied for NBCD monitoring and decontamination purposes, calling upon the appropriate technical departments for assistance in maintenance or calibration. He is to issue to departments concerned those instruments required for the routine tests of specialised equipment.

d. The organisation of monitoring, decontamination and cleansing procedures for dealing with radiological and chemical agents, for the training of monitors in radiological and chemical warfare monitoring and for the training of decontamination and cleansing teams.

e. In action, or in the event of an accident involving a radiological hazard, for advising the Command and the Marine Engineer Officer of the implications of present or impending radiation or CW hazards, and countermeasures within the ship or establishment. In assessing these hazards and advising on countermeasures he is to consult the Medical Officer as necessary, and in the case of airborne hazards, the Meteorological Officer.

Posting of NBCD Officer

7. Where an officer is posted for NBCD duties he will be known as the NBCDO and he will be responsible to the Executive Officer for the overall NBCD organisation, training, material preparations and countermeasures, and for all arrangements for collective protection against damage, fire and NBCD hazards.

8. The NBCD Officer is to have custody of and be responsible for the distribution of all NBCD equipment except equipment supplied for NBC monitoring and decontamination purposes. In this duty he is to be assisted where appropriate by personnel from the Engine Room and Air Departments (*see* Paragraph 12).

9. In action the NBCDO will control the activities of the NBCD teams other than those in the Air Department and in the Machinery Spaces.

The Damage Control Engineer Officer

10. In carriers the DCEO is to be responsible to the Marine Engineer Officer for:

a. The ventilation organisation of the ship.

b. The correct markings of bulkheads, openings and ventilation systems.

c. The maintenance of all damage control equipment.

Shipwright Officer

11. The Shipwright Officer where borne is to be responsible to the Marine Engineer Officer for the maintenance of all doors, hatches and other watertight and gastight fittings in accordance with normal maintenance practice.

Custody and Control of NBCD Stores

12. It is appreciated that the custody and control of NBCD stores presents special problems, particularly with items that must be readily available for use. Officers charged with custody of stores may, subject to the Commanding Officers approval, delegate custody to officers or suitable senior sailors in order to effect the control required. Forms SX125/SX126 should be used for this purpose.

HMA Submarines

13. Orders for HMA submarines will be issued separately.

14. Navy Order 385/69 is hereby cancelled.

(1600/208/45)

(Navy Order 385/69)

UNCLASSIFIED

324/72—Noise Dangerous Areas—Missile and Gunfire

1. The firing of guns and missiles in HMA ships creates temporary noise dangerous areas which may affect personnel in compartments below decks.

2. In the event of practice firings all personnel in affected areas must wear either ear plugs or ear muffs until practice firings are completed.

3. Commanding Officers of HMA ships are to ensure that sufficient warning is given to all personnel working in such temporary noise dangerous areas prior to commencement of all practice firings.

4. Navy Order 191/70, Paragraph 6, is relevant.

5. Navy Order 520/69 is hereby cancelled.

(327/53/186)

(Navy Orders 520/69 and 191/70)

325/72—Will Not Be Issued

Section 2

PERSONNEL

UNCLASSIFIED

326/72—Character Leadership Courses

General

1. Courses in character leadership are conducted on a joint Navy/Army basis, under the direction of the appropriate Chaplains in the following denominational groups:

a. Church of England (CE) .. .. .. Course No 903260

b. Protestant Denomination (PD) .. .. .. Course No 903270

c. Roman Catholic (RC) .. .. .. Course No 903280.

Aim

2. The aim of each course is to advance the study of Christian beliefs and moral principles so as to strengthen the faith and moral outlook of members of the Service, thus enabling them to develop concern and skill for leadership and to exert a more positive Christian influence.

3. The personal qualities which lead to a high standard of conduct in normal times and which inspire courage, determination and self-sacrifice in a crisis are by nature spiritual, not physical, therefore character leadership courses confer considerable benefit upon both the individual and the Service.

Venue

4. Normally the venues for courses will be as follows:

a. RC:
Hopewood House, Bowral, NSW.

b. CE and PD:
Gilbulla Conference Centre, Menangle, NSW.

Duration

5. Each course lasts five consecutive days and consists of lectures, discussions and films with emphasis on group interaction.

Eligibility

6. Courses are open to all officers, sailors and Naval Police serving in New South Wales and Victoria, who may volunteer to attend and whose applications are recommended by a Chaplain and approved by their Commanding Officer. Key personnel should be encouraged to attend.

Nominations

7. Nominations to attend character leadership courses are to be forwarded to FOCEA not less than three weeks before the commencement date of each course, details of which will be promulgated separately.

Selection

8. In the selection of personnel for the courses, consideration is to be given to the character and sincerity of the applicants, and to their capacity for exercising Christian responsibility and leadership in their daily lives.

Reports

9. On completion of character leadership courses, form PE5 is to be raised by the members ship or establishment. The notation 'attended' only need be made.

ABR 27

10. ABR 27, Volume 2, Article 0505, is being amended to incorporate this Navy Order.

(311/4/71)

UNCLASSIFIED

327/72—Medical Examination of Naval Police

1. Naval Police are required to have an annual chest X-ray and a biennial medical examination.

2. The medical examinations are to be carried out as near as possible to the anniversary of each members birthday. Those with surnames starting A to L are to be examined on even years, ie, 1972/1974 and so on, and M to Z on odd years. An audiometric test is to be given and those aged 40 and over are to have an electrocardiogram (ECG).

3. ABR 1991 will be amended.

(327/53/30)

UNCLASSIFIED

328/72—Training and Subsequent Employment of Weapons Electronics Engineering Branch Junior Sailors

1. As a result of the Naval Boards decision to implement aspects of the Sailstruc report, the training of AB Electronic Technical Grade 1 (ET1) sailors will commence in September 1972.

2. These courses will be of approximately 25 weeks duration and will replace the existing EMs courses.

3. The syllabus of training of the new ET1 has been based on a task analysis of the existing EMs billet employment at sea, modified as necessary to meet Sailstruc category responsibility changes.

4. This study has resulted in a marked increase in the practical skills taught on the qualifying course and a corresponding decrease in the amount of theoretical and application training received. These latter decisions reflect the intention of replacing the present two tier system of courses to the Petty Officer level, by the three phases of Sailstruc training to the 'qualified tradesman' Technical Grade 3 level.

5. As a result of these changes, 'application training' on a *general range of equipments* has been avoided and equipment instruction has only been included in the courses to demonstrate the application of specific techniques.

6. In order to ensure that an ET1 on first posting receives the equipment application training specifically applicable to his first employment, the following system will be implemented.

7. Some six weeks prior to ET1 Communication, Weapons and Systems classes completing the qualifying course, the Director of Sailors Postings will issue a posting intentions signal to the ships and establishments concerned.

8. On receipt of this advice ships and establishments are to request by signal to HMAS CERBERUS—info ACNB, for application training for the ET1s posted to their ships in accordance with ABR 27, Volume 2, Article 0502 (2) and 502 (B). Courses available are listed in ABR 27, Volume 3, and the Annual Course Navy Order.

9. Such signals should not include requests for overseas training, which will continue to be arranged by ACNB, or for long, complex PCT courses, which are inapplicable to a newly qualified ET1.

10. The intention is that the Weapons Electronics Engineer Officer concerned, who alone knows the intended first area of employment of the ET1 on joining, should request for training on say, a specific radar, sonar, communications equipment or weapons mount.

11. Following employment in this area and with growing experience resulting from 'on the job training' (task book completion) it is expected that during suitable periods (refits, MCD, etc) the ET1 will be given further opportunity to complete application courses at the direction of the WEEO and in accordance with ABR 27, Volume 2.

12. It is stressed that a WEEO need not apply for application training in accordance with Paragraph 8, where in his view a greater benefit would be derived by the 'on the job training' of the ET1 concerned on board, direct from the qualifying course.

13. The scheme is intended to retain a flexible approach and avoid unnecessary overtraining of ET1s. Quite clearly an ET1 on posting from qualifying course, to say, service in patrol boats, will be best served by application training on the Patrol Boat PCT course (HMAS CERBERUS/HMAS WATERHEN), rather than on a series of unrelated equipments fitted in other ships.

14. For the guidance of WEEOs, ET1s completing the qualifying course will have covered the following equipment to acquaint level during 'engineering technique applications', on course:

Systems Category

Radar 975–Sonar 170–E/S765.
Pitometer Log–JYA–Gyro 5005.

Weapons Category

4.5 Turret–Mark 10 Mortar–Seacat Launcher.
Ikara Launcher/Handling–Bofors–Browning MG–HO 15/19.

Communications Category

Type 618/ACAS–Type 633–RATT–Teletype.

More details of the course will be shown in the Course Training Standards, when these are included in ABR 27.

15. In the interests of training efficiency, PCT courses will in future be programmed to commence on the conclusion of ET1 qualifying courses, the programme for the longer courses being listed in the annual course Navy Order.

16. Applications for courses for ET1s completing the qualifying course will close one month from the completion date of the qualifying course.

17. Any ET1 for whom a course request is not received will be posted directly from the qualifying course to his ship.

(311/3/111)

UNCLASSIFIED

329/72—Travelling Allowance—Members on Short Term Duty Oversea

1. The rates of short term duty travelling allowance payable for Chile, Denmark and the Philippines notified, *see* Navy Order 213/72, have been varied. The new rates and effective dates are shown 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*
Denmark	24.4.72	Kronor ..	230	230	300
Philippines(*)	25.4.72	Pesos ..	165	185	200

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*
Chile	4.4.72	$A ..	12.50	13.50	16.50

Note: *Attention is drawn to the special provisions relating to leaders of delegations and officers accompanying Ministers.

(252/4/168)

(Navy Order 213/72)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

330/72—Stores—General—Machinery Spares and Naval Stores Items—Transfer of Responsibility for Custody and Accounting to the Supply Officer

1. The custody and accounting of spare gear in a number of HMA ships and commissioned establishments has been transferred from Technical Officers to Supply Officers over the last few years.

2. In a number of ships, however, the transfer has not been effected because of the non-allocation of unique identification numbers for various items enumerated in lists of equipment.

3. In order to facilitate accounting procedures and supply operations in HMA ships and commissioned establishments, a stock numbering system for those items not having a unique identification number, but appearing in lists of equipment, has been developed utilising temporary stock numbers (TSNs).

4. Due to the absence of unique identification numbers, the benefits of EDP production of SOAP aids, eg, ledger pages, issue vouchers, etc, is lost and as a result much manual effort is necessary that could be achieved by computer. The procedure outlined below will enable items not uniquely identified by an approved stock number to be allocated a temporary stock number and thereby enable allowances of the stores to be processed through the EDP NAVEST system.

5. The procedures, which will come into effect immediately, will apply to all HMA ships subject to SOAP but which are not on RANSAL. Detailed instructions in this regard are being forwarded separately to relevant authorities.

6. On the occasion of SOAP, the Inspector (Stores) allocated for duty to the ship will be responsible for ensuring that all items included in lists of equipment have unique identification numbers. In this regard the Inspector (Stores) will liaise with the Director of Supply Services (DSUS), Navy Office, Melbourne, who will allocate temporary stock numbers to those items not having an approved stock number.

7. Temporary stock numbers so allocated will bear a suffix 'LE' (list of equipment) to the CLASS of the item, eg, 395ØLE to enable ready recognition of this type of item and also facilitate the task of ensuring its suppression by EDP from Stores Catalogues (ABR 5074) and other EDP systems affecting supply depots.

8. The subsequent codification of such items will have to await the retrospective codification programme referred to in Paragraphs 6 to 8 inclusive of Navy Order 521/71.

9. On completion of SOAP and having ensured all items in the lists of equipment are uniquely identified by a number, the items will be processed by EDP to appear in the Consolidated List of Maintenance Spares (COLMS) II in support of the parent equipment which is shown in COLMS I together with the set identification number.

10. At subsequent SOAPs of the ship concerned and for SOAPs of other ships fitted with similar equipment, the COLMS procedure and other SOAP aids will operate.

11. Certain restrictions on the use of temporary stock numbers allocated for the above purpose are necessary and these include:

a. the numbers will not appear in lists of equipment;

b. the numbers are not to be used for transactions with supply depots; and

c. the numbers can be used for processing through the NAVEST system only.

12. To emphasise the restriction at Paragraph 11 b. above, ledger pages bearing temporary stock numbers of the nature described will be endorsed to the effect that such temporary stock numbers must not be used when demanding from supply depots.

13. Whilst the procedures being introduced are primarily concerned with supply operations assistance programmes in HMA ships not on RANSAL, the procedures may be adapted at a later date for implementation in commissioned shore establishments and ships not subject to SOAP.

(400/1/2955)

(*Navy Order 521/71*)

UNCLASSIFIED

331/72—Victualling Stores—Paring Knives

1. Paring knives, Catalogue No 55083, wili in future be allowed to galleys on the scale of one for each 50 members.

2. ABR 93, Victualling Stores, Part II, Scales 31 to 39, will be amended accordingly.

(914/66/62)

Navy Orders 384/69 to 519/69 are now over three years old and may be disposed of accordingly.

19482/72 W. G. Murray, Government Printer, Canberra

HISTORIAN.

RESTRICTED

ANOs 332/72-342/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 October 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

RESTRICTED

CONTENTS

No — *Title*

SECTION 2—PERSONNEL

332/72 Herbert Lott Naval Trust Fund Awards for Courses Held During the Year Ending 31 March 1972.

333/72 Reunion Visits for Children of Members Serving Oversea on Long Term Duty.

SECTION 3—OPERATIONAL AND TRAINING

334/72 Explosive Ordnance Disposal Refresher Course.

335/72 General List Officers—Allocation of Time Gained.

SECTION 4—EQUIPMENT, STORES AND SERVICING

336/72 Introduction of 8415-00-026-7808 Helmet, Talker and Revised Allowances for Helmet, Soldiers, Steel M1.

337/72 4.5 inch Mark 6* Mod 3 Mountings—Gauges for Hydraulic Pusher Hoists.

338/72 Victualling Stores—Mitt Hand Protector.

339/72 Stores Accounting and Demand Registration.

340/72 Stores—General—Procedure for Outstanding Demands Where Transfer of Aircraft Involves a Civilian Repair Organisation.

341/72 Diving—Underwater Ship Husbandry by Divers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

342/72 Issue of Defence Cataloguing Handbooks Detailing Manufacturers Codes to Names—For Use with ABR 5074 RAN Catalogue of Materiel.

Section 2

PERSONNEL

UNCLASSIFIED

332/72—Herbert Lott Naval Trust Fund Awards for Courses Held During The Year Ending 31 March 1972

1. The Naval Board acknowledge the effort put into their training and congratulate the following officers and sailors who gained the best results in their particular courses and have been awarded prizes of £15 Sterling in the case of officers, and £10 Sterling in the case of sailors, from the Herbert Lott Trust Fund:

Course	*Percent*	*Rank*	*Name*	*Personal Number*	*Now Serving In HMAS*
OFS(FW)	89	LEUT	G. W. HERON	—	HARMAN
OBSERVER	DUX	MIDN	W. N. TROEDSON	—	SHORE
OFS (Rotary)	80	LEUT	A. F. WRIGHT	—	HS817
POQMG	84	A/POQMG	D. J. FOSTER	R65695	PENGUIN
POFC	82	A/POFC	L. P. O'DRISCOLL	R59616	NIRIMBA
POUW	88	LSUW	R. E. BARKER	R64806	MORESBY
PORP	82	A/PORP	P. J. EVEILLE	R64758	WATSON
POUC	89	LSUC	A. F. McMULLIN	R65323	DUCHESS
†POCD	81	A/POCD	H. BRANKSTONE	R93139	CDT1—WATERHEN
POWM	88	LSWM	T. S. GARRARD	R65631	PERTH
CY	83	LTO	L. K. O'CONNOR	R62782	PENGUIN (ANZUK)
RS	82	LRO	P. R. BOASE	R93627	ALBATROSS
RSS	83	LROS	B. S. HARTFIELD	R42542	YARRA
CERA	80	MECH 1	E. F. LYMBERY	R58674	DEE
POEP	89	LEMP	M. J. WORRAD	R62715	MORESBY
POEWE	85	P/A/POEWE	R. F. THOMAS	R63749	BRISBANE
*POEC	87	P/POEC	D. J. ASHLEY	R62551	HARMAN
*POEC	87	P/A/POEC	D. J. DAVEY	R63769	HARMAN
POEWR	86	LEMWR	G. L. GODSEN	R64099	WARATAH
*MECH	80	MECHD2 SM	M. R. G. SLAPP	R58929	OXLEY
*MECH	80	MECHD2	B. D. STAPLEY	R93932	STALWART
MECHAE	90	MECHAE2	T. J. EPIS	R59876	ALBATROSS
POAMW	81	LAMW	R. P. H. O'CONNOR	R94279	VF805
POAMAE	83	LAMAE	D. J. KENT	R93867	HT725
*POAACM	76	LACM	B. F. NORTON	R64896	HS817
*POAACM	76	LSUC	C. M. PRITCHARD	R66259	HT725
POASE	82	A/POASE	B. F. LUKEY	R59701	ALBATROSS
†POAAH	100	A/POAAH	J. W. RYAN	R62062	VC851
†POAPHOT	80	A/POAPHOT	C. F. LAMMERS	R63416	KUTTABUL (F/STAFF)
CNS	86	CNS	P. L. CORRAN	R42114	PERTH
POME	92	P/A/POME	B. J. TURNER	R65601	ALBATROSS
†POMED	87	CME	H. J. RUTTER	R93047	PLATYPUS
POEAW	62	A/POEAW	R. F. HARRISON	R63459	HT725
POEAC	79	A/POEM	M. D. MITCHELL	R94256	MELBOURNE MAP

Note: * Share prize money.

† Includes candidates from earlier course(s).

2. Payment is to be effected through the ships cash account as a charge to Division 649-112 MODUK (N)—Other Miscellaneous Charges. *See* Navy Accounts Manual Article 332 Clause 2.

3. Authorisation of payment is to be made by the ship or establishment in which personnel are borne at the date of receipt of this order.

(212/1/20)

UNCLASSIFIED

333/72—Reunion Visits for Children of Members Serving Oversea on Long Term Duty

1. Navy Order 248/72 is to be amended by deleting Paragraph 11 and inserting the following in lieu:

'As outlined in Paragraph 2 above, the purpose of reunion fares is to provide for children to be reunited with the parents at the post. However, in special circumstances associated with the welfare of the child, the Naval Board may authorise return fares for a parent to either Australia or Britain (as the case may be). This will cancel entitlement to one of the biannual reunion visits by all the members children under 18 at school in that country, and/or the one annual visit by all his children over 18 at school in that country. Departmental liability for such a fare is not to exceed the cost of return fares of the child or children to the post, calculated according to Paragraph 3.

(252/10/9)

(*Navy Order 248/72*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

334/72—Explosive Ordnance Disposal Refresher Course

1. MCD officers and Senior CD sailors are to receive regular and formal refresher training in EOD subjects to keep them up to date with new developments.

2. A 10 day course is provided by HMAS WATSON on an as required basis. (Course Number 903310.)

Eligibility

3. Officers and sailors should apply direct to HMAS WATSON for the course as follows:

a. *MCD Officers*
Every five years after qualifying.

b. *CPOCD and POCD*
(1) Every five years after basic date of qualifying POCD.
(2) On receipt of posting to HMAS TARANGAU.

4. MCD Section HMAS WATSON is to:
a. maintain a log of qualifying dates;
b. promulgate available periods for applicable;
c. report course completion on Form PE5.

5. This order will be incorporated in ABR 27.

(311/4/271)

UNCLASSIFIED

335/72—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 (ie, terms 1-5 and 9) 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:

	Maximum Credits
a. *Academic*	
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 x 4	8
	43
b. *Naval*	
Seamanship	6
Navigation	6
Engineering	3
	15

c. *Service Marks* — *Maximum Credits*

(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

Note: A deduction of one credit will be applied as a penalty for failure in an elective subject.

6. Fifty per cent is a pass mark and a mark of 75 per cent or more will secure maximum credits in any subject. Other credits will be awarded as follows:

	74%-65%	64%-60%	59%-55%	54%-50%
Maximum 6	4	2	2	0
Maximum 4	2	2	0	0
Maximum 3	2	2	0	0
Maximum 2	1	1	0	0

Time Gained

7. 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

8. 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

9. 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

10. 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.

Certificate of Competence

11. All General List officers are required to obtain a Certificate of Competence during their Fleet training. This certificate may be awarded to an officer after not less than five months at sea and should, if possible, be awarded before the end of sea time. It should normally be awarded at the end of his time in a large ship, eg, DDG or above.

Failure

12. An officer who fails to obtain a Certificate of Competence during his sea time will forfeit two months seniority unless it is clearly shown that the certificate was withheld for reasons outside his control. If the certificate is not awarded a report is to be rendered to the Naval Board detailing the circumstances.

Operations and Weapons Courses

13. 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) as applicable.

Failure

14. 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.

15. If an officer fails to obtain the overall pass mark, consideration will be given to his withdrawal from training.

Degree Courses

16. 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 fails to qualify to proceed to the next year of his course without the overall length of his course being extended.

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 will retain time gained during his successful year and 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 repeating or transferring 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.

f. Where an officer completes a year of the CRESWELL Course and then joins the degree stream he will not be permitted to retain any time gained during the CRESWELL Course.

Note: Officers will only be allowed to repeat a year of degree or diploma training in exceptional circumstances.

Engineering Degree

17. 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 for Engineering degree training as follows:

	1st Year	*2nd Year*	*3rd Year*	*4th Year*
CLEAR PASS ..	1 month	1 month	2 months	2 months
GRADED PASS ..	3 months*	3 months	3 months	3 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

18. 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 follows during university training:

	1st Year	*2nd Year*	*3rd Year*
CLEAR PASS	1 month	1 month	2 months
GRADED PASS	2 months	2 months	2 months

Science Degree

19. Officers studying for a BSc degreee 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, during university training, is awarded as follows:

	1st Year	*2nd Year*	*3rd Year*
CLEAR PASS	1 month	1 month	2 months
GRADED PASS	2 months	2 months	2 months

Engineering Diploma

20. 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 during diploma training is awarded as follows:

	1st Year	*2nd Year*	*3rd Year*	*Degree*
CLEAR PASS ..	1 month	1 month	1 month*	2 months
GRADED PASS	3 months**	3 months**	3 months**	3 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 Manadon course and commenced Engineering diploma training at RMIT.

Applicability

21. 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.

22. In no circumstances can an officer gain more than 16 months.

23. Details of time gained are summarised in Annex A.

24. Navy Order 506/71 is hereby cancelled.

ANNEX A

Degree, Diploma and CRESWELL Courses—Time Gained

Course	Academic Courses				Fleet Training	OW Courses	Total Possible Time
	YEAR I	YEAR II	YEAR III	YEAR IV			
Engineering Degree (UNSW or RMIT)	*Clear Pass—1 mth Graded Pass—3 mths	Clear Pass—1 mth Graded Pass—3 mths	Clear Pass—2 mths Graded Pass—3 mths	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
Bsc or BA Degree ..	*Clear Pass—1 mth Graded Pass—2 mths	Clear Pass—1 mth Graded Pass—2 mths	Clear Pass or Better—2 mths				
Engineering Diploma ..	*Clear Pass—1 mth Graded Pass—4 mths	Clear Pass—1 mth Graded Pass—4 mths	Clear Pass—1 mth Graded Pass—4 mths				
Creswell Course ..	†Pass—0 Maximum—6 mths						

Notes:

* Graded Pass is defined as 25 per cent of individual subject results at Credit level. A distinction is counted as 2 Credits; a High Distinction as 3 Credits.

† In the Creswell 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 DC I (RN).

(310/201/12)

(Navy Orders 506/71 and 507/71)

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

336/72—Introduction of 8415-00-026-7808 Helmet, Talker and Revised Allowances for Helmet, Soldiers, Steel M1

1. *Introduction* .. The purposes of this Navy Order are:

a. To introduce the Helmet, Talker into service and detail appropriate allowances.

b. To consolidate and clarify allowances of the Helmet, Soldiers, Steel M1 as, laid down in Navy Order 9/71, and subsequently amended by Navy Orders 169/71 and 262/71.

c. To notify withdrawal from service of all RAC type helmets.

2. *Description* .. a. The introduction of the Helmet, Talker was foreshadowed in Navy Order 169/71, in which it was referred to as a Communication Helmet.

b. The Helmet, Talker is a two-part type and is held on charge as follows:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acctg Classn*
8415	00-026-7808	Helmet, Talker ..	No	P
8415	00-381-0685	Chin Strap ..	No	C

3. *Allowances* .. a. Allowances of the Helmet, Talker are detailed in Annex A to this order.

b. In Navy Order 169/71, the combined allowances of Helmets RAC/Helmet, Soldiers, Steel M1, were revised. The revision was to take effect immediately in respect of DDGs, and for all other ships on receipt of the Helmet, Talker. For ease of reference, Annex A to this order details the allowances of the Helmet, Soldiers, Steel M1, as they stand consequent upon the introduction of the Helmet, Talker into service.

4. *Issue Procedure for Helmet Talker* With the exception of DDGs, the Helmet, Talker will be issued without demand to all ships concerned as stocks become available. DDGs already hold the Helmet, Talker.

5. *Withdrawal of RAC Helmets* a. Sufficient stocks of the Helmet, Soldiers, Steel M1, are now available to replace all RAC Helmets currently on issue. Consequently, the RAC Helmet is hereby withdrawn from service. The following withdrawal procedure is to be implemented forthwith.

b. Where necessary, ships and establishments are to demand from SASO, RAN Weapon Equipment Depot, Garden Island (Source Code 0035), that quantity of Helmets, Soldiers, Steel M1, required to raise their holdings of the item to the allowance laid down in Annex A to this order.

c. Should a surplus of M1 Helmets already be held by a ship, ie, when compared with the new allowance in Annex A, surplus helmets are to be returned to the nearest RAN Weapon Equipment Depot after receipt of the Helmet, Talker.

d. When holdings of the M1 and the Helmet, Talker (where applicable) are at the allowance level, all RAC Helmets are to be returned to the nearest RAN Weapon Equipment Depot which is to arrange disposal of the items as obsolete, in accordance with normal procedure.

6. *Publications* .. Warrants of Naval Armament Stores will be amended in due course.

7. Navy Orders 9/71, 169/71 and 262/71 are hereby cancelled.

ANNEX A

Ship Class or Establishment	*Helmet, Talker*	*Helmet, Soldiers, Steel M1*
HMA Ships		
MELBOURNE	26	160
SYDNEY	13	70
DUCHESS	15	55
DARINGS (other than DUCHESS)	18	55
SWAN/TORRENS	15	43
DEs (other than SWAN and TORRENS)	13	43
DDGs	18	40
Submarines	—	5
Patrol Boats	5	5
Minesweepers	5	12 (*Note 1*)
Minehunters	3	14 (*Note 1*)
SUPPLY	7	55
STALWART	6	62
MORESBY	3	37
DIAMANTINA	2	38
BASS	—	10
BANKS	—	10
PALUMA	—	10
KIMBLA	—	10
ANZAC	10	34
HMA Establishments		
CERBERUS	6 (for WHGR)	144
ALBATROSS	—	120
CRESWELL	—	100
LEEUWIN	—	100
HARMAN	—	40
PENGUIN	—	40
WATSON	—	50
NIRIMBA	—	50
MELVILLE	—	30
MORETON	—	20

Ship Class or Establishment	*Helmet, Talker*	*Helmet, Soldiers, Steel M1*
HUON	—	15
ENCOUNTER	—	15
COONAWARRA	—	45
LONSDALE	—	20
KUTTABUL	—	20
TARANGAU	—	40

Notes: 1. Minehunters and minesweepers allowances of the Helmet, Soldiers, Steel M1 are 35-No and 33-No respectively when employed on patrol duties.

2. The Helmet, Soldiers, Steel M1 is a two-part type and is held on charge as follows:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acctg Classn*
8415	66-049-8666	Helmet, Soldiers, Steel M1 with chin strap (item re-referenced from 8415-50-255 8579)	No	P
8415	66-049-8667	Liner, helmet complete with headband and neckband (item re-referenced from 8415-50-753-5792)	No	P

(710/51/274)

(*Navy Orders 9/71, 169/71 and 262/71*)

UNCLASSIFIED

337/72—4.5 inch Mark 6* Mod 3 Mountings—Gauges for Hydraulic Pusher Hoists

1. *Introduction* .. The purpose of this order is to introduce into service a number of gauges required to be used by ships staff and maintenance authorities for setting to work and adjusting 4.5 inch Mark 6* Mod 3 Mounting Hydraulic Pusher Hoists in accordance with the publication 'DFM 1000 4.5 inch Mark 6* MOD 3 MOUNTING—TUNING AND MAINTENANCE INSTRUCTIONS'.

2. *Description* .. The gauges will be issued initially in sets (1-No of each item per set) as a part of the 4.5 inch Mounting Special Tools but are to be held on charge individually as follows:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acctg Classn*
5220	66-043-9015	Pilot Valve Setting Gauge	No	C
5220	66-043-9016	Pilot Valve Setting Valve	No	C
5220	66-043-9017	Pilot Valve Setting Valve	No	C
5220	66-043-9018	Pilot Valve Setting Valve	No	C
5220	66-043-9019	Starting Valve Setting Gauge	No	C
5220	66-043-9020	Control and Cut-off Valve Gauge	No	C

3. *Demands* .. Issue without demand will be effected by the Superintending General Store Officer, Garden Island, NSW.

4. *Allowances* .. Gauges are allowed as follows and Forms SA116 are to be raised to amend lists of equipment accordingly:

a. 3 sets each GMWD and GMGID;

b. 3 sets STALWART;

c. 2 sets NIRIMBA;

d. 2 sets CERBERUS (includes 1 set for WHGR);

e. 1 set each to DUCHESS, VAMPIRE, VENDETTA, STUART, YARRA, PARRAMATTA, DERWENT, SWAN and TORRENS; and

f. 1 set RNO, Bendigo.

(706/51/204)

UNCLASSIFIED

338/72—Victualling Stores—Mitt Hand Protector

1. A heat resistant, heavy weight pile loop, mitt hand protector, has been introduced for galley use. Item details are as follows:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acctg Classn*
8415	66-049-5807	Mitt, Hand Protector	No	C

2. The issuing price is $1.34 each.

3. The approved allowance is two (2) number per galley for messes under 50 with an additional one (1) number for each 100 personnel catered for in messes exceeding 50 number.

4. The mitts, hand protector, are available ex stock and are to be demanded on the Superintending Victualling Store Officer, Sydney, in the normal manner.

5. ABR 93, Manual of Victualling Stores, Part II, Section 6, Scales 31 to 39, will be amended accordingly.

(901/52/10)

UNCLASSIFIED

339/72—Stores Accounting and Demand Registration

1. Navy Order 312/71, Paragraph 5b., provides that when advance documentation is received for an issue and the demand was not raised by the ships staff, a ships registration number is to be allocated.

2. Although this procedure facilitates filing of vouchers it has been found that when filed in ships registration number sequence, the advance documentation is difficult to locate when further advice, eg, Issue Voucher, is received. This problem was investigated by the Fleet Store Accounting Sub-committee and it has been decided that filing procedure should be amended.

3. Navy Order 312/71 is to be amended as follows:

Paragraph 1b. (4)

Delete and *insert* new paragraph as follows:

'(4) Ledger postings are to refer to the registration number inserted in the "Back Reference" block of issue vouchers. This number will be either the ships registration number in the case of demands originated by the ship or the originators number in the case of issue vouchers raised without demand.'

Paragraph 5b.

Delete in its entirety.

(400/1/1394)

(*Navy Order 312/71*)

UNCLASSIFIED

340/72—Stores—General—Procedure for Outstanding Demands Where Transfer of Aircraft Involves a Civilian Repair Organisation

1. This order introduces a standard procedure for aircraft checking and to control outstanding demands applicable to RAN aircraft when transferred to and from a civilian repair organisation (CRO).

2. Aircraft are to be checked immediately before and after transfer between accounting units. The tables in AP (RAN) 102 will be amended to provide two aircraft transfer standards, namely the 'Short Fit' table for transfers between CRO and Naval units and the 'Operational Fit' table for transfers between Naval units. Aircraft transferred to or from a CRO are to be checked to the 'Short Fit' table and deficiencies and surpluses annotated on form TA111.

Aircraft Transferred from a Naval Unit to a CRO

3. On transfer from a Naval unit to a CRO the Supply Officer is to cancel all outstanding demands by signalled message quoting the serial number of the aircraft, the serial numbers of the demand notes and item description; SAMR is to be included as an info addressee. All items cancelled are to be clearly shown as a requirement in the TA100.

Aircraft Transferred from a CRO to a Naval Unit

4. On transfer of an aircraft from a CRO to a Naval unit the Resident Naval Overseer is to advise the Naval Stores Liaison Officer (NASLO) of items not fitted to the aircraft at the time of transfer which are subject to outstanding demands. The NASLO is then to inform appropriate SSOs:

a. that the aircraft has been transferred to a particular Naval unit;

b. that all demands for outstanding items submitted by the CRO for that aircraft are to be cancelled; and

c. provide details of such items not fitted to the aircraft at time of transfer;

the Supply Authorities concerned are then to signal this information to the receiving unit to enable demands to be raised for any such items not held in stock.

5. Whenever modifications programmed in the form TA138 are not embodied by the CRO, the aircraft may be transferred with SAMR approval; the modifications not embodied are to be notified to the receiving unit on form TA139 which is to be raised by the CRO and authenticated by the Quality Control Branch Inspector-in-charge. A copy of the form TA139 is to be attached to the log books.

6. The life of 'lifed' components may be extended by SAMR in accordance with RANAMM Article 0707; when the aircraft is transferred in this state, outstanding demands for the items are to be cancelled by the SSOs and Part 2 of the aircraft TA100 and the component Log Cards are to be annotated by SAMR with the life extension details.

Action to be Taken on Receipt of an Aircraft at a Naval Unit or CRO

7. On receipt at a Naval unit or a CRO the form TA100 is to be checked for entries requiring stores items and outstanding items, not previously demanded in accordance with Paragraph 4, are to be demanded immediately. The form TA111 Supply and Receipt Note accompanying the aircraft will provide the receiving unit with details of the following items not fitted to the aircraft which are being forwarded separately:

a. Valuable and attractive items.

b. Equipment and modification sets received but not fitted.

8. The form TA111 Section C will be amended to read 'Equipment (including valuable and attractive items and mod sets) being forwarded by the Supply Authority/Officer'. Section D is to be used for transfers between Naval units only.

(1313/1/960)

RESTRICTED

341/72—Diving—Underwater Ship Husbandry by Divers

1. Due to the extension of periods between dockings, and the remoteness of possible operating areas, the Fleet must become more self-reliant and depend increasingly on its own resources for underwater maintenance and emergency repairs. The Naval diver has a major contribution to make in this respect.

2. A number of developments has already been made in the use of divers in the underwater ship maintenance role. These developments include the changing of sonar domes and the changing of destroyer, frigate, conventional submarine and coastal minesweepers propellers.

3. Commanding Officers are encouraged, therefore, to use their divers to carry out routine inspections of their ships bottoms, and to make recommendations where appropriate on the use of divers in the underwater ship maintenance role.

4. The tasks that divers are able to perform depend on their ability and skill, and care should be taken not to attempt tasks beyond the capabilities of the divers available. Clearance Divers should normally be used for sonar dome and propeller exchange operations, although ship divers can be used to assist in these operations. All divers should, however, be capable of dressing propellers and cleaning sonar domes, the latter being of increasing importance with the introduction into the Fleet of glass fibre domes which will be treated with an anti-fouling paint. These will rely upon divers to combat fouling, particularly after the first cleaning which will tend to remove the anti-fouling paints.

5. No attempt should be made to remove fouling from the hull except as an emergency measure for the following reasons:

a. Heavy fouling should not normally occur, if it does, only the fullest examination in dock will permit the cause to be determined and remedial measures to be decided.

b. It appears from previous experience that the most likely cause of heavy fouling is loss of at least one, and generally two or three complete coats of primer plus anti-fouling paints due to adhesion failure. In such cases the protection of the hull against corrosion is seriously weakened. Removal of fouling will inevitably result in further loss of paint from the affected areas and this cannot be accepted.

6. Instructions are included in Annexes A and B to this order, for the cleaning of sonar domes and dressing of propellers, respectively. Relevant planned maintenance schedules are being amended accordingly.

7. The RAN Diving Manual, ABR 155, will be amended in due course to incorporate this order.

ANNEX A

Cleaning of 100-inch and 157-inch Sonar Domes

1. In order to maintain a low level of self-noise in HMA ships, it is essential that the surface of sonar domes should be kept free of marine growth.

2. Inspection of the domes should be carried out by divers at monthly intervals for ships operating in temperate waters and fortnightly for ships in tropical waters, or in areas of severe fouling.

3. When fouling is found it should be carefully removed, using a nylon bristle brush or a soft wooden scraper. In the case of fibre glass and stainless steel domes, which are coated with anti-fouling paint, this cleaning technique is to be adopted until the next docking, when the dome should be cleaned off and re-painted in accordance with ABR 19 Painting Manual.

ANNEX B

Cleaning and Dressing of Propellers

Cleaning

1. Propellers are to be cleaned using nylon brushes and/or other suitable scrapers. Certain propellers have a special edge treatment applied to the trailing edge which may not be easily recognisable. This consists of a bevel edge which gives a definite knuckle and a very sharp edge (this treament may be applied on both faces). The sharp edge, and particularly the knuckle, are essential features which which reduce the tendency to sing and must be preserved. Other propellers fitted to submarines may have lead/araldite filled grooves in the blade faces. Care must be taken to avoid disturbing the fillings.

Dressing

2. The shape of the leading edge is most important in maintaining quiet speeds. Minor damage in the form of chips or roughing of the edge should be faired to give a smooth contour. Attempts to repair more extensive damage should not be made as the noise output of the propeller could easily be increased.

(1623/202/34)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

342/72—Issue of Defence Cataloguing System Handbooks Detailing Manufacturers Codes to Names—For Use with ABR 5074 RAN Catalogue of Materiel

1. Navy Orders 554/69 and 399/71 announced that the ABR 5074 series would be complemented by a section for Manufacturers Codes to Names. This information is required to enable the five character manufacturers codes recorded in the various ABR 5074 sections to be related to the manufacturers names and addresses.

2. However, it has now been decided not to produce a special section of ABR 5074 for this purpose but to utilise the following Defence Cataloguing System publications instead:

Publication Number	*Title*
H4-2	Federal Supply Code for Manufacturers United States and Canada Code to Name.
H4-3	Federal Supply Code for Manufacturers (excluding United States and Canada).
66-H4-2	Defence Cataloguing Code for Manufacturers—Code to Name.

3. The DCS handbooks cover all known manufacturers codes used in the Federal/NATO/Defence Cataloguing Systems and are not restricted to items in ABR 5074. Thus when a new DCS stock number enters the system manufacturer details should be readily available to holders of the handbooks.

4. The undermentioned manufacturers codes used in ABR 5074 catalogues will not be contained in the DCS handbooks. They are pseudo codes used to comply with system requirements where the name of the actual manufacturer was not available at the time of entering item details in the master catalogue rcord:

PROTO
PTNBR
RANAS
RANAW
RANMS
WESPL

5. Some copies of the handbooks are already held by certain RAN authorities and it is planned to extend their distribution eventually to all holders of ABR 5074 series catalogues. There are insufficient sets available to enable full distribution to be made at this time and pending receipt of further supplies, the distribution will continue on a restricted basis but increased as shown in Annex A.

6. Until such time as the DCS handbooks are distributed to all holders of ABR 5074, it will be necessary for those units without copies and wishing to access them to make arrangements with a unit holding the handbooks to obtain the necessary information.

ANNEX A

Cataloguing Handbooks H4-2, H4-3 and 66-H4-2—Details of Current RAN Holdings and Revised Distribution

Unit	*H4–2*		*H4–3*		*66–H4–2*	
	Qty Now Held	*Revised Distribution*	*Qty Now Held*	*Revised Distribution*	*Qty Now Held*	*Revised Distribution*
HMAS MELBOURNE	1	1	NIL	1	1	1
HMAS HOBART	NIL	1	NIL	1	NIL	1
HMAS BRISBANE	NIL	1	NIL	1	NIL	1
HMAS PERTH	NIL	1	NIL	1	NIL	1
HMAS SYDNEY	NIL	1	NIL	1	NIL	1
HMAS SUPPLY	NIL	1	NIL	1	NIL	1
HMAS STALWART	NIL	1	NIL	1	NIL	1
HMAS CERBERUS	NIL	1	NIL	1	NIL	1
HMAS ALBATROSS	3	3	NIL	3	3	3
HMAS CRESWELL	NIL	1	NIL	1	NIL	1
HMAS ENCOUNTER	NIL	1	NIL	1	NIL	1
HMAS HUON	NIL	1	NIL	1	NIL	1
HMAS LEEUWIN	NIL	1	NIL	1	NIL	1
HMAS LONSDALE	NIL	1	NIL	1	NIL	1
HMAS MELVILLE	NIL	1	NIL	1	NIL	1
HMAS MORETON	NIL	1	NIL	1	NIL	1
HMAS NIRIMBA	NIL	1	NIL	1	NIL	1
HMAS PENGUIN	NIL	1	NIL	1	NIL	1
HMAS PLATYPUS	NIL	1	NIL	1	NIL	1
HMAS TARANGAU	NIL	1	NIL	1	NIL	1
HMAS WATERHEN	NIL	1	NIL	1	NIL	1
HMAS WATSON	NIL	1	NIL	1	NIL	1
HMAS KUTTABUL	NIL	1	NIL	1	NIL	1
HMAS KUTTABUL (Soap Team)	NIL	2	NIL	2	NIL	2

SMSO SYDNEY	2*	2*	2*	2*	2*	2*
SASO SYDNEY	3	3	NIL	3	3	3
SLSO SYDNEY .. .. } SGSO SYDNEY	14	14	14	14	14	14
SSO (AIR) SYDNEY	1	1	NIL	1	1	1
NSO WILDOCK	NIL	1	NIL	1	NIL	1
OIC W and E DEPOT, MARIBYNONG	NIL	1	NIL	1	NIL	1
EDP NAVY OFFICE	1	1	1	1	1	1
SVSO SYDNEY	NIL	1	NIL	1	NIL	1
SSA SYDNEY	1	1	1	1	1	1
DAS	1	1	NIL	1	1	1
SAMR	1	1	NIL	1	1	1
GMGID LIBRARY	NIL	1	NIL	1	NIL	1
NTS LIBRARY (DWED, DAE, DFM)	2	3	2	3	2	3
DMS	1	1	1	1	1	1
DNS	1	1	NIL	1	1	1
DSUS	6	6	6	6	6	6
D of S (AIR)	1	1	1	1	1	1
D of V	NIL	1	NIL	1	NIL	1
SIS SYDNEY	1	1	1	1	1	1

* 1 Copy for QUIKCAT Team.

(465/52/1957)

(*Navy Orders 554/69 and 399/71*)

19837/72—3 W. G. MURRAY, Government Printer, Canberra

HISTORIAN

ANOs 343/72-348/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 October 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

343/72 RAN College Timetable—1973.

SECTION 2—PERSONNEL

344/72 Free Travel on Compassionate Leave.

345/72 Laundry of Clothing at Public Expense.

SECTION 4—EQUIPMENT, STORES AND SERVICING

346/72 Medical and Dental Stores—Locker Medical Narcotic—Introduction into Service for Naval Establishments.

347/72 Naval Stores (General)—Introduction and Allowances—Internal Mechanical Cleaning of Boilers.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

348/72 Use of Postcode.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

343/72—RAN College Timetable—1973

The Naval Board have approved the following Royal Australian Naval College timetable for 1973.

Sunday 7 January	Class I (Degree Course) returns from leave.
Sunday 14 January	Class I (Creswell course) returns from leave.
Monday 22 January	New Entry Cadets join.
Monday 29 January	First academic term begins.
Friday 16 March	Mid-term long weekend.
Monday 19 March	
Friday 11 May	First academic term ends.
Monday 28 May	Second academic term begins.
Friday 6 July	Mid-term long weekend.
Monday 9 July	
Friday 24 August	Second academic term ends.
Monday 17 September	Third academic term begins.
Friday 26 October	Mid-term long weekend.
Monday 29 October	
Thursday 6 December	Promotion Day.
Friday 7 December	Academic year ends.
Friday 14 December	Cadets proceed on leave.

(310/1/69)

Section 2

PERSONNEL

UNCLASSIFIED

344/72—Free Travel on Compassionate Leave

1. This order promulgates revised conditions for the grant of free travel on compassionate leave. The conditions, which result from a recent review of this subject in the Department of Defence, replace those previously appearing in Article 217/12 of the superseded NPI (ACNB 180531Z July 1972—100F is relevant). The conditions relating to the transfer of travel entitlement for members serving overseas as listed in Navy Order 78/70 remain unchanged.

Definition

2. For the purpose of this order 'child' means:

a. a child (not being an ex-nuptial child) of the member;

b. an ex-nuptial child of the member who is, by virtue of Part VI of the Marriage Act 1961–1966 the legitimate child of the member;

c. a step-child of the member; or

d. a legally adopted child of the member who has:

(1) not attained the age of 21 years; or

(2) attained the age of 21 years and has been certified by a medical practitioner to be a permanent invalid and is dependent on the member.

Circumstances in Which Free Travel May be Granted

3. A member may now be granted a free travel warrant for the journey to a compassionate destination in Australia where leave has been granted for one of the following reasons:

a. the death, imminent death or very serious illness of wife or child;

b. where the presence of the member is considered essential because of exceptional circumstances such as:

(1) infidelity of wife;

(2) neglect of children;

(3) the death, imminent death or very serious illness of a parent where there is no other member of the family at home, or readily available, capable of giving the necessary assistance;

c. where a member is entitled to a removal at Departmental expense and it is considered that it is necessary for him to travel to the vicinity of the old locality to:

(1) arrange the packing of his furniture and to accompany his family on their journey to the new locality; or

(2) accompany his family on the journey to the new station because of his wifes ill-health or because the ages of the children are such that it would not be reasonable to expect her to bear the sole responsibility for the movement of the family.

Circumstances in Which Free Travel May Not be Granted

4. Free travel may not be granted where:

a. compassionate leave has been approved solely for the purpose of enabling a member to see a dying parent before death. In future free travel may be only granted where the provisions of Paragraph 3 b. (3) apply;

b. recreation leave in excess of 7 days is taken at the same time as compassionate leave; or

c. recreation leave of 7 days or less is taken at the same time as compassionate leave, unless it is considered necessary to achieve the purpose for which the compassionate leave is granted.

5. A member who has been granted free travel for compassionate leave may not be granted free travel for a journey on compassionate leave on a second occasion in the same leave year. In addition, a member who is granted free travel on compassionate leave whilst posted on temporary duty, and who is normally entitled to a free fare warrant to visit his family at quarterly or half yearly intervals as appropriate, will forfeit the right to the next such warrant which might otherwise have been due to him.

Use of Leave Concession Travel

6. A member who is granted compassionate leave but is not entitled to free travel in respect of that leave may be permitted to utilise an unused recreation leave travel entitlement towards the cost of travel to the compassionate leave destination.

Destination of Travel

7. Free travel when granted may be to the required destination. The member need not be limited to the destination to which leave travel concession may be granted when he travels on normal leave.

Authorisation of Travel

8. Except as provided later in this paragraph, the grant of free travel within Australia may be authorised by the Commanding Officer. However, in cases where compassionate leave is granted to a member serving oversea, approval for travel to Australia is to be sought from the Naval Board. Naval Board approval is also to be sought in the following circumstances:

a. in cases of doubt or where time permits; and

b. in cases where compassionate leave is granted from Darwin and Papua and New Guinea for the purposes set out in Paragraph 3 c.

Method of Travel

9. If considered necessary the Commanding Officer may approve of travel on the forward journey being undertaken by commercial air. The return journey is to be by normal means for the particular route. A member may be permitted to use his own motor vehicle when travelling on compassionate leave provided that its use is essential to the particular case. In these circumstances mileage allowance may be paid at the appropriate rate up to the cost of travel by normal means.

10. Where compassionate leave is granted, travelling time appropriate to the type of transport used will be granted where the travelling time for the single journey exceeds 12 hours by that type of transport.

General

11. The majority of requests for free travel when a member is serving off the Australia Station reach Navy Office at weekends or in the silent hours. It is important, in these circumstances, particularly in view of the urgency attending such requests, that full details be provided concerning the need for the members presence being regarded as essential or which other members of the family are readily available to give the necessary assistance.

12. This order will be promulgated in RI in due course.

(319/1/45)

(Navy Order 78/70)

UNCLASSIFIED

345/72—Laundry of Clothing at Public Expense

1. The following items of working dress may be laundered at public expense on an 'as required' basis:

a. **Items of Compulsory Kit:**

(1) *Cooks, Sick Berth Attendants and Dental Assistants:*
Shirt, Cricket or Undershirts
Trousers, White, Drill.

(2) *Stewards:*
Tunic, White, Drill with Blue Facings.
Flannel, Cotton and Shorts, White (when worn as working dress).

(3) *WRANS Stewards:*
Dress, Womans, White (when worn as working dress).

(4) *WRANS Motor Transport Drivers:*
Dress, Womans, White (when worn as working dress).

b. **Items Issued on Personal Loan:**

(1) *RANNS:*

Dress, Cotton, White, Long Sleeves.
Veil, Organdie.

(2) *Butchers:*

Apron, Food Handler.
Cap, Food Handler.
Coat, Food Handler.

(3) *Cooks:*

Apron.
Cap.

(4) *WRAN Stewards:*

Coat, White, Drill.

(5) *WRAN—Cooks and Sick Berth Attendants:*

Apron, White (SBA).
Dress, Food Handler.
Cap (SBA).
Dress, Blue (SBA).

2. Restrictions on the number of garments that may be laundered weekly at public expense for each member no longer apply. However, care is to be taken to ensure that the quantities laundered are restricted to the reasonable requirements of each member concerned.

3. ABR 93, Manual of Victualling Stores, Articles 2905 (7), 2906 (4) and 3206 (2) will be amended.

4. Navy Order 282/70 is hereby cancelled.

(901/62/1)

(*Navy Order 282/70*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

346/72—Medical and Dental Stores—Locker Medical Narcotic—Introduction into Service for Naval Establishments

Navy Order 143/72 is to be amended as follows:

Paragraph 2e.—*Amend to read:*

Class	*Catalogue No*	*Description*	*Unit of Issue*	*AMF Acctg Classn*	*RAN Acctg Classn*
		LOCKER, MEDICAL, NARCOTIC, steel, with movable shelves—			
6530	66–045–4072	size, external, 18″ H by 12″ W by 6″ Dp	EA	NX	P
6530	66–045–4073	size, external, 24″ H by 18″ W by 6″ Dp	EA	NX	P
6530	66–045–4074	size, external, 30″ H by 18″ W by 6″ Dp	EA	NX	P
6530	66–045–4075	size, external, 36″ H by 18″ W by 6″ Dp	EA	NX	P

(1002/52/145)

(*Navy Order 143/72*)

UNCLASSIFIED

347/72—Naval Stores (General)—Introduction and Allowances—Internal Mechanical Cleaning of Boilers

1. Navy Order 296/71, Annex B, is to be amended as follows:

'a. Page 14, 5130–66–035–0068, Brush, Section Set, *delete* Part No 2845–11–12 from column (3) and *insert* 2485–11–12 in lieu.

b. Column 14—*delete:*

(1) Queenborough.

(2) All quantities listed.

c. Amend allowances in accordance details hereunder.'.

2. Ships Allowance Lists will be amended accordingly.

Page No	*Class*	*Catalogue No*	*Description*	*Column No*	*Revised Allowance*
11	4940	66–035–0016	Blade Rotor	8	1
13	4940	66–035–0034	Valve Air	8	5
13	4940	66–035–0035	Valve Air	5	4
13	4940	66–035–0035	Valve Air	6	4
13	4940	66–035–0035	Valve Air	17	4
13	4940	66–035–0038	Valve Air	8	Nil
13	4940	00–528–7785	Shaft Drive Flexible ..	8	21
13	5130	00–062–1185	Brush Wire Boiler Tube ..	17	8
13	5130	66–035–0048	Brush Wire Boiler Tube ..	12	Nil
13	5130	66–035–0048	Brush Wire Boiler Tube ..	14	Nil
13	5130	00–260–8254	Brush Wire Boiler Tube ..	8	2
13	5130	00–277–3075	Brush Wire Boiler Tube ..	17	24
13	4940	66–035–0223	Adaptor	17	4
13	5130	66–035–0058	Brush Wire Boiler Tube ..	17	4
13	5130	00–062–1195	Brush Wire Section Set ..	8	21
13	5130	66–035–0064	Brush Wire Section Set ..	8	2
13	5130	66–035–0065	Brush Wire Section Set ..	8	2
14	5130	00–260–6006	Brush Wire Section Set ..	8	7
14	5130	00–062–1194	Brush Wire Section Set ..	17	36
14	5130	66–035–0077	Brush Wire Section Set ..	17	12
14	5130	00–260–6025	Brush Wire Section Set ..	17	104
15	4940	66–035–0044	Shaft Drive Flexible ..	17	12
15	5130	00–277–3096	Brush Wire Boiler Tube ..	17	8
15	5130	00–260–6054	Brush Wire Section Set ..	17	24
15	5120	66–039–9498	Ball Stud	8	2
15	5120	66–039–9499	Ball Stud	8	2
15	5140	66–040–3973	Tool Box Size 1	8	3
15	5140	66–040–3974	Tool Box Size 2	8	7

(501/54/529)

(*Navy Order 296/71*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

348/72—Use of Postcode

1. The Australian Post Office has advised that during a recent sampling test carried out at the Sydney Mail Exchange it was noted that letters mailed by the Department of Navy to Australian addresses did not include Postcode.

2. As delays and misrouting of mail matter can occur when it is omitted, the Post Office is anxious to ensure that all mail contains Postcode as part of the address. The only exception is mail addressed to HMA Ships which should be addressed to the Ship C/o GPO with Postcode and names of capital cities excluded.

(68/1/27)

20261/72 W. G. Murray, Government Printer, Canberra

ANO 349/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
25 October 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

349/72—Ammunition—Practice Allowances

1. The approved practice allowances of ammunition as shown in Tables A to I of this order are promulgated for information and guidance. These allowances apply from 1 July 1972.

2. The allowances for ships guns are calculated as those necessary to work up and to maintain an operational standard of efficiency in a fully commissioned ship with access to adequate target facilities. Wasteful expenditure of ammunition when these conditions do not apply must be avoided, but it is of prime importance that guns are fired at sufficiently frequent intervals to ensure that they function correctly and that their crews are efficient.

3. Where individual ships have a requirement to expend ammunition in excess of approved allowances they should apply to the Fleet Commander for an allocation from the Fleet Pool. Typical occasions where additional expenditure would be justifiable are:

a. change of key members of the control team;

b. introduction of some recently authorised control procedure; and

c. preparation for a temporary operational NGS commitment.

4. Except as stated in Paragraph 6 below, ships are normally to carry the outfit of practice ammunition as authorised. Ships are authorised to demand and embark additional practice ammunition, up to six months allowance, when considered necessary but not at the expense of the stowage of service outfit.

5. Where starshell and marker/white phosphorus for practice are taken from outfit, the outfit is not to be allowed to fall below 50 per cent.

Work-up Expenditure

6. Ships working up are provided with a work-up allowance which exceeds the normal practice outfit. The full requirements for trials and work-up are to be embarked at the completion of refit, the service outfit being reduced as necessary.

Annual Allowances

7. Allowances which are provided on an annual basis are applicable for the fiscal year (1 July to 30 June).

Ships Records

8. Ships are to maintain a graphical record of ammunition allowed and expended, using a separate sheet for each type of ammunition.

Expenditure for Training Gunnery Training Classes

9. Ammunition for training classes from the Gunnery School need not be deducted from the firing ships practice allowance. This applies also to Seacat missiles expended for Seacat aimers qualification firings.

Allowances

10. Details of allowances are contained in the following tables:

TABLE A—Allowance for 5 inch and 4.5 inch guns.
TABLE B—Allowances for Seacat Missiles.
TABLE C—Annual Allowances for 40 mm and 0.5 inch guns.
TABLE D—Annual Allowance of Rocket Flares.
TABLE E—Annual Allowance of Small Arms Ammunition.
1—RAN Officers and Sailors.
2—Blank Ammunition for HMA Ships and Establishments.
3—RANR Personnel.
4—ASCC Personnel.
TABLE F—Annual Allowances for Fleet Pool.
TABLE G—West Head Gunnery Range—Training Scale of Allowances.
TABLE H—Annual Allowance—Training Pool.
TABLE I—Allowance for DGOs under training.

