Code No. 28–

EXERCISE BOOK

Narrow Ruling

School 77 O.T.U. *Standard* Course 6

Name NEALE. E.T.H.

Subject NAVIGATION

Commenced 13-3-44. *Finished*

RULES FOR MENSURATION

a = Area. l = Length. b = Breadth. h = Height.
t = Thickness. v = volume. R and r = radius.
D = diameter. c = Circumference.

Area of rectangle = $l \times b$. (N.B.—$l \times b$ must be in the same units, i.e., when l is in ft. b must be brought to ft.)

Area of parallelogram = $b \times h$.

Area of triangle = $\frac{b \times h}{2}$

Area of four walls of a room = $2h(l + b)$.

Cubic contents of rectangular solid = $l \times b \times h$.

,, ,, cylinder or pipe = Base $\times$ h.

Sum of the three angles of a triangle = 180°.

Circle:

- circumference = $2\pi r$ or πD (π = the constant $3\frac{1}{7}$)
- area = πr^2
- area of hollow ring = $\pi(R + r)(R - r)$
- surface area of cylinder (excluding area of two ends) = $2\pi r h$
- volume of cylinder = $\pi r^2 h$
- volume of cone = $\frac{\pi r^2 h}{3}$
- truncated cone = $\frac{\pi h}{3}(R^2 + Rr + r^2)$ (R.r are radii of 2 ends).

MISCELLANEOUS

1 dozen = 12
1 score = 20
1 gross = 144

A cubic foot of fresh water weighs $62\frac{1}{2}$ lbs.
,, ,, clay ,, 125 lbs.
,, ,, loose earth ,, 95 lbs.
,, ,, pine ,, 41 lbs.
,, ,, oak ,, 59 lbs.

A gallon of water weighs approx. 10 lbs.

A cubic yard of compressed hay weighs about 225 lbs.
,, ,, ,, straw ,, 145 lbs.
,, ,, coal (solid) weighs about 2,160 lbs.
,, ,, sand weighs about 1 ton (approx.)

A truss of straw should be 36 lbs.
,, ,, old hay should be 56 lbs.
,, ,, new hay should be 60 lbs.

36 trusses = a load.

5% Interest or Profit = $\frac{1}{20}$ = 1/- in the £.

Sound travels in air at approximately 1,100 ft. per second.

A halfpenny is 1 inch in diameter.

A noggin = 2 glasses. [4 noggins = 1 pint.]

Supplied for use in NAVAL & MILITARY SCHOOLS, etc., by His Majesty's Stationery Office

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MISS. N. PAXTON.

Training Scheme.

2 hr dry Swim
Map reading. Maps & charts. Types in use
Wind finding
Wireless aids.
Sextant calibration, calculation of errors, Watch rating.
Use of air plot.
Map reading 2. hints on map reading (Practical)
Astrograph. (1)
Sight Calculations.
Compass & Loop swinging.
Astro correction Sunrise etc.
Star recognition. day & night.
Pre flight planning.
Practical navigation.
Technique.
Astro compass & Air swinging.
Log analysis.
Astro theory.
D.R. Compass.
Bags of D.R.I.
Crew co operation.
Geography.
Position lines.
Time examples.
Log Keeping.

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Day. Flying Procedure.

Fly screen do bombing practice.
2 trips so without screens. full crew + bombing 3 hrs
Dual cross country with screens.
Series of cross countries. 4 hrs & 5 hrs.
Test 1 hr
Cross country 5 hrs.
Fighter attacking 2 hrs.
Crew flying. circuits.

Night.

Cross country with screens.
2 4 hrs 15 hrs 26 hrs as crew.
1 dual bombing at night 1½ hrs
2 solos 3 hrs.
1 trip with night fighters & searchlights.

Map Reading.

[redacted] of long are chosen the [redacted] lat being 4° The scale is correct at 2° on either side of the central meridian

Position Errors for Wellington 3.

