



ROYAL AUSTRALIAN

# NAVY NEWS

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*The Australian and New Zealand Navy Task Group which took part in the Silver Jubilee celebrations in the United Kingdom, including the spectacular Spithead Review, are now on the first leg of the journey home. They are, pictured here, the aircraft carrier HMAS MELBOURNE (centre), flagship of the Australian Fleet, the guided missile destroyer HMAS BRISBANE (right) and the New Zealand frigate HMNZS CANTERBURY (left). At the time of going to press, MELBOURNE is in Naples on a five-day goodwill visit and BRISBANE and CANTERBURY in Toulon, Southern France, also on a five-day visit. — Stories and photos pages 6 & 7.*

**LETTER to  
the Editor**

**UNIFORMS—  
OFFICIAL!**

Dear Sir,  
Recent publicity on uniform matters by "Navy News" may have given rise to some misunderstanding. The purpose of the first article in early June was to explain the machinery for considering any proposals for making change to uniform. This article covered the role of the RAN Uniform & Clothing Committee to review uniform requirements and the part that suggestions by individuals have in the process of change. The second article in mid-July printed many opinions and suggestions which were elicited by the journalistic enterprise of the "Navy News" and could have given the impression that large scale change was needed or in prospect. The suggestions as printed are welcomed but to facilitate proper appraisal they should be passed through normal service channels. Of course, it will also be necessary to ensure that the views of all personnel are considered. On the evidence so far available there is no cause to consider any major change to blue and white uniforms for ceremonial, formal or summer wear. There is however, evidence that some working uniforms of Officers, senior sailors, WRANS and Police are not well suited to work situations. The RANUCC is therefore giving priority to a review of working uniforms and will be pleased to receive suggestions regarding these.

L. J. McINERNEY,  
Commodore RAN,  
Director General of  
Naval Personal Services.

**HOW TO INCREASE YOUR OWN  
CHANCES OF SURVIVAL**

If you happen to be the unlucky "man overboard", here are some tips on how to last longer in cold water, assuming that you are wearing a life jacket . . .

- If you are a long distance from shore, swimming will not keep you warm. The body will certainly produce three times as much heat while swimming but this extra heat is lost to the cold water. The average person swimming in a life-jacket cools 35% faster than when holding still so swimming in Bass Strait in mid-winter would lose about 90 minutes off your survival time.
- Tests conducted in water of 10°C (50°F) with the "victim" lightly dressed and wearing a life-jacket showed that on average a person can cover 1500 yards in conditions similar to those encountered around Tasmania in winter before being incapacitated by hypothermia. Under similar circumstances then, don't swim for shore if you are more than a mile away.
- If swimming is out, how can you increase your chances by remaining still in the water? The major heat loss areas of the body are the sides of the chest and the groin region. If an effort is to be made to reduce heat loss these areas deserve special attention. Adopt a H.E.L.P. (Heat Escape Lessening Posture) by holding the inner side of the arms against the side of the chest. Also the thighs should be raised to close off the groin region. By so doing you can expect close to a 50% increase in predicted survival time. Tests are currently being conducted in the RAN with scientifically designed jackets that can be worn as a working rig, afford good buoyancy and according to the makers give a 3-4 times improvement in predicted survival time.

**DONS acknowledges the assistance of the Department of Transport and Protector Safety in producing this article.**

**WATCH IT!**

A series of safety articles presented by DONS, Directorate of Naval Safety.

**HYPOTHERMIA — THE COLD KILLER**

There may come a time when you are involved in the rescue of a survivor from the cold sea and although the shivering or unconscious victim is inboard, chances are, that with incorrect treatment, he or she will succumb to the effects of hypothermia.

Under normal circumstances your body core temperature is 37°C. In cold weather, protective clothing is worn to hold an insulating layer of warm air around the body. Immersion in cold water removes this insulation and in time the body becomes unable to compensate for the substantial heat loss. The result is body core cooling and the onset of hypothermia. Heart failure also can occur when the body core cools to about 30°C or below. As a result of scientific study the following facts have been established . . . Survival time varies according to build and physical condition but in water of 15°C — which is about the temperature in Victorian waters in winter — a man overboard will possibly stay alive for five hours. Around Tasmania, chances are reduced to under three hours. Assume then that you have plucked an unconscious man from the water in Bass Strait in June, four hours after he had fallen overboard. Semi-conscious or unconscious persons remember, are in severe hypothermia. For all states of hypothermia, some appropriate rewarming treatment is advisable. In this case it is essential if he is to pull through. Ideally the best form of re-warming would be to immerse the survivor in a warm water bath or remove his clothing and wrap him in electric blankets. Don't bundle him in blankets from a bunk or dress him in so-called warm clothes — remember he is not radiating body heat any

more as his temperature is possibly down to 30°C and unless the air temperature is less than the water temperature, you are reducing his chances of survival. In a small boat you can lie the rescued man down in the most protected and warm part of the boat and if possible raise the temperature by turning on stoves or opening the engine compartment.