TABLE A

Allowance for 5 inch and 4.5 inch Guns

Class of Ship (Number of Guns)	*DDG (2)*			*Daring (M22) (6)*		
	Post Refit Trials and Work-up	*Post MCD Work-up*	*Monthly*	*Post Refit Trials and Work-up*	*Post MCD Work-up*	*Monthly*
SU Practice ..	200	100	24	300	150	36
AA Practice ..	300	150	48	400	200	60
NGS Practice ..	150	50	20	180	60	30
Starshell ..	40	20	4	50	20	6
RE/X	—	—	—	20	10	4
Marker ..	16	8	2	20	5	2

Class of Ship (Number of Guns)	River Class (2)			Daring (MRS 3) (4)		
	Post Refit Trials and Work-up	Post MCD Work-up	Monthly	Post Refit Trials and Work-up	Post MCD Work-up	Monthly
SU Practice ..	150	75	20	200	100	24
AA Practice ..	200	100	36	300	150	48
NGS Practice ..	100	40	16	150	50	20
Starshell ..	30	15	6	30	15	6
RE/X	20	10	4	20	10	4
Marker ..	16	8	2	20	5	2

Notes: 1. *Monthly Allowance:* The monthly allowance is applicable only to time not spent in refit, trials, work-up, AMP, SMP and MCD. Ships on a 3 year operating cycle are entitled to 21 monthly allowances in the course of a complete cycle and ships on a two year operating cycle are entitled to 11 monthly allowances in the course of a complete cycle. In exceptional circumstances ships may expend up to two months allowance ahead of time, but if expenditure above this level is required, the approval of the Fleet Commander is to be obtained.

2. *Surface Practices:*

a. In exceptional circumstances, such as when the sea state may preclude the successful spotting of the fall of shot by radar in a pre-action calibration, HE fuzed DA may be substituted for up to 10 per cent of the SU(P) allowance.

b. For SU practice firings against radio controlled surface targets, AA(P) fuzed VT may be substituted for SU(P) up to 25 per cent of the ammunition used in the particular firing serial.

3. *AA Practices:*

a. HE shells may be substituted for up to 5 per cent of the AA(P) allowance for special firings when circumstances permit, but never when engaging a pilotless target aircraft or delmar targets.

b. SU(P) shell is to be substituted for AA(P) shell when a miss distance indicator system is used for scoring.

c. N97 series VT fuzes are to be used in 4.5 inch practice firings. The earliest marks available are to be used for practice firings other than acceptance trial firings.

d. AA(P) fuzed TM may be used for alignment check firings, AA throw-off firings and AA Gun Direction Firings (throw-off) as required.

4. *NGS Practices:*

a. Marker/WP is always to be used for the opening salvo when HE shells are to be used for subsequent salvos.

b. NGS(P) shell (due to enter service in 1973) are to be used when they are available. Otherwise HE shell or SU(P) shell are to be used as appropriate to the firing range being used.

c. VT fuzes may be substituted for DA fuzes for up to 10 per cent of the NGS allowance.

d. AAC projectiles/TM fuzes may be substituted for HEPD for up to 10 per cent of the NGS allowance in DDGs.

e. 4.5 inch DA fuzes for NGS practice firings are to be 230, N3, AN1, AN2 or N97 supplied paralysed in lieu of DA. (N97 fuzes are not normally to be paralysed on board for NGS practice firings).

TABLE B

Allowance of Seacat Missiles

—	Post Refit Work-up (2 Per Complemented Aimer)	Every 6 Months Commencing 6 Months After Completion of Work-up (1 Per Complemented Aimer)
YARRA	6	3
PARRAMATTA		
STUART		
DERWENT		
SWAN		
TORRENS		

Notes: 1. *Practice Missiles:* Practice missiles will be supplied in the ratio of 3 Hybrid missiles to 1 Mod 2 missile when stocks permit.

2. *Work-up Firings:*

a. Ships may fire one warhead missile during work-up provided that a suitably augmented target is available.

b. Any work-up missiles not expended during work-up should be fired as soon as possible thereafter and do not affect the commencement of the first continuation training period 6 months after completion of work-up.

3. *Replacement Allowance:* Commanding Officers may authorise the firing of a replacement missile in the event of missile failure. Such replacements may only be authorised after careful study of the circumstances and all available records confirm that the missile failed in flight. In forwarding the records, the Commanding Officers covering letter is to state that a replacement was fired.

4. *Avoidance of Wastage:* To avoid missile wastage, missiles are not to be fired for practice:

a. by an aimer who is due to leave the ship within 2 months;

b. by a ship within 2 months of a scheduled refit.

5. *Proof Firings:* One per cent of total stocks of missiles may be fired for proof each year. They will be provided in lieu of practice missiles of the normal allowance for continuation training. Ships will be informed when they are required to carry out proof firings.

6. *Seacat Aimers:*

   a. A Seacat aimer will not be considered fully qualified until he has fired two missiles satisfactorily.

   b. An aimer who fails to achieve a miss distance of less than 25 feet on two consecutive firings should not fire again until he has been re-trained at HMAS CERBERUS.

   c. An aimer who fails to achieve the required standard (*see* note 6 b. above) on three consecutive firings is to be reported to FOCAF with a view to relinquishment of the Seacat aimer qualification.

7. *Refresher Training:* Whenever possible aimers and controllers of ships in Australia are to carry out refresher training (Course 911650) in the Seacat dome trainer at HMAS CERBERUS before practice firings are carried out.

8. *Seacat Aimers Qualifying Course Firing Allowance:* Missiles expended by Seacat Aimers Qualifying Courses are not to be deducted from the firing ships allowance.

TABLE C

Allowance for 40mm and 0.5 inch Guns

Type of Cartridge	*Annual Allowance Per Gun*	
	40 mm	*0.5 inch*
Cartridges HE fuzed fitted tracer igniter	480	—
Cartridges practice weighted and plugged	150	—
Cartridge BU Shot	100	—
Cartridge 0.50 inch Browning Ball M2, Tracer M1 linked 4 : 1	—	3,000

Notes: 1. *Cartridges HET:* Occasionally certain lots of cartridges HET will be designated for practice. When this occurs care is to be taken to ensure that these cartridges are used before cartridges provided for service outfit.

2. *Cartridges PW and P:* Pilotless target aircraft (with or without MDI) and delmar targets fitted with MDI are invariably to be engaged with PW and P shell.

3. *Break-up Shot:*

   a. No barrel is to fire more than 200 rounds of break-up shot in any one year.

   b. Patrol boats are not to fire break-up shot unless base assistance is available within 24 hours, without interruption to their programme.

4. *Cartridges 0.50 inch Browning:* Where 0.50 inch Browning MGs are embarked for a period less than a full practice year, the allowance is to be scaled down accordingly.

TABLE D

Annual Allowance of 2 inch Rocket Flares

Class of Ship	*Annual Allowance Per Ship*
Destroyer Escorts	30
Patrol Boats/MCMVs	12

TABLE E1

Annual Allowance of Small Arms Ammunition for RAN Officers and Sailors

Weapon	*Personnel*	*Allowance*
7.62mm L1A1 ..	100 per cent officers and sailors	45 ball
7.62mm L2A1 ..	10 per cent sailors	56 ball (up to 25 per cent tracer)
9mm F1 SMG ..	100 per cent officers	35 ball
	30 per cent sailors	35 ball
	100 per cent Cadet Midshipmen	70 ball
	100 per cent Midshipmen SL at HMAS CERBERUS	70 ball
9mm Pistol ..	100 per cent officers	18 ball
	30 per cent sailors	18 ball
	100 per cent Cadet Midshipmen	24 ball
	100 per cent Midshipmen SL at HMAS CERBERUS	24 ball
.22-in Rifle ..	100 per cent officers and sailors	50 ball
	100 per cent trainees at CRESWELL, NIRIMBA, LEEUWIN, CERBERUS and TARANGAU	125 ball

TABLE E2

Annual Allowance of Blank Ammunition (7.62mm)

Ship	*Allowance*
HMA Ships MELBOURNE and SYDNEY	1,000 rounds
HMA Ships, SUPPLY, STALWART, DDGs, DDs, and DEs ..	500 rounds
Other Ships	250 rounds
HMAS CERBERUS	2,000 rounds
HMAS LEEUWIN, NIRIMBA, ALBATROSS and WATSON ..	1,000 rounds
Other Establishments	500 rounds

TABLE E3

Annual Allowance of Small Arms Ammunition for RANR Officers and Sailors

Weapon	*Personnel*	*Allowance*
7.62mm L1A1 ..	100 per cent officers	45 ball
	100 per cent seaman category sailors ..	45 ball
	100 per cent non seaman category sailors ..	25 ball
7.62mm L2A1 ..	100 per cent officers	56 ball } Up to
	100 per cent seaman category sailors ..	56 ball } 25 per cent
	100 per cent non seaman category sailors ..	28 ball } tracer
.22-in rifle ..	100 per cent officers and sailors	50 ball
9mm pistol ..	100 per cent seaman officers	36 ball

Note: Ammunition for RANR training is to be demanded in addition to that allowed for establishments.

TABLE E4

Annual Allowance of Small Arms Ammunition for ASCC

Weapon	*Allowance Per Cadet*
7.62mm L1A1	40 ball
.22-in rifle	40 ball

Note: 7.62mm ammunition is allowed for use by cadets during specialist and promotion training only where the temporary loan of 7.62mm rifles can be arranged locally.

TABLE F

Annual Ammunition Allowance—Fleet Pool

Type	*Purpose*	*Allowance*
4.5 inch AA(P) VT ..	AA/SU (RCST)	200
SU(P) ..	SU/NGS/AA (MDI)	200
NGS(P) ..	NGS	100
HEDA ..	AA/SU/NGS	50
HE VT ..	AA/NGS	50
STARSHELL ..	Illumination	50
RE/X ..	Windfinding/Window	30
Marker ..	NGS	15

Type	*Purpose*	*Allowance*
5 inch D333 AAVT ..	AA/SU (RCST)	200
BL & P ..	SU/NGS/AA (MDI)	150
D320 HEPD ..	SU/NGS	100
D317 FCL ..	SU/NGS	30
VT NSD ..	—	—
D316 FCL ..	AA	30
VT SD ..	—	—
D319 AAC ..	AA/SU/NGS	30
TM	—	—
D353 ILL ..	Illumination	20
D313 WP ..	NGS	10
Seacat Practice Missile ..	—	2
Seacat Warhead Missile ..	—	2

Notes: 1. The ammunition in Table F may be allocated at the discretion of the Fleet Commander for the following purposes:

a. Trials and investigations.

b. Special training.

c. Exercise requirements.

d. For ships which have expended their normal allowance.

2. Ships allocated ammunition from the Fleet Pool are to make an appropriate notation on expenditure records to this effect, quoting the allocating reference.

3. FOCAF will maintain expenditure records in respect of the Fleet Pool similar to those maintained by ships.

TABLE G

West Head Gunnery Range—Training—Scale of Allowances

1. The following allowances of ammunition are authorised for use by training classes and for pre-work up training:

a. *4.5 inch Ammunition:*

(1) Classes (per man):

	AA(P)	*SU(P) (SU and NGS)*	*STARSHELL*	*RE/X*
QMG	10	12	4	2
FC	10	12	4	2
WM	10	12*	4	2

* Plus an additional 10 rounds per man for local control firings for POWMs.

(2) PWT (per ship):

	AA(P)	*SU(P) (SU and NGS)*	*STARSHELL*	*RE/X*
DARING (M22) ..	144	210	36	10
DARING (MRS3)	96	140	18	10
RIVER CLASS ..	48	70	18	10

b. *40/60 Ammunition:*

(1) Classes (per man):

	Mounting	*Break-up*	*HET*
POQMG ..	Mark 7 or 9	8	8
	Mark 5	16	16
QMG/WM ..	Mark 7 or 9	16	16
	Mark 5	16	16

(2) PWT (per mounting crew):

Mounting	*Break-up*	*HET*
Mark 7 or 9	32	32
Mark 5	64	64

c. *2 inch Rocket Flare:*

(1) Classes (per class of QMG) 2

(2) PWT (per ship) 3

d. *0.5 inch MG:*

(1) Classes (per man) Rounds (Ball and Tracer linked 4 : 1) QMG/WM 50

(2) PWT (per ship) 500

Note: CST HMAS CERBERUS is to forward an annual report of ammunition expended at 30 June. The report is to show separately ammunition of each type expended by Training Classes and by Ships gunnery teams during PWT.

TABLE H

Annual Allowances—Training Pool

Type	*Allowance*
4.5 inch AA(P) VT ..	80
SU(P) ..	100
STARSHELL ..	20
RE/X ..	10
40/60 Break-Up ..	400
HET ..	400
2 inch Rocket Flare ..	6
0.50 inch Browning ..	1,000

Notes: 1. The ammunition in Table H may be allocated at the discretion of CST HMAS CERBERUS for the following purposes:

a. For training classes where a satisfactory standard has not been achieved with the normal allowance.

b. For ships teams during PWT where a satisfactory standard has not been achieved with the normal allowance.

c. For special requirements such as evaluations of new drill procedures.

2. CST HMAS CERBERUS is to report expenditure from the Training Pool in conjunction with the expenditure report for WHGR.

TABLE I

Allowance (Per Officer) for DGOs Course

Type	*Allowance*	
	For Use at WHGR	*For Use in Firing Ship*
4.5 inch AA(P) VT	20	20
SU(P)	25	20
STARSHELL ..	6	12
RE/X	2	2
HEDA	—	20
2 inch Rocket Flare	2	—
0.50 inch Browning	50	—

Notes: 1. The allowance of 4.5 inch ammunition for use at WHGR is 50 per cent of the actual requirement. The remainder of the requirement is provided by combining DGO course firings with firings conducted for sailors courses.

2. NGS (P) shell (when available) may be substituted for HEDA shell for NGS firings.

(725/252/19)

20262/72 W. G. Murray, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANO 350/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
25 October 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

RESTRICTED

Section 4

EQUIPMENT, STORES AND SERVICING

RESTRICTED

350/72—Modification Instructions

1. The following is a list of modification instructions issued from Navy Office for the period 1 December 1971 to 31 July 1972.

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

DISTRIBUTION

MODIFICATION NUMBER	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	SEAL	OTTER	TRV 253	TRV 254	TRV 255
A/0101/70	X																																							
A/0220/71															X																									
A/0274/71																																								
A/0205/71				X																																				
A/0175/71										X																														
A/0309/71		X																																						
A/0227/71			X																																					
A/0296/71				X																																				
A/0247/71				X																																				
A/0324/71			X																																					
A/0171/71	X	X		X		X	X	X	X	X	X				X	X		X																						
A/0047/70																				X																				

MODIFICATION NUMBER	DISTRIBUTION																																							
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	SEAL	OTTER	TRV 253	TRV 254	TRV 255
A/0201/71																		X																				X	X	X
A/0200/71																		X																				X	X	X
A/0064/70													X					X																						
A/0099/71						X	X	X	X	X	X							X																						
A/0046/70				X																X																				
A/0217/70						X	X	X	X									X																						
A/0257/71					X													X																						
A/0007/70																		X							X	X														
A/0256/71																		X																						
A/0270/71					X																																			
A/0213/70																		X																						
A/0159/71															X	X		X																						

MODIFICATION NUMBER	DISTRIBUTION																																							
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	SEAL	OTTER	TRV 253	TRV 254	TRV 255
A/0384/72																		X	X																					
A/0065/70	X																																							
A/0126/70												X	X	X				X																						
A/0281/71																		X																		X				
A/0282/71																		X																		X				
A/0280/71																		X																		X				
A/0364/72			X																																					
A/0087/70		X																																						

MODIFICATION NUMBER	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	SLSO
A/0201/71 .. : : :																																					
A/0200/71 .. : : :																																					
A/0004/70 .. : : :																																					
A/0099/71 .. : : :																																					
A/0046/70 .. : : :																																					
A/0217/70 .. : : :																																					
A/0257/71 .. : : :																																					
A/0007/70 .. : : :																																					
A/0256/71 .. : : :				X																																	
A/0270/71 .. : : :																																					
A/0213/70 .. : : :																																					
A/159/71 .. : : :																																					

DISTRIBUTION

MODIFICATION NUMBER	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	SLSO
A/0101/70 .. : : :																																					
A/0220/71 .. : : :																																					
A/0274/71 .. : : :																																					
A/0205/71 .. : : :																																					
A/0175/71 .. : : :																																					
A/0309/71 .. : : :																																					
A/0227/71 .. : : :																																					
A/0296/71 .. : : :																																					
A/0247/71 .. : : :																																					
A/0324/71 .. : : :																																					
A/0171/71 .. : : :																																					
A/0047/70 .. : : :																																					

DISTRIBUTION

DISTRIBUTION

MODIFICATION NUMBER	A/0299/71	A/0019/70	A/0026/70	A/0070/70	A/0365/71	A/0248/71	A/0022/70	A/0355/71	A/0119/70	A/0101/70	A/0360/71	A/0283/71
MELBOURNE				X						X	X	
SYDNEY		X										
STALWART	X	X				X	X	X	X			X
SUPPLY	X						X					
MORESBY												
PARRAMATTA	X			X	X							
DERWENT	X				X							
YARRA	X			X	X							
STUART	X				X							
TORRENS	X					X						
SWAN	X					X						
BRISBANE												
PERTH												
HOBART												
VAMPIRE	X											
VENDETTA	X											
DUCHESS	X							X				
STALWART (FMU)												
ANZAC	X											
DIAMANTINA												
KIMBLA												
BANKS												
BASS												
PALUMA												
CURLEW												
SNIPE									X			
HAWK									X			
IBIS									X			
GULL									X			
TEAL												
PATROL BOATS			X									
OXLEY												
OTWAY												
OVENS												
ONSLOW												

DISTRIBUTION

MODIFICATION NUMBER	A/0384/72	A/0065/70	A/0126/70	A/0281/71	A/0282/71	A/0280/71	A/0364/72	A/0087/70
9 Sig Reg S/Pore								
RN MAURITIUS								
WHGR								
CERBERUS								
HARMAN								
COONAWARRA								
MORETON								
MELVILLE								
TARANGAU								
LONSDALE								
NIRIMBA								
LEEUWIN								
ENCOUNTER								
WATSON								
KUTTABUL								
GMGID	X	X	X	X	X	X	X	X
GMGID DRC								
GMWD	X	X	X	X	X	X	X	X
ALBATROSS								
FOCAF	X	X	X	X	X	X	X	X
FOCEA								
DA (M)								
MSO (M)								
RANTAU	X	X	X	X	X	X	X	X
CSS		X						
PENGUIN			X	X	X			
PLATYPUS								
NOIC VIC								
NOC NT								
NOIC PNG								
NOC WA								
NOIC SA								
ANRUK								
ANA (W)								
WATERHEN		X	X	X	X			
CRESWELL								
SLSO								X

DISTRIBUTION

MODIFICATION NUMBER	A/0289/71	A/0305/71	A/0331/71	A/0359/71
MELBOURNE			X	X
SYDNEY				
STALWART				
SUPPLY				
MORESBY				
PARRAMATTA	X	X		
DERWENT	X	X		
YARRA	X	X		
STUART	X	X		
TORRENS	X	X		
SWAN	X	X		
BRISBANE				
PERTH				
HOBART				
VAMPIRE				
VENDETTA				
DUCHESS				
STALWART (FMU)	X	X		
ANZAC				
DIAMANTINA				
KIMBLA				
BANKS				
BASS				
PALUMA				
CURLEW				
SNIPE				
HAWK				
IBIS				
GULL				
TEAL				
PATROL BOATS				
OXLEY				
OTWAY				
OVENS				
ONSLOW				

DISTRIBUTION

MODIFICATION NUMBER	A/0299/71	A/0019/70	A/0026/70	A/0070/70	A/0365/71	A/0248/71	A/0022/70	A/0355/71	A/0119/70	A/0101/70	A/0360/71	A/0283/71
9 Sig Reg S/Pore												
RN MAURITIUS												
WHGR												
CERBERUS												
HARMAN												
COONAWARRA												
MORETON												
MELVILLE												
TARANGAU			X									
LONSDALE												
NIRIMBA												
LEEUWIN												
ENCOUNTER												
WATSON												
KUTTABUL												
GMGID	X	X	X	X	X	X	X	X	X	X	X	X
GMGID DRC												
GMWD	X	X	X	X	X	X	X	X	X	X	X	X
ALBATROSS												
FOCAF	X	X	X	X	X	X	X	X	X	X	X	X
FOCEA												
DA (M)												
MSO (M)												
RANTAU	X	X	X	X	X	X	X		X		X	X
SLSO (S)												
PENGUIN												
PLATYPUS												
NOIC VIC												
NOC NT												
NOIC PNG												
NOC WA												
NOIC SA												
ANRUK												
ANA (W)												
WATERHEN	X		X									

MODIFICATION NUMBER	DISTRIBUTION																																							
	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	SLSO (S)	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN
A/0289/71																X		X		X				X												
A/0305/71																X		X		X																
A/0331/71																X		X		X				X												
A/0359/71																X		X		X				X												

MODIFICATION NUMBER	DISTRIBUTION																																							
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
F/UQN-1G/003													X	X				X																		
F/UQN-1H/003												X						X																		
F/UQN-1C/004																		X		X																
F/UQN-1D/004					X													X	X		X															
F/SLR-2/013	X					X		X										X																		
F/WRT-2/016													X	X				X																		
F/SLR-2/012	X					X		X										X																		
F/UCC-1D(V)/004	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X																	

MODIFICATION NUMBER	DISTRIBUTION																																							
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN
F/UQN-1G/003																X		X		X	X			X	X										
F/UQN-1H/003																X		X		X	X			X	X										
F/UQN-1C/004																X		X		X	X			X	X										
F/UQN-1D/004																X		X		X	X			X	X										
F/SLR-2/013				X												X		X		X	X			X	X										
F/WRT-2/016																																			
F/SLR-2/012				X												X		X		X	X			X	X										
F/UCC-1D(V)/004				X		X									X	X		X		X				X	X										

MODS ISSUED FROM 1 DECEMBER 1971 MODIFICATION NUMBER	DISTRIBUTION																																							
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	PBF CAIRNS
M/QAOO/002						X	X	X	X								X	X																			
M/SQS-23F/A01												X	X	X				X																			
M/JUA/020	X		X		X	X	X	X	X	X	X				X	X		X	X												X	X	X	X	
M/CJOO/001	X	X	X	X	X	X	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X											
M/293Q/A02	X		X			X	X	X	X									X																		
M/QLOO/A001										X	X				X	X		X																		
M/BAOO/001			X															X																		
M/CU183/A01..					X													X																		
M/UA8-9/0045							X		X	X	X							X																		
M/KW-37/019..																																				
M/DAOO/001											X							X																		
M/QHOO/A004						X	X	X	X	X	X				X	X		X																		

MODS ISSUED FROM 1 DECEMBER 1971 — MODIFICATION NUMBER	DISTRIBUTION																																	
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	PBF CAIRNS
M/QYOO/A001	X					X	X	X	X	X	X	X	X	X	X	X	X	X																		
M/HOOO/005			X															X																		
M/HHOO/002	X	X																																		
M/QBOO/AN8			X			X	X	X	X	X	X																									
M/AAOO/001																	X	X																		
M/RL-500/001																																				
M/177/049						X	X	X	X									X																		
M/JYA/075															X	X		X																		
M/QBOO/AN8 Amdt			X			X	X	X	X	X	X																									
M/BID 610/026																																				X
M/QLOO/A001(A)																																				
M/JYA/074						X	X	X	X	X	X				X	X		X																		

MODS ISSUED FROM 1 DECEMBER 1971 — MODIFICATION NUMBER	DISTRIBUTION																																	
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW	PBF CAIRNS
M/QHOO/A001(A)						X	X	X	X	X	X				X	X		X																		
M/YEOO/001																		X							X	X	X	X	X	X						
M/GAOO/002	X		X							X	X							X																		
M/CYOO/001										X	X							X																		
M/QAOO/003						X	X	X	X	X	X				X	X	X	X																		
M/QHOO/009						X	X	X	X	X	X				X	X		X																		
M/JYA/076			X												X	X		X																		

MODIFICATION NUMBER	DISTRIBUTION																																				
	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	CSS	PENGUIN	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	NOIC TAS	HUON
M/QAOO/002			X													X		X		X				X	X												
M/SQS–23F/A01																X		X		X	X			X	X												
M/JUA/020																X		X		X	X			X	X												
M/GJOO/001																X		X		X										X	X					X	
M/293Q/A02																X		X		X	X			X	X												
M/QLOO/A001			X													X		X		X				X													
M/BAOO/001																X		X		X				X										X			
M/CU183/A01																X		X		X	X			X	X									X			
M/UA8–9/0045																X		X		X	X			X	X									X			
M/KW–37/019	X				X			X								X		X		X	X			X	X									X			
M/DAOO/001																X		X		X				X													
M/QHOO/A004			X													X		X						X											X		

MODIFICATION NUMBER	DISTRIBUTION																																				
	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	CSS	PENGUIN	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	NOIC TAS	HUON
M/QYOO/A001															X	X		X						X													
M/HOOO/005																X		X		X				X										X			
M/HHOO/002																X		X		X				X													
M/QBOO/AN8				X												X		X		X				X								X					
M/AAOO/001																X		X		X				X													
M/RL–500/001					X	X										X		X		X	X			X	X												
M/177/049																X		X		X	X			X	X												
M/JYA/075																X		X		X	X			X	X												
M/QBOO/AN8 Amdt ..			X													X		X						X								X					
M/BID 610/026					X	X	X			X		X	X		X	X		X	X	X	X			X	X												X
M/QLOO/A001(A)			X													X		X		X				X													
M/JYA/074				X												X		X		X	X			X	X												

MODIFICATION NUMBER	DISTRIBUTION																																							
	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	CSS	PENGUIN	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	NOIC TAS	HUON
M/QHOO/A001(A)			X													X		X		X																	
M/YEOO/001									X							X		X		X				X										X			
M/GAOO/002																X		X		X				X													
M/KW–26/013 Pt 1					X											X					X	X		X	X												
M/CYOO/001																X		X		X				X													
M/QAOO/003																X		X		X																	
M/QHOO/009																X		X		X																	
M/JYA/076														X		X		X		X	X			X	X												

MODIFICATION NUMBER	DISTRIBUTION																																							
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
M/JYA/077						X	X	X	X	X	X				X	X		X																	
M/JYA/078						X	X	X	X	X	X				X	X		X																	
M/JYA/079						X	X	X	X	X	X				X	X		X																	
M/JYA/080						X	X	X	X	X	X				X	X		X																	
M/JYA/081						X	X	X	X	X	X				X	X		X																	
M/JYA/083						X	X	X	X	X	X				X	X		X																	
M/JYA/085						X	X	X	X	X	X				X	X		X																	
M/JYA/087						X	X	X	X	X	X					X		X																	
M/AZF/A01																	X	X																	
M/193/019																		X							X	X									
M/193/022																		X							X	X									
M/KW–7/011	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																

MODIFICATION NUMBER	DISTRIBUTION																															
	MELBOURNE	SYDNEY	STALWART	SUPPLY	MORESBY	PARRAMATTA	DERWENT	YARRA	STUART	TORRENS	SWAN	BRISBANE	PERTH	HOBART	VAMPIRE	VENDETTA	DUCHESS	STALWART (FMU)	ANZAC	DIAMANTINA	KIMBLA	BANKS	BASS	PALUMA	CURLEW	SNIPE	HAWK	IBIS	GULL	TEAL	PATROL BOATS	OXLEY	OTWAY	OVENS	ONSLOW
M/193/014																		X							X	X									
M/JYA/084						X	X	X	X	X	X					X		X																	
M/CT471/003	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
M/CT471/010	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
M/177/048						X	X	X	X	X								X																	

MODIFICATION NUMBER	DISTRIBUTION																																		
	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	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	HUON
M/JYA/077				X													X	X		X				X	X												
M/JYA/078				X													X	X		X				X	X												
M/JYA/079				X													X	X		X				X	X												
M/JYA/080				X													X	X		X				X	X												
M/JYA/081				X													X	X		X				X	X												
M/JYA/083				X													X	X		X				X	X												
M/JYA/085				X													X	X		X				X	X												
M/JYA/087				X												X		X		X				X	X												
M/AZF/A01																X		X		X				X	X												
M/193/019																X		X		X				X	X										X		
M/193/022																X		X		X				X	X										X		
M/KW-7/011																X		X		X		X		X	X												

MODIFICATION NUMBER	DISTRIBUTION																																				
	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	D.A (M)	MSO (M)	RANTAU	CSS	PENGUIN	PLATYPUS	NOIC VIC	NOC NT	NOIC PNG	NOC WA	NOIC SA	ANRUK	ANA (W)	WATERHEN	CRESWELL	HUON
M/193/014																X		X		X				X	X										X		
M/JYA/084				X												X		X		X				X	X												
M/CT471/003			X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X			X	X	X	X								X	X	X
M/CT471/010			X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X			X	X	X	X								X	X	X
M/177/048														X		X		X		X				X	X												

(400/30/19)

20375/72

F. D. Atkinson, Government Printer, Canberra

ANOs 351/72-357/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
25 October 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

351/72 RI—List of Navy Orders Affecting.
352/72 Stores General—Reports of Losses of Important Stores.

SECTION 2—PERSONNEL

353/72 Annual and Biennial Medical Examination of Officers.
354/72 Programme of RAN Educational Tests During 1973.

SECTION 4—EQUIPMENT, STORES AND SERVICING

355/72 Deck Coverings in HMA Ships and Submarines—Policy Amendment.
356/72 Sonar Type 2007—Introduction.
357/72 Stores—General—Accounting—Introduction of Accounting Control Numbers (ACNs).

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

351/72—RI—List of Navy Orders Affecting

Navy Order 192/72 is amended as follows:

a. Navy Order 361/70 *should read* 361/71.
b. RI Article 1002 *should read* 1022.
c. *Delete* 'RI Article 1042 (6) Navy Order 300/71'.
d. *Delete* 'RI Article Chapter 50 Navy Orders 432/71 and 434/71'.
e. *Delete* 'RI Article 5013 Navy Order 27/72'.
f. RI Article 5605 *should read* Appendix 56E.

(465/3/4)

(*Navy Orders 361/70, 300/71, 361/71, 432/71, 434/71, 27/72 and 192/72*)

UNCLASSIFIED

352/72—Stores General—Reports of Losses of Important Stores

1. RI 4962 provides that the Commanding Officer is to make a detailed report to the administrative authority of losses, deficiencies or damage (other than by theft, etc, or stocktaking discrepancies) of important stores.

2. Important stores are defined, inter alia, in RI 4962 Paragraph 6 as:

'(b) Any single item of a value exceeding $40.

(c) Groups of items of a total value exceeding $40 which are lost at the same time or in the same set of circumstances.'

3. The value of important stores, for the purposes of RI 4962, 6 (b) and (c), has been increased to $60.

4. RI Article 4962, 6 (b) and (c) will be amended.

(400/1/2245)

Section 2

PERSONNEL

UNCLASSIFIED

353/72—Annual and Biennial Medical Examination of Officers

1. Commencing in 1973, routine annual or biennial medical examinations are to be made of all officers including officers of Commonwealth Navies, Emergency List, WRANS, RANNS, RANR, etc, who may be serving continuously for not less than three months.

2. These examinations are to be conducted as follows:

a. *Annual.* All officers aged 40 years and over, all aircrew, submarine and diving officers, all Commanding Officers of ships and any other officer where this may be held to be desirable.

b. *Biennial.*

(1) All officers aged 39 years and under, except those indicated in Paragraph 2a.

(2) Officers with surnames starting A to L are to be examined on even years, ie, 1974, 1976, and so on, and M to Z on odd years, ie, 1973, 1975, and so on.

3. Routine medical examinations of officers are to be carried out during the following periods:

a. *Aircrew.* Fourth quarter each year; from 1 October to 31 December.

b. *Submariners.* Second and third quarter each year; from 1 April to 30 September.

c. *Divers.* First quarter each year; from 1 January to 31 March.

d. *Commanding Officers.* All officers posted to command of major war vessels are to be medically examined by a Consultant Physician within the three months prior to assuming command and thereafter, annually during the third quarter.

e. *All other officers.* Third quarter of examination year (annual or biennial as appropriate) from 1 July to 30 September.

4. Officers, other than aircrew, whose postings are issued in the third quarter of their examination year, are to be medically examined on receipt of posting lists.

5. If, for some specific purpose, an examination consistent with an officers particular specialisation has been made and recorded on Form PM149, etc, during the second quarter of their examination year, then a further medical examination need not be required. Details are to be reported as required in Paragraph 6.

6. Commanding Officers are to ensure that all officers under their command attend for examination. RAN oversea authorities are to ensure that annual or biennial medical examinations, as appropriate, of RAN personnel serving on loan or exchange with other navies, or in other oversea postings are carried out irrespective of the requirement of that particular service, or country. In January, a report is to be made to the Naval Board indicating that all officers due to be examined during the previous year have been examined or, if this is not so, the names of officers not examined and the reasons for such.

7. Officers of Captains rank and above are to be examined by a Medical Officer of the rank of Surgeon Captain. If this is not practicable, the examination is to be carried out by a civil Consultant Physician. Aircrew officers of the rank of Captain and above may, however, have their annual aircrew medical examination carried out by the Officer-in-Charge of the School of Aviation Medicine, RAN Air Station, Nowra.

8. Officers are to be given an audiometric test at routine medical examination. Should an audiometer not be immediately available, the test is to be arranged as soon as possible thereafter.

9. All officers aged 40 and over, and all aircrew are to have an electrocardiogram (ECG) at the time of their annual medical examination. Where the ECG is carried out in a service establishment, the ECG is to be reported on by a Consultant Physician. Where the ECG facilities are not available from service sources local arrangements are to be made with the appropriate Consultant Physician.

10. a. At every full medical examination of officers except Cadet Midshipmen a full history is to be elicited on Form PM183.

b. Officers with a history of peptic ulcer are to complete Form PM183 in full, sign it and hand it to the examining Medical Officer. It is not to be enclosed in the officers Form PM168 but is to be forwarded with relevant Form PM149 to the Medical Directorate to be held in the custody of the Medical Director-General.

c. Officers other than those referred to in b. above are to fill in Form PM183 as far as they wish and then hand it to the examining Medical Officer for discussion of the completed or any incomplete sections. The form need not be signed and it should be returned to the officer immediately after completion of the medical examination. It is not to be made part of any official records.

11. All officers will continue to have annual chest x-rays.

12. The following publications will be amended in due course:

a. ABR 1991. Naval Medical and Hospital Instructions, Article 0706.

b. ABR 5016. Regulations and Instructions for the RAN, Article 4487.

13. Navy Order 20/71 is hereby cancelled.

(327/53/155)

(*Navy Order 20/71*)

UNCLASSIFIED

354/72—Programme of RAN Educational Tests During 1973

1. The following will be the programme of educational tests in the RAN during 1973:

a. *Services General Certificate of Education (SGCE)*

(1) *SGCE April 1973*

		Forenoon	*Afternoon*
Monday 9 April	..	English Expression	English Literature
Tuesday 10 April	..	Mathematics I/Modern Mathematics I	Social Studies
Wednesday 11 April	..	Mathematics II/Modern Mathematics II	Modern History
Thursday 12 April	..	Physics	Geography
Friday 13 April	..	Economics	—
Monday 16 April	..	Navigation	Asian History

(2) *SGCE October 1973*

	Forenoon	*Afternoon*
Monday 15 October ..	English Expression	English Literature
Tuesday 16 October ..	Mathematics I/Modern Mathematics I	Modern History
Wednesday 17 October	Mathematics II/Modern Mathematics II	Geography
Thursday 18 October ..	Physics	Chemistry
Friday 19 October ..	Economics	—
Monday 22 October ..	Navigation	Asian History
Tuesday 23 October ..	Social Studies	—

(b) *LEEUWIN Educational Tests (LET)*

5 March to 12 March.

21 May to 28 May.

3 September to 10 September.

19 November to 26 November.

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

(325/1/25)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

355/72—Deck Coverings in HMA Ships and Submarines—Policy Amendment

Navy Order 514/71 is to be amended as follows:

ANNEX C

Paragraph 5: *insert* new clause:

'e. Where carpets cannot be satisfactorily cleaned using the methods set out above a cleaning service is provided for the commercial cleaning of carpets. Ships requiring this service should contact SVSO—Sydney, phone 660 1555, ext 220.'

(1211/51/178)

(*Navy Order 514/71*)

UNCLASSIFIED

356/72—Sonar Type 2007—Introduction

Navy Order 209/72 is to be amended as follows:

Delete existing Paragraph 7 and *insert* in lieu:

'Repair Policy

7. The repair policy for Sonar 2007 is as follows:

On Board Repair ..	Repair by replacement as far as practicable.
Repair for Ship ..	All PCBs by repair by replacement if outside capacity of base staff; cabinet and other electronics by dockyard if outside capacity of base staff.
Repair for Store ..	All PCBs by contract action. Cabinet and other electronics by dockyard or contract action.'

(1626/204/185)

(*Navy Order 209/72*)

UNCLASSIFIED

357/72—Stores—General—Accounting—Introduction of Accounting Control Numbers (ACNs)

1. The policy in regard to the cataloguing of all types of stores in the RAN under the Defence Cataloguing System (DCS) was detailed in Navy Order 521/71.

2. Some relatively small categories of items are specifically excluded from the DCS (Paragraph 4 of Navy Order 521/71 refers) and the purpose of this Navy Order is to introduce a system whereby certain of these can be accounted for through computerised accounts.

3. The system outlined in this Navy Order was primarily designed to cover the allocation of Accounting Control Numbers (ACNs) to items for which stock accounts will not be held in supply depots but which are required to be accounted for on computerised systems by 'user-services'.

4. Other circumstances in which Accounting Control Numbers may be required to be allocated are:

a. items belonging to certain generic groups of stores which have not yet been transferred to NAVSTOK accounting, eg, Machinery Spares, Armament and Air Stores, and will be required for stocking 'user-service' stores; and

b. all items in the RAN which are not required to be fully codified but are required to be accounted for in one form or another, eg:

(1) 'once only' items that have to be held in store pending requirement by the user;

(2) items excluded from codification;

(3) major items which are not stocked at supply depots but are required to be accounted for (eg, as articles-in-use) in 'user-services'; and

(4) items purchased locally by Naval depots for internal use only.

5. In all cases, it is necessary for each item to have a unique identification number to enable it to be recorded on computer files. Whilst all situations do not involve computer accounting at this stage, the eventual situation when all accounting is by computer means should be provided for.

6. Before applying for ACNs, the originating authority is to research the various sections of ABR 5074, Catalogue of Materiel, for an existing stock number in the RAN Inventory.

7. Requests for allocation of Accounting Control Numbers are to be forwarded to the Director of Supply Services, Navy Office, Melbourne, on Form SA122 'Cataloguing Form 1' which is to be overstamped 'REQUEST FOR ACN'. The Form SA122 is to be completed in accordance with Annex A to this Navy Order

8. It is to be ensured that as much information as possible regarding the particular item is included on the form.

9. The original (white) copy and the duplicate (green) copy of the form are to be forwarded to DSUS. The white copy will be retained by DSUS and the green copy returned to the originator. In view of the limited application of ACNs across two or more user services no action is to be taken by DSUS to establish whether an ACN has previously been allocated.

10. Accounting Control Numbers will appear in the normal 13 digit stock number sequence and will be expressed in the following format:

	Class		*Nation Code*		*SIIN*		
eg,	5905	—	66	—	ACN	—	1234

The allocation of 'ACN' as the first three characters of the service item identification number will enable ready recognition of this type of item and thus facilitate the task of ensuring its suppression from other EDP systems affecting supply depots.

11. Generally it is expected that Accounting Control Numbers will not appear in ABR 5074 Catalogue of Materiel.

12. Although Accounting Control Numbers can be used for normal demand, issue, return, survey, etc, procedures within the RAN, they are not to be used for transactions with external sources, eg, in purchase documents.

13. ABR 4 will be amended.

ANNEX A

Procedure for Preparation of Form SA122 'Cataloguing Form 1' for Allocation of an Accounting Control Number (ACN)

1. NUMBER OF COPIES ..	FOUR (white, green, blue, yellow)	
DISTRIBUTION	WHITE COPY GREEN COPY	To DSUS, Navy Office, Melbourne.
	BLUE COPY YELLOW COPY	Retained by originator.

Forms are to be overstamped—'REQUEST FOR ACN'.

Information to be Inserted by the Originator

2. The following information is to be inserted in the appropriate panels of the form. Panels/columns of the form which must contain information are shown as 'MANDATORY'; panels/columns which may contain information are shown as 'OPTIONAL'.

Note: Panels endorsed 'FOR CATALOGUING USE ONLY' are to be left blank by the originator

CLASS (formerly GROUP CLASS) ..	OPTIONAL. *Insert* applicable CLASS of item if known.
MANAGEMENT CODE	MANDATORY. *Insert* appropriate four digit source code, allocated for EDP purposes, of the originator: eg, ØØ19—HMA NAVAL DOCKYARD GARDEN ISLAND.
ACCOUNTING CLASSIFICATION	MANDATORY. *Insert* the standard single character Accounting Classification code for the item, as appropriate. The following codes are applicable: C—Consumable N—Consumable Non-accountable P—Permanent.
UNIT OF ISSUE (formerly D of Q) ..	MANDATORY. *Insert* the standard two character Unit of Issue code for the item in accordance with Appendix 7 of ABR 4.
COUNTRY OF ORIGIN	MANDATORY. *Insert* appropriate information if possible. Where no details can be obtained, leave blank.
DESCRIPTION	MANDATORY. *Insert* as much data (eg, name, material, finish, dimensions, etc) as is available to enable the item to be uniquely identified.
APPLICATION	OPTIONAL. *Insert* details of the parent equipment and/or next higher assembly for this item, as appropriate.
SPECIAL FEATURES	OPTIONAL. *Insert* details of any special features which could assist in identifying the item, eg, fire resistant, oil resistant, etc.
OTHER SERVICES STOCK NUMBERS OR OVERSEAS EQUIVALENTS	LEAVE BLANK.
SPECIFICATIONS, STANDARDS, DRAWINGS, ETC	OPTIONAL. *Insert* relevant details if available.
MANUFACTURERS	MANDATORY. *Insert* appropriate information if possible. Where no details can be obtained, leave blank.

PART NUMBERS	MANDATORY. *Insert* appropriate information (eg, reference numbers, type, model, etc), if possible. Where no details can be obtained, leave blank.
ADDRESSES	MANDATORY. *Insert* appropriate information where known. If applicable the Federal Supply Code for Manufacturers (FSCM) should be inserted. Where no details can be obtained, leave blank.
AGENTS DISTRIBUTORS ..	OPTIONAL. *Insert* appropriate information if available.

(400/1/2947)

(*Navy Order 521/71*)

20376/72 W. G. MURRAY, Government Printer, Canberra

PART NUMBERS	MANDATORY. Insert appropriate identification, title, reference, condition, type, model, size, if positive. Where no entry can be obtained, leave blank.
ADDRESSEE	MANDATORY. Insert appropriate information which known or available (as Federal Supply Code for Manufacturers (FSCM) should be inserted. Where no entry can be obtained, leave blank.
AGENTS DISTRIBUTORS	OPTIONAL. Insert appropriate information if available.

(Navy Order 07/71)

ANOs 358/72-363/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
1 November 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

358/72 The Management of the DDL Project.

SECTION 2—PERSONNEL

359/72 Cap, Service, Womans, White Plastic Topped—Introduction of New Style.

SECTION 4—EQUIPMENT, STORES AND SERVICING

360/72 Fearnought Firefighting Clothing.

361/72 Naval Stores (General)—Class 4220 and 8040—Replacement of Wet Suit Repair Outfits.

362/72 NBCD—Allowances of Stores for NBCD Purposes—HMA Ships and Establishments.

363/72 RAN Fleet Air Arm—Defect Investigation Procedure.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

358/72—The Management of the DDL Project

Introduction

1. The DDL Project is the total effort involved in the design, construction, outfitting, manning, delivery to the Fleet and development of the subsequent upkeep of the DDLs approved to be built.

2. While the principles of project co-ordination in ABR 5069 are applicable to the DDL Project, the Naval Board consider that, in view of the magnitude of the project, the DDL Project Director should have specific authority to develop, monitor, co-ordinate and control designated work tasks and schedules for all participants in the DDL Project and to exercise financial control of approved funds. Work tasks and schedules will be established in conjunction with the appropriate Board members and other authorities, and will be defined in an approved DDL Project Management Plan, which will take the place of the normal project directive.

Project Management

3. a. *General*

The Naval Board have established a separate project group headed by a full-time Project Director responsible to the Naval Board through the Third Naval Member for the management of the project. Details of the project group are as follows.

b. *DDL Project Director*

The appointment of the DDL Project Director and the variation of any of his authorities and responsibilities as contained herein will be decided by the Naval Board. Changes may only be approved by the Naval Board.

The DDL PD is responsible through the Third Naval Member to the Naval Board, and has direct access to all Naval Board members on matters coming within their functional areas affecting the project. He will be required to attend Naval Board meetings when matters affecting the project are discussed.

The Third Naval Member may delegate to the DDL Project Director the necessary authority to act on his behalf within the Naval Technical Services to discharge project responsibilities.

The relationship of the DDL Project Director to other functional authorities will be as defined in the management plan.

c. *DDL Project Staff*

Where the DDL Project Directors staff is not sufficient to enable him to undertake project management duties, and to test and verify reports of physical and financial progress because suitable Departmental personnel and expertise do not exist, management support services may be employed.

To ensure continuity in management, it is intended that uniformed officers will be posted to the DDL Project whenever possible for at least three years. The length of an officers posting will not prejudice his opportunities for promotion.

d. The responsibilities of the DDL Project Director are listed in Annex A.

e. The DDL Project Director is to exercise the authorities listed in Annex B.

f. Limitations on the authority of the DDL Project Director are listed in Annex C.

Appointment of the DDL Project Director

4. The position of DDL PD is currently held by Commodore G. J. Willis, RAN.

ANNEX A

The Responsibilities of The DDL Project Director

1. The DDL Project Director is responsible to the Naval Board through the Third Naval Member for co-ordinative management of the DDL Project. His responsibilities include:

a. *Management Plan*

The DDL Project Director is responsible for developing and implementing a management plan having obtained agreements and commitments where appropriate. The plan is to be submitted to the Naval Board for approval before implementation. The plan is to cover all aspects of the project from detailed design to acceptance of the final ship, and is to include, but not be limited to, the following aspects:

(1) *Project Management Data*

(a) Itemised completion or delivery dates for the detailed design, the working drawings, equipments, fabrication and assembly, including milestones based on a network analysis of the project and decision points in the progress of the whole.

(b) Itemised costing, based on the Navys standard cost list of 232 headings in nine functional divisions as adapted by the DDL Project Director.

(2) *Responsibilities*

(a) The scope of the responsibilities and the freedoms and restraints on the authority of each member of the Project Directors staff, each liaison officer for the project in the divisions, branches or sections of the Department of the Navy and other participating Departments and each supplier or contractor. The expression 'each supplier or contractor' should be interpreted as all participants in the project no matter where located. In addition, the plan should show the relationship of the project management to the Department of the Navys functional organisation and to other Government Departments.

ANNEX A—*continued*

(b) The lines of communication between each participant.

(c) Provision for each participant in the project to be fully informed of and fully committed to the demands the plan will make on them, that is, they should attach their signatures to those parts of the management plan for which they have a responsibility. Where the obligation of the Commonwealth contributor is to be assumed finally by an outside contractor, the plan will show the method of transfer of that obligation to the contractor.

(d) The frequency and extent of the progress reports to be rendered by participants to the Project Director (DDL).

(e) Design and engineering change procedures.

(3) *Responsibility for Tasks*

All participants are responsible to the DDL PD for the tasks designated to them in the plan.

b. *Period and Scope of Project Progress Reports to the Naval Board*

The DDL Project Director is to report monthly to the Naval Board through the Third Naval Member. The report format is to be described in the management plan and is to cover physical and fiscal progress for each significant component of the project. In addition, special exception reports are to be made as and when circumstances warrant.

c. *Review of the Management Plan*

The DDL Project Director is to review the management plan at least annually and report the result of his review to the Naval Board through the Third Naval Member for the Naval Boards continuing approval.

d. *Project Control*

The DDL Project Director is responsible for ensuring:

(1) there are no project over-expenditures and extensions of time;

(2) control of funds and their allocation will avoid unnecessary variations of planned expenditure;

(3) project cost control.

e. *Transition Plan*

The DDL Project Group will be disbanded when the Naval Board is satisfied that the objectives of the project have been achieved. In preparation for this, the DDL Project Director is to prepare, approximately 12 months in advance, a 'transition plan' which will transfer residual responsibilities to the appropriate authorities. This plan is to be submitted to the Naval Board for approval.

ANNEX B

The Authority of The DDL Project Director

1. The DDL Project Director has authority to exercise management over the DDL Project. In particular this includes the following:

a. After consulting with his departmental financial adviser, control of all funds approved in programme and estimates for the project, and the authority to allocate these funds as appropriate subject to the normal procedures for

ANNEX B—*continued*

the transfer of funds between votes and to approve such design and engineering changes and modification up to $60,000 in value, in any one case, which do not affect, in any significant way, the approved ships characteristics or completion of the project to the approved plan, and do not exceed the overall funds approved for the project.

b. The authority to establish work tasks and schedules in conjunction with participants.

c. The authority to review and cause to be validated and/or re-appraised all estimates and procurement plans for the project.

d. The authority to issue under his own signature planning directives, management sub-plans, instructions and routine correspondence to participants in the project. Other correspondence is to be issued through normal Departmental channels.

e. The authority to control the review of all design and engineering change proposals which affect the approved ship characteristics, and to approve changes within the limits specified in a. above. Approval to major changes rests with the Naval Board.

ANNEX C

Specific Limitations to The DDL Project Directors Authority

1. The DDL Project Director will not have the following authorities:

a. To deviate from normal Departmental policies and procedures.

b. To approve:

(1) The Management Plan.

(2) The Transition Plan.

c. To change any ship delivery schedule or operational use date established by the Naval Board.

d. To approve any change degrading the operational mission, performance, or characteristics specified by the Naval Board.

e. To place an order or to amend or constructively change any contract or order issued on behalf of the Commonwealth in respect of the project, except through the normal functional organisation.

f. To override the responsibilties of the functional organisation without the agreement of the responsible Board Member/s or the Naval Board.

(1205/59/9)

Section 2

PERSONNEL

UNCLASSIFIED

359/72—Cap, Service, Womans, White Plastic Topped—Introduction of New Style

1. A new style cap with a plastic top, in lieu of the present duck material, has been introduced for junior members of the Wrans.

2. Item details are as follows:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acctg Classn*
V5	61129 to 61138	Cap, service, womans, white, plastic top	No	P

3. The new cap is available for repayment sale at the fixed issuing price of $3.23.

4. To ensure that existing stocks of old pattern caps are issued to exhaustion, new entry Wrans are to be issued with one new style plastic top cap and one duck cap. All existing stocks of caps (Catalogue No 61119-28) held by clothing stores (other than HMAS CERBERUS) are to be returned to Royal Edward Victualling Yard.

5. ABR 93, Manual of Victualling Stores, Part II, Scales 6A, 6C and 6D will be amended.

(1/8410/5)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

360/72—Fearnought Firefighting Clothing

Reproofing

1. Tests have shown that reproofing of Fearnought suits can be extended to two years.

2. Fearnought suits will be reproofed prior to issue to ships and establishments and it is no longer a requirement for ships and establishments, except aircraft carriers, air stations and fire schools, to reproof Fearnought suits.

3. Fearnought suits are to be replaced by demand action every two years. Suits which have been used for firefighting or have become wet are to be replaced.

4. In aircraft carriers, air stations and fire schools, where Fearnought suits are washed regularly on hygienic grounds, reproofing is to be carried out on completion of washing.

5. Chemicals required and reproofing procedures are laid down in Paragraphs 75 to 79, Part 4, Chapter 10, of BR 2171, and in ABR 93, Part 1, Appendix 35.

(1/8415/11)

UNCLASSIFIED

361/72—Naval Stores (General)—Class 4220 and 8040—Replacement of Wet Suit Repair Outfits

1. Paragraph 2 of Navy Order 500/71 is hereby amended to read as follows:

2. The 4220-66-044-1251 Repair Kit, Divers Dress, consists of the following items:

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acctg Classn*
9320	66-049-5155	Neoprene Sheet, Sharkskin pattern	SF	C
9320	66-049-5156	Neoprene Sheet, Smooth finish ..	SF	C
9320	66-049-5157	Neoprene Tape ¾ inch wide ..	YD	C

(512/74/163)

(*Navy Order 500/71*)

UNCLASSIFIED

362/72—NBCD—Allowances of Stores for NBCD Purpo e—HMA Ships and Establishments

1. RAN Allowance List (Category) 61, short title RANAL (CAT) 61, covering allowances of stores for NBCD purposes in HMA ships, has been raised in accordance with Annex A of Navy Order 619/70, and is now in course of distribution.

2. Amendment No 1 to RANAL (CAT) 61 has also been raised to update stock numbers and allowances and to include additional items as promulgated by Navy Orders 446/70 and 407/71. This amendment will be issued concurrent with the allowance list.

3. Allowances of stores for NBCD purposes in HMA commissioned establishments have been incorporated into RAN Allowance List (Category) 124, short title RANAL (CAT) 124, divided into three parts as follows:

Part 1 Radiac Instruments for NBCD Purposes for:

a. HMAS WATERHEN (for Patrol Boats)
b. HMAS PENGUIN (NBCD School)
c. HMAS CERBERUS, HMAS LEEUWIN } (for NBCD Schools)
d. HMAS CERBERUS (WEE Division)

Part 2 Test Equipment—NBCD Equipment

Part 3 NAVAL STORES for NBCD Purposes—HMA Establishments.

It is to be noted that the allowances detailed in Part 3 of RANAL (CAT) 124 are for information only and are not to be demanded without prior Naval Board approval.

4. Navy Orders 446/70, 619/70, 307/71 and 407/71 are hereby cancelled.

(501/251/29)

(*Navy Orders 446/70, 619/70, 307/71 and 407/71*)

UNCLASSIFIED

363/72—RAN Fleet Air Arm—Defect Investigation Procedure

1. Various shortcomings in the TA121—Defect Reporting Procedure, which has been operating since the inception of the RANFAA with only minor amendment since that date, have necessitated revision of the procedure to accord with present RAN maintenance policy and administrative requirements.

2. The procedure has been revised to reduce the turnaround time of defective components, simplify the administrative process and provide adequate and timely advice and instructions to concerned authorities.

3. The title has been changed to 'Defect Investigation Procedure', short title DIP, and only those defects which warrant detailed investigation, will be reported. The procedure will be incorporated in AP (RAN)77 as part 1 of the publication. The RAN (AF) Failure Reporting Procedure will become part 2.

4. The new procedure will involve the following:

a. The form TA121 will be divided into two parts, viz: TA121A—Defect Investigation Request, and TA121B—Defect Investigation Report. The TA121A will be forwarded to the Superintendent of Aircraft Maintenance and Repair (SAMR) within 24 hours of confirmation of a defect with a TA121B following on completion of investigation at a maintenance facility.

b. Form TA121C (Defect Investigation Request/Report Envelope)—a pre-addressed envelope which will expedite handling of the forms.

c. Form TA121D (Equipment Defect Investigation Label) will positively identify and expedite handling of equipment subject to investigation.

d. Defects will be categorised into two groups for reporting purposes:

Category 1—Specific defects, or any defects in particular equipment, for which reporting action is mandatory as a consequence of instructions issued by higher authority.

Category 2—Other defects which in the opinion of the Senior Specialist Engineer of the ship or station (Authorising Officer) warrant investigation/amendment.

e. Defects which affect flight safety could cause injury to personnel or damage to equipment, or which seriously impair operational capability will be reported by Important Aircraft Defect (IMPACT) message followed by forms TA121.

f. For the DIP to achieve its aim, a rapid response capability is important. This will be achieved by DIP Response messages which will not only advise investigation intentions, and requirements for further reports, but will also serve as authority for the Supply Division to release the defective item to the nominated contractor for investigation.

g. Defect summaries will be issued as non-accountable documents and distributed directly by SAMR in monthly instalments. The summary will be produced in two parts: Part 1 being copies of TA121A, TA121B and associated response signals raised during the preceding month; Part 2, the only manual input, being a status report of investigations of outstanding TA121Bs.

5. The revised procedure will be implemented on 1 January 1973.

(1313/1/934)

20539/72 W. G. Murray, Government Printer, Canberra

ANOs 364/72-368/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
12 November 1972.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
364/72	Address of Official and Private Correspondence.
365/72	HMA Ships Overseas Visits—Liaison Officers.
366/72	Naval Agents in Alyangula and Gove.
	SECTION 3—OPERATIONAL AND TRAINING
367/72	William Angliss College of Catering and Food Studies—Course in Commercial Cookery.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
368/72	Care of Instructional Films.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

364/72—Address of Official and Private Correspondence—Singapore

1. The Singapore Government has granted permission to ANZUK Forces serving in Singapore to conduct field post offices with their respective parent countries. Mail originating in Australia will therefore be at the local internal Australian rates.