120	mph	+10
130	"	+9
140	"	+8
150	"	+7
160	"	+6
170	"	+5
180	"	+4
190	"	+3
200	"	+2

16.2

IAS 140 PE + 8 = 152
B to 10,000
4000 + 8 6000 + 4
5,000 + 6°

400) 1099
800
2990
27

160
RAS 157 6,000 = 174 157 × 7 × 6 1099
400 800
10.50 1.75% for 167

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$\frac{7}{400} \times \frac{6}{1} \times 157 = \frac{942 \times 7}{400} = \frac{6594}{400}$

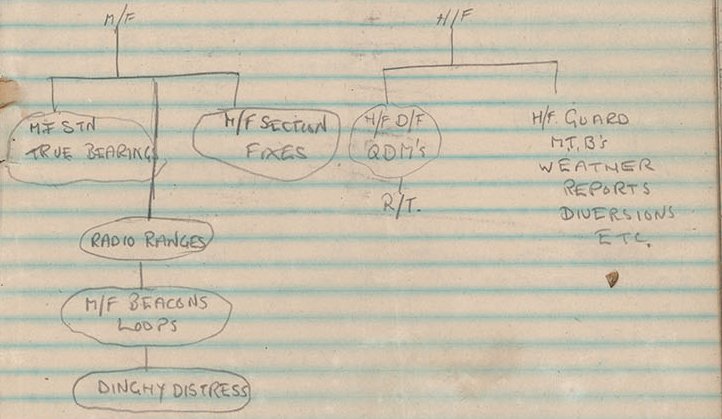
157
1648

600) 6594
400
2594
2400
1940
1600
3400

173°

right

W/T ORGANISATION.



M/F STATIONS.
LYDDA.
HABBANIA.
EL MAZA.

M/F Range 200-300 miles

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Radio Range. (U.S.A.)

not made clear.

Range of M/F 200-300 miles.
W/T Beacons.
Visual indicators, if needles turn to right then turn to port is executed.
this is bearings not recip.

Ditching.
Wop transmitts between 1 hr to 10 past 30 mins to 40 mins.

Priorities.
SOS or Mayday (distress).
O Have operational message of vital importance
OP Immediate is to be used for (A) operation messages of less importance (B) messages of extreme importance not amounting to immediate danger of crashing.

ie.
Lost with good deal of petrol, used to prefix QPM. some mechanical mishap requiring return to base. Injury of one of the crew or severe illness.

P Important.

H/F D/F 0-100 miles.
Q.D.M. Q.D.L.E series of QDM's.

MIDDLE EAST Distress frequency } 4575 Ks day
Inter command H/F D/F } 3105 night

In distress. hand WOP PSN Co HT Speed minutes of flying time left.

H/F GUARD.
Broadcast every ½ hr wop must pick them up. diversion signals, met requests also time signals. All messages to ~~base~~ H/F guard.

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Local R/T procedure.

QASTINA ground control, Callword "Digest"
QASTINA satellite "Digest 2"
Bombing range "Digest Range"

"A" Flight "Drastic Red"
"B" " "Drastic White"
"C" " "Drastic Blue"
"D" " "Drastic Green"
"T T" " "Drastic Grey"

"Ground Testing"

A/c calls ground station
"Drastic Red D. Dog calling digest ground testing over".
Answer: "Drastic Red D. Dog. loud e clear over."
"Drastic Red D. Dog. answering loud e clear also out."

Taxying Up.

"Drastic Red D Dog calling Digest taxiing out over."
"Drastic Red D. Dog Roger out."

After each landing or Circuit & bumps.

"Drastic Red D Dog calling digest landed e clear of runway over."
"Drastic Red D. Dog Roger out."

After completing a detail.

"Drastic Red D Dog calling digest landed e clear of runway, detail completed (or not completed) over"
"Drastic Red D Dog Roger out"

Asking for Q.F.E. prior to landing.

