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ITEM.	WHERE FITTED.	CLASSIFI- CATION.	REMARKS.
<b>Gyro Director Sights—contd.</b>	"Leander," "Neptune," "Orion," "Achilles," "Ajax," "Perth," "Arethusa" and "Galatea."	Type "J." Mark I.	60° elevation, 20° depression. Transmits D.S. to R.E. and D. unit mechanically from side of sight. Fitted with backlaying gear and 2-speed elevating gear, giving ratios of 1S' and 60". Elliott gyro, Type "H.I."
	Fitted in "Hobart," "Sydney," "Newcastle" and "Penelope."	Type "J." Mark I*.	45° elevation, 30° depression. Fitted with backlaying gear. Vickers gyro, Mark I, in "Hobart" and "Sydney"; Mark II in "Newcastle" and "Penelope." Redesignated sensitive system.
	"Birmingham," "Glasgow," "Sheffield," "Aurora," "Liverpool," "Manchester," "Gloucester," "Belfast" and "Edinburgh."	Type "J." Mark II.	60° elevation, 30° depression. Similar to Type "J." Mark I*, except that special drive is pro- vided to D.S. unit from rear of sight. Original side drive of Mark I sights retained and blanked off.

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ITEM.	WHERE FITTED.	CLASSIFI- CATION.	REMARKS.
<b>Local Director Sights (L.D.S.)— contd.</b>	Fitted in "Hobart," "Sydney," "Galatea" and "Penelope."	Mark IV (6-in.).	Telescopic sight, fitted with im- proved design of monocular prismatic telescopes. Similar in principle to Mark III, except that the mechanism is contained in a fixed casing and the tele- scopes only are disturbed for deflection only. Special cams, incorporating dip correction, are supplied for "Y" turret sights.

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ITEM.	WHERE FITTED.	CLASSIFI- CATION.	REMARKS.
<b>Range to Elevation Units (R. to E. Units).</b>	Fitted in "Perth," "Arethusa," "Ajax," "Hobart," "Syd- ney," "Galatea," "South- ampton," "Newcastle" and "Penelope."	Mark III (6-in.).	Similar to R.E. and D. unit, Mark II (6-in.), except that deflection corrections are not applied and the appropriate parts of the mechanism are therefore omitted. A.B.C. transmission for line of sight training. H.A. transmission allowed for.

<b>H.A.C.S. I</b> Director.	H.A. armament of various ships	H.A.C.S., Mark I.	"M" type transmission.
<b>H.A.C.S. IC</b> Director.	"Resource" . . . . .	H.A.C.S., Mark IC.	As Mark I. Incorporating convergence unit for L.A. fire.
<b>H.A.C.S. II</b> Director.	"Leander" and "Neptune" class, "Repulse" (1).	H.A.C.S., Mark II.	As Mark I, fitted with A.V. cradle for 12-ft. H/F.
<b>H.A.C.S. III</b> Director.	"Ajax," "Perth," "Arethusa," "Coventry," "Hobart," "Sydney" and "Galatea."	H.A.C.S., Mark III.	A.B.C. transmission. Fitted with A.V. cradle for 15-ft. H/F.
<b>H.A.C.S. IIIC</b> Director.	"Woolwich" . . . . .	H.A.C.S., Mark IIIC.	As Mark III. Incorporating convergence for L.A. fire.
<b>H.A.C.S. III*</b> Director.	"Penelope," "Southampton," "Newcastle," "Malaya," "Hood," "Australia," "Nelson," "Royal Sovereign," "Barham," "Resolution," "Cairo," "Excellent," "Revenge," "Calcutta," "Carlisle," "Curacao" and "C" class cruisers on re-armament, "Exeter," A.A. Escort Vessels, "Adventure" and Australian C.S.	H.A.C.S., Mark III*.	Similar to Mark III, but with larger windscreen and space for Rate Officer, if required. * Fitted with roll stabilisation for layer.
<b>H.A.C.S. III**</b> Director.	"Warspite" . . . . .	H.A.C.S., Mark III**.	As Mark III*, but with specially stiffened windscreen.
<b>H.A.C.S. III*G</b> Director.		H.A.C.S., Mark III*G.	As Mark III*, but fitted with gyro rate unit and roll stabilisation for layer.