2. Letters must be marked clearly with FORCES MAIL or FORCES AIR MAIL, as appropriate, and addressed as follows:

a. *Official Mail* (*See* Pargraph 2 d. below)

The Senior RAN Officer
Office of the ANZUK Naval Commander
HQ ANZUK Force
ANZUK FPO 5
C/o GPO
SYDNEY 2890

b. *Personal Mail*

Number/Rank/Name
Unit
ANZUK FPO 5
C/o GPO
SYDNEY 2890

c. Mail addressed to other than the unit address will be sent by normal routes, or returned to the originator.

d. All official mail concerning purely RAN administrative matters should be addressed as in 2 a. above and not to the Port Manager which is an ANZUK post.

e. Official correspondnce on ANZUK matters should continue to be addressed to the appropriate ANZUK authority or unit.

(1600/2/129)

RESTRICTED

365/72—HMA Ships Overseas Visits—Liaison Officers

1. The Naval Board have recognised the desirability, in certain circumstances, for RAN liaison officers to precede HMA ships programmed for overseas port visits to make visit arrangements.

2. Because of varying circumstances, it is not possible to promulgate ports where liaison officers are required, but as a general principle approval will be given for air travel and travelling expenses for liaison officers when:

a. Ships are to visit ports in a country where no diplomatic mission is present or if the diplomatic mission is remote from the port being visited.

b. When formal visits are made.

c. When a group of ships is to visit the same port at the one time.

d. When ships are to visit more than one port in a country simultaneously.

e. Where a definite need for liaison is established, eg, forthcoming exercises.

3. The decision on whether approval is given or not for the appointment of a liaison officer will depend largely on the assessed and actual ability of local resources (missions, attaches, naval organisations, etc) to meet requirements adequately.

4. If approval is given for a liaison officer to precede a ship, service air travel is to be utilised before commercial air.

5. On each occasion that the services of a liaison officer are deemed necessary, the approval of the Naval Board is to be sought as early as practicable. Ships are normally to forward proposals through administrative authorities, but ships off the Australia station may forward proposals direct, keeping administrative authorities informed.

6. Navy Order 630/69 is hereby cancelled.

(42/23/154)

(Navy Order 630/69)

UNCLASSIFIED

366/72—Naval Agents in Alyangula and Gove

1. Mr M. C. BUSS has been appointed as a Naval Agent at Alyangula. The following particulars are relevant:

a. Business and private address	Sub-collector of Customs Department of Customs and Excise Alyangula
b. Business and private telephone number	GEMCO 81 6589
c. Address to which telegrams should be sent	Sub-collector Alyangula

2. Mr D. L. WILSON has been appointed as a Naval Agent at Gove. The following particulars are relevant:

a. Business and private address	Sub-collector of Customs Department of Customs and Excise Gove
b. Business and private telephone number	89 1744
c. Address to which telegrams should be sent	Sub-collector Gove

(2/4/269)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

367/72—William Angliss College of Catering and Food Studies—Course in Commercial Cookery

1. Leading Cook sailors may be selected to undergo a course of cookery at the William Angliss College of Catering and Food Studies, Melbourne. Courses are of approximately 14 weeks duration and are held three times a year.

2. In future a maximum of six confirmed Leading Cook sailors each year will undergo this course. Those selected for the course will be chosen from a list of recommended volunteers which will be maintained in Navy Office. Commanding Officers are to forward by letter the names of recommended volunteers at any time subsequent to their confirmation in the rank of Leading Cook.

3. Sailors selected will be posted to HMAS LONSDALE (Additional) and ships and establishments will be required to bear the loss; reliefs will not normally be provided.

(312/1/5)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

368/72—Care of Instructional Films

1. The attention of all concerned is drawn to the increasing number of films which are being withdrawn from circulation from the RAN Film Library, Sydney, because of avoidable damage. The care of all films must be the operators first consideration if supplies of films are not to be curtailed. Unless damage to films is detected and remedied the film is quickly ruined by subsequent showings. Films are expensive, costing between $30-$90 for each 400 foot reel in black and white, and between $60-$150 for each 400 foot reel in colour.

2. Strict observance of the following general points will do much to prolong the life of films and reduce the materials and time expended in the cleaning and repair of films returned to the RAN Film Library:

a. Keep film away from its biggest enemies—heat, dust, grit, oil.

b. Do not remove protective and threading leaders and tails from films.

c. Clean the complete film path of the projector before each show.

d. Clean the projector gate before each reel. Particular attention should be given to the light aperture.

e. After threading films in the projector, check that sprocket teeth are correctly engaged in the film sprocket holes.

f. Do not let film drop on to the floor or deck, no matter how clean the floor or deck may seem.

g. When rewinding film, take care to have sprocket side of the film resting only lightly against spool so as to protect sound track.

h. Care is to be taken to ensure film is not creased or wrinkled while handling, otherwise broken sprocket holes, permanent creases and eventually torn film will result.

i. Rewind film steadily and safely—it should take at least one minute to wind 400 feet of 16 mm film. Avoid rapid acceleration or deceleration. Rewind film on a clean tidy bench.

j. Do not unwind excessive film from spools when threading or rewinding.

k. Do not use bent spools.

l. Return films on correct spools and in correctly labelled containers as early as practicable to the RAN Film Library, Sydney.

3. Any film which becomes damaged should be returned immediately to SLSO, Sydney, for repair by equipment specially held for this purpose.

(1/6910/7)

20923/72 F. D. Atkinson, Government Printer, Canberra

H 157

ANO 369/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
12 November 1972.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

369/72—ABCA Naval Quadripartite Standardization Programme—Field Z Standardization of Engineering Materials and Practices. RAN Participation—Terms of Reference

Introduction

1. In 1950 the USN, RN and RCN established the American-British-Canadian (ABC) Naval Tripartite Standardization Programme. Their objectives were to provide for the operational compatibility of the three Navies and to enhance their mutual engineering maintenance and supply support capabilities. Field Z was specifically established to provide standardization of engineering materials and practices.

2. Parallel programmes exist in the other Services of the same participating countries—Quadripartite Working Group on Engineering Standards (QWGES) in the case of their armies and Air Standards Co-ordinating Committee (ASCC) for their air forces. The Australian Army and the Royal Australian Air Force are full participating members of these programmes.

3. Participation in the Field Z programmes has been under consideration for several years. In response to a recent invitation from the original participants, approval has been given for the RAN to become a member and the agreement will in future be known as the ABCA Naval Quadripartite Standardization Programme—Field Z Standardization of Engineering Materials and Practices.

Aims of the Programme

4. The aim of the Field Z programme is the standardization of engineering materials and practices in order to facilitate the substitution, manufacture and/or repair of each others equipment for the support of specific Quadripartite logistic requirements and for operational compatibility. It pursues its aim through the development and implementation of agreed engineering standards and the regular exchange of related engineering information between member naval organisations. As a result the four member navies should achieve and maintain the following capabilities:

a. The ability of the dockyards of one navy to serve the ships of other member navies.

b. The ability of the ships of one navy to tender service to ships of other member navies.

c. Equipment identified with one navy can be installed in, or can be operated from, ships of the other navies.

d. The manufacture of equipment designed for one navy by or for the other member navies.

e. The effective use of one navys materials by the other member navies.

5. The objectives at Paragraph 4 and other aspects of the Collaborating Authorities Statement of Policy and Statement of Procedures are laid down in ABCA—Navy—STD—45A and 46A respectively and are attached as Annexes A and B to this order. Some minor revision of Field Z policy and procedures may prove necessary, following RAN entry as a full participating member. Any such revision will be published by Navy Order.

Nominated Officers

6. The nominated officers concerned with the conduct of the programme are:

a. The Australian Collaborating Authority—The Director, Naval Quality Assurance.

b. The Australian Deputy Collaborating Authority—The Assistant Director, Fleet Maintenance (Ship Systems).

c. The Australian Project Officers—to be appointed as required from establishments and branches for specific projects under consideration. Annex C lists the initial nominees together with the projects for which they will be responsible.

Terms of Reference

7. The terms of reference for the nominated officers are:

a. *The Collaborating Authority* is responsible for the direct management of RAN participation in the programme. He is to execute all matters concerned with the Field Z programme, to meet the requirements of Appendix 1 of ABCA—Navy—STD 46A attached as Annex B of this order and will represent the Naval Board at all Field Z conferences. The collaborating authority is the RAN signatory for the final acceptance of ABCA—Navy Standards by the RAN.

b. *The Deputy Collaborating Authority* is responsible for the day-to-day administration of the RAN participation in the programme. Under the direction of the collaborating authority he is to execute all matters concerned with the Field Z programme to the requirements of Appendix 1 of ABCA—Navy—STD 46A attached as Annex B of this order. When appropriate he will represent the collaborating authority. The deputy collaborating authority is the departmental representative on the Defence Standardisation Sub-committee for International and Multi Service Standards Co-ordination.

c. *The Project Officers* are to carry out the responsibilities set down in Appendix 1 of ABCA—Navy—STD 46A attached as Annex B of this order, for the particular projects assigned to them from the Field Z programme.

Administration

8. To ensure that their terms of reference are met and to accord with procedures adopted by the other participating member navies the following administrative practices have been approved for the collaborating and deputy collaborating authorities and for the Project Officers in connection with their participation in nominated projects within the programme:

a. Within the limits set by normal administrative and security considerations they shall have access to all areas including establishments within the Department of the Navy, both by correspondence and by personal visits.

b. Correspondence at unclassified level by the nominated officers with their overseas counterparts and with the various RAN branches and establishments may be direct, ie, not necessarily through the normal official channels. In every case, such correspondence must include a copy for the collaborating authority, to be forwarded at the time of dispatch. The collaborating authority shall ensure that the Australian Naval Attache, Washington, and the Australian Naval Representative, United Kingdom, are kept fully informed of all policy and standards agreements.

c. Requests by nominated officers for overseas travel shall be forwarded initially to the collaborating authority who shall seek approval for the proposed travel through the normal channels.

9. So that the desirability of RAN subscription to proposed Field Z standards may be fully explored, the collaborating authority or his deputy is to circulate *Project Officers Agreements* (ie, Draft I of proposed standards) to the following authorities for consideration:

3NM, DGND, DGDM, DGNP, GMGID, GMWD, and others when appropriate.

This procedure is to be followed for both new projects and amendments of current standards.

10. It is important that project target dates are met. This will be possible only if each of the authorities at Paragraph 9 deals with the draft agreements expeditiously. The collaborating authority is responsible for ensuring that the schedule is maintained.

11. Other Service interests in Field Z standards and Navy interest in Army QSTAGs and ASCC Air standards will be co-ordinated by the Defence Standardization Sub-committee for International and Multi Service Co-ordination. Standards of mutual interest will be promulgated as DEF (Aust) standards; those standards of Navy interest only will be promulgated by Navy Order.

12. In no case shall Field Z standardization decisions be taken outside the terms of reference laid down in this order. The Chief of Naval Technical Services is the signatory for the final acceptance of all formal Field Z directives and agreements and his approval is required before varying the policy or procedures laid down therein.

ANNEXES

A. ABCA—Navy—STD 45A Collaborating Authorities Statement of Policy.

B. ABCA—Navy—STD 46A Collaborating Authorities Statement of Procedures.

C. Project Officers and Related Projects—Initial List of Nominated Officers.

ANNEX A

Collaborating Authorities Statement of Policy Governing the Management and Conduct of the Field Z Program Engineering Materials and Practices

Declaration of Agreement

Objective

1. To provide for the continuous implementation of, and to promulgate for the information of applicable naval organizations, the 'Statement of Policy' of the collaborating authorities for the management of the American-British-Canadian-Australian Naval Quadripartite Standardization Program, Field Z, Engineering Materials and Practices.

References

2. a. ABC—NAVY—STD—45 of 14 February 1968 which is hereby superseded.

b. The Report of the 20th Annual Conference of ABC Naval Tripartite Collaborating Authorities for Field Z, Engineering Materials and Practices, held at US Naval Ship Enginering Center, Hyattsville, Maryland, USA, from 1-10 November 1971.

Effective Date

3. This standardization agreement is effective from the date imprinted hereon.

Promulgation Measures

4. This agreement will be promulgated in the United States Navy by Headquarters Naval Material Command (NAVMAT) letter and indexed in the DODISS (Department of Defense Index of Specifications and Standards); in the Royal Navy by Defence Council Instruction (Royal Navy) and/or Defence Standard; in the Canadian Forces by Engineering Standardization Directives (ESDs); and in the Royal Australian Navy by Australian Navy Order.

Revisions

5. Revisions to this agreement may be proposed at any time by any of the participants. Such revisions will be processed in the same manner as the basic document.

Extension of Agreement

6. This agreement will be released by the United States Navy to the NATO Military Agency for Standardization for information only.

Other Services Interest

7. This standardization agreement has not been co-ordinated for other Services interest due to its nature. Copies for information will be provided to the armies and air forces of the United States, United Kingdom, Canada and Australia.

Agreement

8. This Declaration of Agreement and 'Statement of Policy', Appendix 1 to this Annex, are agreed to. No changes to such policy will be made without the approval of the Field Z collaborating authorities for the navies of the United States, United Kingdom, Canada and Australia.

ANNEX A—*continued*

APPENDIX 1 TO ANNEX A

Appendix 1 to
ABCA—NAVY—STD—45A

Field Z Collaborating Authorities Statement of Policy

1. In pursuance of the precepts of the American-British-Canadian-Australian Naval Quadripartite Standardization Program as set forth in the various agreements signed by the Chiefs of Service of the United States, United Kingdom, Canada and Australia, the Field Z collaborating authorities will be guided by the policies contained herein for their management of the program.

Objective

2. The objective of standardization in Field Z is to develop that common basis in engineering materials and practices which will facilitate the substitution, manufacture or repair of each others equipment to support specific quadripartite logistical requirements and operational compatibilities as set forth in the overall American-British-Canadian-Australian Naval Quadripartite Standardization Program.

Support of Operational Requirements

3. Common basis of engineering materials and practices support manufacturing, repair, operational and logistical compatibility requirements by giving the four navies the following capabilities:

a. Dockyards of one navy can serve ships of the other navies.

b. Ships of one navy can tender service to ships of the other navies.

c. Equipment identified with one navy can be installed in, or can be operated from, ships of the other navies.

d. Equipment designed by or for one navy can be manufactured by or for the other navies.

e. Materials of one navy can be used effectively by the other navies.

Support Capabilities

4. Support capabilities depend upon the establishment of the following conditions:

a. Selected engineering practices of one navy are common with, or are clearly understood by the other navies.

b. Selected materials of one navy are common to, or can be substituted for, materials of the other navies.

Purpose of an Agreement

5. The purpose of a Field Z standardization agreement is to develop interchangeability in engineering materials, similarly in engineering practices, and a common understanding among the navies in these areas.

Effectiveness of an Agreement

6. A Field Z standardization agreement will have served its purpose if, for the subject with which it is concerned, it establishes among the navies:

a. identity of materials and practices; and

b. substitutability/interchangeability; or

c. a clear understanding of variations and differences.

ANNEX A—*continued*

Project Method

7. A standardization agreement normally is developed and produced through the means of a Field Z standardization project.

Establishment of a Project

8. A Field Z standardization project will be established only when its need is demonstrated in terms of the objectives and purposes as set out in 2 through 6 above.

Termination of a Project

9. A project will be examined and its priority reduced, its nature altered, or it will be terminated when it no longer holds promise in the foreseeable future of leading to an agreement which will contribute materially to the operational and logistic compatibility of the navies.

Exchange of Information

10. Collaborating authorities and project officers may exchange freely unclassified information on engineering matters of mutual concern. A new project will not be established for such information exchange unless there is substantial promise of developing an agreement therefrom.

North Atlantic Treaty Organisation

11. The collaborating authorities will keep fully aware of North Atlantic Treaty Organisation (NATO) standardization efforts, and will not, without special cause, duplicate those efforts within the American-British-Canadian-Australian Naval Quadripartite Field Z.

Army and Air Force Standards

12. The collaborating authorities will take cognisance of quadripartite standardization efforts of the armies and air forces, and will not, without special cause duplicate those efforts within the American-British-Canadian-Australian Naval Quadripartite Field Z. Army or air force engineering standards which are acceptable to the navies may be adopted by the navies without formality of a Field Z project.

Bipartite or Tripartite Agreements

13. A project which concerns only two or three of the navies may result in a bipartite or tripartite agreement. At a later date, the third and possibly fourth navy may subscribe to the agreement, or it may negotiate for its modification to make it suitable as a quadripartite agreement.

ANNEX B

Field Z Collaborating Authorities Statement of Procedures

ABCA—NAVY—STD—46A

Declaration of Agreement

Objective

1. To promulgate the 'Statement of Procedures' for implementation and management of the American-British-Canadian-Australian Naval Quadripartite Standardization Program, Field Z, Engineering Materials and Practices.

References

2. a. ABC—NAVY—STD—46 of 17 December 1968 which is hereby superseded.

b. The Report of the 20th Annual Conference of ABC Naval Tripartite Collaborating Authorities for Field Z, Engineering Materials and Practices, held at US Naval Ship Engineering Center, Hyattsville, Maryland, USA, 1-10 November 1971.

Effective Date

3. This agreement is effective from the date of final approval imprinted hereon.

Promulgation Measures

4. This agreement will be promulgated in the United States Navy by Headquarters Naval Material Command (NAVMAT) letter and indexed in the Department of Defense Index of Specifications and Standards (DODISS); in the Royal Navy by Defence Council Instruction (Royal Navy) and/or Defence Standard; in the Canadian Forces by Engineering Standardization Directives (ESDs); and in the Royal Australian Navy by Australian Navy Orders.

Revisions/Supplements

5. Participants may propose modifications to Appendix 1 to this agreement at such time as the necessity arises. Revisions will be used to document significant changes in agreements and will be processed in the same manner as are original standards. Supplements will be used for minor changes, such as updating of applicable referenced documents. Supplements will require only the concurrence of the Field Z project officers.

Extension of Agreement

6. This agreement will be released by the United States Navy to the NATO Military Agency for Standardization for information only.

Other Services Interest

7. This agreement has not been co-ordinated for other Services interest due to its nature. Copies for information will be provided to the armies and air forces of the United States, United Kingdom, Canada and Australia.

Agreement

8. This Declaration of Agreement and 'Statement of Procedures', Appendix 1 to this Annex, are agreed to by the Field Z collaborating authorities for the navies of the United States, United Kingdom, Canada and Australia.

APPENDIX 1 TO ANNEX B

Appendix 1 to
ABCA—NAVY—STD—46A

Collaborating Authorities Statement of Procedures

1. Since the inception in 1950 of the American-British-Canadian Naval Tripartite Standardization Program, Field Z. Engineering Materials and Practices, various procedures have evolved and are set down herein for record and for reference purposes. These procedures now provide for participation of the Royal Australian Navy in the American-British-Canadian-Australian Naval Quadripartite Standardization Program.

Management of Field Z

2. In accordance with the formulation of 1950, the management of Field Z in each country is in the hands of a collaborating authority appointed by the Navy (Chief of Services) of that country. Each collaborating authority may have an assistant recognised as deputy collaborating authority who will in general conduct much of the daily business of Field Z on behalf of his collaborating authority.

Conferences

3. a. The collaborating authorities will meet annually, as a minimum, to discuss general policy and procedures, to review each project and sub-project, to assess priorities and precedence of projects, and to evaluate the progress of the program.

b. The meetings will be held on a schedule that interfaces with the meetings of other international standardization organisations. Normally the rotation will be in the order of 'A-B-C-A'.

c. Each project officer of the host navy will be invited to present a progress report of his individual project(s). Other project officers will be invited to attend if their participation will enhance the progress of one or more high priority projects.

d. The host navy will prepare the agenda and will provide the secretariat and other facilities for the annual conference of the collaborating authorities.

e. The host navy will prepare the unconfirmed minutes of the conference, circulate them for comments and ultimately print and provide the conference report in such numbers as requested by the other navies.

f. Any further amendments to the conference minutes should be proposed at the next conference and, if agreed, will be recorded in the minutes of that conference.

g. For purposes of continuity, the minutes will contain an entry for each project and each sub-project regardless of whether they were actually subjects of discussion during the conference.

h. Decisions reached during the conference will become effective on the last day of the conference, or at a date stated in the conference minutes.

i. The collaborating authorities may by agreement arrange conferences of their deputies if considered necessary for furthering the management and administration of Field Z and if additional review and progressing of Priority 1 projects are needed.

ANNEX B—*continued*

Correspondence

4. a. The collaborating authorities and their deputies will correspond as necessary both officially and informally.

b. Official correspondence will always be in duplicate, hence, when official correspondence is addressed to one collaborating authority, two copies will be transmitted simultaneously to the other collaborating authorities.

Projects

5. a. Collaborating authorities may initiate new projects by mutual agreement in accordance with the basic policy contained in Sections 2 through 6 of ABCA—NAVY—STD—45A.

b. Each project will be assigned an identifying number in the Z series, eg, Z—42.

c. Where a clearly defined sub-area is established under a main project and, where benefit from separate identification would arise, a sub-project may be established. Each sub-project will be assigned an identifying suffix number to be appended to the number of the master project, eg, Z—42.1.

d. For each project, record sheets will be prepared under the control of the collaborating authorities. The record sheets will be entitled 'Project Data Sheet' and stating the terms of reference of the project, name of project officers, agreements reached, a brief annual summary of progress. These records will serve as the basic control documents used by the collaborating authorities and by the project officers.

e. Two categories of status, ie, 'official' and 'information sharing' will define each project or sub-project. Official status is assigned to active projects which are expected to develop a useful agreement in reasonable time; information sharing status may be assigned to projects where potential is unknown or has declined to a point where immediate future agreement is not achieveable.

f. A project may be initiated with a provisional 'information sharing' status when it is necessary to have an exchange of information to establish the feasibility of standardization being achieved.

g. A provisional project that fails to meet the requirements of ABCA—NAVY—STD—45A will be cancelled promptly by the collaborating authorities.

h. The status of an official project may be altered to that of information sharing if it develops that the retention of the project will serve a useful purpose. Such a project may subsequently be raised again to official status if conditions change to make agreement feasible.

i. An official or an information sharing project that subsequently fails to meet the requirements of ABCA—NAVY—STD—45A will be cancelled by the collaborating authorities.

j. Projects within Field Z may handle only subjects which are not classified in any of the four countries. Classified matters must be handled within the system of ABC Information Exchange Projects to which special procedures apply.

ANNEX B—*continued*

Project Officers

6. a. Collaborating authorities and/or their deputies will arrange for the assignment of technically competent personnel as project officers.

b. Each project officer will be responsible for full technical co-ordination of his project developments so as to assure that most technical agencies of his Service will benefit and none will be adversely affected by the outcome of his project.

c. By mutual agreement of the collaborating authorities, one project officer will be designated as pilot (leader) for each project and each sub-project.

d. The selection of pilot usually will be based upon the country which has the preponderant interest or technical capability in the project.

e. Project officers and pilots will be guided in their work by the 'Notes for Project Officers', which the Canadian Collaborating Authority will prepare and maintain, and by the minutes of the annual conferences.

f. Project officers will communicate by direct correspondence with each other provided that the information so exchanged is unclassified.

g. Project officers will arrange to confer on a personal basis when feasible and, especially when one project officer is travelling on business in the others country.

h. When it is absolutely necessary to exchange classified information, project officers will apply to their collaborating authorities for the initiation of an 'Information Exchange Project' (IEP).

i. Each project officer will maintain an accurate and complete record of his project and will submit progress reports to his collaborating authorities as of 30 June each year; and on other occasions if specifically required.

j. When the project officers, in consultation among themselves and with all interested technical authorities within their own Service organisations, are satisfied with a draft agreement, the pilot project officer shall send it to his collaborating authority with a covering letter certifying that it is ready for processing into an ABCA—NAVY—STANDARD. British, Canadian and Australian Collaborating Authorities, after reviewing it, will forward it to the American Collaborating Authority. At this stage the document is described as the *Project Officers Agreement or Draft I.*

Standardization Agreements

7. a. The United States Navy Project Officer, having received the Project Officers Agreement from the pilot in accordance with 6. j. above, will place it in prescribed format, as set out in Appendix 2 to this agreement and forward it to the United States Navy Collaborating Authority.

b. The United States Navy Collaborating Authority will transmit the Co-ordination Agreement to the other collaborating authorities for approval. At this stage it is known as the *Co-ordination Agreement or Draft II.*

c. Each collaborating authority or his deputy will circulate the Co-ordination Agreement to the other Services in his country and will obtain from them a statement of their degree of interest in the agreement, using terms contained in ABC—NAVY—STD—33A. Should revisions be required at this stage, they shall be identified as Co-ordination Agreement, Revision 1, etc.

ANNEX B—*continued*

d. Upon determination that the Co-ordination Agreement is acceptable, each collaborating authority will inform his counterparts of the results, stating the degree of subscription of the other Services in his country.

e. The United States Navy Collaborating Authority will prepare four original typed sets of the *Proposed Standard or Draft III* and submit one set to the Office of Chief of Naval Operations who will assign to the proposed standard the next unused number from the Standardization Agreement series which he controls and, if the proposed standard is acceptable, will return it for signature to the United States Navy Collaborating Authority.

f. The United States Navy Collaborating Authority, on behalf of the Chief of Naval Material and the United States Navy, will sign the four sets of the agreement.

g. The four signature sets will then be transmitted to the Canadian Forces Headquarters (Sea Element) for Canadian Forces approval and for signature by the Canadian Collaborating Authority.

h. The four signature sets will then be transmitted by the C Collaborating Authority to the Director of Naval Quality Assurance, Department of the Navy, Canberra, for Royal Australian Navy approval and signature.

i. The four signature sets will then be forwarded by the Australian Collaborating Authority to the Ministry of Defence (Central) for approval and for signature by the United Kingdom Collaborating Authority.

j. The B Collaborating Authority will retain one set and will transmit one set each to the Director of Engineering Standardization and Services, Canadian Forces Headquarters, Australian Collaborating Authority, and to the United States Navy Collaborating Authority.

k. The United States Navy Collaborating Authority will arrange for his signed agreement to be reproduced and for copies to be distributed as required.

l. Upon receipt of the finally approved agreement, each collaborating authority will cause it to be promulgated for implementation within his navy in accordance with internal procedures.

m. A *Supplement* to an agreement will be designated by a lower case letter, eg, ABCA—NAVY—STD—36*a*. A supplement may be issued by the United States Collaborating Authority after concurrence by the interested project officers.

n. A *Revision* of an agreement will be designated by an upper case letter, eg, ABCA—NAVY—STD—36*A*. The revision will cancel and replace the preceding agreement and any supplement thereto.

ANNEX B—*continued*

APPENDIX 2 TO ANNEX B

Prescribed Format for ABCA—NAVY—STANDARDS Sponsored by Field Z

UNCLASSIFIED

Appendix 2 to
ABCA—NAVY—STD—46A

ABCA—NAVY—STD—(No)

(Date of Final Approval.....)

AMERICAN—BRITISH—CANADIAN—AUSTRALIAN

NAVAL QUADRIPARTITE

STANDARDIZATION PROGRAM

(Title of Agreement—this is to be a short, concise statement of the subject of the agreement, eg, 'Furnace Lining Materials for Marine Boilers)

UNCLASSIFIED

ANNEX B—*continued*

UNCLASSIFIED

Appendix 2 to
ABCA—NAVY—STD—46A

Declaration of Agreement

Objective

1. (A brief statement of *what* is to be accomplished by the agreement).

References

2. (Statement of projects contributing to this agreement, collaborating authorities conference, letters approving agreements already consummated, basic Army or Air Force agreements, etc).

Effective Date

3. (Date upon which agreement will become effective; may or may not be date of final approval).

Promulgation Measures

4. This agreement will be promulgated in the United States Navy by Headquarters, Naval Material Command (NAVMAT) letter and by indexing in the Department of Defense Index of Specifications and Standards (DODISS); in the Royal Navy by Defence Council Instructions (Royal Navy) and/or Defence Standards; in the Canadian Forces by Engineering Standardization Directives (ESDs); and in the Royal Australian Navy by Australian Navy Orders.

Revisions/Supplements

5. Participants may propose modifications to Appendix 1 to this agreement at such times as the necessity arises. Supplements will require only the concurrence of the Field Z project officers for the four navies. Revisions will be used to document significant changes in agreements and will be processed in the same manner as are original standards. Supplements will be used for minor changes, such as updating of applicable referenced documents.

Extension of Agreement

6. This agreement will be released by the United States Navy to the NATO Military Agency for Standardization for information only.

Other Services Interest

7. (For each participating country the degree of subscription of its Army and Air Force to the standard is to be stated in terms laid down in ABC—NAVY—STD—33A).

Agreement

8. This Declaration of Agreement and the details of Appendix 1 are agreed to by the Field Z Collaborating Authorities for the navies of the United States, United Kingdom, Canada and Australia.

A	B
(Name)	(Name)
(Rank)	(Rank)
(Title)	(Title)
(Service)	(Service)

C	A
(Name)	(Name)
(Rank)	(Rank)
(Title)	(Title)
(Service)	(Service)

(Distribution: One signed original to each navy)

ANNEX B—*continued*

Details of Agreement

(This shall be as concise as possible, yet sufficiently detailed to permit subsequent additional participant to understand *how* the objective of the agreement is to be accomplished. Documents, plans, etc, should be referenced as necessary to this end).

ANNEX C

Project Officers and Related Projects—Initial List of Nominated Officers

	Project	*Project Officer*
	The Australian Collaborating Authority ..	Mr T. H. Driscoll, Director of Naval Quality Assurance, Navy Office, Canberra
	The Australian Deputy Collaborating Authority	Cmdr D. G. Holthouse, RAN, Asst Director, Fleet Maintenance (Ship System), Navy Office, Canberra
Z–1.1	Basic Engineering Drawing Practice (Pilot B)	Mr C. E. Lloyd, DWED, Navy Office, Canberra
Z–3.4.2	Welding Consumables	Mr R. R. Malcolm, Dockyard Laboratory, HMA Naval Dockyard, Garden Island
Z–3.1.1	Ferrous Metals in Bar Form (Pilot C) ..	Mr M. J. Sim, DNQA, Navy Office, Canberra
Z–3.2.1	Aluminium Alloys (Pilot B)	
Z–3.2.2	Copper Alloys (Pilot B)	
Z–4	Methods of Testing Metals (Pilot A) ..	
Z–12	Shock and Vibration Testing	Mr T. A. Fallon, DFM, Navy Office, Canberra
Z–3.1.2	Ships Plates (Pilot A)	Mr A. R. Asquith, DSD, Navy Office, Canberra
Z–16.2	Synthetic Fibre Rope (Pilot B)	
Z–16.3	Wire Rope (Pilot B)	
Z–17.1	Symbols and Abbreviations for Naval Architectural Drawings	
Z–17.2	Symbols for Naval Architecture for use in Technical Writing	
Z–23.1	Internal Boiler Cleaning	Cdr D. G. Holthouse, DFM, Navy Office, Canberra
Z–23.2	External Boiler Cleaning	
Z–23.3	Boiler Feedwater Treatment	
Z–100	Cross Reference Index—MIL International Standardization	
Z–36	Diving Gases and Equipment (Pilot A) ..	Mr W. R. Ruby, DNQA, Navy Office, Canberra
Z–38	Identification of Pipeline Systems (Pilot B)	Mr E. K. Trivett, DFM, Navy Office, Canberra
Z–47.1	Fire Hoses, Adaptors and Couplings (Pilot A)	
Z–52	Metrology, Gauges, Instruments and Standards	Mr T. H. Driscoll, DNQA, Navy Office, Canberra
Z–56	Distillate Fuel Changeover (Pilot A) ..	Mr R. Arrowsmith, DFM, Navy Office, Canberra
Z–57	Systematic Machinery and Equipment Selection (SYMES) (Pilot B)	Leut N. D. H. Hammond, RAN, DFM, Navy Office, Canberra
Z–58	Environmental Protection, Pollution Control and Abatement	Mr B. W. Soulsby, DNQA Navy Office, Canberra

(1600/2/226)

20924/72 F. D. Atkinson, Government Printer, Canberra

HISTORIAN

ANOs 370/72-376/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 November 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

370/72 Aircraft—Oil Analysis Programme.

371/72 Navy List—Civilian Officers.

372/72 Safety—Confined Spaces and Unventilated Compartments—Precautions on Entering.

373/72 Safety—Handling of Components Containing Beryllium Oxide.

SECTION 4—EQUIPMENT, STORES AND SERVICING

374/72 Accounting for Stores in HMA Ships and Commissioned Establishments—Arrangements of Stores Ledger Pages.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

375/72 RAN Catalogue of Materiel—ABR 5074B—Master Cross Reference List—Introduction of Reciprocal Listing.

SECTION 7—CANCELLED LIST

376/72 Cancellation of Navy Orders.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

370/72—Aircraft—Oil Analysis Programme

1. The programme of spectrometric oil analysis for aero engines, gearboxes and hydraulic systems introduced by Navy Order 186/72 has now been supplemented by the introduction of colorimetric analysis on board ships and at the Naval Air Station, Nowra.

2. The colorimetric analysis enables user units to measure the rate of increase of selected wear products in oil samples with sufficient accuracy to make an assessment of the condition of the equipment.

3. Spectrometric analysis will be applied at less frequent intervals, and will be used as a supplementary technique to calibrate and confirm the colorimetric analysis results.

Periodicity of Samples

4. a. Samples are to be taken in accordance with RANAMO General G52 at the locations and periodicities laid down in the Aircraft Servicing Schedule.

b. Each sample is to be analysed using the colorimetric method. Every fourth sample is to be divided into two portions; one portion to be subjected to colorimetric analysis and the other to be forwarded for spectrometric analysis.

Sample Bottles

5. Special sample bottles, 33B-L51681 are to be used and should be demanded from Air Store Depot, Randwick (0043). The bottles are to be used once only and sufficient bottles should be demanded for at least one months requirement.

Dispatch of Samples for Spectrometric Analysis

6. Commanding Officers of ships and establishments which operate aircraft are to ensure that oil samples and their associated documentation are dispatched by the quickest possible means to Dockyard Laboratory, Garden Island, Sydney, NSW 2000. On each occasion samples are dispatched the following information is to be signalled to SAMR, CSS SYDNEY and GMGID:

a. Squadron Number/Sample Serial Number.

b. Number of sample bottles dispatched.

c. Dispatch date.

d. Method of dispatch.

Processing of Samples

7. a. *Colorimetric analysis:*

(1) Commanding Officers of ships and establishments operating aircraft are to ensure that:

(a) Samples are analysed within 24 hours of sampling.

(b) Results are forwarded to SAMR within two days.

(2) Air technical officers of ships and establishments are responsible for clearance of samples and are to ensure that:

(a) The sample analysis is performed by trained personnel.

(b) Sample oil analysis results for each item of equipment are recorded graphically, and that the results are consistently within the permissible deviation limits as defined in Paragraph 8c. below.

(c) On each occasion in which a sharp increase in particulate matter is detected, a further sample is taken and divided into two portions; one portion is analysed to confirm the previous results and the other portion is forwarded for spectrometric analysis.

(d) Defect investigation action is initiated immediately a sharp increase in the wear product particulate matter has been confirmed. The interpretation of the sharp increase is a matter for technical judgment, normally a non-linear change is significant. The wear characteristics are initially determined by comparing wear rates on similar equipments, and taking further samples wherever the wear rate appears unusual.

(e) A register of sampling showing data, equipment, serial number, hours run, results and action taken is maintained.

b. *Spectrometric analysis:*

(1) GMGID is to ensure that samples are analysed to determine the products of wear in quantitative terms, and to forward results to SAMR within two days of receipt of the sample by the Dockyard Laboratory, Garden Island.

Controlling Authority

8. SAMR is the controlling authority for aircraft oil analysis programmes and is to:

a. Analyse the results forwarded by the Dockyard Laboratory to determine the wear rates, the critical constituents and to initiate further action when appropriate.

b. Monitor the results obtained by the colorimetric analysis technique forwarded by ships and establishments.

c. Compare results of samples analysed by both colorimetric and spectrometric techniques and define the permissible deviation limits between the two different procedures. In the event that results cannot be correlated within the permissible deviation limits further sampling is to be requested and periodicities between samples reduced until an acceptable correlation is achieved.

d. Maintain a register of all samples by squadron number, to record results and action taken.

Clearance of Samples Forwarded for Spectrometric Analysis

9. Forwarding authorities may assume clearance of samples seven days from date of dispatch unless otherwise advised by SAMR.

Training of Analysts

10. A colorimetric analysis course No 916490 of two days duration will be conducted as required at RANAS, Nowra, for service personnel.

11. This order supersedes Navy Order 186/72 which is hereby cancelled.

(1313/1/489)

(*Navy Order 186/72*)

UNCLASSIFIED

371/72—Navy List—Civilian Officers

1. Navy Order 310/72 is to be amended as follows:

Delete the first sentence of Paragraph 2 and *insert* in lieu:

'2. It has therefore been decided that only those civilian officers of Public Service Act Class 9 and Naval Defence Act Engineer/Naval Architect Class 3 and above will be included in future editions of the Navy List.'

(1503/51/67)

(*Navy Order 310/72*)

UNCLASSIFIED

372/72—Safety—Confined Spaces and Unventilated Compartments—Precautions on Entering

1. Accidents continue to occur from time to time when men are working in confined spaces or poorly ventilated compartments. It is most important that all concerned are fully conversant with the precautions necessary before entering such compartments.

2. Form LP129 is reproduced as Annex A to this order; the forms are to be obtained from SVSO, Sydney, and displayed as indicated.

ANNEX A

Confined Spaces and Unventilated Compartments—Precautions to be Observed Before Entering—Use of Safety Lamps

To be displayed in all prominent positions in the ship where men congregate, on the Engineering Mechanic Mess Deck and in the Engineroom Department Bathroom

Unventilated Compartments

1. These are defined as those spaces or compartments which have been completely closed up without through ventilation for more than 24 hours. All confined spaces, defined in the Marine Engineering Manual, BR 3000, Article 0602, are to be treated as unventilated compartments.

Naked Lights

2. These are not to be used inside an unventilated compartment or within 20 feet of the opening until it has been ascertained by means of a safety lamp that the air therein is pure enough for men to work in and does not contain any explosive gas.

Safety Lamps

3. These are to be used for testing the air in unventilated compartments. The instructions for the use of safety lamps which are fully described in the Marine Engineering Manual, BR 3000, Articles 0603 and 0604, and BR 3003 (1), Naval Marine Engineering Practice, Volume 1, Chapter 14, are to be strictly complied with.

Precautions

4. An air fan with hose is to be used freely for ventilating with fresh air before men are admitted to the compartment and while they are at work. If a compartment has not been opened up for a considerable time, a good current of air is to be supplied and the compartment left open for some time, preferably 24 hours, before any attempt is made to enter or carry out the safety lamp tests.

5. During the period that the compartment is open for ventilating prior to its being proved free from dangerous gases the entrance is to be roped and a notice posted to the effect that no man is to enter the compartment and that naked lights are not to be taken within 20 feet of the opening. A responsible sailor is to be stationed at the opening to prevent anyone entering the compartment or the use of naked lights. The notice is not to be removed until the officer in charge is satisfied that the compartment is safe to enter, and gives a direct order to remove the notice. A responsible sailor is to remain stationed at the opening to a confined space whenever men are working inside.

Lifelines and Communication

6. No man is to enter a compartment which is not known to be free from dangerous gas without a lifeline securely attached to his person. After certification that the compartment is free from dangerous gases, the first man entering the compartment is to do so with a lifeline attached, which is to be worn for at least five minutes after his entering and no other man is to enter the compartment until this time has elapsed.

7. Communication is always to be kept up between the men in the compartment and those who have access to the outer air.

Breathing Apparatus

8. 0432-5665 Breathing Apparatus is always to be available at the entrance to the compartment for immediate use if required.

Rescue

9. If a man collapses in the compartment the sailor stationed at the opening is to call for assistance. On no account is he to enter the compartment until help has arrived. Rescue must only be attempted when wearing an 0432-5665 Breathing Apparatus or any type of self-contained breathing apparatus. In no circumstances is rescue to be attempted without such apparatus nor when wearing a service respirator. Such action will almost certainly prove fatal to the man and to the would-be rescuer as well.

Note: Engineering Mechanic candidates for promotion are required to have a good knowledge of the above instructions before being considered qualified to hold a higher rank.

10. Navy Order 537/69 is hereby cancelled.

(177/1/204)

(Navy Order 537/69)

UNCLASSIFIED

373/72—Safety—Handling of Components Containing Beryllium Oxide

1. Certain units of the Ikara weapon system contain components manufactured from Beryllium Oxide, which is classified as toxic material. In the manufactured form used in these units the components present no hazard, but should the components be broken or involved in fire, and small amounts of powder or chippings be released then certain safety precautions must be observed.

2. On no account are Beryllium Oxide components to be subjected to any action liable to produce dust, chippings or fumes, ie, grinding, filing or burning.

3. Any person contaminated by fumes, powder or chips from Beryllium Oxide must report immediately to the Medical Officer. Acute Beryllium poisoning can affect any level of the respiratory tract, causing rhinitis, nasopharyngitis, tracheo bronchitis or pneumonitis. On the skin it evokes a dermatitis, mainly on exposed parts. The acute disease can be successfully treated by removal from exposure, symptomatic treatments with a short high level course of Corticotrophin or Cortisone succeeded by long term oral Cortisone in dosages sufficient to control dyspnoea and cough. Supportive therapy with oxygen, bronchodilatures and antibiotics is indicated.

4. Any area contaminated by chips or particles of Beryllium Oxide is to be cleaned with a vacuum cleaner (having disposable paper bags) reserved especially for this type of work. The contaminated area is then to be wet cleaned, without the use of a high pressure hose.

5. Beryllium Oxide components, damaged or not, and any contaminated material, are to be disposed of by placing in a metal container, which is to be sealed and clearly labelled with the nature and name of contents, ie, 'Hazardous Material, Beryllium Oxide (BeO)'. The sealed container is to be disposed of in accordance with local regulations. All personnel involved in the operation are to shower and change their clothing on completion; the discarded clothing is to be laundered separately from uncontaminated clothing.

6. Hands are to be washed on completion of any operation involving the handling of Beryllium Oxide components.

7. Modification action will be taken to provide warning tallies on all equipments known to contain Beryllium Oxide components.

8. The instructions of this order are to be incorporated into departmental orders.

9. Navy Order 521/69 is hereby cancelled.

(740/53/85)

(Navy Order 521/69)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

374/72—Accounting for Stores in HMA Ships and Commissioned Establishments—Arrangement of Stores Ledger Pages

1. The purpose of this order is to introduce a revised method of arranging stores ledger pages. The revised method is to be implemented:

a. at the discretion of the Supply Officer; or

b. if not implemented in accordacce with a:

(1) for ships subject to SOAP, in conjunction with SOAP;

(2) for commissioned establishments and ships not subject to SOAP, on the introduction of the revised ledger system described in Navy Order 41/72.

2. Stores ledger pages are to be arranged according to the Commercial Collating Sequence (*see* Paragraph 4) in left justified sequence beginning with the first character of the catalogue number (excluding the nation code), and without regard to the supply class (formerly group class). Ledger pages for items which do not have an identifying number are to be arranged in alphabetic order of generic noun beginning after the last item with an identifying number. Items identified by the same item identification number are to be further sorted by nation code and then supply class. Items identified by the same drawing number are to be further sorted by supply class and then in alphabetic order of the generic noun.

3. Pending the introduction of the revised ledger system described in Navy Order 41/72 the arrangement of ledger pages set out at Paragraph 2 is to apply to each existing ledger—Permanent, Consumable or, where applicable, Selected Item Management (SIM). Where the revised ledger system has been introduced the arrangement of ledger pages is to apply respectively to the SIM and non-SIM ledgers.

4. Under the Commercial Collating Sequence characters are sorted as follows:

a. Special characters
Blank +, —,

b. Alphabetic characters
A to Z,

c. Numeric characters
0 to 9.

5. A table illustrating the sequencing of stock numbers is shown at Annex A.

6. After implementation of the revised sequencing of ledger pages, Form SS102—Report of Stocktaking is to be completed in the normal manner except that the 'Group/Class' box is to be left blank and the Item Identification Numbers of the first and last items mustered are to be inserted in the 'Range of items mustered' box. The following additional information is also to be inserted in the 'Range of items mustered' box:

a. where Selected Item Management has been introduced:

(1) for SIM items the notation 'SIM'; or

(2) for non-SIM items the notation 'Permanent' or 'Consumable' as applicable;

b. where SIM has not been introduced the notation 'Permanent' or 'Consumable' as applicable;

c. where the revised ledger system set out in Navy Order 41/72 has been introduced:

(1) for SIM items the notation 'SIM'; or

(2) for non-SIM items the notation 'non-SIM'; or

(3) where SIM has not been introduced the notation 'Permanent and Consumable'.

7. ABR 4 will be amended.

ANNEX A

Class	*Nation Code*	*Item Identification Number*												
MSD		A	–	8	2	2	6							
595Ø	ØØ–	L	5	8	9	6	3							
59Ø5	66–	L	5	9	2	2	7							
5945		L	6	3	5	Ø	1							
53Ø5	12–	1	3	8	–	3	4	8	8					
53Ø5	17–	1	3	8	–	3	4	8	8					
533Ø		2	6	3	–	8	Ø	1	7					
5136	ØØ–	5	5	5	–	9	2	Ø	5					
5935	ØØ–	7	4	Ø	–	1	4	8	2					
5961		9	Y	6	6	7	5	–	3	4	7	2	1	
Ø567		9	5	6	–	1	4	4	6					

(465/1/1836)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

375/72—RAN Catalogue of Materiel—ABR 5074B—Master Cross Reference List—Introduction of Reciprocal Listing

1. It has been decided to publish ABR 5074B, Master Cross Reference List, in two parts in future as follows:

Part 1—a list of manufacturers part numbers cross referenced to their appropriate stock numbers (ie, as currently published).

Part 2—a reciprocal list of Part 1, cross referencing stock numbers to their appropriate manufacturers part numbers.

2. The Part 2 listing will be printed with the same data as the Part 1 listing but with the stock numbers shown first. This listing will be in stock number sequence.

3. The reciprocal listing of stock numbers to part numbers will only be updated when re-issued. However, the listing of part numbers to stock numbers will continue to be updated by the issue of quarterly cumulative supplements as well as by annual re-issue.

4. Publication of the Part 2 (reciprocal) listing will commence with Issue No 3 of ABR 5074B. Part 1 of Issue No 3 is now in course of production and Part 2 will be issued separately in the near future.

(465/52/1957)

Section 7

CANCELLED LIST

UNCLASSIFIED

376/72—Cancellation of Navy Orders

Navy Order 256/71 is hereby cancelled.

(252/4/186)

(*Navy Order 256/71*)

Navy Orders 520/69 to 556/69 are now over three years old and may be disposed of accordingly.

21151/72 F. D. Atkinson, Government Printer, Canberra

ANOs 377/72-387/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
27 November 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

377/72 Manhandling Techniques.

SECTION 2—PERSONNEL

378/72 Flying and Diving After Dental Treatment.

379/72 Foreign Language Training for Wives of Service Personnel at Overseas Posts.

380/72 Promotion Boards—Command Test.

381/72 Report on the Operation of the Naval Health Benefits Society for the Year Ended 30 June 1972.

382/72 Uniforms—Issue of No 8 Working Dress to Midshipmen SLEX and Cadet Midshipmen.

SECTION 3—OPERATIONAL AND TRAINING

383/72 Submarine Escape Training—Policy.

384/72 RAN Tactical Courses.

SECTION 4—EQUIPMENT, STORES AND SERVICING

385/72 Deletion of Class 0269, Ball Bearings, from ABR 5074.

386/72 Environmental Control—US Federal Standard 209a.

SECTION 7—CANCELLED LIST

387/72 Cancellation of Navy Orders.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

377/72—Manhandling Techniques

1. The following principles of manual handling of heavy weights and stores are promulgated for guidance in ships and establishments, and should be applied whenever the requirement arises. Importance is attached to training in this subject, as a knowledge of the correct method of manhandling, spread throughout the RAN, will go far to lessen the frequency of personal injury or accident and will reduce wasted time and effort.

2. Load lifting requires a high degree of muscle co-ordination. For any given load, the nearer the body is to the upright position, the more the work required of muscles is reduced.

3. It is emphasised that manhandling techniques are best taught by practical application, and that the subject eminently lends itself to instruction 'on the job'. The following points are important:

a. Never bend over to pick up a heavy weight—this is the most frequent cause of back injury and strain—note how a trained weightlifter lifts with the powerful muscles of the legs and buttocks and how he rises from a squatting position holding the upper part of the body erect and tense.

b. Keep the chin in and do not look down when lifting—this helps to keep the back straight.

c. Arms should be kept close to the body by keeping the elbows tucked in. This ensures that the weight being lifted or carried is kept close to the body, thereby causing less strain.

d. When pushing or pulling weights place the feet carefully so that the body weight can be used to do the work.

e. Always use a proper grip using the palm of the hand where possible. Using the fingers only is wrong—they can easily slip.

f. When moving or lifting heavy boxes, drums, etc, with sharp edges, gloves should be worn. Many accidents can occur to unprotected hands.

g. When moving heavy drums lay them down and push them with both hands, keeping the back as straight as possible and bending the knees.

h. Always keep both hands on the shafts of hand barrows, trolleys, etc, when pushing loads. If this is not done an obstruction may cause the barrow to swing, driving the handle into the groin or stomach.

i. When negotiating a ramp, always pull a barrow or trolley. Always pull an empty barrow or trolley back to the loading point.

4. 'The safe rule for a supervisor to follow is to restrict loads to about 50 lb per man. Should greater weights have to be manhandled, then 2 or more men should be used, ie, 2 men should be used to lift a bag of potatoes.'

5. It is preferable, whenever possible or practicable, to have mechanical means available to lift heavy weights.

(311/3/31)

Section 2

PERSONNEL

UNCLASSIFIED

378/72—Flying and Diving After Dental Treatment

Navy Order 299/72 is to be amended as follows:

Paragraph 2, line 4.

Delete—'temperature'

Insert in lieu—'pressure'.

(327/54/85)

(*Navy Order 299/72*)

UNCLASSIFIED

379/72—Foreign Language Training for Wives of Service Personnel at Overseas Posts

1. The provisions concerning foreign language training for the wife of a member posted overseas on long term duty have been reviewed and the following will now apply:

a. Payment of tuition fees may be approved up to a limit of 40 hours when a working knowledge of the relevant foreign language is required for every day purposes, for representation purposes or for personal security.

b. Payment of tuition fees for up to a further 40 hours training may be approved having regard to:

(1) the requirements for the wife to engage in representational or other special activities;

(2) the inherent difficulty of the language;

(3) aptitude and progress made.

A report from the tutor indicating progress at the end of the first 40 hours and anticipated additional training is required.

c. Where it is considered that training of more than 80 hours is necessary details are to be included in the application to Navy Office. Proposals should include a statement of reasons for the additional training and evidence of aptitude and satisfactory progress in the tuition already undertaken, ie, a proficiency examination would normally be necessary to demonstrate satisfactory progress.

2. In applying the above provisions regard will be had to the need for a wife to receive tuition in a foreign language. Generally the provisions will not be applied in circumstances where English is a common language in a foreign country, or where English is sufficient to meet a particular situation. For example, there would not be a need for a wife of a member serving in Malaysia/Singapore and Pakistan to be taught a foreign language.

3. Applications for approval, in accordance with Paragraph 1 above, are to be forwarded to Navy Office and each case will be dealt with on its merits.

(311/3/94)

UNCLASSIFIED

380/72—Promotion Boards—Command Test

General

1. Promotion Boards are convened from time to time with the objective of assessing the potential of candidates aspiring to a rank higher than Able rank. The results obtained by a candidate are used in the non-cumulative points system for promotion in his own category and in no way affect the promotion of a person in another category.

2. It is therefore important that the conduct and contents of Boards convened for one category be as uniform as possible. Uniformity of conduct for Boards of different categories is a desirable aim; uniformity of content other than common areas of command is not.

3. This order gives directions and guidance on the conduct of Boards. Appendix 1 ABR 27 Vol 2 contains specific instructions for each category on content appropriate to that category.

Command Test

4. The Command Test will consist of one or more parts depending upon the requirements for the category and the rank in the category. Most tests will be in three parts as follows:

a. *Part 1—Power of Command:*

This part is used to assess a candidates ability to take charge in situations which will be required of him. He is to be tested in the following:

(1) *Squad Drill:*

Taking charge of movements normally carried out at Divisions and on entering and leaving harbour.

(2) *Fire Party:*

Taking charge of a fire party.

(3) *Physical Training:*

Taking charge of a group during elementary physical exercises.

b. *Part 2—Duties and Responsibilities:*

This will be a written paper compiled from the questionnaires in ABR 27 to test the candidates knowledge of the duties and responsibilities of the rank to which he is aspiring.

c. *Part 3—Category Test:*

A series of tests appropriate to the rank in the category to which the candidate is aspiring.

Specifications of Tests, Parts 1 and 3

5. The specifications for these tests are detailed in Appendix 1 to ABR 27 Vol 2.

Order of Parts 1, 2 and 3

6. Parts may be taken in any order. A failure in one part does not affect a pass in any other part.

Frequency

7. a. *Parts 1 or 2:*

(1) for promotion to Leading rank and Petty Officer—quarterly;

(2) for promotion to Chief Petty Officer—half yearly;

(3) additional boards may be held as decided by convening authorities.

b. *Part 3:*

Tests may be taken at any time and in any order as convenient to the candidate and the examiner. Full instructions are contained in Appendix 1 to ABR 27 Vol 2.

Convening Authorities

8. a. *Parts 1 or 2:*

(1) *For Promotion to Chief Petty Officer:*

FOCAF, FOCEA, COMANZUKNAV, CST CERBERUS, NOCWA, NOCNA, COMPNGNAV, NOICQLD, NOICSA, NOICTAS, ANRUK, ANA WASHINGTON, CO RANAS, NOWRA, CO HMAS HARMAN.

(2) *For Promotion to Petty Officers and Leading Rank:*

Commanding Officers of ships and establishments with an officer of Commanders rank or higher in command in addition to those in a. (1) above.

b. *Part 3:*

Commanding Officers of ships and establishments.

Constitution of Boards

9. a. *Parts 1 or 2:*

The minimum test Board for Part 1 or 2 tests will comprise:

(1) 1 Commander of any list.

(2) 1 Lieutenant Commander (x) or Lieutenant (x) of any list.

(3) 1 Lieutenant Commander or Lieutenant of the General List, Special Duties or Supplementary List of any branch.

b. *Part 3:*

Part 3 tests are to be conducted by officers and sailors of the same specialisation/category as the sailor being tested. The minimum test Board is to comprise:

(1) 1 officer; and

(2) 1 senior sailor (at least one rank higher than the sailor being tested).

It is desirable that members of Part 3 Boards for individual ranks/categories be designated on a semi-permanent basis within individual ships/establishments by Commanding Officers.

Commanding Officers may delegate authority to convene a Board to the designated officer.

Eligibility

10. For all Command Tests candidates must have at least 6 months seniority in the Able rank or be confirmed in the Leading or Petty Officer rank, as appropriate. Sailors promoted provisionally may undertake the Command Test(s) for the next higher rank.

Applications

11. a. Applications for Part 1 and 2 tests are to be forwarded to the convening authority on Form PE102. Forms PE102, with covering letter stating the reason for forwarding and including a nominal list are to be forwarded to reach the testing authority at least one week before the test is due.

b. Separate PE102s are to be raised in individual ships for candidates commencing Part 3 tests and are to be forwarded on to the ship of subsequent posting where applicable.

Marking

12. a. *Parts 1 and 2:*

Tests are to be marked on a percentage basis. Each part is a complete test, and, although it is subdivided into tasks and subjects for convenience of testing, a pass in every task or subject is not required. The final marks for Parts 1 and 2 are to be assessed on the results obtained for all tasks and subjects in that part. Details of marking for Part 2 are contained in the questionnaires; for Part 1 in Appendix 1 to ABR 27 Vol 2.

b. *Part 3:*

Details of marking Part 3 tests are contained in Appendix 1 to ABR 27 Vol 2.

Reporting Results

13. a. *Part 1 and 2 Tests:*

(1) Results of Part 1 and Part 2 tests are to be recorded on Forms PE102 which are then to be returned to the candidates ship. The candidates Commanding Officer is responsible for reporting passes on Form PE5.

(2) Remarks on any aspect of Part 1 and 2 tests may be made by the President of the Board to the convening authority when forwarding results. The convening authority will forward these remarks with his comments, to the candidates ships or establishments.

b. *Part 3 Tests:*

(1) When Part 3 tests, as detailed in Appendix 1 to ABR 27 Vol 2, have been completed in accordance with instructions contained in that publication, the result is to be reported to Navy Office on Form PE5.