M. "Drastic Red D Dog calling Digest Q F E over"
Answer. "Drastic Red D Dog Q.F.E. 1016 over."
M. "Drastic Red D. Dog Q F E 1016 out."

R/T Procedure at Bombing Range.

M. "Drastic Red D. Dog calling digest Range may I commence bombing over"
Answer "Drastic Red D Dog carry on for bombing over"
M. Drastic Red D Dog Wilco out.

after each bomb
DDog
"Drastic Red calling Digest Range
No 1 bomb gone over
Drastic Red D Dog Roger out.

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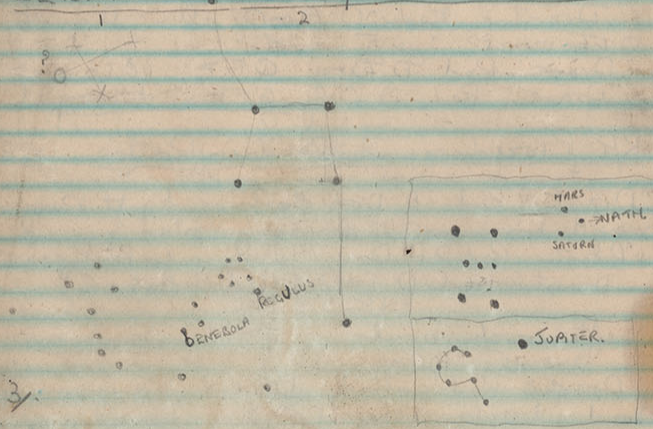
R/T Call signs around QASTINA

AQUIA. "DEVOUT"
LYDDA "BAGSHOT"
CAIRO WEST "STOCKYARD"
BEIVRUT "ECHELON"
MALBRANIA. "CYCLOPS"
LG H3 "RAMPAGE"
ZERKA "LARRY"



3/

1st Leg.
LOOP. BASE for T.M.G. to 33°
LOOP BEIRUT. Checks on G/S. 33° to 34° 20'.
Cyprus. leg.
Loop at Paphos check on G/S. to 33° 40'
Loop on BALTIM. to check turning point.
3rd Leg.
Loop BALTIM for homing.
4th Leg.
QDM. from GIANICLIS. for check on G/S.
Loop on Cairo to check turning point.
5th Leg.
Loop from SHALLUFA for check on G/S.
then later Loop Base & SHALLUFA for fix.
Loop on Base for Turning point., then
homing on to BASE.

BASE CAIRO.

Co 050 T TAS 150 mph.
1220 Loop BALTIM. 270° + 050 = 320 − 180
270 + 052 = 327
= 140.
147
1230 Loop BASE 007° + 050 = 057 + 180 = 237°
111 + 052 = 063 + 243

291/54. 30°35' N 32°40' E
1220 052 QC +5
30 41 N 32 18½ E
301/15 (13).

T. Port needles right True bearing.

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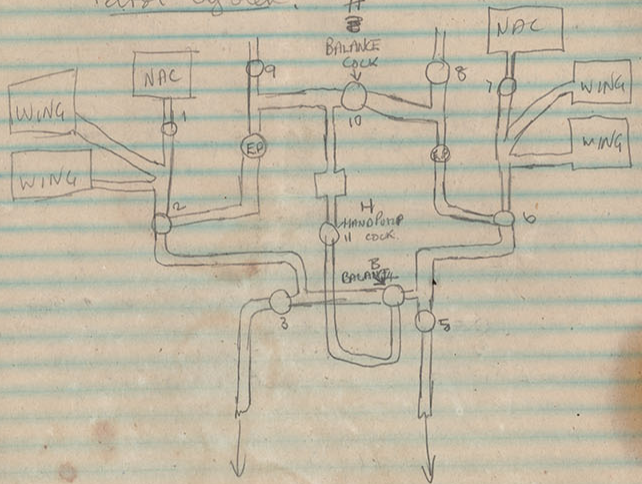
Astrograph.