(2) Recommendations on amendment to Part 3 tests are to be forwarded to administrative authorities for onward transmission to the Naval Board.

c. *EDP Numbers:*

The following EDP numbers are to be used when reporting Command Test results:

Part 1 for Leading Rank	99111
Part 1 for Petty Officers	99211
Part 1 for Chief Petty Officers	99311
Part 2 for Leading Rank	99112
Part 2 for Petty Officers	99212
Part 2 for Chief Petty Officers	99312
Part 3 for Leading Rank	99400
Part 3 for Petty Officers	99410
Part 3 for Chief Petty Officers	99420

Allocation of Promotion Points for Command Tests

14. Formerly, in calculating composite scores for promotion, a maximum of 60 points was available for the Command Test and 40 points for the Branch Technical Test. However, of these 100 points only 50 points were available as a discriminator because candidates obtaining 100 per cent received maximum points and candidates obtaining 50 per cent receive 50 points.

15. a. It has been decided that a maximum of 50 effective points will be awarded for the Command Test allocated as follows:

Part 1	20 points
Part 2	10 points
Part 3	20 points

b. This will mean that points will only be awarded in excess of the minimum pass mark. For example where the pass mark in Part 1 is 50 out of 100:

50 marks	nil points
60 marks	4 points
100 marks	20 points

16. In order to give the sailor who passes a part of the Command Test at the first attempt an advantage over those who required more than one attempt to pass it, points will be based on the following:

Pass at first attempt—Points based on percentage pass *see* Paragraph 15
Pass at second attempt—75 per cent of points awarded *see* Paragraph 15
Pass at third or subsequent attempt—50 per cent of points awarded *see* Paragraph 15.

17. Those sailors who have already passed Section 2 of the Promotion Board either by BTT or promotion course will be awarded the mark they obtained as the exemption mark for the Command Test Part 3.

18. To achieve uniformity as at 1 January 1973, points for sailors already holding all or some of the Command Test parts will be recalculated as outlined in Paragraphs 15 and 16.

WRANS

19. These promotion rules are applicable to WRANS with the following differences:

a. WRANS are not examined in Physical Training in the Part 1 Test.

b. Questions for Part 2 Tests are taken from the WRAN Questionnaire which will be promulgated in Chapter 7 of ABR 27 Vol 2.

c. WRANS are to be examined in squad drill as it affects WRANS.

(302/1/96)

UNCLASSIFIED

381/72—Report on the Operation of the Naval Health Benefits Society for the Year Ended 30 June 1972

1. The Naval Health Benefits Society is a restricted membership, non-profit organisation registered under the National Health Act to pay hospital and medical benefits. The affairs of the Society are administered by a Committee of Management appointed by the Naval Board.

Financial Report

2. The financial statements appearing as Annexes A to C to this order demonstrate that whilst the hospital contributions are adequate it is obvious that there must be increases in medical contributions.

3. The combined operating loss of $55,538 represents a deficit of $268 in the hospital fund and a deficit of $55,270 in the medical fund.

4. The accumulated deficit in the medical fund is critical and will require urgent remedial action to restore the fund to a state of economic soundness. At the commencement of the 1971–72 financial year the Medical Fund inherited the accumulated losses of the previous operations ($41,963). The operating deficit for the current year ($55,270) is due to the inadequacy of the current medical contribution rates. It must be borne in mind, however, that the NHBS medical contribution rate has to compete with all other medical benefit funds. These funds have been required by the Commonwealth Government to operate at contribution rates lower than those generally necessary with a view to reducing excessive reserves. These funds have operated at a considerable loss over the past year but their reserves have continued to sustain them. As the NHBS medical fund had no reserves (deficit of $41,963) its accumulated deficit increased to an extent where the fund can no longer operate unless contributions are increased. Accordingly application has been made to the government for approval to increase medical contributions by approximately one third.

5. The combined medical and hospital funds, ie, members funds, represent an excess of liabilities over assets of $6,220. Assuming that contribution increases are approved this deficit should be eliminated and reserves accumulated to reasonable levels.

6. The increase in administration costs was due to increased membership and the normal increase in the wage bill.

7. The cash book showed that expenditure exceeded income by $19,931. However cash at bank was adequate to meet the current calls on the fund without calling on investments.

Investments

8. In order to ensure the maximum utilisation of capital a further investment of $20,000 in a 9 per cent first mortgage loan was obtained.

Contributor Services

9. The number of GP consultations claimed for during the year was 57,782 representing an average of 7.8 consultations per member, an 8.2 per cent increase on the previous year. The number of medical services other than consultations claimed for during the year was 41,856, representing an average of 5.7 services per member, a 7.5 per cent increase on the previous year.

10. The mean unit costs of fund benefits paid for all medical claims has risen from $2.51 in 1971 to $2.86 in 1972, an increase of 14 per cent. Combined with the higher usage rates this is the significant factor in the poor performance of the medical fund.

Constitution

11. During the year the hospital fund was restructured to provide three levels of hospital benefit providing for Public Hospital charges in the Public, Intermediate and Private wards in the various states of the Commonwealth. The Public Hospital Private Ward level will also cover the charges made by most Private Hospitals.

12. The constitution was changed to allow married WRANS (and female employees of the Department of the Navy) to take up membership of the Society in their own right, and also to contribute for benefits for their husbands.

Membership

13. Membership increased from 7,179 to 7,742, an increase of 563. The NHBS counts 75.95 per cent of the married Navy as members and growth continues at the rate of 7 per cent per annum.

Summary

14. The NHBS is experiencing a difficult period due to financial policies beyond its control. The proposed increased medical contribution rates (subject to government approval) should swiftly restore the fund to financial stability. The Society will not vary its past generous policies and will continue to provide an expeditious service guaranteed by the personal interest of all members of the hardworking staff.

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

ANNEX A

NAVAL HEALTH BENEFITS SOCIETY

Balance Sheet as at 30 June 1972

	1972 $	1972 $	1971 $
Reserve Funds			
Hospital Benefits	151,964.69		84,730
Less Medical Benefits—Deficit	(158,184.84)		(41,963)
Deficiency in Reserve Funds		6,220.15	42,767
Represented By:			
Current Assets			
Interest Bearing Term Deposit	26,000.00		26,000
Commonwealth Government Reimbursements Due	62,069.53		43,884
		88,069.53	69,884
Investments (at Cost)			
Commonwealth Bonds	39,952.00		39,952
First Mortgage Loan	45,000.00		25,000
		84,952.00	64,952
Fixed Assets (at Cost)			
Office Equipment	2,845.59		2,845
Less Provision for Depreciation	1,256.00		688
		1,589.59	2,157
		174,611.12	136,993
Less Current Liabilities and Provisions			
Sundry Creditors	1,323.00		—
Bank Overdraft	19,931.42		1,611
Provision for Outstanding Claims ..	126,637.81		84,256
Provision for Contributions in Advance ..	32,939.04		8,359
		180,831.27	94,226
Total Net Liabilities		6,220.15	42,767

ANNEX B

NAVAL HEALTH BENEFITS SOCIETY

Revenue Statement for the Year Ended 30 June 1972

	1972 $	1972 $	1971 $
Contributions applicable to the year ..		668,960.36	481,894
Deduct:			
Benefits	693,663.07		436,681
Management Expenses	30,834.91		26,058
		724,497.98	462,739
Operating Deficit		55,537.62	19,155
			Surplus
Deduct Investment Income		6,550.39	5,443
Net Deficit for the year		48,987.23	24,598
			Surplus

AUDITORS REPORT

To the Contributors of the Naval Health Benefits Society:

We report that we have audited the books and accounts of your society for the year ended 30 June 1972. In our opinion the accompanying balance sheets, revenue statement and operating statements are properly drawn up so as to give a true and fair view of the state of the Societys affairs and of the results for the year.

GOODE & TONER
Chartered Accountants
343 Little Collins Street,
Melbourne, 3000

Melbourne,
20 September 1972.

ANNEX C

NAVAL HEALTH BENEFITS SOCIETY

Operative Statements for the Year Ended 30 June 1972

	1972 $	1972 $	1971 $
Medical Benefits Fund			
Contributions applicable to the year ..		266,290.67	223,433
Deduct:			
Benefits	294,024.27		208,293
Management Expenses	27,536.02		17,473
		321,560.29	225,766
Operating Deficit		55,269.62	2,333

ANNEX C—*continued*

	1972		1971
	$	$	$
Add:			
Investment Income		—	3,629
Net Deficit for the year		55,269.62	1,296
Hospital Benefits Fund			
Contributions applicable to the year ..		402,669.69	258,460
Deduct:			
Benefits	399,638.80		228,388
Management Expenses	3,298.89		8,585
		402,937.69	236,973
Operating Deficit		268.00	21,487 Surplus
Add:			
Investment Income		6,550.39	1,815
Net Surplus for the year		6,282.39	23,302

(271/51/10)

UNCLASSIFIED

382/72—Uniforms—Issue of No 8 Working Dress to Midshipmen SLEX and Cadet Midshipmen

1. Midshipmen SLEX and Cadet Midshipmen who have commenced initial sea training will be provided with No 8 Working Dress for wear on occasions when it is considered more suitable than No 5 for the duties being performed.

2. Serge Working Dress Trousers are already in the kits of the abovementioned officers; gratuitous issue of a serge jacket is to be made as follows:

a. *To all serving Midshipmen SLEX:*

1 No Jacket, serge No 2, V3–30695 to V3–30711.

b. *To Cadet Midshipmen who have commenced or have completed initial sea training in the training ship:*

1 No Jacket, serge No 1, V3–30605 to V3–30626.

3. Cadet Midshipmen will wear at each collar end of the jacket a button and twist similar to that worn on the undress coat; Midshipmen will wear shoulder straps.

4. The amount of outfit gratuity payable under Naval Pay Instructions, Chapter 10, Annex A, Table 4, to a Midshipman on promotion to acting Sub-Lieutenant will be reduced by $11.41, the value of 1 No Serge No 2 Working Dress Jacket.

5. ABR 93, Manual of Victualling Stores, Part II, Section 2, Scales 2A and 2B, and ABR 5020, Naval Pay Instructions, Chapter 10, Annex A, Table 4, will be amended.

(901/65/5)

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

383/72—Submarine Escape Training—Policy

1. Overall policy for Submarine Escape Training (SET) is to be generally in accordance with BR 241, Chapter 8. This order amplifies and amends the qualification and requalification policy set out in BR 241 to clarify the implementation of this policy in the RAN.

Qualification of Naval Personnel

2. All officers and sailors undergoing Submarine Training Parts I at HMAS DOLPHIN (UK) are required to qualify 'wet' in the SET Tank. No officer or sailor is to be awarded the Submarine badge and the EDP rank suffix SM, unless he has passed the SET Qualification Course at HMAS DOLPHIN.

Requalification and Refresher Training of Naval Personnel

3. SM-qualified naval personnel are required to undertake requalification and refresher training as follows:

a. All SM-qualified officers and sailors are required to undertake the Submarine Escape Training Requalification Course at the Submarine Escape Training Tank HMS DOLPHIN (UK) at three-yearly intervals, provided that at the time of the course they are serving in one of HMA submarines or in HMAS PLATYPUS, and have an expectation of at least one years further service in the Submarine Squadron, or have received advance notification of an intended posting to one of HMA submarines or to HMAS PLATYPUS.

b. All SM-qualified officers and sailors serving in one of HMA submarines or HMAS PLATYPUS are required to undertake the Submarine Escape Training Refresher Course 'dry' at HMAS PLATYPUS at six-monthly intervals.

c. All SM-qualified officers and sailors serving in postings other than one of HMA submarines or HMAS PLATYPUS, but with an occasional liability to proceed to sea in submarines in the course of their duties, are required to undertake the Submarine Escape Training Refresher Course at HMAS PLATYPUS at three-yearly intervals.

4. The nomination of SM-qualified naval personnel for requalification and refresher training will be carried out as follows:

a. *By ACNB:*

(1) Personnel for requalification in SET at HMAS DOLPHIN, UK.

(2) Personnel, other than those serving in HMAS PLATYPUS or one of HMA submarines, for refresher training in SET at HMAS PLATYPUS.

b. *By the Submarine Squadron Commander:*

Personnel serving in HMAS PLATYPUS or one of HMA submarines for refresher training in SET at HMAS PLATYPUS.

5. SET requalification and refresher training of naval personnel is to be reported by normal EDP procedures as follows:

Course	*EDP Number*
a. SET Requalification Course at HMS DOLPHIN (UK) ..	903320
b. SET Refresher Course at HMAS PLATYPUS	903330

Qualification and Refresher Training of Civilian Personnel

6. Civilian officers of the Department of the Navy who are required to proceed to sea in submarines in the course of their duties are eligible to be nominated by ACNB for SET as follows:

a. SET Qualification Course at HMS DOLPHIN (UK) when in UK for other duty.

b. SET Refresher Course at HMAS PLATYPUS at three-yearly intervals, whether or not the SET Qualification Course at HMS DOLPHIN has been undertaken.

(311/201/200)

RESTRICTED

384/72—RAN Tactical Courses

1. The following RAN Tactical Courses are effective from 1 January 1973:

a. *Junior Officers Tactical Course (JOTC)*

Course No 901434. Two courses annually, one on completion of the DGO course and the second on completion of the ORO Course. The JOTC is open to Junior Officers of the Seaman category up to and including the rank of Lieutenant and also to WE officers who have a responsibility for controlling weapon systems.

b. *RAN Tactical Course (RANTC)*

Course No 901431. One course annually to be conducted at a time suitable to WATSON and the Fleet. This course is intended for experienced officers of Senior Lieutenant rank and above. Successful completion of the PWO course is the suggested minimum entry standard for the course. The RAN Tactical Course is also open to officers from defence establishments such as RANRL and WRE.

c. *Senior Officers Tactical Study Period*

Course No 901458. It is intended to introduce a senior officer tactical study period once the AIOTT becomes operational.

2. At Annex A are the Aims and Course Training Standards for the JOTC and at Annex B those of the RAN Tactical Course. The duration of the JOTC is 2 weeks, the RAN Tactical Course requires 3 weeks.

3. The Naval Board attach great importance to the attendance of appropriate officers on each course. In particular, Commanding Officers, Officers of the Command Team and Weapons Electronic Engineer Officers whose action/defence station will be in the operations room should make every effort to attend a course before taking up their posting. Where this is not possible, Commanding Officers are to ensure that these officers attend a course at the first opportunity after taking up their posting; refits and maintenance periods provide such opportunities.

4. Navy Order 221/70 is hereby cancelled.

ANNEX A

Course Training Standards For Junior Officers Tactical Course

Aim

To produce an officer capable of recognising the existence and development of tactical situations in air, surface and subsurface environments and to fit him to institute initial ship reactions to counter these situations.

Practical Skills	*Attainment*
1. Initiate action against surface, submarine and air targets in accordance with current doctrine	2
2. Direct the employment of ASW aircraft	2
3. Initiate and interpret threat warnings and states of readiness	2
Cognitive Skills	
1. Comprehend the strength and probable tactics of the potential threat ..	B
2. Know the tactical publications used in the RAN	B
3. Comprehend the factors affecting the selection of screens and screening stations	B
4. Know carrier operations	B
5. Comprehend SAU and SAG procedures	B
6. Comprehend the principles and navigation aspects of NGS	B
7. Comprehend basic surface action tactics	C
8. Know the capabilities and limitations of above surface systems in RAN service	B
9. Know the capabilities and limitations of ECM and ESM equipment in RAN service	B
10. Comprehend the considerations in EW Tasking	C
11. Comprehend basic ASW tactics	B
12. Know the capabilities and limitations of sonars, and ASW weapons in RAN service	B
13. Know the capabilities and limitations of submarines	B
14. Comprehend the principles of JASW	B
15. Comprehend Command and Control Procedures	A

ANNEX B

Course Training Standards For RAN Tactical Course

Aim

To produce an officer able to:

1. Recognise the existence and development of tactical situation in air, surface and subsurface environments, and apply current tactics to counter these situations.
2. Take part in discussion concerned with the development of naval tactical doctrine.

Practical Skills	*Attainment*
1. Prosecute surface, submarine and air targets in accordance with current doctrine	2
2. Direct the employment of CAP, STRIKE and ASW aircraft	2
3. Initiate and interpret threat warnings and states of readiness	1
Cognitive Skills	
1. Comprehend the strength and probable tactics of the potential threat	A
2. Comprehend the factors involved in Rules of Engagement and Maritime Law	C
3. Comprehend the principles of Joint Amphibious Operations	C
4. Comprehend the factors affecting the selections of screens and screening stations	B
5. Know carrier operations	B
6. Comprehend SAU and SAG procedures	A
7. Comprehend basic surface action tactics	B
8. Know the capabilities and limitations of weapon systems in RAN service	B
9. Know the capabilities and limitations of ECM and ESM equipment in RAN service	B
10. Comprehend the considerations in EW tasking	B
11. Comprehend basic ASW tactics	A
12. Know the capabilities and limitations of submarines	B
13. Comprehend the principles of JASW	B
14. Comprehend Command and Control procedures	A

(312/3/137)

(Navy Order 221/70)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

385/72—Deletion of Class 0269, Ball Bearings, from ABR 5074

1. Until recently stock accounts for ball bearings held by the Superintending General Store Officer, Sydney (source code 0027) were included in two classes, namely 0269 and 3110.

2. Following a decision that all ball bearings to be procured and stocked by SGSO Sydney will be to ADSPEC 1110 from UK and MILSPEC from USA, Class 0269 will no longer be maintained in the RAN.

3. Consequently, stocks of ball bearings formerly held under Class 0269 in the General Store Depot have been re-identified and are now held and accounted for as follows:

a. Ball bearings which meet specification requirements have been re-identified under Class 3110, using nation code '99' and the last 7 digits of the MOD(N) stock number. Details of these stock number changes have been promulgated in ABR 5074 change bulletins;

b. Ball bearings, which for various reasons could not be classed as meeting specification requirements have been re-identified under Class 3110 using nation code '66'.

4. For most purposes, the ball bearings identified under Class 3110 with nation code '66' (ie, those referred to in Paragraph 3b. above) are suitable alternatives to similar items held under Class 3110 with nation code '99'. Until stocks of the former (ie, 3110–66) are exhausted SGSO Sydney will, as necessary supply these items in lieu of 3110–99 items demanded. The exception to this procedure will be demands received for air purposes in which case ball bearings to ADSPEC 1110 (ie, 3110–99) or MILSPEC (ie, 3110–00) will be supplied.

(1/3110/9)

UNCLASSIFIED

386/72—Environmental Control—US Federal Standard 209a

1. The continuous search for reliable service equipment has resulted in the need for the application of strict quality control during manufacture and repair of many components and sub-assemblies. The combination of high-performance, miniaturisation and increased sophistication of equipment has resulted in much reduced tolerance limits of components. The point has been reached where control of the level of contamination, either airborne or that introduced into systems by operating or lubricating fluids, is as important in achieving high standards of operation as are good operating techniques for equipment in conjunction with close control of other environmental conditions such as noise, temperature and humidity.

2. It is during the various stages of disassembly of units, and handling and storage of components and spares required for refit, repair, wear analysis, etc, of precision systems, that particulate contamination becomes a significant environmental factor. Air processing for the control of particulate contamination is the concern of this Navy Order. Additional requirements may exist for the control of temperature and humidity, and it is a matter of practical convenience where these requirements are integrated with the contamination control arrangements in existing laminar-flow 'clean room' installations. Gross airborne contamination which can indirectly affect equipment by, for example, clogging cooling air passages is not considered here.

3. Typical manufacturing clearances for sophisticated hydraulic and pneumatic systems now in RAN use are of the order of one thousandth of an inch (0.025 mm). Such equipment, if exposed to a normal workshop atmosphere during refitting, would be exposed to air containing about 100,000 particles per cubic foot (3,500 per litre) of a minimum size equal to this clearance. Contaminated hydraulic fluid sampled from weapon systems fitted in DDGs has contained in excess of 4,000,000 particles per cubic foot of a minimum size comparable to the clearances. The wear rate also increases in proportion to the quantity, and rate, of flow of the operating fluid.

4. Similar problems arise in other types of equipment. In many instances electronic assemblies incorporate small ball- or roller-bearings as well as moving electrical contacts. Such critical assemblies may be protected from the working environment by enclosure in sealed containers, but when the containers are opened for repair or routine maintenance, the components are exposed to particulate contamination. 'Clean room' conditions are universally recognised by responsible authorities as essential for manufacture and repair of critical electronic assemblies.

5. To provide a standard for the control of working environments pending production of an SAA Standard, the Naval Board have adopted US FEDERAL STANDARD 209a entitled 'Clean Room and Work Station Requirements—Controlled Environment'. This standard is in widespread commercial use and has been adopted as part of specifications covering installation of laminar-flow facilities at RAN shore establishments including HMA Dockyard, Garden Island. In addition, commercial texts on the design and operation of clean rooms and work stations have been procured and issued to appropriate naval authorities.

6. All facilities providing a degree of airborne contamination control shall be designed, operated and monitored in terms of one of the three classes described in the FED-STD 209a. Any contract involving RAN equipment requiring a clean air environment shall specify the relevant class of that environment in accordance with FED-STD 209a.

7. Facilities employing 'laminar flow' techniques have proved to be more economical in operation and to provide cost effective contamination control. Except in special circumstances, non-laminar flow clean rooms will not be accepted as meeting higher that Class 100,000 (3,500 particles per litre) level and will not be designed or provided for future use in RAN establishments. Exceptions may be approved only after submission to Navy Office of class certification by a competent monitoring service. It should be also noted that DNQA maintains up to date information on contractors competent in the measurement of airborne contamination in Australia and is able to provide advice on measuring airborne contamination.

8. The subject of airborne contamination control is continually being reviewed. A draft DEF (STAN) recently forwarded by the Central Hydraulics Authority is under current consideration for comment. The DEF (STAN) may be adopted if certain RAN amendments are incorporated, but in the meantime the provisions of FED-STD-209a shall apply.

(1424/1/46)

Section 7

CANCELLED LIST

UNCLASSIFIED

387/72—Cancellation of Navy Orders

Navy Order 283/72 is hereby cancelled.

(710/251/16)

(*Navy Order 283/72*)

21602/72 F. D. Atkinson, Government Printer, Canberra

HISTORIAN

ANOs 388/72-397/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
11 December 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
388/72	ACNB General Messages.
389/72	Naval Agent—Lae.
390/72	Royal Australian Naval Emergency Reserve—Conditions of Service.
391/72	Will Not Be Issued.
392/72	Unauthorised Removal of Stores and Materials.
	SECTION 2—PERSONNEL
393/72	RAN Central Canteens Fund Annual Report for Year Ended 31 July 1972.
394/72	Sailors—Transfer of Branch.
	SECTION 3—OPERATIONAL AND TRAINING
395/72	Marking of Contaminated or Dangerous Land Areas.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
396/72	Boats—Supplies of Drinking Water.
	SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY
397/72	Issue of Defence Cataloguing System Handbooks Detailing Manufacturers Codes to Names—For Use With ABR 5074 RAN Catalogue of Materiel.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

388/72—ACNB General Messages

1. In accordance with Navy Order 377/71 the state of ACNB General Messages as at 1 October is as shown in Annex A to this order.

2. Navy Order 295/72 is hereby cancelled.

ANNEX A

1. As at 0001Z October the following F messages were in force:

1971

153, 154, 155, 156, 157, 158, 160, 161, 164, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 178, 179, 181, 182, 183, 185, 186, 187, 188, 189, 190, 191, 192, 193.

1972

002, 003, 004, 005, 006, 008, 009, 010, 011, 013, 016, 017, 018, 019, 020, 021, 022, 023, 024, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 040, 041, 042, 043, 044, 046, 047, 049, 050, 052, 053, 055, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 116, 117, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141.

(77/1/14)

(*Navy Orders 377/71 and 295/72*)

UNCLASSIFIED

389/72—Naval Agent—Lae

Mr J. C. C. WARREN has been appointed as a Naval Agent at Lae. The following particulars are relevant:

Business address	Mr J. C. C. WARREN c/o Price Waterhouse and Coy Chartered Accountants PO Box 998 LAE TPNG.
Private address	Mountain Road LAE TPNG.
Business telephone No ..	3185
Private telephone No	3210
Address to which telegrams may be sent	c/o PRICEWATER LAE.

(2/4/269)

UNCLASSIFIED

390/72—Royal Australian Naval Emergency Reserve—Conditions of Service

Navy Order 319/72 is to be amended as follows:

Page 10, Paragraph 16k (2)

Delete and *insert* in lieu:

'Where a married member undergoes a period of continuous training, service or a course, and is not entitled to marriage allowance, he may, if he lives out be paid living out allowance at the rate appropriate to an unmarried member even though service accommodation and victuals are available. Such a member should, however, be charged for any casual meals provided by the service in accordance with NPI 0509.3.'

(302/51/57)

(*Navy Order 319/72*)

391/72—Will Not Be Issued

UNCLASSIFIED

392/72—Unauthorised Removal of Stores and Materials

1. The purpose of this order is to remind all personnel that stores, or materials, purchased by the Commonwealth, remain Government property until such time as they are disposed of through official channels, and that any unauthorised removal of them for private sale, or unauthorised private use, is an offence against the Naval Discipline Act and the Commonwealth Crimes Act.

2. It is emphasised that the foregoing applies to any material which may arise from condemned articles, from work on board, or other sources, such as spent cartridge cases arising from gunnery firings, whether large calibre or small arms. The fact that some such material or arisings are non-accountable in no way alters the fact that they remain Government property.

3. This order is being reprinted for notice board issue, and administrative authorities, and Commanding Officers are to ensure it receives wide distribution.

(400/1/3211)

Section 2

PERSONNEL

UNCLASSIFIED

393/72—RAN Central Canteens Fund Annual Report for Year Ended 31 July 1972

1. The Auditors report and financial statements covering the operation of the RAN Central Canteens Fund for the year ended 31 July 1972, are attached as Annexes A to D to this order.

2. The fund is established within the authority provided by Navy (Canteens) Regulations under the Naval Defence Act 1910-1971. The Naval Board control 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 administering the RAN Central Canteens Fund. The fund derives its income from a levy of 3½ per cent on retail sales in all Service System Canteens and from investments.

3. The fund exists for the purposes of providing for the welfare and amenities of Naval personnel. In general its funds are used for:

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 amenities for individual ships and establishments which cannot be provided from their own resources.

c. The grant of 1 per cent of the total canteen sales to the RAN Relief Trust Fund.

d. A subsidy to Navy News.

e. Meeting the freight costs of recreational films and subsidising film hire for certain small ships.

f. Capital expenditure on major projects such as the RAN Holiday Centre at Lake Burrill, NSW.

g. Loans to finance Service System Canteens.

h. Subsidies for entertainment of personnel of visiting foreign warships.

4. The RAN Central Canteens Committee is composed of officers and sailors representing areas and commands and meets twice a year in accordance with Regulations and Instructions Appendix 15B. The committee may:

a. Make recommendations and suggestions to the RAN Central Canteens Board on matters concerning the interest and welfare of members of the Navy in relation to canteens.

b. Make recommendations to the RAN Central Canteens Board on matters of principle concerning the application of money or property forming part of the RAN Central Canteens Fund.

5. Requests for loans or grants which involve matters of principle should be referred to the RAN Central Canteens Committee for discussions and preparation of a recommendation to the RAN Central Canteens Board. Requests for loans or grants are to be supported by a comprehensive narrative delineating the need and should be accompanied by the balance sheets and financial statments of all relevant funds.

Board Report

6. During the year accumulated funds and reserves were increased by $13,284 to $578,995 in spite of an operating loss of $15,117 at the RAN Holiday Centre, Lake Burrill. Reserve funds for long range projects were increased to $100,000 in anticipation of the provision of another holiday centre in northern NSW. The Lake Burrill reserve fund was increased to $50,000 to provide for improvements to the holiday centre.

7. Income was increased by $11,925 to $168,744 as a result of higher sales in canteens but expenditure increased by $22,031 to $140,342, due in the main to increased grants to the RAN Relief Trust Fund.

8. During the year canteen sales rose from $4,082,120 $4,464,291, an improvement of 9.36 per cent which can be attributed to a 6 per cent increase in cost prices of goods sold and a 3 per cent growth in sales.

7. The operating loss of $15,117 in the RAN Holiday Centre, Lake Burrill, was attributable to the following factors:

a. Initial cost of setting up the centre.

b. The devaluation of certain assets to a more realistic value.

c. Initial high repair and maintenance costs.

d. The new 'Oxley' cottages were available for only seven months of the 16 month period.

e. Due to limited toilet and shower facilities the centre could not be used to full capacity for some of the time.

8. It is believed that the holiday centre provides a most popular venue for serving personnel and the number of advance bookings indicate that it is a successful amenity and should prove to be a sound investment.

9. Annex C lists all grants made during the year. Grants to the RAN Relief Trust Fund totalled $102,091 including a bonus grant of $50,000 which had the effect of reducing the waiting period for loans to approximately one month.

10. The administration of the Family Services Scheme was transferred to the RAN Relief Trust Fund to comply with statutory regulations. However, the cost of the scheme is borne by the RAN Central Canteens Fund as shown in Annex C.

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

ANNEX A

RAN CENTRAL CANTEENS FUND

Balance Sheet as at 31 July 1972

1971 $		$	*1972* $
	Accumulated Funds		
333,454	Balance at 31 July 1971		470,128.28
	Add:		
119,417	Improvements to RAN Holiday Centre Lake Burrill		43,067.61
			513,195.89
	Add:		
38,507	Surplus income for year	28,401.21	
	Less:		
—	RAN Holiday Centre Lake Burrill operating loss	15,117.01	
			13,284.20
491,378			526,480.09

ANNEX A—*continued*

1971 $		$	*1972* $
20,000	Less transfers to:		
	Long Range Project Reserve	55,000.00	
	Lake Burrill Project Reserve	47,484.61	
1,250	Canteen Insurance Reserve	—	
			102,484.61
470,128			423,995.48
	Reserves		
47,000	Long Range Project Reserve	100,000.00	
43,583	Lake Burrill Project Reserve	50,000.00	
5,000	Canteen Insurance Reserve	5,000.00	
95,583			155,000.00
565,711	*Total Funds and Reserves*		578,995.48
	Represented by:		
	Current Assets		
15,054	Cash at bank	38,117.94	
198,853	Interest bearing deposits	165,000.00	
213,907			203,117.94
	Outstanding Loans		
100,000	Advance to ASCO	100,000.00	
42,880	Loans to canteens and messes	34,553.13	
142,880			134,553.13
	Investments		
125,849	RAN Holiday Centre Lake Burrill—at cost less amounts written off	156,399.41	
84,925	Commonwealth bonds—at cost	84,925.00	
210,774			241,324.41
	Less Current Liabilities		
(1,850)	HMAS VAMPIRE Canteen		—
565,711	*Total Net Assets*		578,995.48

ANNEX B

RAN CENTRAL CANTEENS FUND

Revenue Account for Year Ended 31 July 1972

1971 $		1972 $	1972 $
	Income		
136,074	Levy on sales in Service System Canteens ..	148,809.69	
18,627	Interest	15,588.52	
1,518	ASCO dividend Vietnam	4,253.00	
—	Newspaper Subscription Refund	27.40	
—	Donation	65.08	
600	Capital gain	—	
156,819			168,743.69
	Expenditure		
108,762	Grants as per schedule	129,134.24	
7,530	RAN Recreational Film Account	10,072.23	
676	Stationery	936.01	
180	Audit fees	200.00	
1,139	Newspapers	—	
16	Depreciation	—	
8	General expenses	—	
118,311			140,342.48
38,508	Surplus transferred to accumulated funds ..		28,401.21

AUDITORS REPORT

To the Members of the Board of the RAN Central Canteens Fund:

We wish to report that we have audited the books and accounts of the fund for the year ended 31 July 1972 and, in our opinion, the attached balance sheet and accounts are properly drawn up so as to give a true and fair view of the state of the affairs of the fund and the results for the year.

The balance sheet and accounts of the Lake Burrill RAN Holiday Centre have been incorporated. These accounts have not been audited by us but we have accepted the certificate of the auditors appointed.

GOODE & TONER
Chartered Accountants
343 Little Collins Street,
Melbourne, 3000

Melbourne,
22 September 1972.

ANNEX C

RAN CENTRAL CANTEENS FUND

Schedule of Grants Made During Year Ended 31 July 1972

	$	$
Welfare		
RAN Relief Trust Fund	93,256.38	
Grants for Housekeeping Services	8,834.90	
		102,091.28
Amenities		
HMAS JEPARIT	200.00	
Vietnam amenities	131.44	
HMAS ENCOUNTER (childrens party)	54.00	
Navy News subsidy	8,595.47	
Williamstown Fleet Club	1,800.00	
White Ensign Club, Melbourne	6,336.36	
HMAS CERBERUS Cinema	2.00	
HMAS NIRIMBA	1,500.00	
ANZUK amenities	718.47	
Naval Memorial Club of Queensland	3,000.00	
HMAS ADVANCE (films)	284.19	
HMAS ASSAIL (films)	397.59	
HMAS ATTACK (films)	309.60	
HMAS ONSLOW (films)	320.00	
HMAS OTWAY (films)	568.04	
HMAS OVENS (films)	197.33	
HMAS PALUMA (films)	343.31	
HMAS COONAWARRA (entertainment)	151.43	
HMAS KUTTABUL (entertainment)	184.40	
HMAS LEEUWIN (entertainment)	497.15	
HMAS WATSON (entertainment)	90.00	
		25,680.78
Sport		
Australian Services Rugby Union	300.00	
HMAS ENCOUNTER	360.78	
HMAS HARMAN	195.85	
HMAS NIRIMBA	505.55	
		1,362.18
		129,134.24

ANNEX D

RAN CENTRAL CANTEENS FUND

Schedule of Loans Outstanding at 31 July 1972

	$
HMAS BARRICADE canteen	33.34
HMAS COONAWARRA ships fund	2,800.00
HMAS KUTTABUL CPO and POs mess	468.00
HMAS KUTTABUL POs canteen	240.00
HMAS NIRIMBA apprentices fund	4,476.00
HMAS PLATYPUS canteen	940 00
HMAS SWAN canteen	1,249.97
HMAS SWAN ships fund	166.70
HMAS TARANGAU canteen	4,064.00
HMAS TORRENS canteen	2,500.00
HMAS VAMPIRE canteen	3,600.00
HMAS WATERHEN canteen	1,818.00
RAN House	6,000.00
RAN Ski Club	6,197.12
	34,553.13

(212/1/8)

UNCLASSIFIED

394/72—Sailors—Transfer of Branch

1. When applications for a sailor to transfer to another branch are received at Navy Office, the decision is made after consideration of the following factors:

a. The Commanding Officers recommendation.

b. The psychologists assessment of suitability for the new branch.

c. The sailors suitability for and performance in his present branch.

d. The sailors first three preferences.

e. Where a trial period has been carried out, the sailors estimated future performance in the branch to which he wishes to transfer.

f. The present and future estimated manpower position in the branches involved in the transfer.

g. Medical standards required for branches.

h. Posting problems involved in the transfer.

i. Course availability in the new branch.

j. The amount of effort already expended in training the sailor both formally and on the job to bring him to his present level of experience.

k. The amount of retraining involved.

l. Any relevant civilian experience prior to joining.

2. As part of the application procedure, Commanding Officers are urged to elicit the real reasons for a transfer application being requested. Sailors should be advised that transfers are not made automatically, and they should be assisted in arriving at realistic alternative choices.

3. Many applications are not approved because some of the factors listed in Paragraph 1, which are not known to Commanding Officers, outweigh the other considerations. The result is that administrative effort particularly in the Fleet has been expended unnecessarily.

4. To reduce this administrative effort the Naval Board have decided to place some restrictions on transfers of branch. Where the manpower situation or other factors so dictate categories will be designated 'Restricted Categories'. These restricted categories will be divided into two groups:

a. Those FROM WHICH a transfer is restricted.

b. Those TO WHICH a transfer is restricted.

5. Applications for transfers involving a restricted category are only to be submitted if, in the Commanding Officers opinion, exceptional circumstances exist.

6. A trial period in the proposed category (*see* ABR 10 Article 0505) should not be undertaken unless, in the opinion of the Commanding Officer, the applications meet the requirement in Paragraph 5 of this order.

7. Details of 'Restricted Categories' will be promulgated as required by General Message.

8. ABR 10 will be amended.

9. Navy Order 609/69 is hereby cancelled.

(303/21/161)

(*Navy Order 609/69*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

395/72—Marking of Contaminated or Dangerous Land Areas

1. Attached at Annex A is a copy of Seastag 2002 (Edition No 2) which details the system of marking contaminated or dangerous land areas. This system is currently in force.

2. Navy Orders 645/69 and 270/71 are hereby cancelled.

ANNEX A

Seastag 2002 (Edition No 2)

Details of Agreement

Marking of Contaminated or Dangerous Land Areas

Agreement

1. It is agreed that the procedures contained herein for marking contaminated or dangerous land areas will be used by the armed forces of SEATO Member Nations.

Part I—Martial Contaminations

General

2. For the purposes of this Seastag, martial contamination will include such dangers as radiological contamination, biological contamination, chemical contamination, chemical minefields (or barriers), unexploded munitions. These dangers will always be marked triangular signs (right-angled isosceles triangle) unless the area is to be abandoned to the enemy.

3. The relevant procedures and marking systems are designed both for the protection of personnel of the units responsible for the areas concerned and for the prevention of casualties or unnecessary exposures among individuals or units of other commands resulting from unknowingly traversing contaminated areas.

4. The provisions of this agreement do not preclude additional marking or sign-posting over and above that required by this Seastag when the commander concerned believes it is necessary.

Colour Signs

5. The nature of the contamination or danger of the considered area is to be indicated by the colour of the signs. These include:

a. The primary colour, used for the background of the front surface and for the entire back surface of the sign.

b. A secondary colour, used for additional markings and/or inscriptions on the front surface.

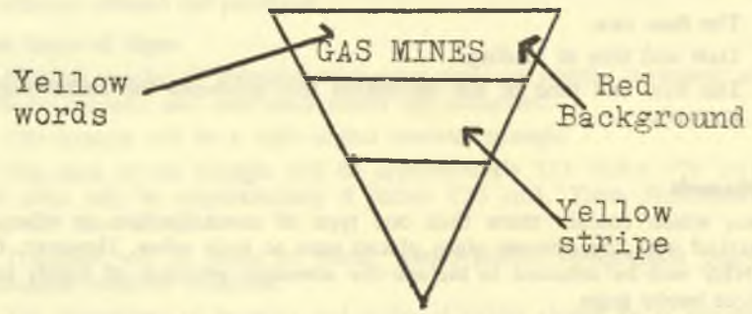
These colors are:

Danger	*Primary Colour*	*Secondary Colours*	
		Markings	*Inscriptions*
Radiological contamination	WHITE	NONE	BLACK
Biological contamination..	BLUE	NONE	RED
Chemical contamination	YELLOW	NONE	RED
Chemical minefields (or barriers)	RED	YELLOW (STRIPE)	YELLOW
Minefields (or barriers) other than chemical	RED	NONE	WHITE
Booby-trapped areas	RED	WHITE (STRIPE)	WHITE
Unexploded munition	RED	WHITE (BOMB)	NONE

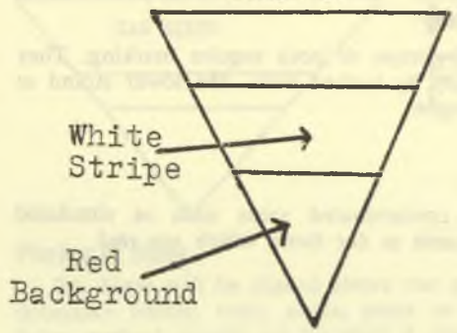
Chemical Minefields (or Barriers), Booby-traps and Unexploded Munitions

6. In the case of danger due to chemical minefields (or barriers), booby-traps and unexploded munitions, the front surface of the sign which faces away from the dangerous area has two colours and will be marked thus:

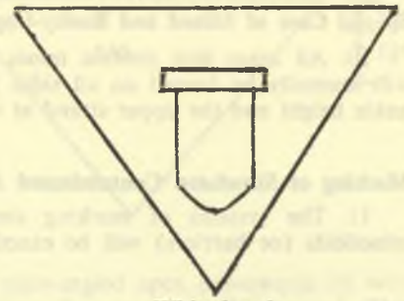
Chemical Minefields



Booby-traps



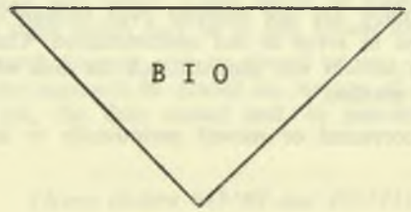
Unexploded Munition



White bomb
Red background

Minefields (or Barriers) and Biological, Radiological and Chemical Contaminations

7. In the case of danger due to minefields (or barriers) (other than chemical) and of danger due to biological, chemical and radiological contamination, the primary colour and the pattern of the signs by themselves will be the principal means of recognising the type of contamination. As a safeguard, the words 'MINES', 'GAS MINES', 'GAS', 'BIO' (for biological contamination) or 'ATOM', with the optional addition of a symbol such as a trefoil (for radiological contamination), where required by national authorities, will be painted or written with the secondary colour on the front surface. The language to be used for these inscriptions will be selected by the forces erecting the sign. These inscriptions will be written parallel to the longer side of the sign, for example:



Inscription of Signs

8. In addition, details if known, of biological, chemical and radiological contaminations are to be written on each sign, preferably on the front surface. For biological contamination and for persistent or moderately persistent chemical agents, the name of the agent used, when known, and the date and time of detection are required. In cases of radiological contamination, the following will be inserted on each sign:

a. The dose rate.

b. Date and time of reading.

c. The date and time of the detonation that produced the contamination (if known).

Multiple Hazards

9. Areas which contain more than one type of contamination or other hazard will be marked with the relevant signs placed near to each other. However, the sign 'GAS MINES' will be assumed to include the attendant presence of highly explosive mines and/or booby traps.

Special Case of Mined and Booby-trapped Areas

10. All areas that contain mines or booby-traps or both require marking. They will normally be fenced on all sides preferably by barbed wire—the lower strand at ankle height and the upper strand at waist height.

Marking of Simulated Contaminated Areas

11. The systems of marking simulated contaminated areas such as simulated minefields (or barriers) will be exactly the same as for those which are real.

Special Radiological Marking Procedures

12. The marking of radiologically contaminated areas merely indicates the presence of a hazard, the extent of which must be determined by newly arrived troops by means of instrument readings, surveys, or information from other units.

13. At the discretion of the commander, a radiologically contaminated area need not be marked when a military advantage would be obtained by not doing so. In such cases positive measures will be taken to warn other friendly forces of the existence of the radiologically contaminated area.

14. Signs are to be placed on all probable routes leading into contaminated areas at the points where the dose rate reaches 1 rad per hour measured at 1 metre above the ground. When the dose rate is above 1 rad per hour, signs showing the actual dose rate are to be placed on all probable routes leading into the contaminated area at the boundary.

15. Lower levels normally are not marked even though significant doses might be produced by long stays in areas of old contamination. Units planning prolonged stays in any area during a nuclear war should check the area with radiatic instruments regardless of whether it is marked.

16. Signs should be corrected or moved periodically to account for radioactive decay.

17. Commands leaving an area or otherwise giving up responsibility for an area are to leave perimeter signs in place. The command taking over responsibility for the area will continue the periodic correction or movement of the signs or remove them when they are no longer necessary.

18. Dumps for radiologically contaminated material are to be marked at intervisible intervals around the perimeter.

Size and Shape of Signs

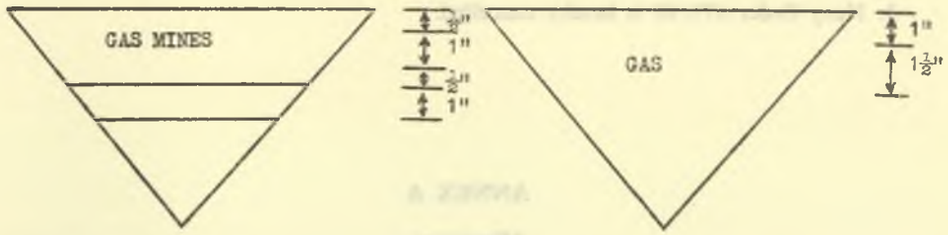
19. Existing stocks of coloured triangular signs of slightly divergent shapes and sizes will be retained and used until stocks are exhausted.

20. The triangle will be a right-angled isosceles triangle.

21. The base of the triangle will be approximately 11½ inches (28 cm) and the opposite sides will be approximately 8 inches (20 cm). These dimensions may be varied to suit local material.

22. Triangles will be made of metal, wood, plastic, composition board, or any other adequate material available.

23. The dimensions of lettering and width of stripes should be as specified below:



Placing of Signs

24. Signs will be placed above the ground, right-angled apex downwards on wire boundary fences, trees, rocks, poles or by putting the apex into the ground. This latter method should not be used if the other methods can be adopted as the signs might well be obscured by grass and other undergrowth. Further, they can be readily knocked down. The front side of the signs is to be posted facing away from the area marked in those cases where signs are posted within a contaminated area, the sign is to face away from the area of higher dose rate, or higher concentration, if such can be determined.

Night Signing

25. No standardisation for lighting of signs is specified. Each army will provide lighting or reflecting devices where deemed necessary.

Part II—Non-martial Contaminations

26. Non-martial contamination consists of that contamination resulting from latrines, garbage, soakage and refuse. These forms of contaminations will always be marked by rectangular signs which may be of any colour and any convenient size.

27. When closed, earth mounds will be placed on top of non-martial contaminations and the rectangular sign will be placed on the top of the mound. The sign will indicate the type of pit, the date closed and, in non-operational areas, the unit designation.

(1600/202/154)

(Navy Orders 645/69 and 270/71)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

396/72—Boats—Supplies of Drinking Water

1. The 5-gallon plastic water containers will continue to be carried on board ships and issued as necessary to ships boats undertaking extended or recreational trips. The containers are to be filled with drinking water and stowed in the boats prior to departure on such trips.

2. The 5-gallon containers as detailed hereunder are Permanent Naval Stores and allowances in accordance with Annex A are to be demanded from the Superintending Victualling Store Officer, Sydney (Source Code 0086).

Class	*Catalogue No*	*Description*
7240	66-013-4772	Container, Water, Plastic 5-gallon Specification J2-1753

3. Navy Order 679/69 is hereby cancelled.

ANNEX A

Allowances

	Type of Boat	*No of 5 gallon Containers (Plastic)*
40 ft	Personnel Boat	3
40 ft	Utility Boat	3
34 ft	Survey Motor Boat	*See note*
33 ft	Sea Boat	2
33 ft	Utility Boat	2
32 ft	Motor Cutter	3
30 ft	Fast Motor Boat	3
27 ft	Motor Whaler	2
26 ft	Personnel Boat	2
26 ft	Utility Boat	2
26 ft	Sea Boat	2
26 ft	Whale Boat (Motor)	2
25 ft	Motor Cutter	2
17½ ft	LUB Variants A, B & C	1
14 ft	Aluminium Dinghy	1
14 ft	Bosum Dinghy	1

Note: Survey boats and lifeboats carried on HMAS SUPPLY will continue to carry supplies of drinking water in the special arrangements provided for these craft.

(912/109/38)

(*Navy Order 679/69*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

397/72—Issue of Defence Cataloguing System Handbooks Detailing Manufacturers Codes to Names—For Use With ABR 5074 RAN Catalogue of Materiel

Navy Order 342/72 is to be amended as follows:

Paragraph 4

Add to list of pseudo codes:

'FORMS'.

(465/52/1957)

(*Navy Order 342/72*)

21984/72 F. D. Atkinson, Government Printer, Canberra

HISTORIAN

ANO 398/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
11 December 1972.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

398/72—Sailors Course Programme 1973

1. The programme for sailors courses in 1973 is detailed at Annex A to this order.

2. The duration of courses shown is the period specified in appropriate syllabuses, and actual course lengths may vary because of unknown commitments. Training estabments are to report changes in completion dates of courses in monthly returns PE106 when such changes are known.

3. Sailors posted to courses of three months duration or longer will be required, if applicable, to effect a re-engagement which will ensure that a period equal to at least the course length plus a period of one years service remains to be served by the sailor after completion of the course. Where a current engagement equals or exceeds this return of service requirement, a new engagement need not be effected. The provisions of RI 0824 Paragraphs 2 to 6 continue to apply.

4. Where an elective discharge is involved with a return of service, reference is also to be made to current regulations.

5. Where applicable, applications to re-engage are to be forwarded on receipt of posting notes. Should a sailor, who is required to re-engage, not intend to do so, this is to be signalled promptly in order that a replacement can be posted.

6. ABR 27 Volume II should be consulted for the arrangements for 'PCT' and 'Continuation Training' course applications.

7. The EDP Course numbers shown at Annex A are the designators used to identify each particular course.

8. Alterations and additions to the programme will be issued by amendments to this order.

Amendment List

Amendment No	*Authority*	*Date*

ANNEX A

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
New Entry ..	910700	Adult Male Recruit	CERBERUS ..	58	—	—	25.10.72	26.1.73	40	Junior NBCD Week 8
							8.11.72	9.2.73		
							22.11.72	23.2.73		
							6.12.72	9.3.73		
							10.1.73	30.3.73		
							24.1.73	13.4.73		
							7.2.73	27.4.73		
							21.2.73	11.5.73		
							7.3.73	25.5.73		
							21.3.73	8.6.73		
							4.4.73	22.6.73		
							18.4.73	6.7.73		
							2.5.73	20.7.73		
							16.5.73	3.8.73		
							30.5.73	17.8.73		
							13.6.73	31.8.73		
							27.6.73	14.9.73		
							11.7.73	28.9.73		
							25.7.73	12.10.73		
							8.8.73	26.10.73		
							22.8.73	9.11.73		
							5.9.73	23.11.73		
							19.9.73	7.12.73		
							3.10.73	21.12.73		
							17.10.73	19.1.74		
							31.10.73	2.2.74		
							14.11.73	16.2.74		
							28.11.73	2.3.74		
	901710	Junior Recruit ..	LEEUWIN ..	240	—	—	10.4.72	28.3.73	188	Junior NBCD and Survival at Sea
							10.7.72	13.6.73	216	
							9.10.72	26.9.73	144	
							10.1.73	12.12.73	252	
							16.4.73	27.3.74	188	
							16.7.73	12.6.74	216	
							15.10.73	25.9.74	144	
	901730	Technical Apprentice	NIRIMBA ..	Approx 2 years	—	—	10.1.72	.11.74	—	includes 902400
							3.7.72	.6.75		
							8.1.73	.12.74		
							2.7.73	.6.75		
Seaman Promotion	911890	POCOX ..	CERBERUS ..	44 (incl 10 NBCD)	PENGUIN	NBCD	30.1.73	9.2.73	4–12	
					CERBERUS	Sship	12.2.73	16.3.73		
					CERBERUS	Reg	19.3.73	30.3.73		
					PENGUIN	NBCD	2.10.73	12.10.73		
					CERBERUS	Sship	15.10.73	19.11.73		
					CERBERUS	Reg	20.11.73	3.12.73		
	911900	POPT	CERBERUS ..	128	PENGUIN	NBCD	8.1.73	19.1.73	4–8	
					CERBERUS	PT	22.1.73	8.6.73		
					CERBERUS	Sship	11.6.73	—		
					PENGUIN	NBCD	2.7.73	13.7.73		
					CERBERUS	PT	16.7.73	29.11.73		
					CERBERUS	Sship	3.12.73	—		
	911910	POQMG ..	CERBERUS ..	115 (incl 10 NBCD)	CERBERUS	Gunnery	—	11.1.73	6–10	
					CERBERUS	Sship	12.1.73	—		
					PENGUIN	NBCD	8.1.73	19.1.73		
					CERBERUS	Gunnery	22.1.73	22.5.73		
					CERBERUS	Sship	23.5.73	—		
					PENGUIN	NBCD	7.5.73	18.5.73		
					CERBERUS	Gunnery	21.5.73	11.9.73		
					CERBERUS	Sship	12.9.73	—		
					PENGUIN	NBCD	13.8.73	24.8.73		
					CERBERUS	Gunnery	28.8.73	21.12.73		
					CERBERUS	Sship	7.1.74	—		
	911920	POCD ..	PENGUIN ..	160	PENGUIN	Sship	26.3.73	27.4.73	4–8	
					PENGUIN	NBCD	30.4.73	11.5.73		
					PENGUIN	Diving	14.5.73	3.8.73		
					WATSON (3 CAD)	EOD	6.8.73	19.10.73		
					PENGUIN	Diving	22.10.73	26.10.73		
					WATSON	EOD	29.10.73	2.11.73		
					PENGUIN	Diving	5.11.73	23.11.73		
	911930	POSR	PENGUIN ..	94 (incl 10 NBCD)	—	SR	26.2.73	25.5.73		
						NBCD	28.5.73	8.6.73		
						Sship	9.7.73	3.8.73		
	911940	POUW ..	WATSON ..	65 (incl 10 NBCD)	PENGUIN	NBCD	19.2.73	2.3.73	6–9	
					PENGUIN	Sship	5.3.73	30.3.73		
					WATSON	TAS	2.4.73	25.5.73		
					WATSON	TAS	3.9.73	19.10.73		
					PENGUIN	NBCD	22.10.73	2.11.73		
					PENGUIN	Sship	5.11.73	30.11.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Seaman Promotion—*continued*	911950	PORP ..	WATSON ..	95 (incl 10 NBCD)	WATSON	AIO	15.1.73	13.4.73	6–9	
					PENGUIN	NBCD	16.4.73	4.5.73		
					PENGUIN	Sship	7.5.73	1.6.73		
					WATSON	AIO	9.4.73	3.8.73		
					PENGUIN	Sship	6.8.73	31.8.73		
					PENGUIN	NBCD	3.9.73	14.9.73		
					PENGUIN	Sship	6.8.73	31.8.73		
					PENGUIN	NBCD	3.9.73	14.9.73		
					WATSON	AIO	17.9.73	14.12.73		
	911960	POUC ..	WATSON ..	100 (incl NBCD)	WATSON	TAS	8.1.73	13.4.73	5–8	Type 12 Support 12.2.73–23.2.73
					PENGUIN	NBCD	16.4.73	4.5.73		
					PENGUIN	Sship	7.5.73	1.6.73		
					PENGUIN	Sship	9.7.73	3.8.73	—	Type 12 Support 24.9.73–5.10.73
					PENGUIN	NBCD	6.8.73	17.8.73		
					WATSON	TAS	20.8.73	23.11.73		
	911970	POFC	CERBERUS ..	111 (incl 10 NBCD)	PENGUIN	NBCD	12.3.73	23.3.73	5–12	
					CERBERUS	Gunnery	26.3.73	16.7.73		
					CERBERUS	Sship	17.7.73	—		
	911980	POWM ..	CERBERUS ..	116 (incl 10 NBCD)	PENGUIN	NBCD	2.7.73	13.7.73	6–12	
					CERBERUS	Gunnery	16.7.73	12.11.73		
					CERBERUS	Sship	13.11.73	—		
	911710	ABQMG ..	CERBERUS ..	68 (incl 5 NBCD)	—	NBCD	8.1.73	12.1.73	8–12	
						Sship	15.1.73	—		
						Gunnery	—	5.2.73		
						NBCD	6.2.73	12.2.73		
						Sship	13.2.73	—		
						Gunnery	8.1.73	21.3.73		
						NBCD	22.3.73	28.3.73		
						Sship	29.3.73	—		
						NBCD	22.1.73	26.1.73		
						Gunnery	30.1.73	11.4.73		
						Sship	12.4.73	—		
						NBCD	12.2.73	16.2.73		
						Gunnery	19.2.73	7.5.73		
						Sship	8.5.73	—		
						Gunnery	5.3.73	21.5.73		
						NBCD	22.5.73	28.5.73		
						Sship	29.5.73	—		
						NBCD	26.3.73	30.3.73		
						Gunnery	2.4.73	15.6.73		
						Sship	18.6.73	—		
						Gunnery	30.4.73	9.7.73		
						NBCD	10.7.73	16.7.73		
						Sship	17.7.73	—		
						NBCD	2.7.73	6.7.73		
						Gunnery	9.7.73	18.9.73		
						Sship	19.9.73	—		
						NBCD	6.8.73	10.8.73		
						Gunnery	13.8.73	24.10.73		
						Sship	25.10.73	—		
						NBCD	20.8.73	24.8.73		
						Gunnery	28.8.73	9.11.73		
						Sship	12.11.73	—		
						NBCD	24.9.73	28.9.73		
						Gunnery	1.10.73	12.12.73		
						Sship	7.1.74	—		
						NBCD	22.10.73	26.10.73		
						Gunnery	29.10.73	30.1.74		
						Sship	31.1.74	—		
	911730	ABSR	PENGUIN ..	82 (incl 5 NBCD)	—	NBCD	8.1.73	12.1.73	–10	
						Sship	15.1.73	26.1.73		
						SR	30.1.73	27.4.73		
						SR	2.7.73	17.8.73		
						NBCD	20.8.73	24.8.73		
						Sship	27.8.73	7.9.73		
						SR	10.9.73	12.10.73		
	911740	ABUW ..	WATSON ..	35 (incl 5 NBCD)	WATSON	TAS	8.1.73	9.2.73	6–12	
					PENGUIN	NBCD	12.2.73	16.2.73		
					PENGUIN	Sship	19.2.73	—		
					WATSON	TAS	19.2.73	16.3.73		
					PENGUIN	NBCD	19.3.73	23.3.73		
					PENGUIN	Sship	26.3.73	—		
					WATSON	TAS	16.4.73	18.5.73		
					PENGUIN	NBCD	21.5.73	25.5.73		
					PENGUIN	Sship	28.5.73	—		
					WATSON	TAS	9.7.73	3.8.73		
					PENGUIN	NBCD	6.8.73	10.8.73		
					PENGUIN	Sship	13.8.73	—		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Seaman Promotion—*continued*	911750	ABRP ..	WATSON ..	75 (incl 5 NBCD)	PENGUIN	NBCD	29.10.73	2.11.73	6–9 –6	
					PENGUIN	Sship	5.11.73	16.11.73		
					WATSON	TAS	19.11.73	14.12.73		
					WATSON	AIO	—	30.3.73		
					PENGUIN	NBCD	15.1.73	19.1.73		
					PENGUIN	Sship	22.1.73	2.2.73		
					WATSON	AIO	5.2.73	19.4.73		
					WATSON	AIO	22.1.73	6.4.73		
					PENGUIN	NBCD	9.4.73	13.4.73		
					PENGUIN	Sship	16.4.73	—		
					WATSON	AIO	12.2.73	11.5.73		
					PENGUIN	NBCD	14.5.73	18.5.73		
					PENGUIN	Sship	21.5.73	—		
					PENGUIN	Sship	19.3.73	30.3.73		
					PENGUIN	NBCD	2.4.73	6.4.73		
					WATSON	AIO	9.4.73	27.7.73		
					PENGUIN	NBCD	2.4.73	6.4.73		
					PENGUIN	Sship	9.4.73	19.4.73		
					WATSON	AIO	24.4.73	3.8.73		
					PENGUIN	NBCD	30.4.73	4.5.73		
					PENGUIN	Sship	7.5.73	18.5.73		
					WATSON	AIO	21.5.73	24.8.73		
					PENGUIN	NBCD	2.7.73	6.7.73		
					PENGUIN	Sship	9.7.73	20.7.73		
					WATSON	AIO	23.7.73	12.10.73		
					WATSON	AIO	2.7.73	14.9.73		
					PENGUIN	NBCD	17.9.73	21.9.73		
					PENGUIN	Sship	24.9.73	—		
					WATSON	AIO	16.7.73	28.9.73		
					PENGUIN	Sship	2.10.73	12.10.73		
					PENGUIN	NBCD	15.10.73	19.10.73		
					WATSON	AIO	27.8.73	16.11.73		
					PENGUIN	Sship	19.11.73	30.11.73		
					PENGUIN	NBCD	3.12.73	7.12.73		
					WATSON	AIO	2.10.73	14.12.73		
					PENGUIN	NBCD	7.1.74	11.1.74		
					PENGUIN	Sship	14.1.74	25.1.74		
	911760	ABUC.. ..	WATSON ..	40 (incl 5 NBCD)	PENGUIN	NBCD	15.10.73	19.10.73	6–12	
					PENGUIN	Sship	22.10.73	2.11.73		
					WATSON	AIO	5.11.73	8.2.74		
					PENGUIN	NBCD	26.11.73	30.11.73		
					PENGUIN	Sship	3.12.73	14.12.73		
					WATSON	AIO	7.1.74	22.3.74		
					PENGUIN	NBCD	30.1.73	2.2.73		
					PENGUIN	Sship	5.2.73	16.2.73		
					WATSON	TAS	19.2.73	—		
					PENGUIN	Sship	5.3.73	16.3.73		
					PENGUIN	NBCD	19.3.73	23.3.73		
					WATSON	TAS	26.3.73	—		
					WATSON	TAS	30.4.73	1.6.73		
					PENGUIN	NBCD	4.6.73	8.6.73		
					PENGUIN	Sship	2.7.73	—		
					WATSON	TAS	9.7.73	10.8.73		
					PENGUIN	NBCD	13.8.73	17.8.73		
					PENGUIN (CERBERUS)	Sship	20.8.73	—		
					PENGUIN	NBCD	16.7.73	20.7.73		
					PENGUIN	Sship	23.7.73	3.8.73		
					WATSON	TAS	6.8.73	—		
					PENGUIN	NBCD	3.9.73	7.9.73		
					PENGUIN	Sship	10.9.73	21.9.73		
					WATSON	TAS	24.9.73	—		
					PENGUIN	Sship	15.10.73	26.10.73		
					PENGUIN	NBCD	29.10.73	2.11.73		
					WATSON	TAS	5.11.73	7.12.73		
					WATSON	TAS	15.10.73	16.11.73		
					PENGUIN	NBCD	19.11.73	23.11.73		
					PENGUIN (CERBERUS)	Sship	26.11.73	—		
	911770	ABFC.. ..	CERBERUS ..	69 (incl 5 NBCD)	—	NBCD	8.1.73	12.1.73	4–6	
						Sship	15.1.73	—		
						Gunnery	15.1.73	29.3.73		
						NBCD	30.3.73	5.4.73		
						Sship	6.4.73	—		
						Gunnery	19.2.73	8.5.73		
						NBCD	9.5.73	15.5.73		
						Sship	16.5.73	—		
						NBCD	2.4.73	6.4.73		
						Gunnery	9.4.73	25.6.73		
						Sship	26.6.73	—		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Seaman Promotion—*continued*						Gunnery	23.7.73	4.10.73		
						NBCD	5.10.73	11.10.73		
						Sship	12.10.73	—		
						Gunnery	3.9.73	16.11.73		
						NBCD	19.11.73	23.11.73		
						Sship	26.11.73	—		
						Gunnery	1.10.73	13.12.73		
						NBCD	7.1.74	11.1.74		
						Sship	14.1.74	—		
	911780	ABWM ..	CERBERUS ..	79 (incl 5 NBCD)	—	Gunnery	8.1.73	5.4.73	10–16	
						NBCD	6.4.73	12.4.73		
						Sship	13.4.73	—		
						NBCD	30 4 73	4 5 73		
						Gunnery	7.5.73	7.8.73		
						Sship	8 8.73	—		
						Gunnery	9.7.73	4 10.73		
						NBCD	5.10.73	11.10.73		
						Sship	12.10.73	—		
						NBCD	29.10.73	2.11.73		
						Gunnery	5.11 73	19 2.74		
						Sship	20.2 74	—		
	911790	ABCD.. ..	PENGUIN ..	75	PENGUIN	Diving	8.1.73	30.3.73	8–16	
					WATSON (3 CAD)	EOD	2.4.73	18.5.73		
					PENGUIN	Diving	21.5.73	8.6.73		
					PENGUIN	Diving	2.6.73	21.9.73		
					WATSON (3 CAD)	EOD	24.9.73	2.11.73		
					PENGUIN	Diving	5.11.73	23.11.73		
	911800	LSPT	CERBERUS ..	207	—	—	8.1.73	16.11.73	–12	
Seaman Career and PCT	902490	MWV Coxn ..	WATSON ..	20	FOCAF	—	14.5.73	8.6.73	4–8	Sea 5 days week 3
							19.11.73	14.12.73		
	902540	Coxn Conversion	CERBERUS ..	60	CERBERUS	—	8.1.73	2.3.73	4–12	Applicable LH, PO, CPO
					KUTTABUL	—	5.3.73	30.3.73		
					CERBERUS	—	9.4.73	8.6.73		
					KUTTABUL	—	11.6.73	6.7.73		

					CERBERUS	—	2.7.73	24.8.73		
					KUTTABUL	—	27.8.73	21.9.73		
	902550	Support Craft Cox	WATSON ..	18	FOCAF	—	5.3.73	28.3.73	4–8	Sea 2 days week 2
							2.7.73	25.7.73		
	902560	Support Craft Charge	WATSON ..	15	FOCAF	—	2.4.73	19.4.74	4–8	Sea 3 days week 2
							10.9.73	28.9.73		
	903290	ASAC ..	WATSON ..	21	FOCAF	—	10.1.73	9.2.73	4–6	Sea last week
							22.3.73	20.4.73		
							17.5.73	15.6.73		
							5.7.73	3.8.73		
							23.8.73	21.9.73		
							18.10.73	16.11.73		
	901390	ASAC re-qualifying	WATSON ..	5	—	—	19.2.73	23.2.73	4–6	
							13.8.73	17.8.73		
	904090	T10 ORDS PWT	WATSON ..	5	—	Radar Plotting	5.2.73	9.2.73	—	Should precede 904100
							26.3.73	30.3.73		
							21.5.73	15.5.73		
							6.8.73	10.8.73		
							24.9.73	28.9.73		
							26.11.73	30.11.73		
	904100	T11 Team PWT..	WATSON ..	5	—	AIO and RP	12.2.73	16.2.73	—	CTT 904110 joins last 2 days
							2.4.73	6.4.73		
							28.5.73	1.6.73		
							13.8.73	17.8.73		
							2.10.73	8.10.73		
							3.12.73	7.12.73		
		TAS (UC) PCT/ PWT	WATSON ..	10	—	Sonar Operating	15.1.73	26.1.73		
							12.3.73	23.3.73		
							28.9 73	14.10 73		
		TAS (UW) PCT/ PWT	WATSON ..	10	—	Weapons and Demolition	12.2.73	23.2.73		
							19.3.73	30.3.73		
							21.5.73	1.6.73		
							27.8.73	7.9.73		
	911520	CPOQMG POQMG Parade and Equipment	CERBERUS ..	5	—	—	As required	—	4–6	
	911630	Seacat Aimer ..	CERBERUS ..	15	FOCAF	—	4 courses	—	6	Seacat Firings
	951580	Browning Machine Gun	CERBERUS ..	3	—	—	As required	—	—	
	951600	QMG Director Aimer	CERBERUS ..	5	—	—	As required	—	4–6	
	951720	ABQMG/WM Patrol Boat	CERBERUS ..	10	—	—	15.1.73	26.1.73	10–12	
							19.3.73	30.3.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Seaman Career and PCT— *continued*							7.5.73 23.7.73 3.9.73 12.11.73	18.5.73 3.8.73 14.9.73 23.11.73		
Seaman Submarines Promotion	908150	LSUCSM ..	PLATYPUS ..	15	—	—	8.1.73 12.3.73 16.7.73 10.9.73	26.1.73 30.3.73 3.8.73 28.9.73	2–6	
	908160	LSUWSM ..	PLATYPUS ..	15	—	—	2.4.73 21.5.73 30.7.73 3.12.73	20.4.73 8.6.73 17.8.73 21.12.73	2–6	
	908180	LSRPSM ..	PLATYPUS ..	15	—	—	29.1.73 30.4.73 20.8.73 5.11.73	16.2.73 18.5.73 7.9.73 23.11.73	2–6	
	—	POSEASM ..	PLATYPUS ..	20	PENGUIN PLATYPUS PENGUIN PLATYPUS	Sship SMSship — —	2.4.73 16.4.73 2.10.73 15.10.73	13.4.73 27.4.73 12.10.73 26.10.73	1–6	Required for 908900 908910 908920
	908900	POUWSM ..	PLATYPUS ..	30	—	UWSM	19.2.73 29.10.73	30.3.73 7.12.73	2–6	Requires POSEASM
	908910	POUCSM ..	DOLPHIN ..	—	—	—	As required and when available	—	—	Requires POSEASM
	908920	PORPSM ..	PLATYPUS ..	77	WATSON PLATYPUS	AIO —	9.4.73 22.6.73	21.6.73 24.7.73	—	PORP 911950 Requires POSEASM
Seaman SM Career PCT	908170	POOWSM ..	PLATYPUS ..	15	—	—	16.4.73 10.9.73	4.5.73 —	2–8	Not for Engineering category
	908990	COXNSM ..	PLATYPUS ..	110	CERBERUS PLATYPUS	COXN CONV SM	2.7.73 24.9.73	21.9.73 5.10.73	1–4	902540

					PLATYPUS WATSON	SEA TRNG MWV COXN	8.10.73 19.11.73	9.11.73 14.12.73		Week 3 sea Trng not included
	911010	NAV YEOSM ..	PLATYPUS ..	20	WATSON	NAV YEO	22.1.73 13.8.73	16.2.73 7.9.73		
Communication Promotion	912700	CO Cat ..	CERBERUS ..	35 (incl 5 NBCD)	—	—	8.1.73 5.2.73 5.3.73 2.4.73 30.4.73 2.7.73 30.7.73 28.8.73 24.9.73 22.10.73	26.2.73 26.3.73 25.4.73 25.5.73 6.6.73 17.8.73 17.9.73 16.10.73 13.11.73 14.12.73	10–18	
	912710	TO	CERBERUS ..	101	—	—	27.2.73 27.3.73 30.4.73 28.5.73 9.7.73 20.8.73 18.9.73 17.10.73 14.11.73	14.8.73 11.9.73 10.10.73 9.11.73 30.11.73 4.2.74 4.3.74 2.4.74 30.4.74	4–12	
	912720	RO	CERBERUS ..	102	—	—	27.2.73 27.3.73 30.4.73 28.5.73 9.7.73 20.8.73 18.9.73 17.10.73 14.11.73	15.8.73 12.9.73 11.10.73 12.11.73 3.12.73 5.2.74 5.3.74 3.4.74 1.5.74	4–12	
	912910	CY	CERBERUS ..	84	CERBERUS HARMAN WATSON PENGUIN CERBERUS HARMAN WATSON PENGUIN	— — — NBCD — — — NBCD	6.2.73 16.5.73 21.5.73 28.5.73 1.8.73 7.11.73 12.11.73 19.11.73	15.5.73 18.5.73 25.5.73 8.6.73 2.11.73 9.11.73 16.11.73 30.11.73	3–8	

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Communication Promotion—*continued*	912920	RS	CERBERUS ..	78	CERBERUS	—	23.1.73	1.5.73	3–8	
					HARMAN	—	2.5.73	4.5.73		
					PENGUIN	NBCD	7.5.73	18.5.73		
					CERBERUS	—	2.8.73	2.11.73		
					HARMAN	—	7.11.73	9.11.73		
					PENGUIN	NBCD	12.11.73	23.11.73		
	912930	RSS	CERBERUS ..	110	CERBERUS	—	20.3.73	1.6.73	3–8	
					LONSDALE	DSD	4.6.73	8.6.73		
					HARMAN	—	11.6.73	3.8.73		
					PENGUIN	—	6.8.73	17.8.73		
					WATSON	—	20.8.73	24.8.73		
COMMS Career and PCT	903560	Short Indon ..	HARMAN Army	55	—	—	29.4.73	11.7.73	3–8	Army 2 Courses TBD
	912050	Minesweeper Refresher LTO/TO	CERBERUS ..	—	—	—	As required	—	—	
	912090	Small Ship RO PCT	CERBERUS ..	—	—	—	As required	—	6	
	912222	Shore Radio Acquaint	HARMAN ..	5	—	—	16.4.73	20.4.73	—	
							24.9.73	28.9.73		
	912750	ROS Cat ..	HARMAN ..	55	—	—	15.1.73	2.4.73	4–10	
							6.8.73	22.10.73		
		FWT PWT/PCT	CERBERUS ..	—	—	—	As required	—	—	
Marine Engineering Promotion	913730	MTP 1 ..	CERBERUS ..	123	—	—	2.10.72	30.1.73	22	Max
						NBCD	31.1.73	6.2.73		
						—	7.2.73	19.4.73		
						—	23.10.72	20.2.73	—	Combined with 913740
						NBCD	21.2.73	27.2.73		
						—	28.2.73	16.5.73		
						—	8.1.73	16.4.73	—	Combined with 913740
						NBCD	17.4.73	27.4.73		
						—	30.4.73	27.7.73		

						—	5.2.73	16.5.73	—	Combined with 913750
						NBCD	17.5.73	23.5.73		
						—	24.5.73	23.8.73		
						—	26.2.73	7.6.73	—	Combined with 913740
						NBCD	8.6.73	14.6.73		
						—	2.7.73	10.9.73		
						—	19.3.73	17.7.73		
						NBCD	18.7.73	24.7.73		
						—	25.7.73	5.10.73		
						—	9.4.73	7.8.73	—	Combined with 913740
						NBCD	8.8.73	14.8.73		
						—	15.8.73	26.10.73		
						—	30.4.73	23.8.73	—	Combined with 913750
						NBCD	24.8.73	31.8.73		
						—	3.9.73	15.11.73		
						—	21.5.73	13.9.73		
						NBCD	14.9.73	20.9.73		
						—	21.9.73	5.12.73		
						—	28.5.73	20.9.73	—	Combined with 913740
						NBCD	21.9.73	27.9.73		
						—	1.10.73	11.12.73		
						—	9.7.73	12.10.73	—	Combined with 913750
						NBCD	15.10.73	19.10.73		
						—	22.10.73	22.1.74		
						—	30.7.73	7.11.73	—	Combined with 913740
						NBCD	8.11.73	14.11.73		
						—	15.11.73	8.2.74		
						—	20.8.73	27.11.73	—	Combined with 913740
						NBCD	28.11.73	4.12.73		
						—	5.12.73	28.2.74		
						—	10.9.73	17.12.73		
						—	1.10.73	25.1.74	—	913750
						—	22.10.73	18.2.74	—	913740
						—	12.11.73	7.3.74		
						—	3.12.73	29.3.74	—	913740
	913740	MTL 1 ..	CERBERUS ..	approx 170 (incl NBCD)	—	—	23.1.73	20.2.73	6–12	
						NBCD	21.2.73	27.2.73		
						—	28.2.73	.8.73		
						—	8.1.73	16.4.73		
						NBCD	17.4.73	27.4.73		
						—	30.4.73	.10.73		
						—	26.2.73	7.6.73		
						NBCD	8.6.73	14.6.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Marine Engineering Promotion—*continued*						—	2.7.73	.11.73		
						—	9.4.73	7.8.73		
						NBCD	8.8.73	14.8.73		
						—	15.8.73	.12.73		
						—	28.5.73	20.9.73		
						NBCD	21.9 73	27.9.73		
						—	1.10 73	.3.74		
						—	30.7 73	7.11.73		
						NBCD	8.11.73	14.11.73		
						—	15.11.73	.4.74		
						—	20.8 73	27.11.73		
						NBCD	28.11.73	4.12.73		
						—	6.12.73	.5.74		
						—	22.10.73	18.2.74		
						—	3.12.73	29.3.74		
	913750	MTH 1 ..	CERBERUS ..	123 (incl 5 NBCD)	—	—	5.2.73	16.5.73	5–12	
						NBCD	17.5 73	23.5.73		
						—	24.5 73	23.8.73		
						—	30.4 73	23 8.73		
						NBCD	24.8 73	31 8.73		
						—	3.9.73	15.11.73		
						—	9.7.73	12.10.73		
						NBCD	15.10.73	19.10.73		
						—	22.10.73	22.1.74		
						—	1.10.73	25.1.74		
	913910	MTP 2 (POME)	CERBERUS ..	70 (incl 10 NBCD)	CERBERUS	—	8.1.73	30.3.73	6–15	
					PENGUIN	NBCD	2.4.73	13.4.73		
					PENGUIN	NBCD	5.3.73	16.3.73		
					CERBERUS	—	19.3.73	8.6.73		
					CERBERUS	—	2.7.73	21.9.73		
					PENGUIN	NBCD	24.9.73	5.10.73		
					CERBERUS	—	10.9.73	30.11.73		
					PENGUIN	NBCD	3.12.73	14.12.73		
	913920	MTP 2 (POME (D))	CERBERUS ..	60 (incl 10 NBCD)	CERBERUS	—	8.1.73	16.3.73	6–12	
					PENGUIN	NBCD	19.3.73	30.3.73		
					PENGUIN	NBCD	16.7.73	27.7.73		
					CERBERUS	—	30.7.73	5.10.73		

	913950	DE MTP (DE ERA)	CERBERUS ..	95	—	—	8.1.73	18.5.73	6–12	
							9.7.73	16.11.73		
	913960	DE MTP (DE ERA (D))	CERBERUS ..	95	—	—	8.1.73	18.5.73	6–12	
							9.7.73	16.11.73		
	913980	MTP 3 Ed (MECH Ed)	NIRIMBA ..	20	—	—	9.7.73	3.8.73	15–20	
	913930	MTP 3 (MECH)	NIRIMBA ..	2 years	—	—	—	16.6.73	–10	
							—	.6.74		
							6.8.73	20.6.75		
	953930	MTP 3 (MECH D)	NIRIMBA ..	2 years	—	—	—	16.6.73	–5	
							—	.6.74		
							6.8.73	20.6.75		
	913990	MTH 4 (CNS) ..	NIRIMBA ..	40	—	—	5.3.73	27.4.73	3–6	
	953080	MTP 4 (CMECH)	CERBERUS ..	85	—	—	15.1.73	11.5.73	6–15	
							30.7.73	23.11.73		
	953090	MTP 4 (CERA (D) CMECH (D))	CERBERUS ..	85	—	—	15.1.73	11.5.73	6–15	
							30.7.73	23.11.73		
Marine Engineering Career and PCT	902310	MTD	ALBATROSS	30	—	—	8.1.73	16.2.73	4–16	
							26.2.73	6.4.73		
							7.5.73	15.6.73		
							9.7.73	17.8.73		
							17.9.73	26.10.73		
							5.11.73	14.12.73		
	913620	TOW	CERBERUS ..	60	—	—	8.1.73	30.3.73	6–15	With 914960 916220 917580
							19.3.73	8.6.73		
							2.7.73	21.9.73		
							24.9.73	14.12.73		
	913630	B and L ..	CERBERUS ..	20	—	—	5.2.73	2.3.73	4–10	
							9.4.73	4.5.73		
							23.7.73	17.8.73		
							1.10.73	26.10.73		
	913650	Art Diver ..	PENGUIN ..	20	—	—	8.1.73	2.2.73	4–8	
							17.9.73	13.10.73		
	913660	Advanced Welding	NIRIMBA ..	60	—	—	22.1.73	13.4.73	–4	
							7.5.73	27.7.73		
							13.8.73	2.11.73		
	953040	PB ME ..	WATERHEN	5	—	—	As required	—	4–8	
	953050	PB ERA ..	WATERHEN	10	—	—	As required	—	4–8	

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WEE Promotion	914710	EMP	CERBERUS ..	160	—	—	17.5.72	20.2.73	14–16	
							14.8.72	27.4.73		
	914720	EMWE ..	CERBERUS ..	175	—	—	17.5.72	6.3.73	14–16	
							14.8.72	18.5.73		
	914730	EMWR ..	CERBERUS ..	200	—	—	3.7.72	11.5.73	14–16	
	914740	EMC	CERBERUS ..	200	—	—	4.4.72	28.2.73	14–16	
							3.7.72	11.5.73		
	914750	ET 1	CERBERUS ..	70 (incl 5 NBCD)	—	—	25.9.72	26.1.73	8–14	2 Classes if required WRET 1 included as required
							8.11.72	13.3.73		
							8.1.73	26.4.73		
							19.2.73	6.6.73		
							2.4.73	7.8.73		
							14.5.73	17.9.73		
							16.7.73	26.10.73		
							28.8.73	11.12.73		
							8.10.73	11.2.74		
							19.11.73	20.3.74		
	914760	ETW 1 ..	CERBERUS ..	65	—	—	14.3.73	19.6.73	5–10	
							7.6.73	1.10.73		
							8.8.73	13.11.73		
							29.10.73	21.2.74		
	914770	ETS 1.. ..	CERBERUS ..	65	—	—	30.1.73	9.5.73	5–10	
							14.3.73	19.6.73		
							27.4.73	17.8.73		
							7.6.73	1.10.73		
							8.8.73	13.11.73		
							18.9.73	21.12.73		
							29.10.73	21.2.74		
							12.12.73	5.4.74		
	914780	ETC 1.. ..	CERBERUS ..	60	—	—	30.1.73	30.4.73	5–10	WRETC included as required
							14.3.73	12.6.73		
							27.4.73	10.8.73		
							7.6.73	20.9.73		
							8.8.73	1.11.73		
							18.9.73	14.12.73		
							29.10.73	14.2.74		
							12.12.73	29.3.74		

	914920	MTL 3 (POEP)	CERBERUS ..	110 (incl 10 NBCD)	PENGUIN	NBCD	15.1.73	26.1.73	4–12	Includes 954810 (DE MTL) DE SAP WATSON 35 days
					CERBERUS	—	30.1.73	13.7.73		
					PENGUIN	NBCD	9.7.73	20.7.73		
					CERBERUS	—	23.7.73	13.12.73		
	914930	ETS 3 (POEWE)	CERBERUS ..	130 (incl 10 NBCD)	CERBERUS	—	14.8.72	23.2.73	4–12	
					PENGUIN	NBCD	5.2.73	16.2.73		
					CERBERUS	—	19.3.73	3.9.73		
					PENGUIN	NBCD	30.7.73	10.8.73		
					CERBERUS	—	13.8.73	22.2.74		
	914940	ETS 3 (POEWR)	CERBERUS ..	155 (incl 10 NBCD)	CERBERUS	—	24.7.72	9.3.73	4–12	Includes 954820 DE SAW
					PENGUIN	NBCD	15.1.73	26.1.73		
					CERBERUS	—	30.1.73	4.9.73		
					PENGUIN	NBCD	9.7.73	20.7.73		
					CERBERUS	—	23.7.73	8.3.74		
	914950	ETC 3 (POEC)..	CERBERUS ..	145 (incl 10 NBCD)	CERBERUS	—	14.8.72	19.3.73	4–12	Includes 954830 DE SAC
					PENGUIN	NBCD	5.2.72	16.2.73		
					CERBERUS	—	19.2.73	25.10.73		
					PENGUIN	NBCD	30.7.73	10.8.73		
					CERBERUS	—	13.8.73	22.3.74		
	954950	ETW 4 MTL 4 (CSAP)	CERBERUS ..	70	CERBERUS	—	12.2.73	18.5.73	5–12	
					WATSON	—	21.5.73	25.5.73		
	954960	ETS 4 (CSAW)..	CERBERUS ..	75	—	—	13.3.73	20.7.73	5–12	
	954970	ETC 4 (CSAC)..	CERBERUS ..	115	—	—	13.3.73	14.9.73	5–12	
WEE Career and PCT	914130	GYRO 5005 ..	CERBERUS ..	5	—	—	2.5.73	8.5.73	4–8	
							2.7.73	6.7.73		
							13.8.73	17.8.73		
							17.9.73	21.9.73		
							12.11.73	16.11.73		
	914160	JYA/PAB ..	CERBERUS ..	9	—	—	15.1.73	25.1.73	–6	
							2.5.73	16.5.73		
							15.8.73	28.8.73		
							12.11.73	22.11.73		
	914180	IFF10	CERBERUS ..	15	—	—	28.5.73	15.6.73	–6	
							2.7.73	20.7.73		
							26.9.73	16.10.73		
	914200	AUTO/PHONE EXCHANGE	CERBERUS ..	5	—	—	24.4.73	30.4.73	4–6	
							13.8.73	17.8.73		
							29.10.73	2.11.73		
							11.12.73	18.12.73		
	914260	MK 19/23 GYRO	CERBERUS ..	22	—	—	22.1.73	21.2.73	4–8	
							16.7.73	14.8.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WEE Career and PCT—*continued*	914280	PB ETC (PBEMC)	CERBERUS ..	26	CERBERUS	—	5.2.73	19.2.73	2–8	
					WATERHEN	—	21.2.73	13.3.73		
					CERBERUS	—	16.7.73	30.7.73		
					WATERHEN	—	1.8.73	21.8.73		
	914290	PB ETS (PB MWE)	CERBERUS ..	19	CERBERUS	—	19.3.73	26.3.73	2–8	
					WATERHEN	—	28.3.73	13.4.73		
					CERBERUS	—	13.8.73	20.8.73		
					WATERHEN	—	22.8.73	7.9.73		
	914300	Sonar 170B MM10	CERBERUS ..	20	—	—	5.3.73	2.4.73	4–8	
							2.5.73	31.5.73		
							2.7.73	27.7.73		
							28.8.73	24.9.73		
							12.11.73	7.12.73		
	914320	Sonar 176 ..	CERBERUS ..	5	—	—	2.4.73	6.4.73	4–8	
							1.6.73	7.6.73		
							30.7.73	3.8.73		
							24.9.73	28.9.73		
							10.12.73	14.12.73		
	914330	Sonar 177M ..	WATSON ..	24	—	—	30.1.73	2.3.73	—	
							23.7.73	24.8.73		
	914380	Ikara Mag Mar Launcher	C.A.C. ..	25	—	—	19.2.73	26.3.73	4–8	Navy Order 221/72
							13.8.73	19.9.73		
	914430	EXDAK (Ship) ..	RANITE ..	50	—	—	5.2.73	13.4.73	–6	Navy Order 221/72
							16.7.73	21.9.73		
	914510	691/CUH ..	CERBERUS ..	5	—	—	19.2.73	28.2.73	—	
							2.7.73	11.7.73		
							18.10.73	27.10.73		
	914530	RATT	CERBERUS ..	11	—	—	22.2.73	8.3.73	4–12	
							15.8.73	30.8.73		
	914540	T/TYPE ..	CERBERUS ..	23	—	—	9.3.73	11.4.73	4–12	Excludes RATT
							31.8.73	3.10.73		
	914550	AN/URC 58 ..	CERBERUS ..	10	—	—	15.1.73	26.1.73	–6	
							17.5.73	30.5.73		
							30.8.73	12.9.73		
	914560	KG 14 ..	CERBERUS ..	35	—	—	24.11.72	2.2.73	4–8	
							2.7.73	17.8.73		
							27.11.73	5.3.74		

914570	AN/URT 23V ..	CERBERUS ..	20	—	—	20.3.73	16.4.73	4–12	
						3.10.73	30.10.73		
914580	AN/URR 1051B	CERBERUS ..	8	—	—	17.4.73	30.4.73	4–12	
						31.10.73	12.11.73		
914620	Shore Wireless PCT (EMC, LEMC ETC, WRETC)	HARMAN ..	20	—	—	3.7.73	24.8.73	4–8	
914690	TOWL ..	CERBERUS ..	55	—	—	8.1.73	23.3.73	6–15	With 913620 916220 917580
						19.3.73	1.6.73		
						2.7.73	14.9.73		
						24.9.73	7.12.73		
954000	KW26C ..	HARMAN ..	45	—	—	8.1.73	9.3.73	4–8	
						6.8.73	5.10.73		
954010	KW37R ..	CERBERUS ..	30	—	—	24.4.73	6.6.73	4–8	
						12.10.73	26.11.73		
954020	KW37T ..	HARMAN ..	10	—	—	2.4.73	13.4.73	4–8	
						19.11.73	30.11.73		
954030	KW 7	CERBERUS ..	30	—	—	5.2.73	19.3.73	4–8	
						20.8.73	2.10.73		
954040	KL 7	CERBERUS ..	6	—	—	12.4.73	19.4.73	4–8	
						4.10.73	11.10.73		
954050	BID610 ..	HARMAN ..	25	—	—	14.5.73	15.6.73	2–6	
						8.10.73	9.11.73		
954130	692/693 and CUJ	CERBERUS ..	14	—	—	24.4.73	11.5.73	–8	
						7.8.73	24.8.73		
954200	AN/SRC20 ..	CERBERUS ..	15	—	—	24.4.73	16.5.73	4–6	
						8.8.73	29.8.73		
954260	4.5 Mk 6 ..	CERBERUS ..	25	—	—	15.1.73	16.2.73	4–8	
						8.10.73	13.11.73		
954270	RADAR 293/277	CERBERUS ..	10	—	—	2.5.73	18.5.73	–8	
						12.11.73	23.11.73		
954340	MRS3	CERBERUS ..	43	—	—	15.1.73	16.3.73	4–8	
						9.7.73	6.9.73		
954390	40/60 BOFORS..	CERBERUS ..	8	—	—	2.5.73	11.5.73	4–8	On application
						2.7.73	11.7.73		
						26.9.73	5.10.73		
954410	Ikara System ..	RANITE ..	20	—	—	4.6.73	29.6.73	–6	Navy Order 221/72 Confidential Navy Order 21/70
						12.11.73	7.12.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WEE Career and PCT—*continued*	954430	Attack Console ..	RANITE ..	40	—	—	7.5.73 15.10.73	29.6.73 7.12.73	–6	Navy Order 221/72 Confidential Navy Order 21/70 964580 prerequisite
	954440	Data Processing F2/F3	RANITE ..	65	—	—	19.2.73 30.7.73	18.5.73 26.10.73	–6	Navy Order 221/72 Confidential Navy Order 21/70 964580 prerequisite
	954450	Tracking System (Guidance)	RANITE ..	70	—	—	5.2.73 16.7.73	11.5.73 19.10.73	–6	Navy Order 221/72 Confidential Navy Order 21/70
	954470	Ikara Missile ..	RANAD Kingswood	3	—	—	—	—	–4	Applications to FOCEA Navy Order 221/72
	954500	Sonar 164 ..	CERBERUS ..	5	—	—	—	—	—	On application
	954510	Sonar 174 ..	CERBERUS ..	5	—	—	—	—	—	On application
	954600	M22/44 Radar ..	CERBERUS ..	120	—	—	5.3.73	24.8.73	4–8	
	954610	M22/44 Computer	CERBERUS ..	120	—	—	17.7.72 5.3.73	8.2.73 24.8.73	4–8	
	954620	M22/44 Acquaint	CERBERUS ..	15	—	—	—	—	4–8	On application
	954630	SEACAT ..	CERBERUS ..	10	—	—	19.2.73 14.5.73 30.7.73 12.11.73	2.3.73 25.5.73 10.8.73 23.11.73	4–8	On application
	954650	FM 16 ..	CERBERUS ..	5	—	—	9.7.73 8.10.73	13.7.73 12.10.73	–6	
	954700	EMC (SUB) ..	CERBERUS ..	15	—	—	—	—	2–8	On application
	954710	EMWR (SUB) ..	CERBERUS ..	15	—	—	—	—	2–8	On application
	964010	RADAR 975 ..	CERBERUS ..	7	—	—	5.2.73 21.5.73 2.7.73 26.9.73 26.11.73	13.2.73 29.5.73 10.7.73 4.10.73 5.12.73	–8	
	964040	RADAR LWO2A	CERBERUS ..	15	—	—	30.4.73 1.10.73	23.5.73 19.10.73	–6	
	964160	8GR–301 ..	CERBERUS ..	8	—	—	24.5.73 22.10.73	4.6.73 31.10.73	–6	
	964190	FH 5	CERBERUS ..	5	—	—	2.7.73 1.10.73	6.7.73 5.10.73	–6	
	964280	978/JUA ..	CERBERUS ..	7	—	—	19.3.73 15.8.73	27.3.73 23.8.73	–8	
	964300	A/C GEN DIST	CERBERUS ..	10	—	—	22.1.73 16.7.73	2.2.73 27.7.73	4–8	
	964350	AN/SLR2 ..	CERBERUS ..	15	—	—	19.3.73 29.10.73	6.4.73 16.11.73	4–8	
	964370	AN/SPA 34/50 ..	CERBERUS ..	18	—	—	—	—	4–6	On application
	964410	AN/UPN 12 C..	CERBERUS ..	7	—	—	5.2.73 13.8.73	13.2.73 21.8.73	4–6	
	964080	RADAR 903 ..	CERBERUS ..	15	—	—	26.2.73 20.8.73	16.3.73 7.9.73	4–6	
	964420	FM 12 ..	CERBERUS ..	5	—	—	14.5.73 27.8.73	18.5.73 3.8.73	–6	
	964430	FH 4	CERBERUS ..	5	—	—	7.5.73 20.8.73	11.5.73 24.8.73	–6	
	964460	GDS 5 ..	CERBERUS ..	18	—	—	19.3.73 10.9.73	11.4.73 4.10.73	4–8	
	964480	Shore Crypto Refresher	HARMAN ..	5	—	—	30.4.73 3.7.73	4.5.73 27.7.73	4–8	
	964490	JYA	CERBERUS ..	25	—	—	19.3.73 15.10.73	19.4.73 20.11.73	–6	
	964500	Sea Crypto Refresher	CERBERUS ..	5	—	—	26.3.73	30.3.73	4–6	
	964510	Intro Digital ..	CERBERUS ..	33	—	—	15.1.73	1.3.73	4–8	Two courses on application
	964520	AN/UQN 4 ..	CERBERUS ..	15	—	—	19.2.73 24.9.73	9.3.73 12.10.73	–6	
	964560	AFCB10 GS3 ..	CERBERUS ..	20	—	—	2.4.73 15.10.73	1.5.73 13.11.73	—	
	964580	Intro Digital Ikara	RANITE ..	10	—	—	5.2.73 24.4.73 16.7.73 1.10.73	16.2.73 4.5.73 27.7.73 12.10.73	–6	Navy Order 221/72 Confidential Navy Order 21/70 Report RANITE 24.4.73

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WEE Career and PCT—*continued*	964590	LCH/LEM ..	CERBERUS ..	25	CERBERUS MORETON	(10) (15)	—	—	—	On application
	964600	DG Wooden Hulls	WATSON ..	2	—	—	As required	—	—	
	964610	DG Steel Hulls ..	WATSON ..	2	—	—	As required	—	—	
	964630	Junior HRS ..	CERBERUS ..	5	—	—	—	—	–10	On application
	964630	HRS	NIRIMBA ..	5	—	—	—	—	—	As required
	964640	Senior HRS ..	CERBERUS ..	10	—	—	—	—	–10	on application
	984630	Seacat Guidance	CERBERUS ..	5	—	—	2.5.73 15.8.73 12.11.73	8.5.73 21.8.73 16.11.73	4–8	On application
Naval Airman Promotion	915710	ABAVN (NAAH)	ALBATROSS	30 (incl 5 NBCD)	PENGUIN ALBATROSS PENGUIN ALBATROSS PENGUIN ALBATROSS PENGUIN ALBATROSS PENGUIN ALBATROSS	NBCD — NBCD — NBCD — NBCD — NBCD —	12.2.73 19.2.73 7.5.73 14.5.73 9.7.73 16.7.73 10.9.73 17.9.73 5.11.73 12.11.73	16.2.73 30.3.73 11.5.73 22.6.73 13.7.73 24.8.73 14.9.73 26.10.73 9.11.73 21.12.73	4–12	
	915720	ABM (NAMET)	ALBATROSS	70 (incl 5 NBCD)	PENGUIN WATSON ALBATROSS PENGUIN WATSON ALBATROSS	NBCD 911010 — NBCD 911010 —	15.1.73 22.1.73 19.2.73 6.8.73 13.8.73 10.9.73	19.1.73 16.2.73 20.4.73 10.8.73 7.9.73 9.11.73	4–6	
	915730	ABPH (NA PHOT)	ALBATROSS	75 (incl 10 NBCD)	PENGUIN ALBATROSS PENGUIN ALBATROSS	NBCD — NBCD —	29.1.73 5.2.73 20.8.73 27.8.73	2.2.73 18.5.73 24.8.73 7.12.73	2–6	
	915910	POAVN (POAAH)	ALBATROSS	35 (incl 10 NBCD)	PENGUIN ALBATROSS	NBCD —	17.9.73 1.10.73	28.9.73 2.11.73	4–12	

	915920	POM (POAMET)	ALBATROSS	40 (incl 10 NBCD)	PENGUIN ALBATROSS	NBCD —	21.5.73 4.6.73	1.6.73 13.7.73	—	
	915930	POP H (PO PHOT)	ALBATROSS	75 (incl 10 NBCD)	PENGUIN	NBCD	4.6.73 3.9.73	31.8.73 14.9.73	—	
	915940	POASE ..	ALBATROSS	45 (incl 10 NBCD)	PENGUIN ALBATROSS	NBCD —	22.1.73 5.2.73	2.2.73 23.3.73	2–6	
	915960	POA (POACM)	ALBATROSS	115	ALBATROSS	—	23.1.73 2.7.73	TBD TBD	—	
Naval Airman Career and PCT	902310	MTD	ALBATROSS	30	—	—	8.1.73 26.2.73 7.5.73 9.7.73 17.9.73 5.11.73	16.2.73 6.4.73 15.6.73 17.8.73 26.10.73 14.12.73	4–16	
	915330	Aircrewman Introductory	WATSON ..	20	—	—	As required	—	—	Non UC Sailors 10 days sea
	915370	SAR Diver ..	ALBATROSS	45	PENGUIN ALBATROSS PENGUIN ALBATROSS PENGUIN ALBATROSS	Diving — Diving — Diving —	19.3.73 9.4.73 2.7.73 23.7.73 15.10.73 5.11.73	5.4.73 14.4.73 20.7.73 27.7.73 2.11.73 9.11.73	3–6	
	915420	Fireman ..	ALBATROSS	10	—	—	15.1.73 26.3.73 11.6.73 3.9.73 29.10.73	26.1.73 6.4.73 22.6.73 14.9.73 9.11.73	4–12	
Air Engineering Promotion	916950	ATA 1 ..	ALBATROSS	110 (incl 5 NBCD)	PENGUIN ALBATROSS PENGUIN ALBATROSS PENGUIN ALBATROSS PENGUIN ALBATROSS	NBCD ENG NBCD ENG NBCD ENG NBCD ENG	19.2.73 26.2.73 30.4.73 7.5.73 16.7.73 23.7.73 29.10.73 5.11.73	23.2.73 20.7.73 4.5.73 28.9.73 20.7.73 14.12.73 2.11.73 22.4.74	4–12	
	916820	ATA 2 (LAMAE)	ALBATROSS	60	—	—	5.2.73 27.8.73	27.4.73 16.11.73	4–12	

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Air Engineering Promotion—*continued*	916920	ATA 3 (POAMAE)	ALBATROSS	205 (incl 10 NBCD)	ALBATROSS	—	8.1.73	19.1.73	—	
					PENGUIN	NBCD	22.1.73	2.2.73		
					ALBATROSS	—	5.2.73	19.10.73		
	916930	ATA 3 (MECH AE)	NIRIMBA ..	1 year	—	—	15.1.73	12.12.73	4–12	
Air Engineering Career and PCT	916430	S/HAWK AMC Junior	ALBATROSS	15	—	—	12.2.73	2.3.73	4–12	Senior AMC
							23.7.73	10.8.73		As required
							1.10.73	19.10.73		
	916440	Tracker AMC Junior	ALBATROSS	15	—	—	12.2.73	2.3.73	4–12	Senior AMC
							23.7.73	10.8.73		as required
							1.10.73	19.10.73		
	916460	Wessex AMC Junior	ALBATROSS	10	—	—	12.2.73	23.2.73	4–12	Senior AMC
							23.7.73	3.8.73		as required
							1.10.73	12.10.73		
	917470	Advan Air Eng Admin	ALBATROSS	10	—	—	2.2.73	16.2.73	4–12	
							2.4.73	13.4.73		
							28.5.73	8.6.73		
							11.6.73	22.6.73		
							24.9.73	5.10.73		
							8.10.73	19.10.73		
							22.10.73	2.11.73		
		ATA Apprentice 8 TERM	ALBATROSS	90	—	—	8.1.73	11.5.73	—	
							9.7.73	9.11.73		
		SE AMC JNR ..	ALBATROSS	35	—	—	23.7.73	7.9.73	3–6	
Weapons Promotion	916810	ATW 2 (LAMW)	ALBATROSS	50	—	—	27.8.73	2.11.73	4–12	
	916910	ATW 3 (POAMW)	ALBATROSS	145 (incl 10 NBCD)	PENGUIN	NBCD	29.1.73	9.2.73	4–12	
					ALBATROSS	—	12.2.73	14.9.73		
	916940	ATW 3 (MECH W)	NIRIMBA ..	1 year	—	—	15.1.73	12.12.73	4–12	
Air Weapons	917740	ATW 1 ..	ALBATROSS	200 (incl 5 NBCD)	ALBATROSS	—	22.1.73	2.3.73	4–12	
					PENGUIN	NBCD	5.3.73	9.3.73		
					ALBATROSS	—	12.3.73	16.11.73		
					PENGUIN	NBCD	12.3.73	16.3.73		
					ALBATROSS	—	19.3.73	25.1.74		
					PENGUIN	NBCD	2.7.73	6.7.73		
					ALBATROSS	—	9.7.73	26.4.74		
					PENGUIN	NBCD	15.10.73	19.10.73		
					ALBATROSS	—	22.10.73	2.8.74		
	917810	ATW 2 (LEMAW)	ALBATROSS	80	—	—	14.5.73	21.9.73	4–12	
	917910	ATW 3 (POEAW)	ALBATROSS	145 (incl 10 NBCD)	PENGUIN	NBCD	12.3.73	23.3.73	4–12	
					ALBATROSS	—	26.3.73	2.11.73		
Air Weapons Career and PCT	917480	A4G	ALBATROSS	30	—	—	15.1.73	23.2.73	1–8	
							5.3.73	13.4.73		
							23.4.73	1.6.73		
							24.9.73	2.11.73		
	917500	31B	ALBATROSS	30	—	—	15.1.73	23.2.73	1–8	
							5.3.73	13.4.73		
							23.4.73	1.6.73		
							24.9.73	2.11.73		
	917490	S2E	ALBATROSS	30	—	—	15.1.73	23.2.73	1–8	
							5.3.73	13.4.73		
							23.4.73	1.6.73		
							24.9.73	2.11.73		
		A4G AMC ..	ALBATROSS	50	—	—	9.7.73	14.9.73	4–6	
							19.11.73	12.2.74		
		31B AMC ..	ALBATROSS	20	—	—	9.7.73	3.8.73	4–6	
							19.11.73	14.12.74		
		S2E AMC ..	ALBATROSS	30	—	—	9.7.73	17.8.73	4–6	
							19.11.73	18.1.74		
Air Comms Promotion	917730	ATC 1 ..	ALBATROSS	125 (incl 5 NBCD)	ALBATROSS	—	22.1.73	2.3.73	4–12	
					PENGUIN	NBCD	5.3.73	9.3.73		
					ALBATROSS	—	12.3.73	14.9.73		
					PENGUIN	NBCD	24.9.73	28.9.73		
					ALBATROSS	—	1.10.73	3.5.74		
	917820	ATC 2 (LEMAC)	ALBATROSS	80	—	—	12.2.73	1.6.73	4–12	
							18.6.73	5.10.73		
	917920	ATC 3 (POEAC)	ALBATROSS	150 (incl 10 NBCD)	ALBATROSS	—	5.2.73	21.9.73	4–12	
					PENGUIN	NBCD	1.10.73	12.10.73		
Air Comms Career and PCT	917520	A4G PCT ..	ALBATROSS	30	—	—	25.6.73	3.8.73	1–8	
							8.10.73	16.11.73		
	917530	S2E PCT ..	ALBATROSS	50	—	—	25.6.73	31.7.73	1–8	
							8.10.73	14.12.73		
	917540	31B PCT ..	ALBATROSS	35	—	—	25.6.73	10.8.73	1–8	
							8.10.73	23.11.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Air Comms Career and PCT—*continued*		A4G AMC ..	ALBATROSS	20	—	—	16.4.73 17.9.73	11.5.73 12.10.73	1–6	
		S2E AMC ..	ALBATROSS	25	—	—	16.4.73 17.9.73	18.5.73 19.10.73	1–6	
		31B AMC ..	ALBATROSS	30	—	—	16.4.73 17.9.73	25.5.73 26.10.73	1–6	
Air Technical	916220	TOWAE ..	CERBERUS ..	50	ALBATROSS	—	8.1.73 19.3.73 2.7.73 24.9.73	16.3.73 25.5.73 7.9.73 30.11.73	—	Included in 913620
	917580	TOWAL ..	CERBERUS ..	50	ALBATROSS	—	8.1.73 19.3.73 2.7.73 24.9.73	16.3.73 25.5.73 7.9.73 30.11.73	—	Included in 913620
		HELO EXDAK	RANITE ..	20	—	—	21.5.73 29.10.73	15.6.73 23.11.73	–6	Confidential Navy Order 21/70 Navy Order 221/72
Supply and Secretariat Promotion	919910	POWTR ..	CERBERUS ..	35 (incl 10 NBCD)	CERBERUS PENGUIN PENGUIN CERBERUS	— NBCD NBCD —	8.1.73 12.2.73 13.8.73 28.8.73	9.2.73 23.2.73 24.8.73 2.10.73	6–10	Combines with course 907970 POWRWTR
	919950	POSV	CERBERUS ..	25 (incl 10 NBCD)	PENGUIN CERBERUS PENGUIN CERBERUS	NBCD — NBCD —	8.1.73 22.1.73 9.7.73 23.7.73	19.1.73 12.2.73 20.7.73 10.8.73	6–10 6–10	Combines with 907980 POWRSV
	919940	POSN	CERBERUS ..	25 (incl 10 NBCD)	PENGUIN CERBERUS PENGUIN CERBERUS	NBCD — NBCD —	26.2.73 13.3.73 10.9.73 24.9.73	9.3.73 2.4.73 21.9.73 15.10.73	8–10	
	919930	POSTD ..	CERBERUS ..	25 (incl 10 NBCD)	CERBERUS PENGUIN CERBERUS PENGUIN	— NBCD — NBCD	30.1.73 19.2.73 8.10.73 29.10.73	16.2.73 2.3.73 26.10.73 9.11.73	8–13	Combines with course 907990 POWRSV
	919920	POCK	CERBERUS ..	30 (incl 10 NBCD)	CERBERUS PENGUIN PENGUIN CERBERUS CERBERUS PENGUIN	— NBCD NBCD — — NBCD	30.1.73 26.2.73 19.3.73 2.4.73 13.8.73 10.9.73	23.2.73 9.3.73 30.3.73 3.5.73 7.9.73 21.9.73	5	Combines with 907910 POWRCK
	919710	WTR	CERBERUS ..	85 (incl 5 NBCD)	CERBERUS	—	8.1.73 12.2.73 26.3.73 30.4.73 2.7.73 6.8.73 10.9.73 8.10.73	11.5.73 14.6.73 27.7.73 24.8.73 30.10.73 6.12.73 30.1.74 27.2.74*	–5	Combines with 907770 WRWTR * Male course only
	919740	SAN	CERBERUS ..	40 (incl 5 NBCD)	CERBERUS	—	8.1.73 16.4.73 9.7.73 15.10.73	2.3.73 15.6.73 31.8.73 11.12.73	6–12	
	919720	CK	CERBERUS ..	85 (incl 5 NBCD)	—	—	15.1.73 5.2.73 13.3.73 9.4.73 30.4.73 28.5.73 4.6.73 2.7.73 13.8.73 24.9.73 22.10.73 5.11.73	21.5.73 8.6.73 13.7.73 9.8.73 24.8.73 24.9.73 2.10.73 30.10.73 13.12.73 8.2.74 6.3.73 TBD	7–12 6† 7–12	† 6 sailors only
	919730	STD	CERBERUS ..	30 (incl 5 NBCD)	—	—	8.1.73 19.2.73 2.4.73 7.5.73 2.7.73 13.8.73 17.9.73 29.10.73	19.2.73 2.4.73 18.5.73 19.6.73 10.8.73 25.9.73 26.10.73 11.12.73	10–20	Combines with 907790 WRSTD
	919750	SAV	CERBERUS ..	45 (incl 5 NBCD)	—	—	12.2.73 30.4.73 6.8.73 15.10.73	16.4.73 29.6.73 9.10.73 18.12.73	6–12	

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Musician Promotion	921990	CPO MUSN ..	CERBERUS ..	210	—	—	15.10.73	27.9.74	—	
	921920	POMUSN ..	CERBERUS ..	120	CERBERUS	—	23.4.73	19.10.73	2–4	
					PENGUIN	NBCD	22.10.73	2.11.73		
					PENGUIN	NBCD	8.10.73	19.10.73		
					CERBERUS	—	22.10.73	19.4.74		
Sick Berth Promotion	918710	SBA	CERBERUS ..	185 (incl 5 NBCD)	—	—	26.2.73	30.11.73	–30	Combines with 907760 WR SBA
							21.5.73	15.3.74		
							3.9.73	7.6.74		
	918730	DA	CERBERUS ..	85	—	—	12.2.73	15.6.73	2–6	
							9.7.73	9.11.73		
							14.1.74	17.5.74		
	918910	POSBA ..	CERBERUS ..	25 (incl 10 NBCD)	CERBERUS	—	2.4.73	27.4.73	2–8	
					PENGUIN	NBCD	30.4.73	11.5.73		
					CERBERUS	—	15.10.73	2.11.73		
					PENGUIN	NBCD	5.11.73	16.11.73		
	918930	PODA.. ..	CERBERUS ..	30 (incl 10 NBCD)	PENGUIN	NBCD	5.3.73	16.3.73	2–4	
							19.3.73	13.4.73		
Sick Berth Career and PCT	918200	LAB ASST ..	PENGUIN or CERBERUS	60	—	—	5.2.73	12.4.74	–2	
							21.5.73	27.7.74		
			ARMY ..	80						
			PUBLIC HOSPITAL	140						
	918220	X-RAY ..	PENGUIN or CERBERUS	60	—	—	5.2.73	16.11.73	–2	
			PUBLIC HOSPITAL	130						
	918240	ORA	PENGUIN or CERBERUS	60	—	—	5.2.73	7.9.73	–2	
							13.8.73	15.3.74		
			PUBLIC HOSPITAL	80						
	918260	AV MED ..	ALBATROSS	130	—	—	8.1.73	6.7.73	–2	
							6.8.73	15.2.74		
	918270	ADV N ..	CERBERUS or PENGUIN	60	—	—	5.2.73	16.11.73	–2	
			PUBLIC HOSPITAL	130						
	918300	Masseur ..	CERBERUS or PENGUIN	60	—	—	5.2.73	16.11.73	1	
			PUBLIC HOSPITAL	130						
	918330	UW MED ..	PENGUIN ..	130	—	—	TBD	TBD	1–2	
	918350	Advanced DM ..	United Dental Hospital Sydney	—	—	—	26.2.73	.12.74	—	
	918360	Hygiene Inspector	RAAF ..	—	—	—	TBD	TBD	–2	
	918380	Dispenser ..	CERBERUS ..	190	—	—	5.2.73	16.11.73	–2	
	918410	Dental Hygienist	CERBERUS ..	85	—	—	26.2.73	29.6.73	–12	Includes RAAF and Army
Miscellaneous	902340	PO Management	CERBERUS ..	20	—	—	15.1.73	9.2.73	10–18	
							12.2.73	9.3.73		
							19.3.73	13.4.73		
							30.4.73	25.5.73		
							28.5.73	22.6.73		
							16 5.73	10.8.73		
							13.8.73	7.9.73		
							10.9.73	5.10.73		
							8.10.73	2.11.73		
							19.11.73	7.12.73		
	902600	WOSK WOMC	CERBERUS ..	30	—	—	22.1.73	2.3.73	10–18	
							7.5.73	15.6.73		
							23.7.73	31.8.73		
							17.9.73	26.10.73		
Security ..	903410	Security Acquaint	PENGUIN ..	2	—	—	12.2.73	13.2.73	—	
							14.5.73	15.5.73		
							13.8.73	14.8.73		
							12.11.73	13.11.73		
Academic Instructors	902000	Teachers Certificate Course	LEEUWIN ..	3 years	—	—	19.2.73	15.12.75	–3	Navy Order 240/71
Educational ..	902500	S.G.C.E. Preparatory	LEEUWIN ..	95	—	—	15.1.73	28.5.73	–30	Navy Order 245/72
							16.7.73	26.11.73		
	902510	Matriculation Preparatory	LEEUWIN ..	18 months	—	—	—	7.12.73	–30	Navy Order 245/72 OCGL OCSLGN
							16.7.73	6.12.74		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
Training Technology	902350	Instructional Technique	CERBERUS ..	10	—	—	16.1.73	26.1.73	8–16	ALBATROSS
							5.2.73	23.2.73		
							26.2.73	9.3.73		
							19.3.73	30.3.73		
							9.4.73	20.4.73		
							29.5 73	8.6.73	—	LEEUWIN
							2.7.73	13.7.73		
							23.7.73	3.8.73		
							14.8.73	24.8.73	—	NIRIMBA
							24.9.73	5.10.73		
							16.10.73	26.10.73	—	WATSON
							12.11.73	23.11.73		
							3.12.73	14.12.73		
	903610	Training Technology	CERBERUS ..	5	—	—	15.1.73	19.1.73	8–16	
							11.6.73	15.6.73		
							13.8.73	17.7.73		
							15.10 73	19.10.73		
	NN	Training Supervisory	CERBERUS ..	3	—	—	31.1.73	2.2.73	—	
							14.3.73	16.3.73		
							6.6.73	8.6.73		
							31.10.73	2.11.73		
	903650	Quality Control ..	CERBERUS ..	3	—	—	19.2.73	21.2.73	8–16	
							2.4.73	4.4.73		
							14.5.73	16.5.73		
							6.8.73	8.8.73		
							8.10.73	10.10.73		
	901260	Training Administration	CERBERUS ..	10	—	—	30.4.73	11.5.73	8–16	
							3.9.73	14.9.73		
NBCD ..	902410	Advanced ..	PENGUIN ..	10	JBMR	—	8.1.73	19.1.73	–20	
							15.1.73	26.1.73		
							22.1.73	2.2.73		
							30.1.73	9.2.73		
							5.2.73	16.2.73		
							12.2.73	23.2.73		
							19.2.73	2.3.73		
							26.2.73	9.3.73		