Ensure that correct land for time & latitude involved is used.
Select setting long & instal astrograph.
Line up chart.

Petrol System.



OVERLOADS

A/1134.

	WOP			CREW.		
	G.P	1/c	T.R.9	G.P.	1/c	T.R.9.
A	W/T G.P	—	—	—	1/c	T.R.9.
B	W/T G.P	1/c	T.R.9.	—	1/c	T.R.9.
C	(R/T W/T G.P.)	1/c	T.R.9.	W/T R/T G.P.	1/c	T.R.9

TR1196. used instead of T.R.9.
Emergency loads with lights.
E/A. sighted series of A's.
Turn to Port = dot's; action to be taken on last dot.
Turn to STB = dashes " " " " " dash.
at shooting down of EA = XX. or all clear.
If gunner catches packet = NNN —

R crash landings.
P. for ditching.
L for baling out.
Length of trailing aerial 50 ft.

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$\frac{N-S}{2} = \frac{+4}{2} + 2. \quad \frac{-8-13}{2} = -11$

	L/C	A/C	DEV
N	360	356	+4
	090	098	-8
	180	180	-
	270	257	+13

		A			A.
N	+2	+2	= 0	0	-1
NE	+1	+2	= -1	+1	0
E	+3	+2	= +1	0	-1
SE	+1	+2	= -1	+1	0
S	+2	+2	= 0	+3	+2
SW	+1	+2	= -1	+1	0
W	+2	+2	= 0	+2	+1
NW	+1	+2	= -1	+1	0

$A = +\frac{13}{8}$ $\quad A = \frac{9}{8}$

MK 14 Bomb Sight.

Services.

1. Electricity. 12 or 24 volts to servo motors.
2. Suction 4½ inches of mercury to pitch & roll gyros.
3. Air pressure 5 lbs ☐ in for pneumatic servos.
4. Static vent for A S I & altimeter.
5. Pitot vent for A S I.
6. Course control D.R compass or manual.

Settings for Bombing.

Before flight.

1. Met wind speed.
2. Met wind direction
3. Bomb T.V
4. Target height against M S L press at Target.
5. Levelling scale for all up wt at target.

Approaching Target.

1. Bomb sight air cock on.
2. Computor switch on.
3. Graticule on.
4. Reset wind speed & direction & check course dial reading.

On Bombing Run.

If no D.R.C sgotem in A/c course

N-S +4

must be fed in to computor by and crew member ie NAV. give usual instructions to pilot to bring target down drift line release bomb when graticule covers target.

N.B. before releasing bomb permit collimator to return to neutral.

~~Of~~ after Bombing

1. Graticule off
2. Computor off.
3. Air off.

in this order only.

BETLE 19.4.44 CAP ALPHARD.

17 56 50
115°12'
1 43
116°55' N 7°24
271°58'
32
388 53
35 07
64°00'
3402
13
3415
2543
10
2556
26 28
27T.

360
144
+33
256
360
98
32
328

17 59 30
115°12'
2 23
117 35 N 4557
281°52'
399 27
34 33
74 00 360
162
48 24 -58
24
48 00
32°56'
18A

360
53
307

18 03 50
117°42'
0 58
118°40' S 8°25
218 47
337 27
34 33
12 00
198

48°00'
48 11
11T

5 TH. 1 Low.

18 52 42 - 20" + 4 hrs. 22 52 22
2 44 7' CAP = 5 H.