							5.3.73	16.3.73		
							12.3.73	23.3.73		
							19.3.73	30.3.73		
							2.4.73	13.4.73		
							16.4.73	4.5.73		
							30.4.73	11.5.73		
							7.5.73	13.5.73		
							21.5.73	1.6.73		
							28.5.73	8.6.73		
							2.7.73	13.7.73		
							9.7.73	20.7.73		
							16.7.73	27.7.73		
							30.7.73	10.8.73		
							6.8.73	17.8.73		
							13.8.73	24.8.73		
							20.8.73	30.8.73		
							3.9.73	14.9.73		
							10.9.73	21.9.73		
							17.9.73	29.9.73		
							24.9.73	5.10.73		
							2.10.73	12.10.73		
							8.10.73	19.10.73		
							15.10.73	26.10.73		
							22.10.73	2.11.73		
							29.10.73	9.11.73		
							12.11.73	23.11.73		
							19.11.73	30.11.73		
							26.11.73	7.12.73		
							3.12.73	14.12.73		
	902400	Standard ..	PENGUIN ..	5	JBMR	—	8.1.73	12.1.73	—	
							15.1.73	19.1.73		
							22.1.73	26.1.73	—	N.A.A.
							30.1.73	2.2.73		
							5.2.73	9.2.73	—	N.A.A.
							12.2.73	16.2.73		
							19.2.73	23.2.73	—	N.A.A.
							26.2.73	2.3.73	—	N.A.A.
							5.3.73	9.3.73		
							12.3.73	18.3.73		
							19.3.73	23.3.73		
							2.4.73	6.4.73		
							9.4.73	13.4.73		
							16.4.73	20.4.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
NBCD—*continued*							30.4.73	4.5.73		
							7.5.73	11.5.73		
							14.5.73	18.5.73		
							21.5.73	25.5.73		
							28.5.73	1.6.73		
							4.6.73	8.6.73		
							2.7.73	6.7.73		
							9.7.73	13.7.73		
							16.7.73	20.7.73		
							30.7.73	3.8.73		
							6.8.73	10.8.73		
							13.8.73	17.8.73		
							20.8.73	24.8.73		
							27.8.73	31.8.73		
							3.9.73	7.9.73		
							10.9.73	14.9.73		
							17.9.73	21.9.73		
							24.9.73	28.9.73		
							8.10.73	12.10.73		
							15.10.73	19.10.73		
							22.10.73	26.10.73		
							29.10.73	2.11.73		
							5.11.73	9.11.73		
							19.11.73	23.11.73		
							26.11.73	30.11.73		
							3.12.73	7.12.73		
							10.12.73	14.12.73		
Diving ..	903200	Ships Diver ..	PENGUIN ..	15	—	—	8.1.73	26.1.73	—	
							15.1.73	2.2.73		
							12.2.73	3.3.73		
							19.2.73	9.3.73		
							19.3.73	6.4.73		
							26.3.73	13.4.73		
							30.4.73	18.5.73		
							7.5.73	25.5.73		
							2.7.73	20.7.73		

							9.7.73	27.7.73		
							6.8.73	24.8.73		
							13.8.73	1.9.73		
							10.9.73	28.9.73		
							17.9.73	5.10.73		
							15.10.73	2.11.73		
							22.10.73	9.11.73		
							12.11.73	1.12.73		
							19.11.73	7.12.73		
RANR Seaman	—	POQMG ..	CERBERUS ..	13	—	—	12.2.73	23.2.73	4–12	
							22.10.73	2.11.73		
		ABQMG ..	CERBERUS ..	13	—	—	26.2.73	9.3.73	4–12	
							28.5.73	8.6.73		
							13.8.73	24.8.73		
							26.11.73	7.12.73		
		Diver	PENGUIN ..	10	—	—	26.2.73	9.3.73	6–8	
							14.5.73	25.5.73		
							20.8.73	31.8.73		
							29.10.73	9.11.73		
RANR Communications	—	RS	CERBERUS ..	13	—	—	2.4.73	13.4.73	2–6	
							22.10.73	2.11.73		
		RO	CERBERUS ..	13	—	—	2.4.73	13.4.73	4–10	
							22.10.73	2.11.73		
RANR Marine Engineering	953050	PBERA ..	WATERHEN	13	—	—	As required	—	—	
	953040	PBME.. ..	WATERHEN	5+	—	—	As required	—	—	
RANR WEE	—	SAP1	CERBERUS ..	13	—	—	12.2.73	23.2.73	2–8	
		SAC1	CERBERUS ..	13	—	—	12.2.73	23.3.73	2–8	
							12.11.73	23.11.73		
		SAP2	CERBERUS ..	13	—	—	15.1.73	26.1.73	2–8	
							13.8.73	24.8.73		
		SAC2	CERBERUS ..	13	—	—	13.8.73	24.8.73	2–8	
		EMP	CERBERUS ..	13	—	—	29.1.73	9.2.73	2–8	
							30.4.73	11.5.73		
							23.7.73	3.8.73		
							12.11.73	23.11.73		
		EMC	CERBERUS ..	13	—	—	15.1.73	26.1.73	2–8	
							2.4.73	13.4.73		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
RANR WEE—*continued*							2.7.73	13.7.73		
							3.12.73	14.12.73		
		SAP PB ..	CERBERUS ..	13	—	—	30.4.73	11.5.73	2–8	
							8.10.73	19.10.73		
		EMC/SAC PB ..	CERBERUS ..	13	—	—	28.5.73	8.6.73	2–8	
							8.10.73	19.10.73		
		EMP PB ..	CERBERUS ..	13	—	—	19.3.73	30.3.73	—	
							28.5.73	8.6.73		
							3.9.73	14.9.73		
WRANS ..	907700	Recruit Part 1 ..	CERBERUS ..	24	—	—	16.1.73	16.2.73	20–40	
							27.2.73	30.3.73		
							3.4.73	4.5.73		
							22.5.73	22.6.73		
							10.7.73	10.8.73		
							14.8.73	14.9.73		
							25.9.73	26.10.73		
							6.11.73	7.12.73		
	907710	WRCK ..	CERBERUS ..	40	—	—	19.2.73	16.4.73	6–8	
							17.9.73	14.11.73		
	907730	WR MTD ..	ALBATROSS	30	—	—	8.1.73	16.2.73	4–16	With 902310
							26.2.73	6.4.73		
							7.5.73	15.6.73		
							9.7.73	17.8.73		
							17.9.73	26.10.73		
							5.11.73	14.12.73		
	907740	WRAN WA ..	RANTAU ..	20	RANTAU	—	5.2.73	16.2.73	—	
					ALBATROSS	—	19.2.73	2.3.73		
					RANTAU	—	30.4.73	11.5.73		
					ALBATROSS	—	14.5.73	25.5.73		
					RANTAU	—	6.8.73	17.8.73		
					ALBATROSS	—	20.8.73	31.8.73		
	907750	WRWTRST ..	CERBERUS ..	40	—	—	8.1.73	2.2.73	—	
							2.4.73	1.5.73		
							2.7.73	24.8.73		
							17.9.73	9.11.73		

	907770	WRWTR ..	CERBERUS ..	50	—	—	8.1.73	16.3.73	—	Combines with 919710
							19.2.73	1.5.73		
							2.4.73	15.6.73		
							7.5.73	13.7.73		
							2.7.73	10.9.73		
							13.8.73	23.10.73		
							17.9.73	28.11.73		
	907780	WRSAV ..	CERBERUS ..	25	—	—	19.2.73	26.3.73	—	
							13.8.73	17.9.73		
	907790	WRSTD ..	CERBERUS ..	40	—	—	8.1.73	5.3.73	10–20	Combines with 919730
							19.2.73	16.4.73		
							2.4.73	31.5.73		
							7.5.73	29.6.73		
							2.7.73	24.8.73		
							13.8.73	9.10.73		
							17.9.73	13.11.73		
							29.10.73	21.12.73		
	907930	WRRST ..	CERBERUS ..	34	—	—	19.2.73	6.4.73	3–6	
						IT	9.4.73	19.4.73		
						—	6.8.73	21.9.73		
						IT	24.9.73	5.10.73		
	907940	WRRSM ..	HARMAN ..	45	—	DSD	15.10.73	19.10.73	3–8	
						HARMAN	22.10.73	14.12.73		
	907960	WRSBA (PROB) Sect 1 Part 2	CERBERUS ..	60	—	—	26.2.73	18.5.73	-30	
							21.5.73	31.8.73		
							3.9.73	30.11.73		
	911010	WR NAV YEO	WATSON ..	20	—	—	22.1.73	16.2.73	2–10	
							13.8.73	7.9.72		
	937710	WRRO Section A	CERBERUS ..	30	—	—	19.2.73	2.4.73	—	
							2.4.73	18.5.73		
							7.5.73	10.7.73		
							2.7.73	10.8.73		
							13.8.73	25.9.73		
							17.9.73	29.10.73		
							29.10.73	11.12.73		
							10.12.73	18.2.74		
	937730	WRROT ..	CERBERUS ..	50	—	—	19.2.73	4.5.73	4–10	
							3.4.73	6.7.73		
							21.5.73	17.8.73		
							12.7.73	19.9.73		
							13.8.73	23.10.73		
							26.9.73	10.12.73		
							30.10.73	4.2.74		
							10.12.73	18.3.74		

Branch or Group	EDP No	Course	Conducting Establishment	Duration in Days	Supporting Establishments	Subject	Starting Date	Completion Date	Min/ Max Nos	Remarks
WRANS—*continued*	937740	WRROM ..	HARMAN ..	105	—	—	14.8.72	6.2.73	4–10	
							30.10.72	19.4.73		
							11.12.72	8.6.73		
							19.2.73	9.8.73		
							4.4.73	24.9.73		
							21.5.73	7.11.73		
							12.7.73	6.12.73		
							13.8.73	5.2.74		
							27.9.73	22.3.74		
							31.10.73	26.4.74		
							13.12.73	14.6.74		
	907720	WRRP ..	WATSON ..	55	—	—	26.2.73	11.5.73	–6	
							7.5.73	10.8.73		
							13.8.73	26.10.73		
							17.9.73	30.11.73		
	907330	WR NCS ..	WATSON ..	30	—	—	As required	—	—	
	937760	WRSBA Sect 2 Part 2	CERBERUS ..	60	—	—	21.5.73	31.8.73	–30	
							3.9.73	30.11.73		
							3.12.73	15.3.74		
	907800	LWRWA ..	RANTAU ..	10	RANTAU	—	9.7.73	13.7.73	—	
					ALBATROSS	—	16.7.73	20.7.73		
					RANTAU	—	29.10.73	2.11.73		
							5.11.73	9.11.73		
	907820	LWRRP ..	WATSON ..	40	—	—	15.1.73	9.3.73	—	
							23.7.73	14.9.73		
	907810	LWRCK ..	CERBERUS ..	20	—	—	8.1.73	5.2.73	2–5	Combines with 919820
							19.2.73	19.3.73		
							13.3.73	9.4.73		
							30.4.73	25.5.73		
							28.8.73	24.9.73		
							17.9.73	15.10.73		
							8.10.73	2.11.73		
							29.10.73	27.11.73		
							19.11.73	14.12.73		
	907830	LWRREG ..	CERBERUS ..	65	—	—	5.3.73	8.6.73	—	
	907900	POWRWA ..	RANTAU ..	14	RANTAU	—	23.3.73	30.3.73	—	
					ALBATROSS	—	2.4.73	11.4.73	—	
	907910	POWRCK ..	CERBERUS ..	20	—	—	30.1.73	23.2.73	2–5	Combines with 919920
							2.4.73	3.5.73		
							13.8.73	3.9.73		
	907920	POWRRP ..	WATSON ..	65	—	—	15.1.73	13.4.73	—	Combines with 911950
							9.4.73	3.8.73		
							17.9.73	14.12.73		
	907960	POWRSBA ..	CERBERUS ..	15	—	—	2.4.73	27.4.73	–4	
							15.10.73	2.11.73		
	907970	POWRWTR ..	CERBERUS ..	25	—	—	8.1.73	9.2.73	2–4	Combines with 919910
							28.8.73	2.10.73		
	907980	POWRSV ..	CERBERUS ..	15	—	—	22.1.73	12.2.73	2–4	Combines with 919950
							23.7.73	10.8.73		
	907990	POWRSTD ..	CERBERUS ..	15	—	—	30.1.73	16.2.73	3–8	Combines with 919930
							8.10.73	26.10.73		
	947700	WRAN OTC ..	CERBERUS ..	88	—	—	2.7.73	2.11.73	4–7	
						Comms 2	7.11.73	8.11.73		
	947500	OTC COMMS ..	CERBERUS ..	33	—	—	7.11.73	12.12.73	—	

(312/21/231)

(Navy Orders 240/71, 221/72, 245/72 and Confidential Navy Order 21/70)

21985/72 F. D. Atkinson, Government Printer, Canberra

HISTORIAN

ANOs 399/72-409/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
13 December 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No *Title*

SECTION 1—ADMINISTRATIVE AND GENERAL

399/72 Bathythermographs—Oceanographic Fronts.
400/72 Gyro and Weapon Stabiliser Repair/Issue Co-ordinator—Terms of Reference.
401/72 Maintenance and Correction of Chart Outfits.
402/72 Supply Division—Organisation and Responsibilities.
403/72 The Training Committee Programme, 1973.

SECTION 2—PERSONNEL

404/72 Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons.
405/72 Discipline—Sailors Under Age—Dismissal and Discharge SNLR or Unsuitable.
406/72 Establishment of Personal Services Office, Canberra City.

SECTION 4—EQUIPMENT, STORES AND SERVICING

407/72 Stores Landed on Deposit.

SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

408/72 Form OM135—Daily Diving Record Sheet.
409/72 Publications—Allowances and Amendment Status—EDP System NAVPUB.

Section 1

ADMINISTRATIVE AND GENERAL

RESTRICTED

399/72—Bathythermographs—Oceanographic Fronts

(DCI (RN) T771/72)

1. The aim of this Navy Order is to ensure that the presence of oceanographic fronts and their effects on sonar performance are recognised.

Frontal Structure

2. An oceanographic front exists at the boundary between water masses of different characteristics (eg, temperature, salinity, density). The boundary between major currents, such as that between the Gulf Stream and the Labrador Currents, forms a well-defined front which persists throughout the year. Fronts also occur in areas where there are no major currents, although these fronts are neither as well-defined nor as persistent as those at the boundaries of major currents. Annex A to this Navy Order shows isotherms in a vertical cross-section at right angles to a typical Mediterranean front.

3. There is a characteristic increase in temperature across the frontal zone, as shown in Annex B, the trace produced by an expendable bathythermograph descending through a front. A BATHYTHERMOGRAPH TRACE WHICH SHOWS SUCH A STRUCTURE SHOULD NOT BE REJECTED AS INVALID; RATHER IT SHOULD BE TAKEN AS AN INDICATION OF A FRONT.

Effects of Fronts on Acoustic Propagation

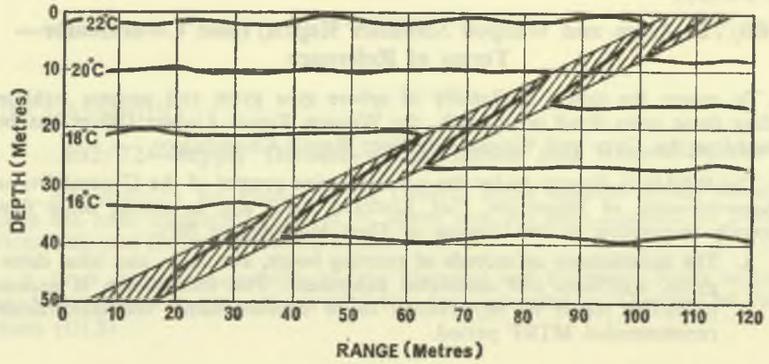
4. Fronts have a significant effect on acoustic propagation and sound passing through a front suffers considerable acoustic loss. In general, a front can be thought of as a barrier through which it is difficult for sound to penetrate.

5. Ray tracing techniques for predicting sonar ranges rely on the assumption of horizontal homogeneity in the ocean; this assumption is not valid in the presence of a front.

General

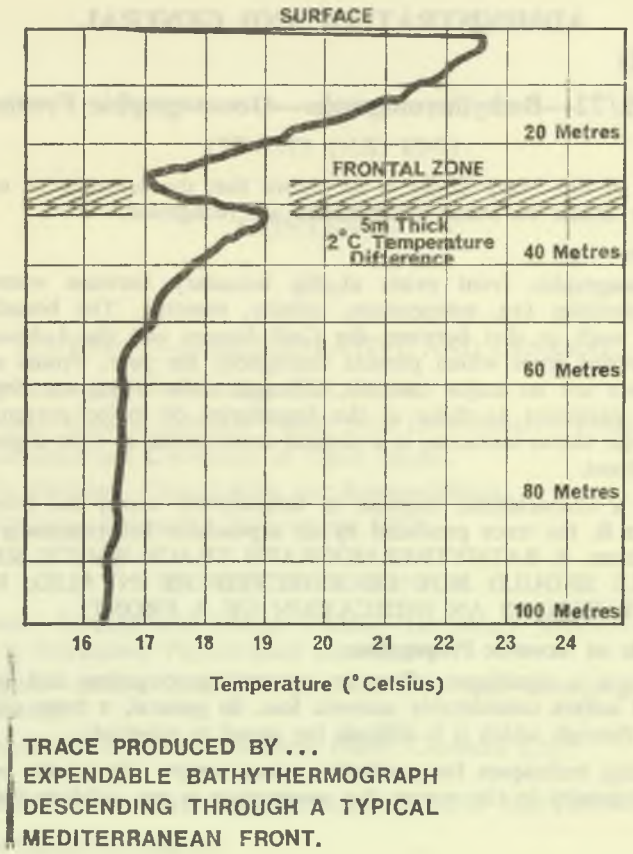
6. Further studies on fronts are in progress. In due course information on fronts, including the effects on acoustic propagation and a method of surveying these fronts, will be included in the relevant publications.

ANNEX A



SECTION THROUGH AN IDEALIZED FRONT WITH CONSTANT SLOPE

ANNEX B



(161/1/457)

UNCLASSIFIED

400/72—Gyro and Weapon Stabiliser Repair/Issue Co-ordinator—Terms of Reference

1. To ensure the timely availability of sphere type gyros and weapon stabilisers, excluding those units fitted on aircraft, the Weapon Repair Liaison Officer has been nominated as the Gyro and Weapon Stabiliser Repair Co-ordinator.

2. The WRLO is directly under the administrative control of the General Overseer and Superintendent of Inspection, East Australia Area, and is, among other things, functionally responsible to the Director of Fleet Maintenance for:

a. The maintenance of records of running hours, allocation and issue dates of gyros, stabilisers and associated equipment. This information is necessary to enable repair by replacement to be effected within the manufacturers recommended MTBF period.

b. Advising ships, dockyards and store authorities when repair by replacement is due for each type of equipment.

c. The co-ordination of the repair/overhaul of gyros, stabilisers and associated equipment by naval dockyards, local contractors or overseas repair contractors as applicable.

d. Assisting repair authorities in overcoming delays in the repair of these equipments caused by difficulties in obtaining spares, documentation, test equipment, etc.

e. Advising repair authorities, naval and civil, on environmental and other conditions necessary for the successful repair of these units.

f. Advising the appropriate authorities on suitable storage conditions for gyros, stabilisers, associated equipments and spares, so as to minimise deterioration in store which could be caused by adverse storage conditions.

3. The Weapon Repair Liaison Officer is to be included as action or information addressee as appropriate, in all signals and correspondence relating to the repair, overhaul, movement or purchasing of sphere type gyros, weapon stabilisers, and associated equipments, and also relating to associated documentation and spares.

(2/4/318)

UNCLASSIFIED

401/72—Maintenance and Correction of Chart Outfits

1. Returns of chart folios to the Hydrographic Branch reveal an unsatisfactory standard of chart outfit maintenance and correction in some ships and establishments.

2. In HMA ships, RI 3510 places the responsibility for the maintenance and correction of chart outfits on the Navigating Officer. If the Navigating Officer does not carry out the duty personally, he is to ensure that personnel doing so are adequately supervised.

3. In shore establishments chart outfits are issued for planning purposes. To ensure their effectiveness officers holding outfits for navigation purposes are responsible that they are properly corrected and maintained. RANOPs Articles 0202 and 0204 are relevant.

4. Navy Order 584/69 is hereby cancelled.

(1454/3/114)

(*Navy Order 584/69*)

UNCLASSIFIED

402/72—Supply Division—Organisation and Responsibilities

1. Responsibility for Fuels and the General Stores segment of the Naval Stores range has been transferred to D of V, whose title has been amended to Director of Victualling and General Stores (DVGS).

2. DNS retains responsibility for the Electrical and Electronic Stores segments of the Naval Stores range and his title has been amended to Director of Electrical Stores (DLS).

3. These variations of responsibilities will not affect detailed operations in the Sydney area. The SLSO and SGSO, which were created by a division of SNSOs organisation some time ago, now are responsible at the Navy Office level to DLS and DVGS, respectively. DVGS remains responsible also for SVSOs activities.

4. As a consequence of the above changes, the term 'Naval Stores' will no longer be used to define a particular section of the Navy stores inventory and will be supplanted generally by the terms 'General Stores' and 'Electrical Stores', as appropriate.

5. Action has been taken also to change the title of the Director of Air Stores (D of S (Air)) to Director of Naval Air Stores (DNAS). As a corollary the SSO (Air), Sydney, has become the Superintending Naval Air Store Officer (SNASO).

(2/4/263)

UNCLASSIFIED

403/72—The Training Committee Programme, 1973

1. With reference to Article 0133 of ABR 27 Volume 2, the dates on which the training committee will visit establishments and HMA Fleet during 1973 are as follows:

HMAS KUTTABUL	14 February
HMAS TARANGAU	14-15 March
HMAS NIRIMBA	10-12 April
HMAS HARMAN	8 May
HMAS ALBATROSS	5-7 June
HMAS CRESWELL	2-3 July
HMAS LEEUWIN	15-16 August
HMAS CERBERUS	1-5 October
HMAS WATERHEN	12 November
HMA FLEET	November/December (as convenient to Flag Officer Commanding HMA Fleet and the Fleet Programme)

(42/222/219)

Section 2

PERSONNEL

UNCLASSIFIED

404/72—Aircrew—Medical and Dental Fitness—Temporary Restrictions on Flying Due to Extraneous Physiological Reasons

1. The manning of modern military aircraft calls for an equitable physiological and psychological balance in aircrew.

2. Apart from pathological conditions, this balance may be disturbed as a result of various extraneous factors, the effects of which are scarcely perceptible and therefore, negligible for everyday activities, but which are considerably increased in the hostile environment of military aviation especially.

3. Flight safety therefore requires that all medical officers responsible in any way for the medical supervision of aircrew should be thoroughly conversant with these factors and with the appropriate and necessary preventive measures. Aircrew suffering from any physical or constitutional complaints, no matter how apparently trivial, must report them to their medical officer without delay. Flight authorisation officers who have reason to doubt the medical fitness of any aircrew must seek the advice of the medical officer prior to flight authorisation for the member concerned.

4. The main extraneous factors to be taken into consideration are:

a. debilitating illnesses;
b. administration of certain drugs which do not require the aircrew member to be confined to bed;
c. immunisation procedures;
d. loss of blood affecting regular and occasional donors and following dental extractions;
e. exposure in low pressure chambers;
f. skin diving or exposure in high pressure chambers;
g. competitive or tiring sporting activities;
h. ingestion of alcohol;
i. watchkeeping duties; and
j. dental complictations.

Debilitating Illnesses

5. a. The effects of flying when suffering from common head colds and infection of the sinuses can be far reaching and disastrous both for the aircrew and for the operational requirement.

b. A lowering of the black-out threshold may persist for three or four days after clinical recovery from gastroenteritis.

Administration of Certain Drugs

6. Aircrew requiring drugs having a systemic reaction should be removed from flying duties. These drugs must always be dispensed by or with the knowledge of the attending medical officer.

7. Drugs of the Barbiturate, Transquiliser and Antihistamine groups, which are supplied under various trade names, can have dangerous side reactions which have been regarded as the cause of accidents.

8. Aircrew should not be authorised to fly for a minimum period of eight hours after taking any drug of the Antihistamine group which is commonly used to counteract the effects of hayfever. Aircrew who have been prescribed any of the Barbiturate or Transquiliser group of drugs are to be temporarily grounded and the Squadron Commander is to be informed that they are not to fly until passed fit by the medical officer.

Immunisation Procedures

9. In the event of a reaction occurring in particular cases of certain immunisations, the following measures should be taken:

a. Typhoid Vaccine, Typhoid Tetanus Vaccine, Cholera and Anti-plague Immunisation.

Suspension from flying duties until local or general reactions have disappeared.

b. Yellow Fever Immunisation.

Suspension from flying duties until all signs of possible general reactions have disappeared.

c. Smallpox Vaccination.

Aircrew may only continue flying on the advice of the medical officer.

Restrictions Due to Blood Donations and Loss of Blood

10. Aircrew in active appointments are not to donate blood except in emergencies or special circumstances, such as those involving a rare blood type.

11. Aircrew who have donated blood are not to perform flying duties within a period of 72 hours following the donation, nor engage in flights at night or above 10,668 metres (35,000 feet), or involving aerobatic or gunnery tactics within a period of seven days following donation.

12. Following dental extractions involving prolonged and severe haemorrhage, similar restrictions are to be observed.

Training in Low Pressure Chambers

13. Test ascents in a low pressure chamber up to a simulated altitude of 9,144 metres (30,000 feet), whether carried out for the sake of physiological control or as part of the aeromedical training of flying personnel, call for limitation as follows:

a. When symptoms and/or reactions occur during or after the test, suspension from flying duties will be ordered on the advice of the attending medical officer.

b. Serious effects will entail a period of observation in a naval hospital or sick quarters to which the unit is attached.

14. When training in the chamber entails a test of rapid decompression no flying above a true or simulated altitude of 3,011 metres (10,000 feet) is to be allowed for any member concerned during the day following the test.

Skin Diving or Exposure to High Pressure Chambers

15. The danger of barotrauma (aeroembolism) during flight is considerably increased after a stay in an overcompressed atmosphere and, in particular, after skin diving and decompression therapy. To avoid the occurrence of such accidents, it is important that the following minimum safety rules be applied to aircrew:

a. Any aircrew member who, with an independent breathing apparatus, has dived deepr than 10.62 metres (35 feet) should be barred from flying above 1,524 metres (5,000 feet) actual altitude for 12 hours following the dive.

b. Any incident occurring during, or following, skin diving or decompression imposes an automatic ban on flying until a medical examination has been carried out.

Tiring Sporting or Recreational Activities

16. Flying fitness is impaired by fatigue. Fatigue can be caused by a number of factors, not the least of which is prior exhaustion from over-excessive muscular effort. Aircrew should be encouraged to take part in physical fitness programmes but should be cautioned to plan these activities so that they will not affect their fitness to fly.

Restrictions Following Consumption of Alcohol

17. The incapacitating nature of the after effects of over indulgence in alcohol is recognised by all. Also well recognised is the fact that the body takes an appreciable length of time to break down ingested alcohol. Aircrew are to be prohibited from undertaking flying duties when under the influence of alcohol or within eight hours of the last ingestion of alcohol.

Watchkeeping Duties

18. In order that they may be properly rested, aircrew should not normally be required to keep watch within eight hours of being due to undertake flying duties.

Dental

19. All flying personnel should undergo a very careful dental examination at least every six months, whether they know they require treatment or not, in order to minimise the risk of high altitude toothache. This complaint (aerodontalgia) may be so severe as to compromise an operational flight.

20. Navy Order 312/72 is hereby cancelled.

(327/53/22)

(Navy Order 312/72)

UNCLASSIFIED

405/72—Discipline—Sailors Under Age—Dismissal and Discharge SNLR or Unsuitable

1. It is the wish of the Naval Board that when a recommendation is made for the dismissal or discharge 'Services No Longer Required' or 'Unsuitable' of a sailor who is under age (that is 18 for those domiciled in South Australia and 21 for those domiciled in other States or Territories) and unmarried, his next-of-kin shall be warned by letter. The letter should avoid mentioning that dismissal or discharge has been recommended. A specimen letter is given in Annex A.

2. Immediately the Naval Boards decision is known a further letter is to be sent to inform the next-of-kin either:

a. that after consideration it has been decided to retain the sailors services; or

b. that approval has been given for dismissal or discharge.

3. The reading of an approved punishment warrant or the putting into effect of the Naval Boards decision to discharge a sailor 'Services No Longer Required' or 'Unsuitable' may be delayed so as to permit the next-of-kin to have 48 hours notice.

4. Navy Order 631/69 is hereby cancelled.

ANNEX A

Specimen Letter

HMAS.....

Dear Mr.....

1. I am sorry to have to inform you that consideration is at present being given as to whether or not your son John should be retained in the Navy.

2.....(Explanation of why such consideration is being given.)

3. As soon as a decision is made I will write to you again.

4. Meanwhile I have advised John to write to you to give you any further details.

Yours sincerely,

COMMANDING OFFICER

(320/1/19)

(*Navy Order 631/69*)

UNCLASSIFIED

406/72—Establishment of Personal Services Office, Canberra City

1. A Personal Services Office as part of the Directorate of Personal Services has been established in Canberra City to improve services to members of the RAN and their families in the Canberra and Queanbeyan areas. The functions and policy considerations of the Canberra PSO will generally be similar to those of the Command Personal Services Office recently introduced in Sydney.

Location and Administration

2. The Personal Services Office is located at Suite 24, 35 East Row, Canberra City—telephone 47 6611 or 47 6809. The Officer-in-Charge of the Personal Services Office (PSO) is responsible to the Director of Personal Services (Administration), Navy Office, Canberra. Staff of the PSO will be posted 'HARMAN (Navy Office) for staff of DGPS'.

Role of the Personal Services Office

3. The role of the PSO is to provide assistance, advice and support where necessary in matters of housing, entitlements, general social services to members and their families, and arranging for advice to be given on education, resettlement and legal matters.

4. It is not intended that this organisation should be a substitute for the Divisional System, nor that it should interfere with existing administrative procedures in ships and establishments. The PSO supplements existing services and is an extension of the Divisional System, hence, it is important that Divisional Officers of members wishing to use the services of the PSO maintain a liaison with the organisation. Similarly, officers seeking advice or assistance from the PSO should keep their Head of Department or Commanding Officer informed.

5. In all cases of stress or hardship the staff of PSO will direct their efforts towards assisting families in averting crises and saving unnecessary distress at home. Particular attention will be given to difficulties experienced by families during a members absence at sea. It is important that personnel in need of advice or assistance seek help without delay and that their families be informed of the method of contacting the PSO.

Services Available to Members and Families

6. A summary of the services available to members and their families through the PSO is given below:

a. Social work in accordance with current regulations.

b. Administration of Family Services (Housekeeper) Scheme for the local area.

c. Reception and departure of members and their families, if required.

d. Liaison with the Canberra RAN Wives Association.

e. Provision of information on communal facilities and services.

f. Arranging temporary accommodation for all personnel and Department of the Interior Housing for Navy Office and Department of Defence personnel.

g. Arranging for advice to be given on education, resettlement and legal matters.

h. Advice in regard to members entitlements.

i. Advice in relation to removals and assistance in preparation of inventories for Navy Office and Department of Defence personnel.

Removals—Settling in Arrangements

7. Applications for removal to Canberra are to include any special requirements the member may have during the period of settling in. In addition to the existing removal procedures members may also request any or all of the following:

a. Reception of family.

b. Assistance with emergency household items.

c. Additional transport to that approved, ie, at members own expense.

8. In cases where full details of the additional services required are not known at the time of the initial removal application, a signal is to be sent in the format shown at Annex B.

Entitlements

9. The senior writer sailor on the PSO staff will keep up to date in the policy and interpretation of entitlements and will maintain a direct liaison with the Naval Personnel Branch at Navy Office.

Resettlement and Education

10. Appointments will be made with the Directorate of Naval Education Services at Navy Office for those members desiring counselling on resettlement or education matters.

Legal Advice

11. A legal advisory service is available by appointment through the PSO. Members seeking such advice need not reveal the nature of their problem beforehand.

Organisation and Functions

12. The organisation and basic functions of the Personal Services Office are shown in Annex A.

13. Copies of this order will be available for display on notice boards.

ANNEX A

Organisation and Functions

The Personal Services Office comprises three sections. Each section is responsible for specific functions but there are some areas where sections are interdependent. The basic organisation, together with a brief description of the functions of each section of PSO is shown below.

Section 1

Social Work

a. Assistance with requests for compassionate leave, free discharge, LWOP and special postings or leave.

b. Counselling in matters of a domestic nature, including marriage guidance.

c. Individual counselling on any matter where a member, his wife or family have made a direct approach.

d. Administration of the Family Services Scheme and, where necessary, assistance in obtaining emergency housekeepers.

e. Development of a RAN controlled housekeeper service.

Section 2

Family Services

a. Reception and initial support of members/families arriving from overseas and interstate (if required).

b. Liaison with the Canberra RAN Wives Association.

c. Provision of support for wives of members at sea. (This is to include organising social activities in conjunction with the RAN Wives Association.)

d. Provision of detailed information on communal facilities in the Canberra and Queanbeyan areas.

e. Arranging transport for families to transport terminal on departure, if required.

Section 3

1. *Housing and Removals*

a. Arranging, in liaison with the Department of the Interior, housing for Navy Office and Department of Defence personnel.

b. Arranging temporary accommodation—hotel, motel or government hostel—for members awaiting permanent accommodation.

c. Liaison with appropriate authorities concerning maintenance of Department of the Interior houses when members are at sea.

d. Provision of up to date information and advice concerning purchase of homes, including War Service Homes.

ANNEX A—*continued*

e. Advice in relation to removals and assistance in preparation of inventories for Navy Office and Department of Defence personnel.

f. Establishment of lawnmowing and other contracts with a view to discounted household maintenance and repair services being available, particularly when the member is at sea.

2. *Advisory Services*

a. Provision of advice concerning:

1. Members personal entitlements.
2. Naval Health Benefits.
3. RAN Relief Trust Fund matters.

b. Arranging for advice to be given on resettlement matters.

c. Arranging for advice to be given on education matters.

d. Arranging for advice to be given on legal matters.

e. Provision of up to date information of a general nature, including discount houses and businesses and complimentary and discounted tickets to entertainment.

ANNEX B

Settling in Arrangements—Signal Format

Ships and establishments requesting the additional services for members, listed in Paragraph 7 of this order, are to signal details in the following format at least seven days before arrival of the members family in Canberra.

FROM:

TO: ACNB

INFO: HARMAN

UNCLASSIFIED Reference (authority for removal)

Navy Order 406/72

A. Name of member.

B. Whether reception of family required.

C. If answer to B is YES—details of travel arrangements, family and amount of accompanied baggage.

D. Details of additional transport required at members own expense.

E. Details of temporary accommodation required (ie, hotel, motel, or government hostel).

F. Any other requirements on arrival.

(302/2/170)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

407/72—Stores Landed on Deposit

The returns referred to in Paragraph 2 of Navy Order 318/72 are to be forwarded by 31 October each year.

(400/70/27)

(*Navy Order 318/72*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

408/72—Form OM135—Daily Diving Record Sheet

1. Form OM135, Daily Diving Record Sheet, has been introduced to provide a standard format for recording details of diving operations. It replaces the rough work book referred to in ABR 155 Article 0203 (5).

2. A record of all diving operations is to be kept on Form OM135 and details of the dive are to be transcribed at a later date into the divers personal Form OM101, Record of Diving Practice, and the Diving Log. Forms OM135 should be retained for one month before they are destroyed.

3. There is no longer any requirement to record details of diving practice, tests, failure of equipment or medical examinations in the TAS Log and Progress Book in accordance with ABR 155 Article 0205. The Diving Section of this book is only to be used for records of personnel.

4. Forms will be issued without demand.

5. ABR 155 Articles 0203 and 0205 will be amended.

6. Navy Order 628/69 is hereby cancelled.

(1623/2/4)

(*Navy Order 628/69*)

UNCLASSIFIED

409/72—Publications—Allowances and Amendment Status—EDP System NAVPUB

1. One of the functions of the NAVPUB System is to keep HMA ships, establishments and other authorities informed by reports issued from the EDP Centre, Navy Office, of the allowances and quantities issued of publications for each addressee, the amendment status of the publications and details of amendments and books issued during the period covered by the report.

2. The basic aim of the system is to increase efficiency in the use of publications by providing regular and detailed issue and status reports by means of which holders may determine that all allowed books and applicable amendments have in fact been received.

3. An EDP report is issued in duplicate (*see* Paragraph 7 regarding use of second copy) to all holders of publications at two monthly intervals. This report details only those changes made to previous reports, eg, new publications issued, publications deleted and amendments issued during the two month period under review.

4. The information which will be contained in the report is as follows:

Heading:

Addressee Code	The unit identification code and name, eg, 1ØØ7 HMAS MELBOURNE.
Date	The date the report is printed by the EDP Centre.
Last SG1 Number	The serial number of the latest Form SG1 (Advice note for magazines, pamphlets, amendments to publications, etc) issued to the addressee. The serial number will be reset to Ø on 1 January each year.

Publication Information and Status:

Publication Number	The publication identification in the form of official number and title. The symbol '*' will appear to the left of the publication number, if a new publication has been introduced, an amendment has been issued, or there has been a change to any information since the last report. The letter 'D' will appear to the left of the publication number if the publication has been deleted from the units allowance. This publication will not appear on the next report. Disposal of deleted publications is to be arranged in accordance with ABR 4 Article 2514.
Account	'ACC' indicates that the publication is accountable (ABR 4 Article 25Ø9 refers). 'N' signifies that the publication is non-accountable.
Date	Effective date of publication.
Quantity Allowed	Allowance of the publication to the addressee.

Quantity Held	If the quantity shown as held is less than the allowance, it may be assumed that the publication is either in transit or not available for issue. Issues to complete to the authorised allowance will be made without demand. If the actual quantity held varies from that shown, details are to be reported to DVGS immediately.
Change	The latest amendment number issued by the originator of the publication will be shown under this heading to indicate the amendment status of the publication. If there have been no amendments, this area will contain the word 'NIL'.
Other	The latest amendment number issued by an authority, other than the originator of the publication, eg, when the RAN issues an amendment to a USN publication. Interim Change or Supplement Number will be shown under this heading to indicate the amendment status of the publication. If there have been no amendments, this area will contain the word 'NIL'.
A	A list of amendments to the publication issued since the last report will appear after this symbol. A maximum of 10 amendments will be printed on the report. Any in excess of 10 will be printed on an addendum which will accompany the report. Amendment type codes, 'C' = change and 'O' = other, will precede the amendment number.

5. If there has been no change to publication allowance and no amendments issued to the publications since the last report, the previous report will then remain current. Notification to this effect will be by means of a NAVPUB report with the legend:

'NO CHANGE TO PUBLICATION INFORMATION SINCE LAST REPORT, WHICH IS STILL CURRENT'

printed under the heading information.

6. Reports will be forwarded to addressees on the last day of every second month. 7510-66-L56375, Binders, are suitable for filing the reports, and should be demanded from the Superintending Victualling Store Officer (SVSO), Sydney, as required.

7. To enable stock records and service holdings of publications to be reconciled, two copies of the report will be forwarded. When the report is received the information it contains is to be verified (*see* Paragraphs 9 and 10) and the second copy of the report is to be forwarded to the Director of Victualling and General Stores (DVGS). Addressees will be required to notify DVGS of publications held but not recorded in reports received from the EDP Centre.

8. The number of amendments issued to a holder in respect of any publication will be as shown in the 'Quantity Held' column. It is, therefore, necessary to declare additional copies of publications acquired in excess of those shown in the 'Quantity Held' column to ensure that sufficient copies of amendments are received to correct all publications held. However, issue of amendments for quantities held in excess of allowances will be arranged only if approval is given to the addition of such excess quantities to the authorised allowances.

9. Every effort should be made to complete the verification of either the change report or the full list of publications within three (3) weeks of the date of receipt. This will enable any amendments necessary to be made to the records prior to production of the next report.

10. To obviate incorrect interpretation the verification should show the following:

a. Is the publication held? *Insert* 'Yes' or 'No' below the publication number.

b. If the publication is held, does the effective date of the publication agree with that indicated on the printout? If not, indicate the date of the publication held.

c. Is the quantity listed as held correct? If correct tick the quantity shown, if not, indicate quantity actually held.

d. If a publication shown as held is not held and is not required, this should be noted. The publication will then be deleted from the subsequent report.

So far as the consolidated report (full list) is concerned a detailed listing should be forwarded to DVGS of all publications held for which updating is required, but which are not listed on the report. The list should indicate the following:

Publication Number (Volume, Part, etc, if applicable)
Publication Title
Publication Date
Quantity Held
Latest Amendment Number and Date
Federal Stock Number (USN publications only).

Issue of updating for these publications together with deficient updating for other publications as noted in the listing returned to Navy Office, will be supplied without demand.

11. Updating required to complete publications to the standard shown in the latest change report should be demanded direct from SVSO, Sydney, or Distributing Authority (Melbourne), as appropriate.

12. The original copy of the report for holders of Air Publications is to be noted with the following certificate:

AMENDMENTS TO THE TECHNICAL AIR PUBLICATIONS SHOWN ABOVE HAVE BEEN RECEIVED AND INCORPORATED, EXCEPT THOSE LISTED BELOW FOR REASONS STATED.

.....
Signature of Responsible Officer

13. If any publication holder requires a full list of publications held for special validation purposes outside of the normal bi-monthly production run, the request should be submitted to the Director of Victualling and General Stores (Publication Section), Navy Office, Melbourne. It must be stressed that the full list facility is for special circumstances only such as SOAP assistance at refit or major library changes and cannot be supplied on a regular basis.

14. Navy Order 640/69 is hereby cancelled.

(465/61/228)

(*Navy Order 640/69*)

Navy Orders 557/69 to 640/69 are now over three years old and may be disposed of accordingly.

22270/72 F. D. Atkinson, Government Printer, Canberra

ANOs 410/72-421/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
18 December 1972.

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

By direction of the Naval Board,

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
410/72	Re-constitution of the Naval Board.
411/72	Ships (General)—Sonar Hull Outfits—Responsibility for Raising and Lowering.
	SECTION 2—PERSONNEL
412/72	HMAS NIRIMBA—End of Term Prizes.
413/72	Travelling Allowance—Members on Long and Intermediate Term Duty Overseas.
414/72	United Service Institution of Victoria Prize.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
415/72	Aircraft Technical Maintenance Plans—Revision and Re-issue.
416/72	Alteration and Addition Item—RAN Oberon Class Submarines.
417/72	Consignment of Stores to Singapore for HMA Ships.
418/72	Large HE Filled Underwater Weapons—Care in Handling.
419/72	Radio, Radar, Etc, Fitted Equipment List—Inclusion of Serial Numbers.
420/72	Transfer of Supply Division Records to EDP (NAVSTOK).
	SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY
421/72	RAN Catalogue of Materiel (ABR 5074)—Production in Miniaturised Format.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

410/72—Re-constitution of the Naval Board

1. The Naval Board was re-constituted by the Governor-General on 10 October 1972.

2. The Deputy Chief of Naval Staff is now a full member of the Board and the titles of the other naval members of the Board have been changed as follows:

Old Title	*New Title*
First Naval Member and Chief of Naval Staff	Chief of Naval Staff
Second Naval Member and Chief of Personnel	Chief of Naval Personnel
Third Naval Member and Chief of Naval Technical Services	Chief of Naval Technical Services
Fourth Naval Member and Chief of Supply	Chief of Naval Supply and Works

3. RI Chapter 1 will be amended in due course.

(2/204/13)

RESTRICTED

411/72—Ships (General)—Sonar Hull Outfits—Responsibility for Raising and Lowering

1. Cases have occurred, both in the RN and the RAN, of sonar hull outfits being damaged by being left in the lowered position when ships have entered dock.

2. Responsibility for the state of hull outfit on docking is vested in the Weapons Electrical Engineering Officer (WEEO), in accordance with BR 2232 Handbook for Hull Outfits 16, 18 and 20, Chapter 1, Paragraphs 25-29 (Change No 5).

3. Commanding Officers are to ensure that these instructions are clearly understood by all concerned, and that Standing Orders contain clear instructions for reporting the state of sonar hull outfits, logs, or any other retractable equipment which may project from the ships bottom, on all occasions of proceeding to sea, returning to harbour, or shifting berth.

4. Navy Order 702/69 is hereby cancelled.

(1211/251/163)

(*Navy Order 702/69*)

Section 2

PERSONNEL

UNCLASSIFIED

412/72—HMAS NIRIMBA—End of Term Prizes

1. The allocation for the award of prizes to apprentices in HMAS NIRIMBA is increased to $414 per passing out ceremony.

2. Article 0114 Paragraph 4 of ABR 91/1967 is to be amended accordingly.

(38/6/12)

UNCLASSIFIED

413/72—Travelling Allowance—Members on Long and Intermediate Term Duty Overseas

The rates and conditions for payment of Long and Intermediate Term Duty Travelling Allowance shown in Navy Order 212/72 have been varied as follows:

TABLE A

1. *Delete* those rates shown for BELGIUM, FINLAND, GREECE, IRAN, IRELAND, MAURITIUS, NETHERLANDS, SOUTH AFRICA and YUGOSLAVIA and *insert* the following rates, together with new rates for AUSTRIA, 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*
Austria	19.6.72	Schillings	450	450	520
Belgium	11.5.72	Francs	1,020	1,020	1,270
Finland	15.5.72	F Mks	75	75	105
Greece	1.8.72	Drachmae	520	520	670
Iran—					
Abadan and Isfahan	24.8.72	Rials	1,690	1,690	1,760
Elsewhere			1,350	1,350	1,420
Ireland	1.2.72	£Irish	6.75	6.75	8.50
Mauritius	28.4.72	Rupees	100	100	115
Netherlands	4.5.72	Florins	70	70	85
South Africa	28.4.72	Rand	18.00	18.00	20.50
Yugoslavia	11.5.72	New Dinars	220	220	310

2. *Delete* GHANA, KENYA, SPAIN and TANZANIA from Table A and *insert* the rates shown hereunder in Table B. *Delete* NAURU from Table A, the rates applicable having been withdrawn.

TABLE B

1. *Delete* those rates shown for the Republic of CHINA, DENMARK, FRANCE, GERMANY, ITALY, MALTA, NIGERIA, SWEDEN, SWITZERLAND and the USSR, and *insert* the following rates together with rates for GHANA, KENYA, PORTUGAL, SPAIN, TAIWAN and TANZANIA, 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*
Denmark	24.4.72	Kroner	80	80	100
France	22.6.72	Franc	62	62	67
Germany	21.6.72	D Marks	40	40	45
Ghana	28.4.72	New Cedis	11.50	11.50	13.00
Italy	1.8.72	Lire	7,500	7,500	9,500
Kenya	28.4.72	Shillings	65	65	75
Malta	1.8.72	£M	3.15	3.15	4.15
Nigeria	28.4.72	£N	3.15.0	3.15.1	4.7.6
Portugal	1.8.72	Escudos	260	260	350
Spain	1.8.72	Pesetas	600	600	700
Sweden	15.5.72	Kroner	56	56	68
Switzerland	1.8.72	Francs	48	48	55
Taiwan	6.9.72	$NT	240	260	300
Tanzania	28.4.72	T Shillings	51	51	56
USSR—					
Moscow and Leningrad	26.5.72	Roubles	12.50	12.50	13.50
Elsewhere			10.50	10.50	11.50

(252/4/177)

(Navy Order 212/72)

UNCLASSIFIED

414/72—United Service Institution of Victoria Prize

The 'United Service Institution of Victoria Prize' for Midshipmen SLEX Entry 2/1971 has been awarded to:

Midshipman SL A. R. SPELTA, RAN.

(38/6/31)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

415/72—Aircraft Technical Maintenance Plans—Revision and Re-issue

Navy Order 464/71 is to be amended as follows:

Paragraph 9

Delete SAMR and *insert* in lieu DAE.

Paragraph 12

Delete SAMR and *insert* in lieu DAE.

(1313/1/878)

(*Navy Order 464/71*)

UNCLASSIFIED

416/72—Alteration and Addition Item—RAN Oberon Class Submarines

Navy Order 427/70 is to be amended as follows:

Class List Item No 21

a. *Item: Delete* 246/109 Rev 1, 5 sheets, and *insert* 246/109 sheet 1 Rev 1, 246/109 sheet 2, 246/109 sheet 3, 246/109 sheet 4 Rev 1, and 246/109 sheet 5.

(1218/59/72)

(*Navy Order 427/70*)

UNCLASSIFIED

417/72—Consignment of Stores to Singapore for HMA Ships

1. The ANZUK Traffic Management Agency (ATMA), Singapore (Signal Address ATMAHQSIN), is responsible for co-ordinating movements of personnel and stores in the Singapore/Malaysia area.

2. Accordingly, stores for HMA ships visiting Singapore will be consigned to one of the following ATMA detachments (depending on the method of dispatch) for onforwarding to Royal Navy Stores and Transport Officer, ANZUK Naval Base:

a. By Sea (either Civil or Service Vessel)	ATMA Port Detachment SINGAPORE for HMAS * C/o RNSTO ANZUK Naval Base SINGAPORE 27	ATMAPORTSIN INFO RNSTO SINGAPORE

b. By Commercial Air Freight	ATMA Detachment Paya Lebar Airport SINGAPORE for HMAS * C/o RNSTO ANZUK Naval Base SINGAPORE 27	ATMAPLR INFO RNSTO SINGAPORE
c. By Service Air Freight	ATMA Detachment Tengah Air Base SINGAPORE for HMAS * C/o RNSTO ANZUK Naval Base SINGAPORE 27	ATMATENGAH INFO RNSTO SINGAPORE

* Ships code to be inserted.

3. Relevant signal addresses to be used are shown in the third column above. ATMAHQSIN has no requirement to sight any signals concerning the supply of stores, etc, unless policy on movement through Singapore/Malaysia is involved.

4. Navy Order 508/70 is to be amended as follows:

Paragraph 5 Column 2 Address

Delete

C/o Superintending Naval Store Officer
HM Naval Base
SINGAPORE

Insert

C/o RN Stores and Transport Officer
ANZUK Naval Base
SINGAPORE 27

(187/2/17)

(*Navy Order 508/70*)

RESTRICTED

418/72—Large HE Filled Underwater Weapons—Care in Handling

1. Because of their thin casing and method of construction, large HE filled underwater weapons must be handled with great care at all times.

2. Particular care must be taken with depth charges. Not more than one depth charge should be lifted in one hoist and shot mats should always be used at receiving positions to reduce the risk of jolting.

3. Depth charges filled HE are not to be transferred at sea except to meet operational requirements in an emergency.

4. Navy Order 741/69 is hereby cancelled.

(700/255/27)

(*Navy Order 741/69*)

UNCLASSIFIED

419/72—Radio, Radar, Etc, Fitted Equipment List—Inclusion of Serial Numbers

1. As a result of a proposal which was referred to the Fleet Store Accounting Sub-committee it has been decided that Forms SD116 need no longer be raised to change serial numbers in the Radio, Radar, etc, Fitted Equipment List. However, serial numbers recorded in the ships copy of this list of equipment are to be updated whenever equipments are exchanged.

2. ABR 4 Article 3520 (1) line 4 will be amended by the inclusion of the following sentence after 'accessories':

> 'Raising of Forms SD116 is not required to amend serial numbers in the Radio, Radar, etc, Fitted Equipment List but the serial numbers recorded in the ships copy of this list of equipment are to be amended whenever equipments are exchanged for identical (except for the serial number) equipments.'

(400/62/938)

UNCLASSIFIED

420/72—Transfer of Supply Division Records to EDP (NAVSTOK)

Navy Order 294/71 is to be amended as follows:

Annex A

a. *Add* Class 7105—Store Depot Code 0086, Class 7730—Store Depot Code 0086 and Class 0350—Store Depot Code 0086.

b. *Delete* Class 7520, 7690 and 9905 with Store Depot Code 5819.

c. *Delete* Class 7110 with Store Depot Code 0124.

d. *Delete* Class 8465 with Store Depot Code 0027.

e. Store Depot Codes against Classes: Forms 0310, 0330, 0340, 0421, 0422, 0451, 6530, 6670, 7110, 7125, 7195, 7210, 7220, 7230, 7240, 7340, 7460, 7510, 7520, 7530, 7690, 7720, 7830, 8310, 8315, 8340, 8345, 9310, 9905, 9920 are to be amended *to read* 0086.

f. Store Depot Codes against Classes: V4, V8, 7810, 8460 are to be amended *to read* 0124.

(178/1/170)

(*Navy Order 294/71*)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

421/72—RAN Catalogue of Materiel (ABR 5074)—Production in Miniaturised Format

1. The sheer volume of Service Catalogues has necessitated investigation into ways and means of producing them in a miniaturised format.

2. For some time an inter-service committee has been investigating the application of microfilm techniques, with a view to the adoption of a common micro-form to facilitate the direct interchange of data between the Service Departments.

3. Agreement has now been reached to introduce a common microform system, whereby data is reduced at a ratio of 48 : 1 on to microfiche (6 inch x 4 inch negative film), for promulgation of Service Catalogues and similar publications.

4. It is expected that the RAN Catalogue of Materiel (ABR 5074) will be available in the new format early in 1973 when issue of the present hard copy catalogues will cease.

5. It is intended that production and periodical issue of the RAN Catalogue of Materiel, in microfiche, will be as follows:

ABR 5074—BASIC CATALOGUE—CLASS SECTIONS
Complete issue every three months. After the first issue each subsequent issue will be accompanied by a change list, detailing deletions and other changes but not additions since the previous issue.

ABR 5074B—MASTER CROSS REFERENCE LIST
(*Part Number to Stock Number and vice versa*)
Complete issue every three months.

ABR 5074C—CATALOGUE NUMBER INDEX
(*Catalogue Number to Class*)
Complete issue every three months. Will be an expanded version similar to the USN Navy Management Date List (NMDL).

ABR 5047D—STOCK NUMBER RE-REFERENCE INDEX
(*Old Stock Number to New Stock Number and vice versa*)
Complete issue every six months.

ABR 5047G—INDEX FROM ITEM NAME TO CLASS
Complete issue every 12 months.

6. ABR 5074F (Pricing Supplement) will not be produced in microfiche format as 'UNIT RATE' will be included in the new format ABR 5074C.

7. The possibility of producing the drawings and illustrations now included in the hard-copy catalogues in microfiche format is being investigated but, at this stage, it is anticipated that they will continue to be issued in hard-copy.

8. Arrangements are in hand to procure the necessary readers.

9. Further advice on the date of availability of the RAN Catalogue of Materiel in microfiche format and the provision of the readers will be promulgated.

(465/1/1750)

22411/72 F. D. Atkinson, Government Printer, Canberra

HISTORIAN

RESTRICTED

ANOs 422/72-431/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
22 December 1972.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

RESTRICTED

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
422/72	Battle Honours for HMA Ships and Fleet Air Arm Squadrons.
423/72	Fires and Fire Fighting—Access to Equipment Lockers at Fire and Repair Party Posts.
424/72	SAILSTRUC 70—The Meteorology Category.
425/72	Terms of Reference for Commander First Australian Landing Craft Squadron (Short Title: COMAUSLANCRON ONE).
	SECTION 2—PERSONNEL
426/72	Members on Short Term Duty Overseas.
	SECTION 3—OPERATIONAL AND TRAINING
427/72	Landing Signals Officers—Selection and Training.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
428/72	Diving—Power Operated Oxygen Booster Pump.
429/72	Guided Weapons—Temperature Penalties and Propellant Records.
430/72	Naval Stores (Electrical)—Revised Allowances 5180-66-032-6356 Kit, Electronic, Repair and Maintenance.
	SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY
431/72	Captains Ships Books and Ships Book Supplement.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

422/72—Battle Honours for HMA Ships and Fleet Air Arm Squadrons

1. Approval has been given to add to the list of official Battle Honours the following: VIETNAM 1967–71.

2. The undermentioned units are entitled to the award as follows:

HMAS BRISBANE	VIETNAM 1969–71
HMAS HOBART	VIETNAM 1967–70
HMAS PERTH	VIETNAM 1967–71
HMAS VENDETTA	VIETNAM 1969–70
723 SQUADRON	VIETNAM 1967–71

(38/2/28)

UNCLASSIFIED

423/72—Fires and Fire Fighting—Access to Equipment Lockers at Fire and Repair Party Posts

1. This order lays down the procedures to be adopted by HMA ships to allow emergency access to damage control, fire party and self contained breathing apparatus lockers.

2. Ships fitted with all three types of lockers are to:
   a. Place a duplicate key within a glass fronted key box on each fire party locker.
   b. Place duplicate keys, correctly tallied, to self contained breathing apparatus lockers on a board within the appropriate fire party locker.
   c. Hold duplicate keys in HQ1/engineers office to all lockers in the ships in all NBCD states and, in NBCD states 1 and 2, in section bases to all lockers in the section concerned.

3. Ships not fitted with the above lockers are to:
   a. Place a duplicate key within a glass fronted key box on or near the entrance of the repair locker or combined fire party damage control locker.
   b. Place duplicate keys to SCBA lockers in each section inside appropriate section bases, repair lockers or combined fire party/damage control lockers.
   c. Hold duplicate keys to all lockers in HQ1/engineers office and on the main key board issuing the keys from the main keyboard to section bases, repair lockers or combined fire party/damage control locker in NBCD state 1 and 2.

(1446/1/111)

UNCLASSIFIED

424/72—SAILSTRUC 70—The Meteorology Category

1. From the date of this order, the Director, Naval Weather Service, is responsible for the Meteorology Category.

2. The following have been approved:

a. The NAMET Category is renamed the Meteorology Category.

b. The Meteorology Category remains within the Naval Air Branch.

c. The current pattern of training for the category will be retained for the present.

d. The present badge for the category will be retained.

e. Rank titles in the category will be Ordinary Seaman, Able Seaman, Leading Seaman, Petty Officer, Chief Petty Officer, and Warrant Officer, followed by the category designation, 'Meteorology'.

f. The shortened form of titles will be as follows:

Old Title	*New Title*
ORDNAMET ..	.. ORDM
NAMET ..	.. ABM
LAMET ..	.. LSM
POAMET ..	.. POM
CAMET ..	.. CPOM
WOAMET ..	.. WOM

3. The new category title and rank titles will be official from 1 January 1973.

(302/1/90)

RESTRICTED

425/72—Terms of Reference for Commander First Australian Landing Craft Squadron

(Short Title: COMAUSLANCRON ONE)

5/1/73

1. A new post of Commander First Australian Landing Craft Squadron is to be created in December 1972 on a date which will be promulgated by signal.

2. The Commander First Australian Landing Craft Squadron (COMAUSLANCRON ONE) is also the Commanding Officer, HMAS MORETON, and is responsible to the Flag Officer Commanding HM Australian Fleet. COMAUSLANCRON ONE is also the class authority for Landing Craft Heavy (LCH).

3. The primary role of AUSLANCRON ONE is to provide amphibious support and coastal transport support for the Australian Army. To enable the squadron to undertake this support role most effectively, COMAUSLANCRON ONE is authorised to liaise directly with the headquarters of those army units to which he is directed to provide LCH support, and also with the Headquarters 1 Terminal Group, Sydney units of which group will normally provide the army interface at the beach where the LCHs will be discharged.

4. The Staff Plans Officer to COMAUSLANCRON ONE is to be an army officer, dually appointed as Army Liaison Officer. This officer will be one with specialist knowledge of army terminal group and water transport operations.

5. COMAUSLANCRON ONE is the Fleet Commanders adviser on RAN landing craft operations. His detailed responsibilities are to:

a. Operate the squadron on behalf of the Fleet Commander to provide in the following order of priority;

(1) LCH support as required by army,

(2) one LCH as required by the hydrographer to support inshore survey operations,

(3) pre-commissioning training for LCH personnel and;

(4) for other tasks as he may be directed from time to time.

b. In conjunction with appropriate army units (eg, an amphibious armoured personnel carrier (APC) Squadron) develop techniques and procedures for landing craft operations and amphibious beach operations;

c. Compile and maintain a library of beach intelligence data for those areas where craft are required to conduct amphibious beachings; the assistance of CDT personnel will be necessary (in this field);

d. Conduct sea training as necessary to maintain standard skills in amphibious operations and to develop new techniques and procedures;

e. Administer the ships of the squadron on behalf of the Fleet Commander;

f. Administer HMAS MORETON as an efficient support base for AUSLANCRON ONE, including the provision of logistic support and mobile base support to craft deployed to forward areas; and

g. Administer LCH maintenance and modification programmes, the majority of which work is planned to be done in the Brisbane area.

6. COMAUSLANCRON ONE may delegate to the senior officer of an LCH division the operational control of the ships of that division for a particular exercise/operation.

7. When ships of the squadron are deployed to support army exercises/operations outside the Queensland area, operational control of such ships will be transferred from COMAUSLANCRON to the appropriate local Naval Commander of the area in which the exercise/operation is being conducted in order to facilitate maximum joint Service co-operation.

(1605/3/133)

Section 2

PERSONNEL

UNCLASSIFIED

426/72—Travelling Allowance—Members on Short Term Duty Overseas

1. Various rates of Short Term Duty Travelling Allowance contained in Navy Order 213/72, as amended by Navy Order 329/72, have been revised. Amended rates and effective dates are as follows:

TABLE A

a. *Delete* those rates shown for AUSTRIA, BELGIUM, FINLAND, FRANCE, GERMANY, GHANA, GREECE, IRAN, IRELAND, ITALY, KENYA, MALTA, MAURITIUS, NETHERLANDS, NIGERIA, NORWAY, SOUTH AFRICA, SPAIN, SWEDEN, SWITZERLAND, TANZANIA and YUGOSLAVIA and *insert* the revised rates shown hereunder in lieu.

b. *Insert* new rates introduced for PORTUGAL.

c. *Delete* those rates shown for the REPUBLIC OF CHINA and *insert* those rates shown for TAIWAN in lieu.

TABLE B

a. *Delete* those rates shown for the USSR and *insert* the revised rates shown hereunder in lieu.

b. *Insert* the rates for ITALY—ELSEWHERE shown hereunder in Table A.

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*
Austria(*a*)	19.6.72	Schillings..	620	620	790
Belgium	11.5.72	Francs ..	1,360	1,360	1,650
Finland	15.5.72	F Mks ..	110	110	135
France(*a*)	22.6.72	Francs ..	195	195	230
Germany	21.6.72	D Marks..	94	94	105
Ghana	28.4.72	New Cedis	39	39	41
Greece	1.8.72	Drachmae	820	820	1,050
Iran	24.8.72	Rials ..	2,030	2,030	2,490
Ireland	1.2.72	£Irish ..	9.50	9.50	12.50
Italy(*a*)—					
Rome, Milan, Venice, Turin and Genoa	1.8.72	Lire ..	19,450	19,450	24,200
Elsewhere	1.8.72	Lire ..	17,300	17,300	23,350
Kenya	28.4.72	Shillings ..	225	225	245
Malta	1.8.72	£M ..	7.15	7.15	9.65
Mauritius	28.4.72	Rupees ..	115	115	130
Netherlands(*a*)	4.5.72	Florins ..	105	105	135
Nigeria	28.4.72	£N ..	13.5.0	13.5.0	14.0.0
Norway	15.5.72	Kronor ..	230	230	300
Portugal	1.8.72	Escudos ..	670	670	900
South Africa	28.4.72	Rand ..	19.50	19.50	22.50
Spain	1.8.72	Pesetas ..	1,320	1,320	1,825
Sweden	15.5.72	Kronor ..	150	150	185
Switzerland(*a*)	1.8.72	Francs ..	120	120	150
Taiwan	6.9.72	$NT ..	840	920	1,000
Tanzania	28.4.72	T Shgs ..	210	210	220
Yugoslavia	11.5.72	New Dinars	330	330	420

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*
USSR—					
Moscow and Leningrad ..	26.5.72	Roubles ..	16	16	18
Elsewhere	26.5.72	Roubles ..	14	14	16

(252/4/168)

(*Navy Orders 213/72 and 329/72*)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

427/72—Landing Signals Officers—Selection and Training

1. A qualified Landing Signals Officer (LSO) is to be borne in the MELBOURNE Air Group (MAG) and in each fixed wing squadron.

Selection

2. Selection of prospective LSOs is to be made by Squadron Commanding Officers from first and second tour pilots. These pilots will be given initial instruction and aptitude testing by MAG LSO or Squadron LSO. Names of pilots who have demonstrated an ability to become LSO are to be reported to the Naval Board. These pilots may then be posted to the squadron concerned as Assistant Landing Signals Officers (A/LSO) until they are certified as qualified, by the MAG LSO, or senior LSO of the Air Group if MAG LSO is not borne.

Qualifications

3. a. Prospective LSOs should have the motivation and personality suitable for becoming an LSO. Special consideration should be given to individual reaction under stress, flying ability, the ability to instil confidence, and instructor potential.

b. Prior to final qualification the trainee LSO should have a minimum of 100 deck landings and an above average deck landing ability.

Training

4. Time taken to qualify as an LSO varies with individual ability. As a guide the average trainee LSO will observe approximately 2,500 MADDL approaches and 1,250 Carrier approaches in one type of aircraft prior to final qualification. When required by the manning situation the training of LSOs will be undertaken with the USN; this training normally takes 10 months.

5. Navy Order 661/69 is hereby cancelled.

(333/3/110)

(*Navy Order 661/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

428/72—Diving—Power Operated Oxygen Booster Pump

(DCI (RN) 61/71)

1. An investigation following a recent explosion in a Siebe Gorman power-operated, silicone-lubricated, booster pump in the RN has shown that a high standard of cleanliness, both internal and external, essential in systems where oxygen-rich gases are present, was not being maintained on some of these pumps. In future all pumps are to be cleaned and tested as follows:

2. This cleaning and testing and the subsequent maintenance referred to in Paragraph 7 below are to be carried out only by artificer/mechanician sailors.

3. The items listed below are to be removed, degreased and reassembled CLEAN and DRY, inside and out. Components should be degreased by immersion and agitation in 0473–4981 Trichloroethylene, then rinsed in clean, oil-free, hot water, and dried by blowing through with clean, dry, oil-free air. (A check of cleanliness for this purpose can be made by blowing the air for one minute onto clean linen, which should remain unstained.) Instructions for using trichloroethylene are contained in Navy Order 184/71.

a. All copper pipes, including cylinder connections.
b. Relief valve and base.
c. Inlet manifold (after removing pressure gauges).
d. Filter body, top, base, cartridge and drain screw (both filters).
e. Main bursting disc assemblies.
f. All components of the piston assemblies.

A slight smear of 0475–4535 Silicone Fluid is the only lubrication permitted during re-assembly.

4. During re-assembly, the following are to be renewed:

a. All 'O' ring seals.
b. Alumina pellets and top and bottom pads in both filters.
c. Filter elements in filter outlet connections. (These are 4220–99–431–7463 (formerly 0434–7659) Sintered Bronze Cylinders $\frac{5}{16}$ inch in diameter, $\frac{3}{4}$ inch long, secured by a small screw.)

5. After assembly:

a. Refill both cylinders with a clean, fresh supply of silicone fluid;
b. Lightly grease at the four grease nipples with medium viscosity 9150–66–023–3113 and 9150–66–023–3114 Grease XG274 (1 lb and 7 lb), subsequently removing all external grease;
c. Fit pump inlet and outlet connections with clean blanks. If the copper pipes are left connected to the pump, their ends must be fitted with clean blanks.

6. The pump may now be put into use again, following the instructions in the makers handbook.

7. Subsequent maintenance is to be in accordance with the routines in Annex A to this Navy Order. These are based upon pump-running hours.

8. External parts of the pump are to be kept clean, to assist in preventing grease and dirt from reaching internal components. The pump is to be covered when not in use.

9. Further safety precautions are as follows:

a. The pump is not to be used for pure oxygen, nor for mixtures richer in oxygen than 60 per cent.
b. Continuous use is to be limited to a maximum of 20 minutes, followed by a cooling period of $3\frac{1}{2}$ minutes, as directed in the Operating Instructions in the makers handbook.
c. The controls are to be sited in such a position that they can be operated without the operator having to lean over or climb on the pump.

10. ABR 155 will be amended. An up-to-date copy of the makers handbook bearing the identification number WEU 2072 is being issued to all users.

ANNEX A

Maintenance

1. Cleanliness is essential during operation and maintenance. All external surfaces are to be kept absolutely free from oil, grease and dirt. The operator and maintainer must also ensure that their clothing and hands are grease and oil free.

2. At the beginning of each period of use (eg, daily), with pressure on, open the drain valves to blow out surplus silicone oil or moisture from both filters.

3. After 10 hours running time:

a. Clean off any oil, grease or dirt from external surfaces.
b. Renew alumina pellets and filter pads in both filters.
c. Remove the sintered bronze filter base, degrease and refit.
d. Check silicone oil level in both cylinders.
e. Check oil level in gearbox.
f. Slightly grease 4 in No grease nipples (remove surplus grease).
g. Check that all external surfaces are clean and cover until required for use.

4. After 100 hours running time:

a. Carry out the stripping, cleaning and re-assembling procedures listed in Paragraphs 2, 3 and 4 of this Navy Order.
b. Check setting of relief valve.
c. Check accuracy of pressure gauges which should be within ± 2 per cent.

5. A log must be kept of pumping hours, gases pumped and action taken to maintain efficiency.

6. Should one of the bursting discs rupture, the pump is to be returned to SMSO (Sydney) for investigation.

(1/4320/71)

(Navy Order 184/71)

RESTRICTED

429/72—Guided Weapons—Temperature Penalties and Propellant Records

1. It has come to notice that reports of motor temperatures required by Navy Order 224/72 are not being forwarded to the necessary addressees to a standard procedure.

2. Navy Order 224/72 is therefore to be amended by inserting at end of sub-paragraph 4c. the following:

'Forms TI354 are to be addressed to the Resident Inspecting Officer, RAN Missile Maintenance Establishment Kingswood NSW 2750; copy to Inspector of Naval Ordnance, Sydney, HMA Naval Establishment Garden Island NSW 2000'.

3. The 1972 edition of BR 862, which is currently being distributed, contains a system of article numbering different from that used in the 1960 version.

4. Upon receipt of the new edition of BR 862 ships and establishments are to make the following additional amendments to Navy Order 224/72:

a. Paragraph 1, line 2—*delete* 'Change No 12' and *insert* '1972 Edition'.

b. Paragraph 2, line 1—*delete* 'Article 1115' and *insert* 'Article 2015'.

c. Paragraph 4. c., line 2—*delete* 'Article 1115' and *insert* 'Article 2015'.

d. Paragraph 4. c., line 6—*delete* 'Article 1115(2) (*b*)' and *insert* 'Article 2015 (*a*) (ii) (1)'.

e. Paragraph 4. e., line 5—*delete* 'Article 1116' and *insert* 'Article 2015 (*a*) (iii)'.

f. Paragraphs 5 and 7, lines 2 and 3—amend 'Ordnance Inspecting Officer' to read 'Resident Inspecting Officer'.

g. Paragraph 12. c., lines 1 and 2—amend 'Ordnance Inspecting Officer' to read 'Resident Inspecting Officer'.

(740/252/833)

(*Navy Order 224/72*)

UNCLASSIFIED

430/72—Naval Stores (Electrical)—Revised Allowances 5180-66-032-6356 Kit, Electronic, Repair and Maintenance

1. Allowances of 5180–66–032–6356 Kit, Electronic Repair and Maintenance, introduced to enable repair of printed circuit boards to be carried out by ships staff, have been revised and are as follows:

HMA Ships		*HMA Establishments*	
CV	3 No	ALBATROSS	8 No
AD	3 No	CERBERUS (including 1 No for West Head Gunnery Range)	21 No
AP	1 No	COONAWARRA	2 No
DD (not HMAS ANZAC)	1 No each	HARMAN	2 No
DE	1 No each	KUTTABUL (for COMCENTRE)	1 No
AGS	1 No		

HMA Ships		*HMA Establishments*	
DDG	2 No each	MELVILLE	1 No
		NIRIMBA	16 No
		PLATYPUS	1 No
		TARANGAU	1 No
		WATERHEN	1 No
		WATSON	1 No

2. Provision has also been made for issue to the following:

Garden Island Dockyard	5 No
Inspector of Naval Ordnance Sydney	1 No
RANAD	3 No
RANITE	1 No
RANTE	2 No
GMWD	2 No

3. A number of changes to the contents of the kit have been made since its introduction and two different configurations of the kit are in current use. Details of the items comprising the latest kit are shown in Annex A.

4. The basic difference between the two kits currently in service is that where as the original kit was tailored for use with a 115 volt power source, the latest kit is a dual voltage unit suitable for use with either a 115 volt or 240 volt power source.

5. Details of items deleted from the original kit are as follows:

Class	*Catalogue No*	*Description*	*Acctg Class*	*U I*	*Qty*
3439	66–028–5373	Soldering Iron, Electric	P	No	1
5950	66–028–5390	Transformer 240V AC to 12V 5 Amp	P	No	1
5950	66–035–9395	Transformer 115V AC to 12V 2.5 Amp	P	No	1
3439	66–032–6361	Resistance, Soldering Unit	P	No	1
5120	66–035–9396	Pot, Melting, Electric	P	No	1
6650	66–032–6355	Magnifier 115V	P	No	1
5110	66–032–6363	Wire Stripper Thermal 115V	P	No	1

6. Details of items included in the new list are as follows:

Class	*Catalogue No*	*Description*	*Acctg Class*	*U I*	*Qty*
3439	66–047–4634	Controlled Temperature Soldering Unit	P	No	1
3439	66–047–4632	Resistance Soldering Unit	P	No	1
5120	66-023-1536	Pot, Melting, Electric	P	No	1
4530	66–047–4344	Element 115V	C	No	1
4530	66–056–0088	Element 240V	C	No	1
6650	66–047–4630	Magnifier 115V/240V	P	No	1
5110	66–047–4633	Wire Stripper Thermal 115V/240V	P	No	1
3439	66–051–0710	Soldering Iron, Electric	P	No	1

7. It is intended that a modification kit be introduced to bring all repair kits to the latest configuration and separate instructions will be issued when modification kits are available. In the interim no action should be taken by holders of the old style repair kit to demand the items listed in Paragraph 6 above.

8. Navy Order 387/70 is hereby cancelled.

ANNEX A

Items Comprising 5180-66-032-6356 Kit, Electronic Repair and Maintenance (Latest Version)

Class	Catalogue No	Description	Acctg Class	U I	Qty
3439	00–918–7917	Solder Aid	C	No	1
3439	00–918–7918	Tweezers, Heat Sink and Anti-Wicking 5″ 22 AWG	C	No	1
3439	00–918–7919	Tweezers, Heat Sink and Anti-Wicking 5″ 24 AWG	C	No	1
3439	00–918–7920	Tweezers, Heat Sink and Anti-Wicking 5″ 20 AWG	C	No	1
3439	00–918–7921	Tweezers, Heat Sink and Anti-Wicking 5″ 18 AWG	C	No	1
3439	66–015–9717	Tip $\frac{1}{8}$″ Face Diam 45° Bevel $2\frac{1}{8}$ x $\frac{3}{16}$ inch Shaft Diam	C	No	1
3439	66–015–9716	Tip $\frac{3}{32}$″ Face Diam 45° Tapered Bevel $2\frac{1}{8}$ x $\frac{3}{16}$ inch Shaft Diam	C	No	1
3439	66–015–9719	Tip $\frac{3}{16}$″ Face Diam 45° Bevel ..	C	No	1
3439	66–023–1668	Sponge, Tip Wiping	C	No	1
3439	66–023–9066	Iron, Desoldering, Electric.. ..	P	No	1
3439	66–024–5337	Tip, De-Soldering $\frac{1}{16}$″	C	No	1
3439	66–024–5338	Tip, De-Soldering, $\frac{3}{32}$″	C	No	1
3439	66–024–5341	Tip, De-Soldering $\frac{3}{16}$″	C	No	1
3439	66–025–0966	Tip, Soldering, Electric $\frac{1}{8}$″	C	No	1
3439	66–027–9306	Tip, Electric, Soldering $\frac{1}{8}$″	C	No	1
3439	66–027–9307	Tip, Electric, Soldering $\frac{3}{64}$″ ..	C	No	1
3439	66–027–9308	Tip, Electric, Soldering $\frac{1}{16}$″ ..	C	No	1
3439	66–027–9309	Tip, Electric, Soldering $\frac{1}{16}$″ ..	C	No	1
3439	66–029–2406	Solder Resin Cored 2% Silver Loaded	C	RL	1
3439	66–029–2410	Dispenser, Non-Spill	P	No	1
3439	66–029–2513	Tip, Electric, De-Soldering $\frac{5}{32}$″ ..	C	No	1
3439	66–029–2514	Cleaner, Wire Soldering Aid ..	P	No	1
3439	66–029–2528	Tip, Electric Soldering $\frac{1}{16}$″ ..	C	No	1
3439	66–029–2529	Tip, Electric Soldering $\frac{1}{16}$″ ..	C	No	1
3439	66–029–2530	Tip, Electric Soldering $\frac{1}{16}$″ ..	C	No	1
3439	66–030–2659	Tip, Electric Soldering $\frac{3}{16}$″ ..	C	No	1
3439	66–030–2662	Tip, Electric Soldering $\frac{3}{32}$″ ..	C	No	1
3439	66–030–2663	Tip, Electric Soldering $\frac{1}{16}$″ ..	C	No	1
3439	66–030–2868	Solder, Resin Cored 60/40 22 SWG..	C	RL	1
3439	66–030–2907	Tip, Electric De-Soldering $\frac{1}{8}$″ ..	C	No	1
3439	66–032–6362	Pump, De-Soldering	P	No	1
3439	66–033–3021	Solder, Resin Cored 60/40 28 SWG..	C	RL	1
3439	66–033–3030	Tip, Electric Soldering $\frac{3}{32}$″ ..	C	No	1
3439	66–033–3043	Tip, Electric Soldering $\frac{3}{32}$″ ..	C	No	1
3439	66–033–6443	Tip, Electric Soldering $\frac{1}{8}$″	C	No	1
3439	66–033–6444	Tip, Electric Soldering $\frac{1}{8}$″	C	No	1
3439	66–034–1981	Wick, De-Soldering .095″	C	RL	1
3439	66–034–1982	Wick, De-Soldering .075″	C	RL	1
3439	66–034–1983	Wick, De-Soldering .050″	C	RL	1
3439	66–034–1984	Wick, De-Soldering .025″	C	RL	1
3439	66–037–5292	Solder Wire 60/40 10 SWG ..	C	LB	½
3439	66–047–4632	Resistance Soldering Unit	P	No	1

Class	Catalogue No	Description	Acctg Class	U I	Qty
3439	66–047–4634	Controlled Temperature Soldering Unit 115V/240V	P	No	1
3439	66–051–0710	Iron, Soldering, Electric	P	No	1
4530	66–047–4344	Heating Element Electrical 115V ..	C	No	1
4530	66–056–0088	Heating Element Electrical 240V ..	C	No	1
4940	66–034–1917	Shield Protective De-Soldering Tool..	P	No	1
5110	66–028–5383	Pliers	P	No	1
5110	66–028–5384	Pliers	P	No	1
5110	66–028–5392	Pliers, Cutting	C	No	1
5110	66–028–5393	Scissors..	P	No	1
5110	66–032–6364	Pliers, Cutting	P	No	1
5110	66–047–4633	Wire Stripper Thermal 115V/240V ..	P	No	1
5120	66–028–5378	Tweezers, Craftsmens	P	No	1
5120	66–028–5379	Tweezers, Craftsmens	P	No	1
5120	66–028–5380	Tweezers, Craftsmens	P	No	1
5120	66–028–5386	Pliers	P	No	1
5120	66–028–5387	Mirror Inspection	P	No	1
5120	66–028–5396	Vice Pin	P	No	1
5120	66–028–5399	Tool Wire Stripping	P	No	1
5120	66–029–2401	Vice	P	No	1
5120	66–032–6358	Blower Hand	P	No	1
5120	66–032–6365	Pliers	P	No	1
5120	66–032–6366	Retriever Clamp	P	No	1
5120	66–032–6367	Retriever Clamp	P	No	1
5120	66–032–6369	Pliers	P	No	1
5120	66–032–6370	Pliers	P	No	1
5120	66–033–2755	Holder Printed Circuit Board ..	P	No	1
5120	66–037–5291	Tool Set Braid Extractor	C	ST	1
5120	66–056–0087	Heating Unit Solder	P	No	1
5140	66–032–6368	Tool Box Portable	P	No	1
5180	66–028–5394	Tweezers Set	P	No	1
5180	66–028–5395	Tool Set Deburring	P	No	1
5180	66–029–2402	Tool Set Solder Aid	P	No	1
5180	66–029–2403	Tool Set Heat Sink	P	No	1
5180	66–029–2404	Tool Set Heat Sink	P	No	1
5180	66–029–2407	Tool Set Solder Aid	P	No	1
5180	66–035–4328	Jig Forming Electronic Components	P	No	1
6650	66–032–6357	Magnifier	P	No	1
6650	66–047–4630	Lamp Magnifying Inspection ..	P	No	1
6810	66–029–2405	Flux Resin	C	No	1
6810	66–029–2408	Solvent Flux Remover	C	No	1
6810	66–029–2409	Solvent Cleaning	C	No	1
6810	66–029–2412	Epoxy Resin Kit	C	No	1
7510	66–010–3496	Shield Erasing Metal Typiste ..	C	No	1
7510	66–036–1799	Eraser Rubber	C	No	1
7920	66–033–3018	Brush Acid Swabbing	C	No	1
8030	66–028–5391	Sealing Compound	C	No	1
9160	66–030–2874	Oil Special	C	QT	1
9320	66–033–4624	Rubber Sheet	C	No	1

(1/5180/12)

(Navy Order 387/70)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

431/72—Captains Ships Book and Ships Book Supplement

1. Captains Ships Books and Ships Book Supplements are designed such that the insertion of certificates and other documents require the dismantling of these large volumes or alternatively the use of manila envelopes secured to the binding in a variety of ways.

2. To facilitate the filing of information and to provide easier recognition of documents and information, clear plastic envelopes (Form KE134) designed for permanent inclusion in the Ships Book and Supplement have been prepared. These plastic envelopes have a two inch margin, holes being punched to suit the posts of the Ships Book and Supplement and a one inch gusseted pocket which measures 8¼″ x 13¼″.

3. Issues of the plastic envelopes will be made without demand as follows:

Melbourne	40	Oxley	20
Perth	30	Otway	20
Hobart	30	Ovens	20
Brisbane	30	Onslow	20
Vampire	30	Sydney	30
Vendetta	30	Anzac	20
Duchess	30	Stalwart	30
Yarra	30	Supply	30
Parramatta	30	Moresby	20
Stuart	30	Diamantina	20
Derwent	30	Kimbla	20
Swan	30	Flinders	20
Torrens	30		

Further envelopes are available on demand from SVSO Sydney.

(464/73/34)

22611/72 F. D. Atkinson, Government Printer, Canberra

ANO 432/72

AUSTRALIAN NAVY ORDER

Navy Office, Canberra,
22 December 1972.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

Section 3

OPERATIONAL AND TRAINING

RESTRICTED

432/72—Officer Course Programme 1973

1. The programme of officers courses in 1973 is detailed in Annex A 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 A

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/ Max Nos	Remarks
Aircrew ..	901711	BATC 4/72	CERBERUS	55	—	—	5–24	
		1/73			19.2.73	30.3.73		To 89 Pilot
		2/73			21.5.73	29.6.73		To 90 Pilot
		3/73			13.8.73	21.9.73		To 91 Pilot, Observer
	901100/	Pilot 89	RAAF PT Cook/	—	2.4.73	21.9.73	—	
	901101	90	Pearce		2.7.73	14 12.73		
		91			24.9.73	29.3.74		
	901102	Observer	RAAF East Sale ..	255	—	15.6.73	—	
					24.9 73	21.6 74		
	901103	ATC	RAAF East Sale ..	—	TBD	TBD	—	
	901104	Flying Instructor 54 ..	RAAF East Sale ..	—	8.1.73	19.4 73	—	
		55			7.5.73	17.8.73		
		56			27 8.73	7.12.73		
	901105	HELO Instructor	RAF	12 weeks	TBD	TBD	—	
	901106	QUADRADAR	RAAF East Sale ..	30	TBD	TBD	—	
	901110	Advanced Navigation 26 ..	RAAF East Sale ..	—	30.4 73	7.9.73	—	
	901105	Tracker TACCO	ALBATROSS ..	—	28.3 73	6 5.73	—	
	901130	HELO CONV	RAAF Fairbairn ..	—	TBD	TBD	—	
	901131	HELO OFS	ALBATROSS ..	—	23.1.73	29.6.73	—	WATSON 26.3 to 30.3 and 14.5 to 18.5 for 901439
					2.7.73	7.12.73	—	WATSON 24.9 to 28.9 and 19.11 to 23.11 for 901439
	901132	Tracker OFS	ALBATROSS ..	—	15 1.73	1.6.73	—	
					2.7.73	16 11.73		
	901133	Skyhawk OFS	ALBATROSS ..	—	8.1.73	15.6 73	—	
					2 7.73	30.11.73		
	901345	Aircrew Pilot	CERBERUS	10	12 2.73	23.2.73	5–24	Ex 86
					2.4.73	13.4 73		Ex 87
					24.9.73	5.10 73		Ex 89
AIO/ Navigation	901061	Post PWO RAN Famil ..	CERBERUS	—	5 3.73	15.3.73	4–6	
			WATSON		19.3.73	4.5 73		
	901431	RAN Tactical	WATSON	15	22.10.73	9.11.73	—	
	901434	Junior Officers Tactical Course	WATSON	10	21.5.73	1 6.73	—	Includes ORO
					26 11.73	7 12.73		Includes ORO, DGO
	901447	Navigation Officer Desig ..	WATSON	13	24.4.73	11.5.73	4–8	2 days sea week 2
					29.10.73	14.11.73		
	901448	ORO	WATSON	105	8.1.73	2.2.73	—	Last 2 days with Junior Officers TAC Course
			CERBERUS		5.2.73	9.2.73		
			WATSON		12.2.73	16 3.73		
			ALBATROSS ..		19.3.73	23.3.73		
			WATSON		26.4.73	27 4.73		
			SEA..		30.4.73	18 5 73		
			WATSON		21.5.73	1.6.73		
			WATSON		16.7.73	10.8.73	—	Last 2 days with Junior Officers TAC Course
			CERBERUS		13.8.73	17 8 73		
			WATSON		20.8 73	21.9 73		
			ALBATROSS ..		24 9 73	28 9.73		
			WATSON		2 10 73	2.11 73		
			SEA..		5.11.73	23.11.73		
			WATSON		26.11.73	7.12 73		
	901458	Basic Nav General ..	WATSON	14	5 2 73	22.2.73	4–8	2 days sea week 2
					6 8.73	23.8.73		
	901459	Basic Nav Astro	WATSON	10	23.7 73	3.8.73	4–20	
	901480	Small Ship AIO	WATSON	10	7.5 73	18.5.73	6	
					10 9 73	21.9.73		
	901603	CO DESIG (ND) ..	WATSON	5	As required	—	—	
	904110	CTT PWT	WATSON	8	15.2.73	16.2.73	—	AIO with T11
					20.2 73	22.7.73		Tactical
					27.2.73	1.3.73		Tactical
					5.4.73	13.4.73		Includes 2 days with T11
					31.5.73	8.6.73		Includes 2 days with T11
					16 8 73	17.8 73		AIO with T11
					21.8.73	23.8.73		Tactical
					28 8.73	30.8.73		Tactical
					5.10.73	8.10.73		AIO with T11
					9.10.73	11.10.73		Tactical
					16.10.73	18 10.73		
					6.12.73	7.12.73		AIO with T11
					11.12.73	13.12.73		Tactical
					18.12 73	20.12.73		Tactical
		XO DESIGN (NO) ..	WATSON	5	As required	—	—	
	901610	PB CO DESIG	WATSON	—	As required	—	—	
ASW ..	901400	SOSP	AJASS	5	11.11.73	16.11.73	20	
	901404	Joint ASW Intro	AJASS	5	5 2.73	9 2.73	35	
					16.7.73	20.7.73		

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/ Max Nos	Remarks
ASW— *continued*	901405	Joint ASW Tactical Period ..	AJASS	12	9.9.73	21.9.73	30	
	901429	RAN ASW Equipment ..	WATSON/WPD ..	5	As required	—	—	
	901437	Demolitions Supervisor ..	WATSON	5	19.2.73 26.3.73 2.7.73 3.9.73 22.10.73	23.2.73 30.3.73 6.7.73 7.9.73 26.10.73	4–6	
	901438	ASW Acquaint	WATSON	5	26.2.73 14.5.73 30.7.73 26.11.73	2.3.73 18.5.73 3.8.73 30.11.73	—	
	901605	CO DESIG MSC ..	WATSON	10	22.10.73	2.11.73	—	
		CO DESIG MHC ..	WATSON	10	19.11.73	30.11.73	—	
Diving ..	901425	Ship Diving Officer ..	PENGUIN	20	8.1.73 12.2.73 19.3.73 30.4.73 2.7.73 6.8.73 10.9.73 15.10.73 12.11.73	2.2.73 9.3.73 13.4.73 25.5.73 26.7.73 31.8.73 5.10.73 9.11.73 7.12.73	—	
Divisional ..	901342/ 901343	Divisional, Man Management, Sports	CERBERUS	15	8.1.73 12.3.73 9.7.73 6.8.73 29.10.73	26.1.73 30.3.73 27.7.73 24.8.73 23.11.73	—	
Gunnery ..	901381	DGO	CERBERUS	63	23.7.73	16.11.73	—	
			WATSON		19.11.73	7.12.73		
Hydrography	901530	H4	PENGUIN	95	2.7.73	2.11.73	2–10	
Orientation ..	901340	New Entry	CERBERUS	15	22.1.73 19.2.73 16.7.73	9.2.73 9.3.73 3.8.73	—	RMIT, IO and DO MO 1/73 IO 2/73
	901344	SD Officer	CERBERUS	20	TBD	—	—	
	901730	SDEN	CERBERUS	10	7.5.73 1.10.73	18.5.73 12.10.73	—	
	901533	Maths Bridging	CERBERUS	—	8.1.73	19.1.73	—	RMIT followed by 901340
Instructor ..	901181	IO Duties Pt 1	CERBERUS	—	15.1.73	19.2.73	—	1/73
	901340	Orientation	CERBERUS	15	22.1.73	9.2.73		
	901181	IO Duties Pt 2	CERBERUS	15	12.2.73	2.3.73		
	901300	Prelim NBCD	CERBERUS	5	5.3.73	9.3.73		
	901446/ 901182	IO ND .. .. .. IO TAS	WATSON	50	12.3.73	25.5.73		
	901600	IT	CERBERUS	5	4.6.73	8.6.73		
	901183	Basic Electronics	CERBERUS	60	2.7.73	21.9.73		
	901181	IO Duties Pt 1	CERBERUS	—	9.7.73	13.7.73	—	2/73
	901340	Orientation	CERBERUS	15	16.7.73	3.8.73		
	901181	IO Duties Pt 2	CERBERUS	15	6.8.73	24.8.73		
	901300	Prelim NBCD	CERBERUS	5	28.8.73	31.8.73		
	901446/ 901182	IO ND .. .. .. IO TAS	WATSON	50	3.9.73	9.11.73		
	901183	Basic Electronics	CERBERUS	60	26.11.73	.3.74		
	903600	IT	CERBERUS	—	As required	—		
	901184	IO TELECOMS	CERBERUS	39	5.3.73	1.5.73	—	
	901185	IO Computer	CERBERUS	20	5.3.73	2.4.73	—	
	901186	IO Radar	CERBERUS	22	17.9.73	17.10.73	—	
	901187	IO Surface Weapons ..	CERBERUS	10	As required	—	—	
	901470	MET	ALBATROSS ..	20	2.4.73	27.4.73	—	
MCD ..	901432	MCDO	PENGUIN	180	26.2.73	19.5.73	—	
			WATSON		28.5.73	9.11.73		
Medical/Dental	901195	MO Famil	CERBERUS	15	22.1.73	9.2.73	—	
	901340	Orientation	CERBERUS	15	19.2.73	9.3.73	—	
	901196	DO Famil	CERBERUS	5	10.1.73	16.1.73	—	
	901340	Orientation	CERBERUS	15	22.1.73	9.2.73	—	
	901191	MO UW MED	PENGUIN	10	19.3.73 16.7.73 22.10.73	30.3.73 27.7.73 2.11.73	—	
	901192	MO AV MED	ALBATROSS ..	5	19.2.73	23.2.73	—	

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/ Max Nos	Remarks
Medical/Dental —*continued*	901197	Foreign Services MO UW MED	PENGUIN	65	19.3.73	—	—	
	901198	WM/SS UW MED ..	PENGUIN	10	As required	—	—	
NBCD ..	901302	Combined Services MO NBCD	PENGUIN	7	5.11.73	13.11.73	24	
	901308	NBCD Qualifying ..	PENGUIN	20	14.5.73	8.6.73	—	
	901194	MO NBCD	PENGUIN	10	23.7.73	3.8.73	6–20	
	901194X	Para medical	PENGUIN	7	9.4.73	17.4.73	6–20	
	901301	Officer Advanced	PENGUIN	10	26.3.73	6.4.73	6–20	LEUT over 4 years seniority and above
					16.4.73	4.5.73		
					27.8.73	7.9.73	—	
					15.10.73	26.10.73		
		XO Desig	—	—	As required	—	—	
		CO Desig	—	—	As required	—	—	
		Radiological Protection Officer	—	3	As required	—	—	
Supplementary List Seaman	901444	AIO	WATSON	10	15.1.73	26.11.73	—	SLEX 1/71 Phase III
	901149	Air	ALBATROSS ..	5	29.1.73	2.2.73		
	901436	TAS	WATSON	10	5.2.73	16.2.73		
	901387	Gunnery	CERBERUS	15	19.2.73	9.3.73		
	901342/ 901348	Divisional	CERBERUS	15	12.3.73	30.3.73		
	901328	Comms	CERBERUS	10	2.4.73	13.4.73		
	901801	Supply	CERBERUS	5	16.4.73	27.4.73		
	901444	AIO	WATSON	—	16.4.73	25.5.73	—	SLEX 2/71 Phase III
	901436	TAS	WATSON	—	28.5.73	8.6.73		
	901149	Air	ALBATROSS ..	—	2.7.73	6.7.73		
	901387	Gunnery	CERBERUS	15	9.7.73	27.7.73		
	901801	Supply	CERBERUS	5	30.7.73	3.8.73		
	901342/ 901343	Divisional	CERBERUS	15	6.8.73	24.8.73		
	901328	Comms	CERBERUS	—	27.8.73	7.9.73		
	901444	AIO	WATSON	—	22.10.73	7.12.73	—	SLEX 1/72
	901149	Air	ALBATROSS ..	—	10.12.73	15.12.73		
	901598	SLEX 2/72	WATSON	—	8.1.73	16.2.73	—	SLEX 2/72
			SEA..		19.2.73	30.4.73		
			CERBERUS		30.4.73	4.5.73		
	901598	SLEX 1/73	CERBERUS	—	5.3.73	29.6.73	5–24	Includes NBCD CERBERUS
			WATSON		2.7.73	10.8.73		
			SEA..		20.8.73	29.10.73		
			CERBERUS		2.11.73	5.11.73		
		SLEX 2/73	CERBERUS	—	27.8.73	14.12.73	5–24	Includes NBCD PENGUIN
			WATSON		7.1.74	1.3.74		
			SEA..		4.3.74	—		
Security ..	901528	Security Acquaint	PENGUIN	3	14.2.73	16.2.73	6–18	
					16.5.73	18.5.73		
					15.8.73	17.8.73		
					14.11.73	16.11.73		
	901351	Security Officers Qualifying ..	PENGUIN	5	12.3.73	16.3.73	6–18	
					17.9.73	21.9.73		
	901532	Advanced Security ..	PENGUIN	10	9.7.73	20.7.73	6–18	
Supply and Secretariat	901490	SD(S)	CERBERUS	—	TBD	—	—	
	901491	SD(W)	CERBERUS	—	TBD	—	—	
	901494	BSC	CERBERUS	—	19.11.73	.5.73	—	Follows 901342/901343
	901800	SCSAC	CERBERUS	—	5.5.73	7.9.73	—	
Training Technology	901260	Training Admin	CERBERUS	10	30.4.73	11.5.73	—	
					3.9.73	14.9.73		
	901261	Training Management ..	CERBERUS	3	TBD	—	—	
	903630	Training Systems Acquaint ..	CERBERUS	1	TBD	—	—	
	902350	IT	CERBERUS	10	16.1.73	26.1.73	8–16	ALBATROSS
					5.2.73	23.2.73		
					26.2.73	9.3.73		
					19.3.73	30.3.73		
					9.4.73	20.4.73		
					29.5.73	8.6.73	—	LEEUWIN
					2.7.73	13.7.73		
					23.7.73	3.8.73		
					14.8.73	24.8.73	—	NIRIMBA
					24.9.73	5.10.73		
					16.10.73	26.10.73	—	WATSON
					12.11.73	23.11.73		
					3.12.73	14.12.73		

Branch or Group	EDP No	Course	Location	Duration in Days	Starting Date	Completion Date	Min/ Max Nos	Remarks
Training Technology—*continued*	903610	Training Technology ..	CERBERUS	5	TBD	—	—	
	903640	Quality Control	CERBERUS	3	19.2.73 2.4.73 14.5.73 6.8.73 8.10.73 26.11.73	21.2.73 4.4.73 16.5.73 8.8.73 10.10.73 28.11.73	—	
Weapon Electronic Engineering	901175	Ikara Management (WEEO)	RANITE	5	5.3.73	9.3.73	-2	Type 12 DE Confidential Navy Order 21/70 Navy Order 221/72
					3.9.73	7.9.73	—	DDG Confidential Navy Order 21/70 Navy Order 221/72
	901178	Degausing (WEEO) ..	WATSON	2	As required	—	—	
	901482	Degausing (NAV/TAS) ..	WATSON	2	As required	—	—	
	901176	Junior WEEO	CERBERUS	10	12.6.73 18.6.73	15.6.73 25.6.73	—	
RANR ..	901341	Orientation	CERBERUS	10	12.2.73	23.2.73	—	LIST 1
	901323	Basic Comms	CERBERUS	5	26.2.73	2.3.73		
	901300	Prelim NBCD	CERBERUS	5	5.3.73	9.3.73		
	NN	Basic Gunnery	CERBERUS	5	9.4.73	13.4.73		
	NN	AIO/TAS	WATSON	—	16.4.73	11.5.73		
	901341	Orientation	CERBERUS	10	12.2.73	23.2.73	—	LIST 2
	901301	Ad NBCD	PENGUIN	10	26.2.73	9.3.73		
	901341	Orientation	CERBERUS	10	12.11.73	23.11.73		
	901301	Ad NBCD	PENGUIN	10	26.11.73	7.12.73		
	901341	Orientation	CERBERUS	10	12.11.73	23.11.73	—	
	901440	Reserve N1 Test	RTEs	—	7.5.73 8.10.73	11.5.73 12.11.73	—	Apply WATSON for Examination papers. Test to be conducted during week allocated
	901441	Reserve N3	WATSON	10	7.5.73 13.8.73	18.5.73 24.8.73	6	
	901442	Reserve 'Q' AIO	WATSON	10	As required	—	—	
	901380	PB PCT	CERBERUS	10	As required	—	—	

(312/3/185)

(*Confidential Navy Order 21/70 and Navy Order 221/72*)

22612/72 F. D. Atkinson, Government Printer, Canberra

ANOs 433/72-445/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 January 1973.

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

By direction of the Naval Board,

P. Randau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 1—ADMINISTRATIVE AND GENERAL
433/72	Naval Agent—Samarai.
434/72	Personal Carriage of Classified Matter Outside Australia.
435/72	Warning Tags—Safety.
	SECTION 2—PERSONNEL
436/72	Charges for Victualling and Accommodation in HMA Ships and Establishments.
437/72	Eastern Orthodox Denomination Holy Days 1973.
438/72	Warrant Officers—Duties and Responsibilities.
	SECTION 3—OPERATIONAL AND TRAINING
439/72	Radiological Survey.
	SECTION 4—EQUIPMENT, STORES AND SERVICING
440/72	Electrical and Electronic Measuring Instrument Repair and Calibration—Policy and Structure.
441/72	Electrical and Electronic Test and Measuring Instrument Repair and Calibration—Procedure.
442/72	Guns—Damage to 40/60 Guns.
443/72	NBCD—Protective Clothing and Equipment—Introduction of Cannister NBCD for use with Resuscitator for Manual Ventilation of Nerve Gas Casualties.
444/72	Stores (General)—Standard Units of Issue—Their Codes and Descriptions.
	SECTION 5—BOOKS, CORRESPONDENCE, FORMS AND STATIONERY
445/72	Defence Cataloguing Authority Handbook 'The Common Supply Language'.

Section 1

ADMINISTRATIVE AND GENERAL

UNCLASSIFIED

433/72—Naval Agent—Samarai

1. Mr John Charles FIELDHOUSE has been appointed as a Naval Agent at Samarai.

2. The following particulars are relevant:

Business address	Mr J. C. FIELDHOUSE c/o Burns Philp (NG) Ltd Samarai
Private address	As above
Business telephone	Samarai 322
Private telephone	Not installed
Address to which telegrams may be sent	c/o BURPHIL Samarai

(2/4/269)

UNCLASSIFIED

434/72—Personal Carriage of Classified Matter Outside Australia

1. When classified matter is to be forwarded to authorities outside Australia it should normally be transmitted by the Department of Foreign Affairs safe hand courier system.

2. ABR 337 Articles 0722–0728 set out the procedure to be followed if extraordinary circumstances exist and classified matter is to be carried personally by RAN or Department of the Navy personnel in lieu of the established safe hand courier system. This order amplifies these instructions.

3. The officer carrying the classified matter is solely responsible for the protection of the material from unauthorised access. The method of protection from access by customs search in foreign countries is by accreditation as an Australian Government courier for that particular journey. Proof of such accreditation is a document entitled a LAISSEZ PASSER issued by the Department of Foreign Affairs. LAISSEZ PASSER documents are internationally recognised between all countries and presentation to customs officials exempts the specific container or bag containing the classified matter from customs search.

4. Applications for Naval Board approval (in accordance with ABR 337 Articles 0722–0723) are to be made by Commanding Officers or heads of branch/establishment, to the Director of Naval Intelligence for service personnel or Senior Executive Officer (Security) for civilian personnel providing the information as in ABR 337 Article 0723 and, in particular, the proposed airline flight number.

5. If approved, an application will be made by DNI or SEO(S) to the Department of Foreign Affairs for a LAISSEZ PASSER to be issued in respect of the person concerned and the document will be forwarded direct to him by DNI or SEO(S). A minimum period of ten working days is required to allow investigation by DNI/SEO(S) and the Department of Foreign Affairs, and to make alternative arrangements should the application be denied.

22954/72—2

6. Because of its international recognition and diplomatic value a LAISSEZ PASSER will only be issued by the Department of Foreign Affairs in very special circumstances. A LAISSEZ PASSER will not be issued in any circumstances:

a. For a journey which coincides with the regular safe hand courier service.

b. To more than one person in a group, or to more than one person from the same department, on the same journey, even though they may not be travelling as a group.

c. When, in the opinion of the Department of Foreign Affairs, the normal safe hand service will suffice.

7. Conditions of issue of a LAISSEZ PASSER:

a. A LAISSEZ PASSER is a valuable document and must be carefully protected from loss. It must be surrendered to the Department of Foreign Affairs representative at the appropriate Australian Embassy on completion of the journey or returned to DNI/SEO(S).

b. A LAISSEZ PASSER is valid only for the journey stated thereon. An 'open-ended' LAISSEZ PASSER will not be issued.

c. Any non recognition or violation of the exemption provided by a LAISSEZ PASSER should be reported immediately to the Australian Embassy in that country and thence to DNI/SEO(S) by signal.

d. A LAISSEZ PASSER will normally be issued only for outward journeys from Australia and the regular safe hand service should be utilised to return classified matter to Australia.

8. A person issued with a LAISSEZ PASSER is reminded that:

a. He is acting as a diplomatic courier representing the Australian Government.

b. A specimen signature is required on the document.

c. The instructions regarding the protection of the material *see* ABR 337 Articles 0725-28 are to be complied with, excepting that safe hand bags prepared by an RAN authority are acceptable, in lieu of preparation by the Department of Foreign Affairs and that use may be made of approved security brief cases.

d. If the classified matter carried is to be used by him in the foreign country, its protection remains his responsibility. It must be kept in an approved secure stowage when not in use and in sight at all other times.

(1617/6/232)

UNCLASSIFIED

435/72—Warning Tags—Safety

1. Numerous occasions arise in which the inadvertent operation of an equipment control would create a hazardous situation.

2. As an aid to preventing inadvertent operation of equipment, safety tags LB161 have been introduced. Before personnel work on equipment where this danger may arise, completed safety tags LB161 are to be attached to the equipment controls.

3. This order applies to all HMA dockyards, establishments and ships. Safety tags LB161 will be supplied on demand from SVSO Sydney.

(464/70/522)

Section 2

PERSONNEL

UNCLASSIFIED

436/72—Charges for Victualling and Accommodation in HMA Ships and Establishments

1. The following amendments, operative as from 1 October 1972, are to be made to Annex A of Navy Order 207/70 as amended by Navy Orders 514/70 and 51/71:

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

Delete—$1.00 per day or $0.35 for single casual meals

Insert—$1.80 per day or $0.60 for single casual meals

b. Under General Mess—Victualling and Accommodation and against Personnel Category B (ii) (a):

Delete—Combined Charge $3.50 per day

Insert—Combined Charge $5.50 per day.

(201/58/98)

(Navy Orders 207/70, 514/70 and 51/71)

UNCLASSIFIED

437/72—Eastern Orthodox Denomination Holy Days 1973

1. 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 1973, in lieu of those observed by the other Christian Denominations:

Christmas Day	7 January 1973
Good Friday	27 April 1973
Easter	29 April 1973
Easter Monday	30 April 1973.

(323/1/24)

UNCLASSIFIED

438/72—Warrant Officers—Duties and Responsibilities

1. Warrant Officers have been given duties and responsibilities of a higher level than Chief Petty Officers and commensurate with their pay and status. Commanding Officers are to ensure that their duties and employment are such that the rank is not allowed to degenerate into the equivalent of 'Senior Chief Petty Officer'.

2. It is not possible to lay down from Navy Office precisely what responsibilities should attach to Warrant Officer billets. Commanding Officers must be allowed to retain the right to exercise discretion and flexibility in the employment of the complement. At the same time

uniformity in the level of responsibility is necessary. Duties which the Naval Board consider appropriate to the rank are listed in Paragraph 3. This list is not necessarily exhaustive and it will be subject to review; suggestions for modifications or extension of the list are welcomed. Relevant instructions are being amended as necessary.

3. a. *Departmental Duties:*

Divisional:

Guidance of supervisory sailors, particularly newly promoted Petty Officers and Leading Seamen.
Signing requests on designated matters.
Representation of ABS and ORDS in simple requests and disciplinary cases.
General counselling.
Planning and responsibility for continuation training of departmental sailors.

Administrative and Managerial:

Charge of Permanent Loan Stores and equipment.
Replenishment of departmental stores.
Charge of drawings and publications.
Custody of registered publications on loan to department.
Responsibility for departmental security.
Planning sailor employment.
Co-ordination of sailor employment with other departments and XO.
Release of signals on designated subjects when authorised by CO.
Full duties of sub-accountant under SO or SO (Cash) (Writers only).
Signing of external stores demands (Supply Branch only).
Money changing (Supply Branch only).
Planned maintenance procedures and reporting.
Radiological Protection Officer
Assistant Damage Control Officer } If qualified.
Cinema Officer
Supervise Range Firings (Gunnery Branch only).

b. *General Duties:*

Sports Officer.
Supervision of beer issues.
Supervision of major movements of personnel.
Supervision during major evolutions such as storing and ammunitioning ship.
Audit Board of funds in which sailors participate.
CB Musters.
Audit Board of Non Public Funds.

c. *Watchkeeping and Duty Rosters:*

(1) Warrant Officers should not normally be placed in watchbills more onerous than those of Chief Petty Officers in the same ship or establishment.

(2) The degree of responsibility which may be delegated to Warrant Officers in ships is to be regulated by the Flag Officer Commanding Her Majestys Australian Fleet.

4. The workload imposed by the present list of duties will be a factor which may limit how much additional responsibility can be allocated but wherever possible, duties capable of performance by other senior sailors should be reallocated. The extent to which non-departmental duties can be added will depend on the Commanding Officers assessment of what is sensible and efficient but every Warrant Officer is to be given at least one duty of a general nature even though it may be only intermittent in character.

5. A full duty statement is to be drawn up by Commanding Officers of ships and establishments where WOs are borne for issue to every Warrant Officer and for promulgation within his department and ship. A copy of each duty statement is to be forwarded through administrative authorities to Navy Office. Administrative authorities will of course be free to impose amendments to achieve consistency within their commands.

(303/1/105)

Section 3

OPERATIONAL AND TRAINING

UNCLASSIFIED

439/72—Radiological Survey

1. Attached at Annex A is a copy of SEASTAG 2112 which gives details of a SEATO agreement concerning radiological surveying.

2. SEASTAG 2112 was implemented on 1 January 1970.

3. Navy Order 755/69 is hereby cancelled.

ANNEX A

SEASTAG No 2112

Details of Agreement

Radiological Survey

Appendix 1—Example of Radiological Survey Briefing and Report Form (Ground).

Appendix 2—Example of Radiological Survey Briefing and Report Form (Air).

Agreement

1. It is agreed that the SEATO Armed Forces will use the:

a. Terms associated with radiological survey defined below.

b. Procedures prescribed herein for the:

(1) Details required to be included in requests for radiological survey.

(2) Essential information which should be obtained and recorded by the survey party.

Definitions

2. The following terms used in connection with radiological survey are defined as follows:

a. *Survey Party*. The party which carries out a radiological survey. It will normally consist of a team of two, one a monitor and the other a driver, pilot or wireless operator.

b. *Survey Meter*. A portable radiac instrument used to detect and measure radiation dose rates.

c. *Isodose-Rate Line*. (Dose rate contour line.) A line on a map, diagram or overlay joining all points at which the radiation dose rate at a given time is the same.

d. *Vehicle Shielding Factor*. The factor by which the dose rate inside a vehicle or aircraft must be multiplied to obtain the dose rate outside. The factor is the ratio of the unshielded dose rate to the shielded dose rate. Shielding factors are published for some vehicles or aircraft; for others the factor must be determined.

e. *Air Ground Correlation Factor* (*AGCF*). The factor by which it is necessary to multiply the dose rate reading (corrected by the shielding factor if necessary) recorded in an aircraft to obtain an equivalent reading at one metre above ground level.

General

3. Radiological surveys are instituted only when it is essential for operational purposes to determine the radiological hazard in areas of military interest. They will be required to provide essential radiological information which cannot be supplied from monitoring reports made by troops.

4. In this SEASTAG no attempt will be made to standardise or direct a format to be used for collection and recording of information. Example formats are included for information.

5. Surveys may be carried out in vehicles, aircraft, boats, small sea-going or auxiliary ships, or on foot, depending on the size of the area to be covered, and its nature, time available and the type of information required. When suitable equipment has been developed, drones may also be used for this purpose. Survey parties will record the actual dose rate readings as shown on their instruments and in some cases this data will be transmitted by wireless to their controlling headquarters. In order to reduce errors in the subsequent evaluation of the survey data and to simplify their task, the survey parties will not apply corrections to the dose rate readings recorded. They may be required to obtain the data to enable these corrections to be applied.

Briefing Orders for Radiological Survey Parties

6. The briefing of the survey party will be given by the staff of the formation or unit concerned. It will cover the following points:

a. *The Aim of the Survey*. This will be to determine the presence and level of activity of fallout or induced activity near ground zero, in a specified area, along a route, or at a specified location.

b. *Start Time and Completion Time*. The times during which the survey is to be conducted.

c. *Instructions on the Conduct of the Survey*.

(1) In the case of ground surveys, the locations at which readings are required, the route to be followed and the spacing of the readings will be indicated.

(2) In the case of serial surveys, the flight altitude, expressed as a height above mean sea level or ground level, will be indicated. In certain cases the choice of locations at which the readings will be made will be left to the initiative of the aircraft commander.