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N-S = +4 +2. -8-13 -11 11

end of shot - 1 33° 39'

20-4-44 25 secs fast 05 51 41

1130 | 1130. | 05 55 45 | 34 28 } end

06 43 10 | 06 52 20 | 06 01 55 | 35 47

28016 | 282 46 | 06 09 30 | 37 22

048 | 035 | 06 13 11 | 38 11

28104 | 283 21 | 16 50 | 39 05

3456 107 | 34 39 | 19 54 | 39 33

31600 | 318 00 | 23 10 | 40 15

4426 34 | 4603 34 | 27 15

17 | 17 | 41 04

4443 | 4620 | 32 00

4437 | 4621 | 42 03

06 56 02 | 35 46

282 46 | 42 45

1 31 | 40 08

284 17 | 43 41

3443 | 44 35

31900 | 44 37

4651 34 | 53 45

17 | 46 21

4708 | 57 27

4704 | 47 04

110

2H 3H. — 4T.

18A 22A 9T

2H — 2H 01H

3T 7T 15A 27T

10L 1L 5H

27T 13A 20A 7A

9L. 9L.

6A 1T 4A.

N

1129 | 1129 | 1130 | 1130

05 50 16 | 05 51 20 | 06 00 30 | 06 08 05

26746 | 26746 | 27016 | 27216

04 | 105 | 08 | 201

26750 | 26851 | 27024 | 27217

3510 | 3509 | 3436 | 3443

30300 98 | 30400 99 | 30500 100 | 30700 101

3342+31 | 3432+31 | 3522 31 | 3702 32

15 | 15 | 16 | 16

3357 | 3447 | 3538 | 3718

3339 | 3425 | 3547 | 3722

06 11 46 | 06 15 25 | 06 18 29 | 06 21 45

272 46 | 272 46 | 272 46 | 275 16

27 | 1 36 | 207 | 11

273 13 | 274 22 | 274 53 | 275 27

3447 | 3438 | 3507 | 3433

308 00 102 | 309 00 102 | 310 00 103 | 310 00 103

3152 32 | 3842 32 | 3932 32 | 3932 32

16 | 16 | 16 | 16

3808 | 3858 | 3948 | 3948

3811 | 3965 | 3933 | 4005

06 25 50 | 06 31 35 | 06 34 15 | 06 38 43

275 16 | 277 46 | 277 46 | 277 46

128 | 24 | 104 | 211

276 44 | 278 10 | 278 50 | 279 57

3416 | 3450 | 3510 | 3503

31100 104 | 31300 105 | 31400 106 | 31500 107

4021 32 | 4200 32 | 4249 33 | 4338 33

16 | 16 | 16 | 16

4037 | 4216 | 4305 | 4354

4104 | 4203 | 4245 | 4347

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N-S = +4 +2 -8-13 11 11

24-4.

20 secs 8 low

ARC 173800 3558

050023 } 5H ✗
27 07

050406 } 8H ✗
26 43 2
37

050716 } 2L ✓
2612

051216 } 31 L ✓
2511

3H → 0516 18 24 38 ✗

2H 20 32 40 ✓
33 44

5H. 20 34 35 ✗
33 33

2H 17 35 45 ✓
2130

5H 20 36 45 } POL
3119

ARC 20 37 40 } 1H
3358

2H 20 41 20 } DUB
5848

20 43 15 } CAP
32 34

N 1928

SIR.

14643
26350
3310
29700
32 41 86
33 49
68 41

DUB 41 07 41 40 5848

11737
025
11802
3458
15300

1H

CAP

19456
31233
3427
34800
5858
10A

2H.

POL 17 37 05 3119
34
3153

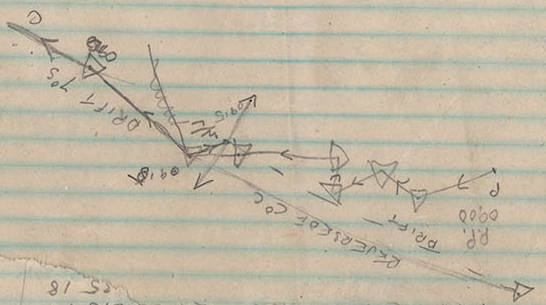
N 6203
19456

11507
147
11654
3443
15137

5H

11507
200
11707
3453
15200

16-4-44 SUN



-1 min +19 secs

06 12 20 37 11
06 17 50 38 19
06 21 27 39 07
06 27 19 40 16
06 31 07 41 03
06 40 20 42 54
06 44 01 43 40
06 49 47 44 48
06 53 41 45 30
06 59 07 46 51

1006 C 1006 M C

06 11 39 06 14 09 06 20 46 06 26 38 06 36
272 32 27502 27502 27702
12 140 07
27642 27739
55 18 3491

DRIFT 6 Pen LINE NETH

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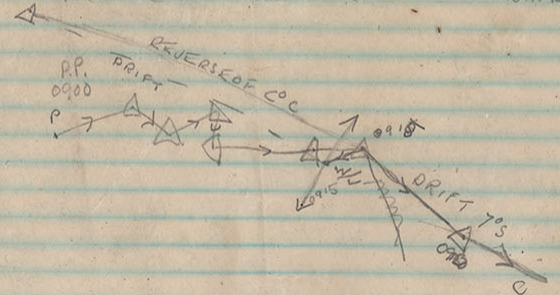
S/C	A/Compass	
	02	
	~~290°~~	34990 H
288°	290°	
303°	306°	
311°	313°	
329°	331°	
343°	345°	
	360°	N
	017°	
044	043°	

	STRO	A.C	Course
A/C		0.22	032°
	-115		122

DRIFT & POSN LINE METHOD OF WIND FINDING



A - B : Courses flown.
at time of position line draw in Air posn A/C later to course approx at right angles to posn line. from Air posn at time of posn line draw in reverse of this last course (one at Rt Angle to posn line) for time flown at Air speed. from posn obtained draw off line representing drift, where this cuts posn line draw in line to A. Posn at time of posn line, this will be wind up to time of

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MARINE SEXTANT.

①. S.D. — HT 2,500.

MOON 13/3/44. OBS ALT. 21°26' S.D.R.

= 21°26'
D.R. -7
S.R. 0
P.A. +51
Dip. -49

19°39' + 20 15

POLARIS.
17.2.44.

172436.
46°34'
1 09
47°43'
LONG + 36 04
LHA ~~11°39'~~
83°47 Q = -33'

3205
SD.R -5
S.C -3
Q = -33
31° 24' ✓

22nd April. 3310E 3100N.

02 32 16 GMT.
24732
0 34
GHA 24806
SHA. 35838
GHA 24644
3316 ✓
LHA. 628000
2216
2226

22°13'
SD.R -7
22°26'

28°47'N
2' starboard of track
31 00N INT 10 TOW.

Z 69
TRUE Z = 069° ✓

4. STAR POLAR. ASS PSNS. 3108 3102. 30N 30N

9344
1 16
3443 95 00

9344
2 16
96 00

Dec 0°14'N

① 303 11 305 11 305 11 308 11
1 15 1 24 2 18 0 45
GMA 304 26 G 307 05 307 59 308 56
LONG + 34 34 32N 34 55 35 01 35 04
LHA 339 00 342 00 343 00 344 00

5221 + 52 5346 54 5412 5437 55
12 144 13 148 1354 13 152.
5233 5359 5425 150 5450
5245 5404 5426 5451
12 TOW 6 TOW 1 TOW 1 TOW.
4 low 2 low 3 low 3 low.

32041
205
32246
3414
35700
5753
15
5808
5824
16 T.
1 low.

318 11
0 02
318 13.
3447
174 353°00'
5720 167
14
5734.
5747
13 TOW.
~~8 high~~
8 low
2

318 11
1 27
319 38
3422
354 00
5731 169
14
5745.
5801
16 TOW.
4 low

32041
0 44
32123
3437
35600
5747. 172
15
5802
5819
17
Nil error

S-N

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① PERPENDICULAR ERROR. Mirror cockeyed.
Not experienced.

② SIDE ERROR
~~[illegible]~~ Displacement of Prism & bubble chamber offset.