(3) In the case of maritime surveys, the route to be followed and the locations at which readings are required will be indicated unless these are to be left to the discretion of the Commanding Officer of the ship.

(4) The data may be summarised in the form of an overlay or marked map.

d. *Safety Precautions Concerning Nuclear Radiation Exposure*.

(1) The maximum amount of nuclear radiation to which the survey party may be exposed during a given period of time or survey mission.

(2) The maximum measured dose rate beyond which the survey party will not proceed in order to avoid undue exposure hazard.

e. *Recording Limitations*. The minimum dose rate below which no record is to be made.

f. *Method of Communication*. The method by which the survey data is to be communicated to the agency: either at the time of recording, or in the form of a recapitulatory table or record together with the destination to which the uncorrected results are to be sent for handling.

g. *Special Instructions*. Any special instructions on the conduct of the survey which may include:

(1) Instructions concerning the method in which certain dose rate readings are made, which depart from normal procedures (eg, the determination of correlation factors). In the case of the 'sweeping method', in addition to the flying altitude, the course and spacing of legs, and the time interval between readings on the various legs must also be indicated.

(2) Instructions whether and where marking of contaminated areas is required.

Radiological Survey Reports

7. Examples of forms which might be used for recording the results of ground and aerial surveys are attached as Appendixes 1 and 2 respectively.

Corrections on Radiological Survey Reports

8. Corrections to survey data will be applied at the Nuclear, Biological and Chemical (NBC) Collection Centre, NBC Control Centre or formation or unit ordering the survey. The corrections will include the following:

a. Conversions of the dose rate to that existing at a reference hour (H + 1 hour for all readings taken between H + 1 hour and H + 48 hours and H + 48 hours for all readings taken after H + 48 hours).

b. A correction (vehicle shielding factor) to allow for the shielding effect of the vehicle or aircraft used in the survey.

c. An air ground correlation factor to be applied to aerial survey data to obtain the dose rate at one metre above ground level.

9. When survey data is obtained from an area covered by several overlapping fallout depositions or where the time of burst is unknown, then the normal procedures for conversion of dose rate readings to a reference time (Paragraph 8. a. above) will not apply. In order to predict the behaviour of the radiation dose rate in these areas a further series of readings will be necessary.

10. Survey data which has been corrected and converted to a reference time will be plotted on a map in the form of isodose-rate lines if sufficient information is available, otherwise as dose rate levels at points of particular interest.

APPENDIX 1

Example of Radiological Survey Briefing and Report Form (Ground)

a. Date	b. Map	c. Survey to be completed by: .....hours	d. Vehicle Type Shielding Factor (if applicable)

e. Special Instructions

f. Survey Party Number	g. Name	h. Rank	j. Unit		
k. Serial	l. Place	m. Dose Rate (rad/hr)	n. Time	o. Remarks	p. Reserved for Collection Centre Use

Note: Column p. is provided to allow the Collection Centre to insert corrected dose rates where applicable.

APPENDIX 2

Example of Radiological Survey Briefing and Report Form (Air)

a. Date	b. Map	c. Survey to be Completed by: .....hours	d. Aircraft Type Shielding Factor (if applicable)

e. Ground Speed (where applicable)	f. Special Instructions

g. Time Interval between readings (secs) (if applicable)	h. Nominal Altitude (above MSL) or height .....ft	j. Altimeter Radio/Baro-metric* Set to Zero at .....ft (above (MSL) * Delete as applicable	k. Name l. Rank m. Unit

n. Serial	o. Course Leg/ Point	p. Dose Rate (rad/hr)	q. Time	r. Remarks	s. Reserved for Collection Centre Use

Note: Column s. is provided to allow the Collection Centre to insert corrected dose rates where applicable.

(1600/202/166)

(*Navy Order 755/69*)

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSIFIED

440/72—Electrical and Electronic Measuring Instrument Repair and Calibration—Policy and Structure

General

1. a. The purpose of calibrating naval test equipment is to ensure that measurements obtained are correct to a level of accuracy consistent with that required to maintain serviceability.

   b. This Navy Order should be read in conjunction with Navy Order 441/72 which promulgates procedures to be followed in repair and calibration.

Policy

2. The Naval Board policy for the repair and calibration of electrical and electronic measuring equipment is:

   a. The Director of Naval Quality Assurance is responsible through the Director-General of Naval Production, to the Chief of Naval Technical Services for the co-ordination and control of:

      (1) all naval aspects of calibration;

      (2) the specification of test equipment;

      (3) the requirements of test equipment and the allowance for ships and establishments;

      (4) naval representation on any inter-service standardisation committee;

      (5) instrument evaluation; and

      (6) the production of naval test procedures.

   b. Calibration facilities will be established at dockyards and shore establishments when the requirement for such facilities has been demonstrated. These facilities will include test calibration requirements and reference standards.

   c. Naval calibration facilities will not be established where either the Department of Supply, the other Services, or industry have adequate existing facilities.

   d. Test equipment pools will be established at both naval dockyards and in HMAS STALWART, if it can be demonstrated that such equipment pools are required and are cost effective.

Organisation of Standards Laboratories

3. a. In order to maintain the reference standards used in the calibration of test equipment various levels of laboratories are available:

      Level 1—National Standards Laboratory.

      Level 2—Defence Standards Laboratories (Maribyrnong).

      Level 3—Electronic Standards Laboratory (Garden Island Naval Dockyard).

      Level 4—Calibration Centres (Garden Island and Williamstown Naval Dockyards, NAS Nowra, RANTME, INO(S), HMAS STALWART and Contractors.

   b. All RAN ship and shore establishment test equipment will be repaired and calibrated by the appropriate (Level 4) Calibration Centre above.

Maintenance of Calibration Reference Standards

4. a. The National Standards Laboratory (Level 1) is responsible for maintaining the most accurate standards available in Australia. The accuracy of the reference standards used in Level 2 laboratories is maintained by comparison with those held in the National Standards Laboratory. Similarly, the accuracy of the standards used in Level 3 and Level 4 laboratories is maintained by comparison with the reference standards held in laboratories Levels 2 and 3 respectively. This process of progressive transfer of measurement accuracy is known as 'traceability'.

   b. The attainment of consistent accuracy at Level 3 and Level 4 laboratories is dependent upon:

      (1) A strict quality control programme being maintained on all aspects of work undertaken.

      (2) All work must be carried out using approved specifications and procedures.

      (3) Current calibration certificates must be held for all reference standards used to carry out calibration work.

      (4) Approved techniques must be used when handling reference standards.

   c. Assurance that the required standards are being maintained is achieved by quality audits. These audits are undertaken by the Defence Standards Laboratories (Level 2) for the RAN Electronic Standards Laboratory, Garden Island (Level 3), which in turn audits the RAN Calibration Centres (Level 4).

   d. The National Association of Testing Authorities (NATA) undertakes the survey of contractors facilities to ensure that approved techniques are being employed and that current calibration certificates are held.

Principal Laboratories

5. a. The principal electrical/electronic laboratory of the Department of the Navy is the Electronic Standards Laboratory (ESL) Garden Island, NSW. This laboratory is responsible for:

      (1) The custody and maintenance of the RANs most accurate reference standards.

      (2) Providing calibration procedures for Naval Calibration Centres.

      (3) Undertaking quality audits of Naval Calibration Centres and, when required, of contractors facilities.

   b. Other Defence Department Principal Laboratories are:

Air	Reference Standards Laboratory, Richmond, NSW.
Army	Army Design Establishment, Maribyrnong, Vic.
Supply	Defence Standards Laboratories, Maribyrnong, Vic.

National Association of Testing Authorities (NATA)

6. a. Although not essential, it may be desirable for RAN Calibration Centres (Level 4) to have NATA registration. Proposals for NATA registration require prior Navy Office approval (*see* Navy Order 210/72).

   b. ESL Garden Island Dockyard will retain NATA registration to the appropriate level.

Mechanical Engineering Meteorology and Calibration

7. a. A Naval mechanical engineering standards laboratory has not yet been established, but requirements for such a facility are currently being studied. Limited facilities for the repair and calibration of mechanical measuring instruments are established at the Engineering Calibration Centre, Garden Island Naval Dockyard.

b. A Navy Order dealing with engineering measurement and calibration will be promulgated separately.

(1454/1/40)

(Navy Orders 210/72 and 441/72)

UNCLASSIFIED

441/72—Electrical and Electronic Test and Measuring Instrument Repair and Calibration—Procedure

General

1. a. Electrical and electronic test and measuring instruments are required to be calibrated at intervals to assure conformity with approved specifications. Calibration intervals generally vary between one and two years and are chosen to provide 80 per cent confidence that the equipment will remain in calibration throughout the period.

b. This Navy Order should be read in conjunction with Navy Order 440/72 which promulgates the policy and structure of repair and calibration in the Department of the Navy.

Calibration and Repair Facilities

2. a. A full RAN repair and calibration facility (CALCENTRE) exists at Garden Island Dockyard with additional limited facilities available at Williamstown Dockyard, INO(S) Headquarters Woolloomooloo, RANTME, and HMAS STALWART. The capacity of these facilities is augmented as required by private industry contractors.

b. A CALCENTRE to meet the needs of avionic test equipment held by NAS Nowra and HMAS MELBOURNE is currently under consideration.

c. Where RAN facilities are not available for the repair and calibration of test instruments, arrangements will be made with the other Services under the Defence Departments Joint Service Calibration Policy.

Availability of Calibration and Repair Facilities

3. Availability of the limited facilities of HMAS STALWART and Williamstown Dockyard is currently restricted to ships. All establishments except those for which specific alternative arrangements have been made are to address all test equipment repair and calibration requirements to the Garden Island Dockyard CALCENTRE.

Calibration Status Labels

4. a. A calibration status label will be attached to each item of test equipment serviced at a CALCENTRE to show the equipments current calibration status. The following labels are available and are used as indicated below:

(1) *Calibration*

This label is fitted to each fully serviceable item (ie, each item which conforms to the approved measurement accuracy specification). The date of expiration of the calibration period is recorded on the label.

(2) *Limited Use*

A limited use label is attached where calibration of only some functions of the instrument is requested by the user, or where one or more aspects of the calibration are unavoidably outside the specified limits or are otherwise unsatisfactory. Full details of the calibration are given on a separate tag attached to the instrument. The instrument is not to be used if this separate tag is not attached. The date of expiration of the calibration period and the instrument serial number are recorded on both the LIMITED USE label and the supporting tag.

(3) *Periodic Cal Not Required*

A periodic cal not required label is attached to an instrument that does not require calibration. Return of such an instrument for calibration or repair is at the discretion of ships and establishments.

b. Users of electrical/electronic test and measuring equipment are to ensure that all items of test equipment have calibration status labels attached.

Return of Instruments for Repair and Calibration

5. a. Test equipment is to be returned to a CALCENTRE for repair or calibration as follows:

(1) An item having either a label indicating that calibration is overdue, or having no calibration label is to be returned at the first opportunity.

(2) Arrangements are to be made to ensure that items of test equipment whose calibration will expire during periods when the item cannot be spared or returned are to be re-calibrated during a prior availability.

(3) Where there is no separate tag attached to an item bearing a current 'LIMITED USE' label, a new tag is to be requested from the calibrating authority. If a new tag cannot be obtained because the calibration life has expired the item should be returned for re-calibration.

b. If a replacement item for an instrument surrendered for repair is required, the appropriate CALCENTRE is to be informed. The calibration authority will either supply a replacement item from the repair/calibration pool (where available) or inform the Superintending Supply Officer, who is to arrange the issue of a replacement item in accordance with ABR 4 Article 1008 Paragraph 5a and 5c.

Procedure for Return of Instruments

6. a. Return of test equipment shall be in accordance with ABR 4, Articles 1008 and 1015. Each item returned is to be listed on Form SX125 and accompanied by a Form TM200. Where an item is returned solely for calibration Form TM200 is to be endorsed 'for calibration'.

b. Form SX125 is to be addressed to:

SYDNEY AREA..	.. Engineer Electronic/Weapons Production, Garden Island Dockyard
MELBOURNE AREA	.. Engineer-in-Charge, Dockyard Radio Centre, Williamstown Dockyard
HMAS STALWART	.. The Weapons Electrical Engineer Officer, HMAS STALWART.

c. Return of test equipment direct to stores in accordance with ABR 4 Article 1001 is only to apply where a replacement item is not required (ie, returned as surplus to requirements).

(1454/1/40)

(Navy Order 440/72)

RESTRICTED

442/72—Guns—Damage to 40/60 Guns

1. Instances have occurred in the Fleet whereby serious damage has been caused to the mechanism of 40/60 guns because of improper closing of the operating cover of the gun.

2. Care is therefore to be taken to ensure that the operating cover is properly closed before the gun is fired and attention is drawn to BR 1057, Chapter 8, Paragraphs 15 and 16.

3. Navy Order 838/69 is hereby cancelled.

(1215/56/469)

(*Navy Order 838/69*)

UNCLASSIFIED

443/72—NBCD—Protective Clothing and Equipment—Introduction of Cannister NBCD for Use with Resuscitator for Manual Ventilation of Nerve Gas Casualties

1. *Introduction* .. .. It has been decided to introduce the anti-gas cannister for use with the Air-Viva hand operated resuscitator for performing artificial respiration in a toxic environment. It can be applied by non-medical personnel to any individual affected by nerve agent poisoning and unable to breathe normally and who is not wearing a respirator. Such artificial respiration is the primary method of first-aid treatment, but must be combined with atropine injection.

2. *Description* .. ..

Class	*Catalogue No*	*Description*	*Unit of Issue*	*Acc Classn*
4240	66–054–2162	Cannister NBCD Resuscitator	NO	P

3. *Operation* .. .. The standard Portion S6 cannister has been adapted to fit between the resuscitator face piece and the exhalation valve unit of 6515–66–037–1582 Resuscitator, Hand Operated, Air-Viva (CIG TM37). It should be noted that the cannister will not fit the older 6515–66–020–5610 Air-Viva Resuscitator.

4. *Issue Procedure* .. a. 4240–66–054–2162 will be issued without demand by the Superintending General Store Officer, Sydney, NSW.

b. 6515–66–037–1582 if not already held should be demanded from the appropriate AMF–B Med on Form AFG982E.

5. *Storage* .. .. The cannister should be stored with the resuscitator.

6. *Training* .. .. Training is to be given by first aid instructors under the general supervision of the medical officer.

7. *Special Remarks* .. 6515–66–020–5609 Resuscitator, Hand operated, Lucas type is now obsolete and should be returned to the appropriate AMF–B Med on Form SX147 (AFG1033) for disposal action.

8. *Scale of Allowances* ..

Class of Ship	*Sick Bay*	*First Aid Posts*	*Total Quantity*
CVS..	1	12	13
AP	1	12	13
AD	1	4	5
AO	1	2	3
DDG	1	2	3
DD	1	2	3
DE	1	2	3
AGS	1	2	3
AGOR	1	2	3
MHC	—	—	1
MSC	—	—	1
PTFs	—	—	1
NBC School—HMAS CERBERUS ..	—	—	1
NBC School—HMAS PENGUIN.. ..	—	—	1

(1001/252/5)

UNCLASSIFIED

444/72—Stores (General)—Standard Units of Issue—Their Codes and Description

1. Following an inter-service review, the standard units of issue (UI), their codes and descriptions as set out at Annex A are to be adopted for use in the RAN.

2. For convenience Annex A includes units of issue currently in use by various Service departments but which, because of their limited application, will be progressively phased out of use. These units are designated 'no longer authorised for assignment'.

3. New items entering the Navy inventory are to be accounted for using the authorised units of issue. Wherever possible the unit of issue 'Each (EA)' (at present termed 'Number (NO)' in the RAN inventory) is to be used in preference to other units of issue.

4. Conversion of units of issue designated 'no longer authorised for assignment' will be progressively undertaken by Supply Depots.

5. All users are to continue to use existing units of issue until advised of changes either by change bulletins to ABR 5074—RAN Catalogue of Stores or where a variation to a unit of issue appears on an issue voucher. Steps are to be taken to ensure that where a change to a unit of issue is advised, all relevant records are updated except that where Selected Item Management (SIM) has been introduced into HMA ships, changes with respect to non-SIM items need only be effected as transactions occur or at SOAP.

ANNEX A

Australian Services Units of Issue

Unit of Issue	*Code*	*Description*
		A
*Ampoule	AM	A small glass or plastic tube sealed by fusion after filling.
Assembly	AY	A collection of parts assembled to form a complete unit, constituting a single item of supply, eg, hose assembly. Use only when the term 'assembly' is a part of the item name.
Assortment	AT	A collection of a variety of items that fall into a category or class packaged as a unit constituting a single item of supply. Use only when the term 'assortment' is a part of the item name.
		B
*Bag	BG	A flexible container of various sizes and shapes which is fabricated from such materials as paper, plastic or textiles. Includes 'SACK' and 'POUCH'.
*Bale	BE	A shaped unit of compressible materials bound with cord or metal ties and usually wrapped, eg, paper and cloth rags.
*Bar	BR	A solid piece or block of various materials, with its length greater than its other dimensions, eg, solder. Not applicable to items such as soap, beeswax, buffing compound.
*Barrel	BL	A cylindrical container, metal or wood, with sides that bulge outward and flat ends or heads of equal diameter. Includes 'KEG'.
Batch	—	No longer authorised for assignment.
*Block	BC	No longer authorised for assignment. *See* 'BAR', 'EACH'.
Board Foot	BF	A unit of measure for timber equal to the volume of a board 12″ x 12″ x 1″.
*Bolt	BO	A flat fold of fabric having a stiff paperboard core.
*Book	BK	A book like package, such as labels or tickets, fastened together along one edge, usually between protective covers.
*Bottle	BT	A glass, plastic or earthenware container of various sizes, shapes and finishes, such as jugs but excluding jars, ampoules, vials and carboys, with a closure for retention of contents.
*Box	BX	A rigid, three dimensional container of various sizes and materials. Includes 'CASE', 'CARTON', 'TRAY' and 'CRATE'.
*Brick	BI	No longer authorised for assignment. *See* 'BAR', 'EACH'.
*Bunch	BH	No longer authorised for assignment. *See* 'BUNDLE'.

Unit of Issue	*Code*	*Description*
*Bundle	BD	A quantity of the same item tied together without compression.
*Bushel	BU	No longer authorised for assignment. *See* 'BAG', 'POUND'.
		C
*Cake	CK	A block of compacted or congealed matter. Applicable to such items as soap, buffing compound.
*Can	CN	A rigid receptacle made of fibre, metal, plastic or a combination thereof. Cans may be cylindrical or any number of irregular shapes. Restricted to items which cannot be issued in less than container quantity. Includes 'PAIL' and 'CANISTER'. Do not use when the packaged quantity equates to a unit of measure, ie, pint, quart, gallon, ounce or pound.
*Canister	CX	No longer authorised for assignment. *See* 'CAN'.
*Capsule	CP	No longer authorised for assignment.
Carat	KR	No longer authorised for assignment.
*Carboy	CB	A heavy duty, bottle-type container used for transportation and storage of liquids. Usually designed to be encased in a rigid protective outer container for shipment.
Card(s)	—	No longer authorised for assignment.
*Carton	CT	No longer authorised for assignment. *See* 'BOX'.
*Cartridge	CA	Usually a tubular receptacle containing loose or pliable material and designed to permit ready insertion into an apparatus for dispensing the material. Usually associated with adhesives and sealing compounds.
*Case	CS	No longer authorised for assignment. *See* 'BOX'.
*Cask	KS	No longer authorised for assignment. *See* 'BARREL', 'DRUM'.
Centigram	CG	A unit of weight expressed in the metric system of measurement.
Centimetre	CM	A unit of measure expressed in the metric system of measurement.
Chain	KK	No longer authorised for assignment. *See* 'LENGTH', 'FOOT', 'SHOT'.
*Chest	CH	No longer authorised for assignment. *See* 'BOX'.
*Coil	CL	An arrangement of material such as wire, rope and tubing wound in a circular shape.
*Cone	CE	A cone-shaped mass of material wound on itself such as twine or thread, wound on a conical core.
*Container	CO	A general term for use only where an item is permitted to be packaged for issue in optional containers, eg, bottle or tube for a single FSN.

Unit of Issue	Code	Description
*Cop	KP	A conical mass of thread, etc, wound on a spindle.
Cord	KD	No longer authorised for assignment.
Cubic Centimetre	CC	A unit of cubic measure.
Cubic Foot	CF	A unit of cubic measure.
Cubic Inch	CI	No longer authorised for assignment.
Cubic Metre	CZ	A unit of cubic measure.
Cubic Yard	CD	A unit of cubic measure.
*Cylinder	CY	A rigid, cylindrical, metal container designed as a portable container for storage and transportation of compressed gases, generally equipped with protected valve closure and pressure relief safety device.
		D
Decagram	DC	A unit of weight expressed in the metric system of measurement.
Decigram	DG	A unit of weight expressed in the metric system of measurement.
Decilitre	DL	A unit of liquid measure expressed in the metric system of measurement.
Decimetre	DE	A unit of linear measure expressed in the metric system of measurement.
*Deck	DK	No longer authorised for assignment. *See* 'EACH', 'PACKAGE'.
*Dispenser	DI	No longer authorised for assignment.
Dose	—	No longer authorised for assignment.
Dozen	DZ	Twelve (12) of an item of supply.
Drachm	—	No longer authorised for assignment.
Dram	DM	No longer authorised for assignment.
Dropper	DO	No longer authorised for assignment.
*Drum	DR	A cylindrical container designed as an exterior pack for storing and shipping bulk materials, eg, fuels, chemicals, powders, etc. Drums may be made of metal, rubber, plastic or plywood or fibre with wooden, metal or fibre ends.
		E
Each	EA	One (1) item of supply.
*Envelope	EN	No longer authorised for assignment. *See* 'PACKAGE'.
		F
Fathom	FM	A unit of linear measure equivalent to six feet.
Fifteen	XV	No longer authorised for assignment.
Fifty	LL	No longer authorised for assignment.

Unit of Issue	Code	Description
Firkin	—	No longer authorised for assignment.
Five	VX	No longer authorised for assignment.
Five Hundred	VC	No longer authorised for assignment.
Five Thousand	VM	No longer authorised for assignment.
*Flask	FL	No longer authorised for assignment. *See* 'BOTTLE', 'PINT', 'QUART', etc.
Fluid Ounce	FZ	A unit of liquid measure equal to 1/20th of a pint.
*Font	FO	No longer authorised for assignment.
Foot	FT	Unit of linear measurement, sometimes expressed as 'linear foot'.
Foot Run	FR	A unit of linear measure used with timber, equivalent to 'foot'. Sometimes expressed as linear feet.
Four	IV	No longer authorised for assignment.
		G
Gallon	GL	Unit of liquid measurement.
Gill	GI	No longer authorised for assignment.
*Glass	GS	No longer authorised for assignment.
Grain	GN	A unit of avoirdupois apothecaries weight.
Gram	GM	A unit of weight expressed in the metric system of measurement.
Great Gross	GG	No longer authorised for assignment.
Gross	GR	One hundred forty-four (144) of an item.
Gross Box	GX	No longer authorised for assignment.
Group	GP	A collection of related items issued as a single item of supply.
		H
Half Dozen	DH	No longer authorised for assignment. *See* 'EACH', or applicable collection term.
Half Gross	HG	No longer authorised for assignment. *See* 'EACH', or applicable collection term.
Half Pound	PH	No longer authorised for assignment. *See* 'OUNCE', or applicable collection term.
*Hank	HK	A loop of yarn or roving, containing definite yardage, eg, cotton, 840 yards; worsted, 560 yards. *See* 'SKEIN' for comparison.
*Head	HE	No longer authorised for assignment. *See* 'EACH', or applicable collection term.
Hide	HI	No longer authorised for assignment. *See* 'EACH', or applicable collection term.

Unit of Issue	Code	Description
*Hogshead	HH	No longer authorised for assignment. *See* 'BARREL', 'DRUM'.
Hundred	HD	One hundred (100) of an item.
Hundred Feet	HF	No longer authorised for assignment.
Hundred Pounds	HP	No longer authorised for assignment.
Hundred Square Feet	HS	No longer authorised for assignment.
Hundred Weight	HW	No longer authorised for assignment.
Hundred Yards	HY	No longer authorised for assignment.
I		
Inch	IN	A unit of linear measurement.
*Ingot	IG	No longer authorised for assignment. *See* 'EACH'.
J		
*Jar	JR	A rigid container having a wide mouth and often no neck, typically made of earthenware or glass. Excludes 'BOTTLE'.
*Jug	JG	No longer authorised for assignment. *See* 'BOTTLE'.
K		
*Keg	KE	No longer authorised for assignment. *See* 'BARREL'.
Kilogram	KG	A unit of weight expressed in the metric system of measurement.
Kilometre	KM	A unit of linear measure expressed in the metric system of measurement.
Kit	KT	A collection of related items issued as a single item of supply such as the tools, instruments, repair parts, instruction sheets and often supplies typically carried in a box or bag. Also includes selected tools and/or materials for the repair, overhaul or modification of equipment. Use only when the term 'kit' is part of the item name.
Knot	—	No longer authorised for assignment.
L		
*Length	LG	Term applied to items issued in fixed or random linear measurement; eg, pipe, tubing, conduit, moulding. Quantitative expression for random lengths will indicate the minimum issue length. Excludes 'STRIP'.
Linear Foot	LF	No longer authorised for assignment. *See* 'FOOT'.
Link	LK	No longer authorised for assignment.
Linear Yard	LY	No longer authorised for assignment. *See* 'YARD'.
Litre	LI	A unit of liquid measure expressed in the metric system of measurement.

Unit of Issue	Code	Description
Load	LD	No longer authorised for assignment.
Long Ton	LT	No longer authorised for assignment.
*Lot	LO	No longer authorised for assignment.
M		
*Magazine	MA	No longer authorised for assignment.
Meal	ME	The measure of food generally taken by an individual at one time.
Metre	MR	A unit of linear measure in the metric system of measurement.
Mile	MI	A unit of linear measure.
Milligram	MG	A unit of weight in the metric system of measurement.
Millilitre	ML	A unit of liquid measure in the metric system of measurement.
Millimetre	MM	A unit of linear measure in the metric system of measurement.
Minim	MN	No longer authorised for assignment.
N		
Net Ton	NT	No longer authorised for assignment. *See* 'TON'.
Number	NO	Equivalent of 'EACH' which is preferred unit of issue for future use.
O		
Ounce	OZ	A unit of avoirdupois weight.
Outfit	OT	A collection of related items issued as a single item of supply, such as the tools, instruments, materials, equipment and/or instructions manual(s) for the practice of a trade or profession or for the carrying out of a particular project or function. Use only when the term 'outfit' is a part of the item name.
P		
*Pack	PK	A quantity of identical products packed in containers, eg, spark plugs or a quantity of associated items grouped to form a pack, eg, ration pack.
*Package	PG	A form of protective wrapping for two or more of the same item of supply. To be used only when a unit of measure or container type term is not applicable. Includes 'ENVELOPE'.
*Packet	PZ	A container used for subsistance items. Use only when 'food packet' is part of the item name.

Unit of Issue	Code	Description
*Pad	PD	Multiple sheets of paper that are stacked together and fastened at one end by sealing.
*Pail	PL	No longer authorised for assignment. *See* 'CAN'.
Pair	PR	Two similar or corresponding items, eg, gloves, shoes, bearings; or items integrally fabricated of two corresponding parts, eg, trousers, shears, goggles.
Pallet (Interchangeable with Skid)	SD	*See* 'SKID'.
Panel	PN	No longer authorised for assignment.
Paper	PA	No longer authorised for assignment.
Peck	PE	No longer authorised for assignment.
Pennyweight	DW	No longer authorised for assignment.
Phial	—	*See* 'VIAL'.
Piece	PC	No longer authorised for assignment. *See* 'EACH'.
Pint	PT	A unit of liquid or dry measure.
Plate	PM	A flat piece of square or rectangular-shaped metal of uniform thickness, usually ¼ inch or more. Use only when 'plate' (FSCs 9515 and 9535) is used in an item name to denote shape.
*Pouch	PO	No longer authorised for assignment. *See* 'BAG'.
Pound	LB	A unit of avoirdupois weight measure equivalent to 16 ounces.
*Pyramid	PY	No longer authorised for assignment.
		Q
Quart	QT	A unit of liquid or dry measure.
Quart Imperial ..	QI	A unit of liquid or dry measure.
Quire	QR	A set of 24 uniform sheets of paper.
		R
Ration	RA	The food allowance of one person for one day. Use only when 'ration' (FSC8970) is a part of the item name.
Ream	RM	A quantity of paper previously varying from 480 to 516 sheets, dependent upon grade but now standardised at 500 sheets.
*Reel	RL	A cylindrical core on which a flexible material, such as wire or cable, is wound. Usually has flanged ends.
*Ribbon	RN	No longer authorised for assignment.
*Roll	RO	A cylindrical configuration of flexible material which has been rolled on itself, such as textiles, tape, abrasive paper, photo-sensitive paper and film, and may utilise a core with or without flanges.
Round	RD	No longer authorised for assignment. *See* 'EACH'.

Unit of Issue	Code	Description
		S
*Sack	SA	No longer authorised for assignment. *See* 'BAG'.
Section	SC	No longer authorised for assignment. (Designation now used for Square Centimetre).
Set	SE	A collection of matched or related items issued as a single item of supply, ie, tool sets, instrument sets and matched sets. Use only when the term 'set' is a part of the item name.
*Shaker	SR	No longer authorised for assignment.
Sheet	SH	A flat piece of rectangular-shaped material of uniform thickness that is very thin in relation to its length and width, such as metal, plastic, paper and plywood. Use of this term is not limited to any group of items or FSCs. However, it will always be applied when 'sheet' is used in the item name to denote shape, eg, aluminium alloy sheet, except items in FSC7210. (Household Furnishings.)
Short Ton	ST	No longer authorised for assignment. *See* 'TON'.
Shot	SO	A unit of linear measurement, usually applied to anchor chain; equivalent to 15 fathoms (90 feet).
Skein	SK	A loop of yarn, or thread, 120 yards in length, usually wound on a 54 inch circular core. *See* 'HANK' for comparison.
*Skid (Interchangeable with Pallet)	SD	A pallet-like platform consisting of a load-bearing area fastened to and resting on runner type supports.
*Slab	SB	No longer authorised for assignment.
*Sleeve	SV	No longer authorised for assignment. *See* 'PACKAGE'.
*Spool	SL	A cylindrical form with an edge or rim at each end and an axial hole for a pin or spindle on which a flexible material such as thread or wire is wound.
Square	SQ	No longer authorised for assignment. *See* 'BUNDLE'.
Square Centimetre ..	SC	A unit of square measure (area).
Square Foot	SF	A unit of square measure (area).
Square Inch	SI	A unit of square measure (area).
Square Metre	SM	A unit of square measure (area).
Square Yard	SY	A unit of square measure (area).
*Stack	SS	No longer authorised for assignment.
Standard	SD	No longer authorised for assignment.
*Stick	SX	Material in a relatively long and slender, often cylindrical form for ease of application or use, eg, abrasives.
*Stock	SZ	No longer authorised for assignment.
*Strip	SP	A relatively narrow, flat length of material, uniform in width, such as paper, wood and metal, Use only when the term 'strip' is a part of the item name.

Unit of Issue	Code	Description
Suit	SU	No longer authorised for assignment.
Super Feet	FS	A unit of measure for timber.
*Syringe	SG	No longer authorised for assignment.
		T
Tablet	TT	No longer authorised for assignment.
*Tape	TP	No longer authorised for assignment.
Ten	XX	Ten (10) of any item of supply.
*Ten Barrels	TL	No longer authorised for assignment.
Thousand	MX	One thousand (1,000) of an item of supply.
*Thousand Barrels ..	MB	No longer authorised for assignment.
Thousand Feet ..	MF	No longer authorised for assignment.
Thousand Cubic Feet ..	MC	A unit of cubic measure expressed in one thousand (1,000) increments.
*Tin	TI	No longer authorised for assignment.
Ton Short or Net ..	TN	The equivalent of 2,000 lbs. Includes Short Ton and Net Ton.
*Tray	TR	No longer authorised for assignment. *See* 'BOX'.
Troy Ounce	TO	A unit of troy weight measure, based on 12 ounce pound, generally applied to weights or precious metals.
*Tub	TB	No longer authorised for assignment.
*Tube	TU	Normally a squeeze-type container, most commonly manufactured from a flexible type material and used in packaging toothpaste, shaving cream and pharmaceutical products. Also applicable as form around which items are wound, such as thread. Is not applicable to mailing tube, pneumatic tube or cylindrical containers of a similar type.
Twenty	AX	No longer authorised for assignment.
Twenty-five	AV	No longer authorised for assignment.
Two	II	No longer authorised for assignment.
Two Hundred Fifty ..	AA	No longer authorised for assignment.
		U
*Unit	UN	No longer authorised for assignment.
USP Unit	US	No longer authorised for assignment.
		V
*Vial	VI	A small glass container, generally less than an inch in diameter. Vials are flat-bottomed and tubular in shape and have a variety of neck finishes.
Volume	VO	No longer authorised for assignment.

Unit of Issue	Code	Description
		W
Wafer	WF	No longer authorised for assignment.
*Wine Gallon ..	WG	No longer authorised for assignment.
		Y
Yard	YD	A unit of linear measure, equivalent to 3 feet and sometimes expressed as 'linear yard'.

* Requires 'Quantitative Expression'.

(465/1/1848)

Section 5

BOOKS, CORRESPONDENCE, FORMS AND STATIONERY

UNCLASSIFIED

445/72—Defence Cataloguing Authority Handbook 'The Common Supply Language'

1. The Defence Cataloguing Authority has produced a handbook briefly outlining the Defence Cataloguing System and titled 'The Common Supply Language'. Copies of this book are available for distribution throughout the RAN.

2. Initial issues will be made by SVSO Sydney without demand. Should any unit require further copies Director of Victualling and General Stores, Navy Office, Melbourne is to be advised.

(465/58/1416)

22954/72 F. D. Atkinson, Government Printer, Canberra

HISTORIAN

ANOs 446/72-447/72

AUSTRALIAN NAVY ORDERS

Navy Office, Canberra,
5 January 1973.

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

By direction of the Naval Board,

P. Landau.

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

FOR OFFICIAL USE ONLY

CONTENTS

No	*Title*
	SECTION 4—EQUIPMENT, STORES AND SERVICING
446/72	Protective Treatment for Ferrous Pipes and Machinery Components.
447/72	DDGs, Daring Class Destroyers and River Class Destroyer Escorts—Precautions to be Taken When Handling Main and Auxiliary Superheated Steam Piping.

Section 4

EQUIPMENT, STORES AND SERVICING

UNCLASSFIED

446/72—Protective Treatment for Ferrous Pipes and Machinery Components

Part 1—Ferrous Piping

Section 1—Introduction

1. Scope
2. General Requirements
3. Safety Precautions

Section 2—Superheated Steam Pipes

1. Main Auxiliary and Exhaust Steam Pipes in Carbon and Alloy Steels:
   a. General Precautions
   b. New Piping
   c. Existing Piping
2. Superheated Steam Drain Pipes in Carbon Steel:
   a. New Piping
   b. Existing Piping

Section 3—Saturated Steam Pipes

1. Main Auxiliary and Exhaust Steam Pipes in Carbon Steel:
   a. New Piping
   b. Existing Piping
2. Drain Pipes in Carbon Steel:
   a. New Piping
   b. Exising Piping

Section 4—Boiler Blow Down, Feed Water and Condensate Piping

1. New Piping
2. Existing Piping

Section 5—LP Oil Piping, FFO, Diesel and Lubricating Oil

1. New Piping
2. Existing Piping

Section 6—Miscellaneous Piping, Diesel Exhaust Waste Steam Pipes, Pipes exposed to Atmosphere or Heat

1. New and Existing Piping

Section 7—Ferrous Cast and Forged Machinery Compounds

1. New Components
2. Existing Components

Section 1—Introduction

Scope

1. This Navy Order covers the protective treatment of ferrous pipes and machinery components for new construction and refit work and is issued separately to ensure the widest circulation to all concerned.

Protective treatments are given for various items, but it is possible that a higher duty protective scheme may be required under highly corrosive conditions. The protective systems given are to be regarded as minimum requirements.

General Requirements

2. All protective treatments for new manufacture are to be carried out in the workshop and any damage to the finish is to be made good after installation.

Before preservation commences, pipes are to be in a finished condition, ie, all welding, bending, machining, deburring and pressure testing must be completed.

Component parts of valves, turbines, pumps, etc, may be preserved separately before all operations have been completed where preservation could damage lapped seats, scraped surfaces, etc, or where cleaning is necessary before work can commence.

Safety Precautions

3. During pickling, passivating, grit blasting, etc, full safety precautions are to be taken. Protective gloves, aprons, goggles and boots are to be worn by all operators when a risk of injury exists.

Section 2—Superheated Steam Pipes

Main, Auxiliary and Exhaust Steam Pipes in Carbon and Alloy Steels

1. a. *General Precautions*

Alloy superheated steam pipes, including the flanges must not be allowed to come into contact with non-ferrous metals such as zinc, copper, tin, lead or alloys containing these metals and are to be kept clear of sulphur and fumes containing sulphur. Pipes are not to be identified by non-ferrous tags or wire and only non-metallic slings are to be used. Small scores, pits or dents can initiate cracking and any damage to the surface is to be removed by grinding or sanding to give a smooth finish. Unlagged pipes are not to be transported unless they are wrapped in asbestos cloth or other suitable protection to prevent damage.

b. *New Piping*

(1) *Preliminary Cleaning*

All loose dirt, metal cuttings, oil, welding spatter or slag is to be removed by wire brushing or grinding. The pipe is to be finally blown clean with compressed air or steam.

(2) *Degreasing*

The pipe is to be degreased by an approved degreasing method as laid down in AS CK9.1. After the degreasing process all contaminants are to be dispersed by washing thoroughly in warm water or by steam jetting.

(3) *Pickling*

All internal and external surfaces are to be pickled until clean by an acid pickling process as laid down in AS CK9.5. Alkaline or electrolytic pickling is not to be used. Excess acid is to be drained off before rinsing but the work is not to be allowed to dry.

(4) *Rinsing*

After pickling the complete pipe is to be washed by hosing and/or dipping in a water bath. If phosphoric acid was used as the pickling acid, no further treatment is required and the pipe is to be given a final rinse in accordance with Sub-paragraph (6) below.

(5) *Passivating*

Passivation is to be carried out as soon as the pickling and rinsing processes have been completed. The internal and external surfaces are to be passivated by immersing in a bath of 5-10 per cent phosphoric acid for 3-5 minutes at a temperature of not less than 100° F.

(6) *Final Rinsing*

A final rinse is to be carried out after the phosphoric acid treatment by either hosing and/or dipping. Contamination of the wash water is to be prevented by continuous overflowing of the tank or by regular dumping. Wash water should be maintained at a temperature of not less than 120° F to assist drying. Cold water may also be used for rinsing providing this is followed by steam jetting.

(7) *Drying*

On completion of the final rinsing operation the pipe is to be drained and dried as soon as possible. After steam jetting or hot rinsing, the pipe should dry quickly and is to be assisted by blowing with hot, dry, clean air with a minimum temperature of 100° F. Care is to be taken to ensure that the clean surfaces of the pipe are not contaminated.

(8) *Blanking*

Immediately drying is completed all openings are to be sealed with approved wooden or plastic plugs or blanks. During this operation all dirt and foreign matter must be kept out of the pipe. Rag or cotton waste is not to be used as a plugging material. If a pipe is to be stored for a period exceeding one month before use, 0462-L73781 Paper VP1 is to be placed inside the whole length of the pipe before sealing.

(9) *Painting*

Painting of the pipe is to commence within two hours of completion of the pickling process, *see* Sub-paragraph (3) above. The entire external surface, including the flange but not the actual sealing faces, is to be given two coats of 0442-L59472 Paint Heat-resistant Aluminium—HR48. The first coat is to be allowed to dry for 24 hours before the second coat is applied. Pipes are to be further marked for material identification purposes with a 1 inch wide stripe running the full length of the pipe. Alloy flanges are to be similarly marked on the back of the flange. Paints used are not to contain lead pigments and shall approximately match the following colour scheme:

Carbon-Molybdenum Steel—Azure Blue, Colour 104 of AS K185.
Chrome-Molybdenum Steel—Signal Red, Colour 537 of AS K185.
Austenitic Steel (Stainless)—Grass Green, Colour 218 of AS K185.
Plain Carbon Steel—No stripe.

(10) *Protection*

All machined jointing faces are to be protected against damage during storage or transport and all plugs, etc, are to remain in place until immediately prior to assembly in the ship. Refer also to Sub-paragraph a.

c. *Existing Piping*

(1) *Precautions and Procedures*

The precautions detailed in Sub-paragraph a. are to be observed when existing piping is preserved. If a pipe is removed for refit purposes and requires preservation, the procedures shown for new piping, *see* Sub-paragraphs b (1) to (10), are to be applied. For pipes preserved in situ the following procedures are to be used.

(2) *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove old lagging, rust, etc. Light pitting or other surface defects may be removed by disc sander. After the brushing is completed, all oil and grease is to be removed by use of an approved solvent cleaner such as white spirit.

(3) *Phosphoric Acid Pretreatment*

Apply dilute phosphoric acid to all surfaces which are rust stained. Allow to dry. Rinse with warm fresh water after at least four hours. Dry thoroughly with an air hose if necessary.

(4) *Painting*

The external surface of the pipe is to be given two coats of 0442-L59472 Paint Heat-resistant Aluminium—HR48. The first coat is to dry for 24 hours before the second is applied. No further painting is required for identification purposes.

Superheated Steam Drain Pipes in Carbon Steel

2. a. *New Piping*

(1) Preliminary Cleaning—Repeat Paragraph 1 b(1)

(2) Degreasing—Repeat Paragraph 1 b(2)

(3) Pickling—Repeat Paragraph 1 b(3)

(4) Rinsing—Repeat Paragraph 1 b(4)

(5) Passivating—Repeat Paragraph 1 b(5)

(6) Final Rinsing—Repeat Paragraph 1 b(6)

(7) Drying—Repeat Paragraph 1 b(7)

(8) *Blanking*

Immediately drying is completed all openings are to be sealed with approved plugs and all machined jointing faces are to be blanked for protection and metal spraying. Rag or cotton waste is not to be used as a plugging material and all dirt or foreign matter is to be kept out of the pipe.

(9) *Grit Blasting*

The external surface of the pipe is to be grit blasted to class 3 of AS CK9.Pt.4 using one of the following grits—oil free air is to be used in all cases:

(a) Angular steel grit, clean and sharp. Grit size—SAE G25 to G40.

(b) Aluminium Oxide—Grit size 20-50 mesh.

Blasted surfaces are not to be touched by hands or slings.

(10) *Metal Spraying*

The external surface of the pipe is to be metal sprayed to a minimum thickness of .004 inch (nominal average .006 inch) using $\frac{1}{8}$ inch or $\frac{3}{16}$ inch diameter aluminium wire—99.0 per cent purity. The finished coating is to be uniform and free from lumps or loosely adherent metal. The thickness is to be built up with not less than two separately applied coats and the first coat is to be applied to the grit blasted surface within one hour. Blanks are to be removed from protected surfaces so that overspray, etc, can be brushed away.

(11) *Painting*

The metal sprayed surface is to be blown-off with clean, dry, oil free air and given two coats of 0442-L59472 Paint Aluminium Heat-resistant HR48. The paint is to be applied before the surface becomes contaminated in any way and the first coat is to dry for 24 hours before the second is applied.

(12) *Protection*

Repeat Paragraph 1 b(10) but omit 'Refer also to Sub-paragraph 9'.

b. *Existing Piping*

If an existing pipe is removed for refit purposes and requires preservation, the procedures shown for new piping from operations at Paragraph 2 a(2) to (12) inclusive are to be applied. For pipes preserved in situ the following operations are to be used.

(1) *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove old lagging, rust, etc. Light pitting or other surface defects may be removed by disc sander. After the brushing is completed, all oil and grease is to be removed by use of an approved solvent cleaner such as white spirit.

(2) Phosphoric Acid Pretreatment—Repeat Paragraph 1 c(3)

(3) Painting—Repeat Paragraph 1 c(4)

Section 3—Saturated Steam Pipes

Main, Auxiliary and Exhaust Steam Pipes in Carbon Steel

1. a. *New Piping*

(1) Preliminary Cleaning—Repeat Section 2 Paragraph 1 b(1)

(2) Degreasing—Repeat Section 2 Paragraph 1 b(2)

(3) Pickling—Repeat Section 2 Paragraph 1 b(3)

(4) Rinsing—Repeat Section 2 Paragraph 1 b(4)

(5) Passivating—Repeat Section 2 Paragraph 1 b(5)

(6) Final Rinsing—Repeat Section 2 Paragraph 1 b(6)

(7) Drying—Repeat Section 2 Paragraph 1 b(7)

(8) Blanking—Repeat Section 2 Paragraph 1 b(8)

(9) *Painting*

Painting of the pipe is to commence within two hours of completion of the pickling process, *see* Paragraph 1 a(3). The entire external surface is to be given two coats of 0442-L59472 Paint Heat-resistant Aluminium HR48. The first coat is to be allowed to dry for 24 hours before the second coat is applied.

(10) *Protection*

All machined jointing faces are to be protected against damage during storage or transport and plugs, etc, are not to be removed until immediately prior to assembly in the ship.

b. *Existing Piping*

If a pipe is removed from the ship for refit purposes and requires preservation, the procedures shown for new piping, *see* Paragraph 1 a(1) to (10) inclusive are to be applied. For pipes preserved in situ the following operations are to be used:

(1) Cleaning and Degreasing—Repeat Section 2 Paragraph 1 c(2)

(2) Phosphoric Acid Pretreatment—Repeat Section 2 Paragraph 1 c(3)

(3) Painting—Repeat Section 2 Paragraph 1 c(4)

Saturated Steam Drain Pipes in Carbon Steel

2. a. *New Piping*

(1) Preliminary Cleaning—Repeat Section 2 Paragraph 1 b(1)

(2) Degreasing—Repeat Section 2 Paragraph 1 b(2)

(3) *Galvanising*

Sub-contract galvanising of pipe internally and externally, including flanges with .005 inch to .008 inch thick coating. It is anticipated that pipes will be partially machined on the jointing faces at this stage but all bending, welding, etc, should be finished. Pressure testing may be completed after final machining (*see* (4) below).

(4) *Final Machining*

Flanges are to be machined to remove galvanising and provide sealing faces as required. During this operation care is to be taken to avoid damage to the remainder of the zinc coating.

(5) Degreasing—Repeat Sub-paragraph (2) above

(6) *Blanking*

All openings are to be sealed and machined faces protected against damage.

b. *Existing Piping*

If an existing pipe is removed for refit purposes and requires preservation, the procedures shown for new piping from operations Paragraph 2 a(2) to 2 a(6) inclusive are to be applied. For pipes preserved in situ the following procedures are to be used:

(1) Cleaning and Degreasing—Repeat Section 2 Paragraph 1 c(2)

(2) Phosphoric Acid Pretreatment—Repeat Section 2 Paragraph 1 c(3)

(3) Painting—Repeat Section 2 Paragraph 1 c(4)

Section 4—Boiler Blow Down, Feed Water and Condensate Piping

New Piping

1. a. Preliminary Cleaning—Repeat Section 2 Paragraph 1 b(1)

b. Degreasing—Repeat Section 2 Paragraph 1 b(2)

c. Pickling—Repeat Section 2 Paragraph 1 b(3)

d. Rinsing—Repeat Section 2 Paragraph 1 b(4)

e. Passivating—Repeat Section 2 Paragraph 1 b(5)

f. Final Rinsing—Repeat Section 2 Paragraph 1 b(6)

g. Drying—Repeat Section 2 Paragraph 1 b(7)

h. Blanking—Repeat Section 2 Paragraph 1 b(8)

i. Grit Blasting—Repeat Section 2 Paragraph 2 a(9)

j. Metal Spraying—Repeat Section 2 Paragraph 2 a(10)

k. Painting—Repeat Section 2 Paragraph 2 a(11)

l. Protection—Repeat Section 2 Paragraph 1 b(10) but omit 'Refer also to sub-paragraph a'.

Existing Piping

2. The condition of existing piping will govern the preservation required. Pipes in good condition or those previously metal sprayed may only require cleaning and painting. Pipes which have been removed from the ship and have started to corrode are to be treated as new pipes—*see* above. For pipes preserved in situ the following procedures are to be used:

a. *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove old lagging, rust, etc. Light pitting or other slight surface defects may be removed by disc sander. After brushing and sanding all oil or grease is to be removed by use of an approved solvent cleaner such as white spirit.

b. Phosphoric Acid Pretreatment—Repeat Section 2 Paragraph 1 c(3)

c. Painting—Repeat Section 2 Paragraph 1 c(4)

Section 5—LP Oil Piping—FFO Diesel and Lubricating Oil

New Piping

1. a. Preliminary Cleaning—Repeat Section 2 Paragraph 1 b(1)

b. Degreasing—Repeat Section 2 Paragraph 1 b(2)

c. Pickling—Repeat Section 2 Paragraph 1 b(3)

d. Rinsing—Repeat Section 2 Paragraph 1 b(4)

e. Passivating—Repeat Section 2 Paragraph 1 b(5)

f. Final Rinsing—Repeat Section 2 Paragraph 1 b(6)

g. Drying—Repeat Section 2 Paragraph 1 b(7)

h. *Surface Protection*

The type and degree of surface protection required depends on the location of the pipe in the ship. Pipes in corrosive situations such as under deck plates, boilers, etc, are to be grit blasted and metal sprayed—*see* Sub-paragraph i (1) to (6). Pipes in dry conditions are to be painted—*see* Sub-paragraph j (1) to (3).

i. *Pipes in Corrosive Conditions*

(1) Blanking—Repeat Section 2 Paragraph 2 a(8)

(2) Grit Blasting—Repeat Section 2 Paragraph 2 a(9)

(3) Metal Spraying—Repeat Section 2 Paragraph 2 a(10)

If desired, the metal spraying operations at Sub-Paragraphs (1) to (3) above can be replaced by galvanising which is to be on the external surfaces only.

(4) *Painting*

The external surface of the pipe is to be painted with one coat of 8010-66-011-0893 Primer Zinc Chromate PR5, followed by one coat of 8010-66-010-0017 Enamel White EN30.

(5) *Oiling*

On completion of the painting process the internal surface of the pipe is to be lightly coated with Oil OM100. The pipe is then to be re-sealed with approved plugs or blanks. All oil is to be removed from the external, painted surface.

(6) Protection—Repeat Section 3 Paragraph 1 a(10)

j. *Pipes in Dry Conditions*

(1) *Blanking*

Immediately drying is completed all openings are to be sealed with approved wooden or plastic plugs or blanks and all dirt and foreign matter is to be kept out of the pipe. Rag or cotton waste is not to be used as plugs.

(2) *Painting*

The external surface of the pipe is to be painted with the following paint system allowing 24 hours drying between coats:

One coat 8010-66-011-0893 Primer Zinc Chromate PR5.
One coat 8010-66-010-0115 Undercoat UC70.
One coat 8010-66-010-0017 Enamel White EN30.

(3) Oiling—Repeat Sub-paragraph i (5) above

(4) Protection—Repeat Section 3 Paragraph 1 a(10).

Existing Piping

2. Existing piping in need of preservation should always be removed from the ship as it is unlikely that any worthwhile preservation could be achieved on board:

a. *Corrosive Conditions*

Pipes should be treated as new piping and the procedures shown above at Sub-paragraphs a to g and Sub-paragraph i (1) to (6) are to be used.

b. *Dry Conditions*

(1) *Cleaning and Degreasing*

External surfaces are to be wire brushed to remove loose paint, rust, etc. Badly rusted areas may be cleaned by the use of a disc sander. After brushing all oil and grease is to be removed by use of an approved solvent cleaner such as white spirit.

(2) Painting—Repeat Paragraph 1 j(2)

Section 6—Miscellaneous Piping: Diesel Exhausts, Waste Steam Pipes, Pipes Exposed to Atmosphere or Heat

New and Existing Piping

1. a. Preliminary Cleaning—Repeat Section 2 Paragraph 1 b(1)

b. Degreasing—Repeat Section 2 Paragraph 1 b(2)

c. *Blanking*

After degreasing all openings and machined faces are to be blanked to provide protection from grit blasting and metal spraying.
Grit Blasting—Repeat Section 2 Paragraph 2 a(9)
Metal Spraying—Repeat Section 2 Paragraph 2 a(10)
Painting—Repeat Section 2 Paragraph 2 a(11)

Section 7—Ferrous Cast and Forged Machinery Compounds: Superheated and Saturated Steam Components

New Components

1. a. *Fettling*

Castings and forgings are to be fettled as required to remove fins, runners, risers, cores, sand, etc. The component is then to be rumbled, shot or grit blasted externally and internally where possible.

b. *Machining*

Machine component as required.

c. Degreasing—Repeat Section 2 Paragraph 1 b(2) but substitute 'component' for 'pipe'.

d. Pickling—Repeat Section 2 Paragraph 1 b(3)

e. Rinsing—Repeat Section 2 Paragraph 1 b(4)

f. Passivation—Repeat Section 2 Paragraph 1 b(5)

g. Final Rinsing—Repeat Section 2 Paragraph 1 b(6)

h. Drying—Repeat Section 2 Paragraph 1 b(7) but substitute 'component' for 'pipe'

i. *Painting*

Components are to be given two coats of 0442-L59472 Paint Aluminium Heat-resistant HR48 and painting is to commence within two hours of completion of the pickling process. The first coat is to dry for 24 hours before the second coat is applied. Damage to the paint coating is to be made good after assembly of the complete component. Components in extremely corrosive conditions may be grit blasted and metal sprayed as follows.

j. *Blanking*

All opening and machined surfaces are to be blanked for protection against grit blasting and metal spraying.

k. *Grit Blasting*

The external surface is to be grit blasted to class 3 of AS CK9.Pt.4 using one of the following grits—oil free compressed air or steam.

l. *Painting*

The sprayed surfaces are to be given two coats of 0442-L59472 Paint Aluminium Heat-resistant HR48. The first coat is to be allowed to dry for 24 hours before the second is applied. The paint is to be applied before the sprayed surface becomes contaminated in any way. Loose metal spray is to be blown off with clean dry air.

Existing Components

2. Existing components in need of preservation should be removed from the ship as it is unlikely that any worthwhile preservation could be carried out in situ. Once removed the components are to be treated as new items and operations at Paragraph 1 c to l are to be carried out as required.

3. These instructions will be incorporated in ABR 5100 in due course.

(400/1/2181)

UNCLASSFIED

447/72—DDGs, Daring Class Destroyers and River Class Destroyer Escorts—Precautions to be Taken When Handling Main and Auxiliary Superheated Steam Piping

1. The main and auxiliary superheated steam ranges of DDGs, Daring Class Destroyers and River Class Destroyer Escorts are manufactured from carbon and chrome molybdenum alloy steels.

2. The special steels require particular care in handling because of the high stresses they have to withstand and because of their susceptibility to intergranular penetration by non-ferrous metals.

3. Every precaution must therefore be taken when working on, or in the vicinity of, these steam ranges, eg, when disconnecting steam pipes to auxiliaries, boiler mountings, etc, to avoid impact or hammer blows likely to cause damage which could initiate cracking. In addition, these alloy pipes, including the flanges, must not be allowed to come into contact with non-ferrous metals such as zinc, copper, tin, lead, or alloys or paints containing these metals, and are to be kept clear of sulphur and fumes containing sulphur. A hammer previously used in contact with any of these metals could, if used on the main or auxiliary steam ranges, start intergranular penetration which could lead to failure. It is most important, therefore, that tools used for work on the superheated steam ranges should be either new or used only for work on steel. Pipes are not to be identified by non-ferrous tags or wire and only non-metallic slings are to be used. Unlagged pipes are not to be transported unless they are wrapped in asbestos cloth or other suitable protection to avoid damage.

4. Should it be necessary to remove lengths of superheated steam piping to ship or dockyard workshops for work to be carried out on them, the area in which the work is to take place is to be thoroughly clean and free from the non-ferrous metals and their compounds quoted above, and segregated from other work.

5. a. Welding or bending of alloy pipes requires special techniques and is to be undertaken in Daring Class and River Class Destroyer Escorts by Dockyard Authorities only.

   b. Because the design of steam systems and fittings in DDGs requires the cutting and rewelding of pipes when carrying out normal maintenance, the above restriction cannot apply. In this class of ship welding repairs may be undertaken only by those technical sailors who have been trained in high temperature/pressure welding to the standard stated in MIL STD-248B (Navy) and who hold a current requalification certificate.

   c. Requirements for the protective treatment of these pipes are stated in Navy Order 446/72.

6. These instructions will be incorporated in ABR 5100 in due course.

(400/1/2181)

(Navy Order 446/72)

23109/72 F. D. Atkinson, Government Printer, Canberra