③ INDEX ERROR.
ERRORS IN MECHANISM.

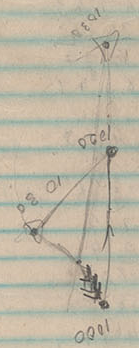
④ SHADE ERROR.
Dirty or bad shade causes refraction.

⑤ WEAR & TEAR.
Old age.

⑥ PERSONAL ERROR.

Sight REFRACTION. TABLE "A" applies to us.

DOME REFRACTION.
SEMI DIAMETER. Sun & Moon
DIP
PARALLAX IN ALTITUDE.



CORRECTIONS.

HT OBSERVED
± SEXTANT CORRN
- DIP
- REFRACTION
- DOME REFRACTION
± S. DIAMETER.
+ PINA
± Q CRN
= CALCULATED ALT.

12 20 18
1 26
0 05 S. 1237
GHA 1 31
LONG. 34 24
36 00 32
34 08 -48 360
30 136
35 38 224°
33 45
7 TOV
2 Lon.

Apr.
0355 Co ~~[illegible]~~ C. ~~[illegible]~~ 175
187 C 185 1P 175
0358 Co 150 C 152 40S 179
0400 Co 170 C 170 1S 175
0404 Co 125 C 128 6S 166.
0408 Tighter shades off. A/C 187 C 185 175
0411 DRIFT 20°P
0412 A/C 189°C 187 1°P 175
184.
0420 MES 040° Loop
0425 " OLY Loop
0430 NAP 117° Loop
0445 226°C 219 30P 170 kPa.
ETA 06 10.

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N-S +4 a

WATCH READING 215806 10 secs fast = 215756.

GHA ☉ 82°43'
2 00
GHA ☉ 84°43' 215756
SHA ✱ 281°52' Dec N 45°57'
GHA ✱ 366 35
Long E 34 25 Lat 32 N.
LHA 41 00
Hc 55°41' AZ 054°
Ho 55 21 TR AZ = 306°
INT. 20' AWAY.

CAPELLA Hs 55°25'
D.R-4' = 55°21'
Ho = 55°21'

31 45. N
34 42 E

W.R. 23 41 11. + 10 23 41 01

346 44. N 20 00 6706.
0 15 + 21.
GHA ☉ 346. 59 - 3
Long 35 01 6724
LHA 382 00 360
022 00 AZ 111
~~77 52~~ 460 T.A ~~184~~
66 57 116
67 24 244°
27 AWAY 5½ high.

METRIC MEASURES

Kilo-	Hecto-	Deka-	Gramme (g)	Deci-	Centi-	Milli-
(1,000)	(100)	(10)	Metre (m)	1/10	1/100	1/1,000
Kg. Km. Kl.	Hg. Hm. Hl.	Dg. Dm. Dl.	Litre (l)	dg. dm. dl.	cg. cm. cl.	mg. mm. ml.

(*Note.*—dm. with a small "d" is a *deci*metre = 1/10 of a metre.
Dm. with a capital "D" is a *Deca*metre = 10 metres.)

There are certain connections between the metric system and the British measures.
(They are only approximate.)

1 cm. = rather less than 2/5 in.
1 m. = 39·37 ins. (rather more than a yd.)
1 g. (·032 oz.) is the weight of 1 cc. of water.
1 cu. ft. of water = 6¼ galls. (approx.)

1 KM. = 5/8 mile or 5 furlongs.
1 l. = 1¾ pt. (rather less than 1 quart).
1 Kg. = 2⅕ lb.
1 Hl. = 22 galls. (approx.)

WEIGHT

16 ounces (*oz.*) = 1 pound (*lb.*)
14 lb. = 1 stone
28 lb. = 1 quarter (*qr.*)
4 qrs. or 112 lb. = 1 hundredweight (*cwt.*)
20 cwt. or 2240 lb. or 160 stone = 1 ton
(Meat—14 lb. live: 8 lb. dead = 1 stone)

INDIAN WEIGHT

5 Tolas = 1 Chittack (2 oz. approx.)
16 Chittacks = 1 Seer (2 lb. approx.)
40 Seer = 1 Maund (80 lb. approx.)

LENGTH

12 inches (*in.*) = 1 foot (*ft.*)
3 ft. = 1 yard (*yd.*)
22 yds. = 1 chain (*ch.*) (length of cricket pitch).
10 chs. or 220 yds. = 1 furlong (*fur.*)
8 fur. or 1760 yds. or 5280 ft. or 63360 ins. = 1 mile.
3 miles = 1 league.
6 ft. = 1 fathom.
1 nautical mile = 2026⅔ yds.
1 cable's length = 1/10 nautical mile (taken as 200 yds.)

LIQUID MEASURE

4 gills = 1 pint (*pt.*)
2 pts. = 1 quart (*qt.*) (it is a *quarter* of a gallon).
4 qts. = 1 gallon (*gall.*)
36 galls. (beer) = 1 barrel.

DRY MEASURE

(Corn, etc.)

2 galls. = 1 peck (*pk.*)
4 pks. = 1 bushel (*bush.*)
8 bush. = 1 quarter (2 sacks).
1 bush. (oats) weighs 40 lbs. (average)
1 ,, (barley) ,, 50 lbs. ,,
1 ,, (wheat) ,, 60 lbs. ,,
1 sack flour weighs 280 lb. (approx.)

SQUARE OR AREA MEASURE

(used to measure surfaces)

144 sq. in. = 1 sq. ft.
9 sq. ft. = 1 sq. yd.
484 sq. yd. = 1 sq. ch.
1210 sq. yd. = 1 rood.
4840 sq. yd. or 4 roods or 10 sq. ch. = 1 acre.
640 acres = 1 sq. mile.

(*N.B.*—Six square feet must not be confused with six feet square.)

1 Hectare (*Ha.*) = 100 ares = 2½ acres (approx.)
100 Ha. = 1 Sq. Km.

A football pitch is 1¾ acres (approx.)

To measure the surface of a rectangular shape it is necessary to multiply length by breadth (*expressed in the same unit*).

CUBIC MEASURE

(used to measure solids or volumes).

1728 cubic inches = 1 cu. foot.
27 cu. ft. = 1 cu. yard.
128 cu. ft. (a heap approx. 6′ × 4′ × 5′) = 1 cord of wood.

To measure the volume of a solid it is necessary to multiply together length and breadth and thickness (*expressed in the same unit*).

TROY WEIGHT

(For Gold, Silver and Jewels)

24 Grains = 1 Pennyweight (*dwt.*)
20 Pennyweights = 1 ounce (*oz.*)
12 ounces = 1 Pound (*lb.*)

MONEY

12 pence = 1 shilling (1/-).
100 pence = 8/4.
240 pence = 1 pound (£1).
1000 pence = £4.3.4.
10/- = ½£ or ·5 of £1.
5/- (crown) = ¼ or ·25 of £1.
4/- = ⅕ or ·2 of £1.
2/6 (half a crown) = ⅛ or ·125 of £1.
2/- (florin) = 1/10 or ·1 of £1.
1/4 = 1/15 or ·06 of £1.
1/3 = 1/16 or ·0625 of £1.
1/- = 1/20 or ·05 of £1.
6d. = 1/40 or ·025 of £1.

To convert shillings to decimal of £ *multiply* by 5 and *divide* by 100.
To convert decimal of £ to shillings *divide* by 5 and *multiply* by 100.

French 100 centimes = 1 franc (124·25 to the £ roughly)
American 100 cents = 1 dollar (4·86 to the £ roughly)
Indian: 3 Pies = 1 Pice. 12 Pies or 4 Pice = 1 Anna. 16 Annas = 1 Rupee (= 1/6).
German 100 Pfennige = 1 Mark (20·43 to the £ roughly)

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