Remove his wet clothing and pat the skin dry. Do not rub the body in an attempt to stimulate circulation. Transferring heat to the victim by body contact is often the only method of re-warming available in a small boat. One or two rescuers huddled close to the victim and insulated with blankets can be effective in enclosing him in an envelope of warm air. Exhaling warm air close to the mouth and nose of the victim as he inhales will assist by carrying extra heat directly to the body core via the lungs. If hot water is available apply hot towels to the neck, chest and groin regions. When he regains consciousness hot sugary tea or coffee can help but GROG IS OUT! Studies during World War II showed that the cooling rate is increased by about 20% when "under the influence". This is due to reduced shivering and more blood flow to the body surface. Your survivor will die happier but sooner. Medical assistance will be required when you reach shore and until you can hand the patient over, continue to re-warm him by the best means at your disposal.



HEAT TRANSFER . . . to the victim by body contact under a blanket is one method of re-warming.

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**QUEEN'S SILVER  
JUBILEE AWARDS**

By command of Her Majesty The Queen, the following have been awarded the Queen's Silver Jubilee Medal . . .

RADM G. V. Gladstone AO DSC Star — HMAS MELBOURNE; WOCOX T. Collins — HMAS KUTTABUL; RADM M. P. Reed AO — Navy Office Canberra; WOQM G. D. Berry — HMAS CERBERUS; RADM N. E. McDonald AO — Fleet Headquarters Garden Island; WOFC P. A. Holiday — HMAS CERBERUS; RADM B. S. Murray — Navy Office Canberra; WOWM A. V. Watson — HMAS CERBERUS; RADM G. R. Griffiths DSO DSC — Navy Office Canberra; WOUW C. S. Ashby — RAFR; SURG RADM S. J. Lloyd QHS — Navy Office Melbourne; WOLU W. R. Hosie — HMAS PLATYPUS; CDRE D. H. D. Smyth AO — Victoria Barracks Melbourne; WOPR R. J. Morris — HMAS WATSON; CDRE J. L. W. Merson — RANEM; WOCB B. J. Bailey — HMAS PENGUIN; CDRE B. H. Loston — Navy Office Canberra; CPOSR B. J. Lawrence — HMAS LEEUWIN; RADM G. J. Willis AO — Defence Central Canberra; WOPT J. D. Golotta — HMAS CERBERUS; CDRE N. A. Boase — HMAS LEEUWIN; WOSY R. G. Nevell — FOCAF STAFF; WORS H. K. Watling — HMAS COONAWARRA; CDRE R. C. Swan — HMAS MELBOURNE; WONS P. J. Bending — HMAS LONSDALE; CDMR K. M. Adams — RANR; WOMETP W. A. O'Day — HMAS CERBERUS; CAPT R. W. Burnett — HMAS BRISBANE; WOMETP D. J. P. Machin — HMAS LEEUWIN; CDMR R. T. Derbridge MBE — Navy Office Canberra; WOMETP H. E. R. Graham — HMAS COONAWARRA; LCDR D. G. McNaught — HMAS NIMBA; WOETS4 G. P. Riethmuller — HMAS KUTTABUL; INSTR LCDR G. R. Deacon — HMAS LEEUWIN; WOETS3 G. J. Lincoln — RAFR; SURG CAPT B. T. Treloar — HMAS PENGUIN; WOETP3 D. Wilson — HMAS CERBERUS; CDMR G. L. Boyd RD — HMAS MORETON (RANR); WOETW4 M. J. Moore — HMAS KUTTABUL; RANTAU; CAPT T. A. Dadsell — NHQ Darwin; WOWTR M. G. Gillies — HMAS PENGUIN FOR ASO MANILA; CAPT D. Nicolls OBE — Retired List; WOSTD R. J. Curtis — HMAS WATSON; CDMR P. M. Mulaire — HMAS ENCOUN-

TER; WOSV D. A. McLeod — HMAS CERBERUS; CDMR R. J. Simmonds — HMAS KUTTABUL; WOCR R. J. Norman — HMAS CERBERUS; CAPT D. C. Johns — Navy Office Canberra; WOMED B. J. Burnett — Navy Office Canberra; INSTR CAPT J. J. Times — Navy Office Canberra; WODEN W. J. Richards — HMAS KUTTABUL; CAPT R. T. Richardson AM — Navy Office Canberra; CPODNM M. R. McMurtrie — HMAS CERBERUS; SURG CAPT G. M. Walker — HMAS CERBERUS; WOSN D. C. Johnson — HMAS MELBOURNE; Senior Chaplain F. Lyons AM — HMAS KUTTABUL; WOMUSN L. W. Nurse — HMAS CERBERUS; Senior Chaplain W. J. Bates — HMAS KUTTABUL; WOA F. C. Atkinson — HMAS ALBATROSS; Senior Chaplain W. T. Wheelodon — HMAS CRESWELL; WOAVN A. J. Stevens — HMAS CRESWELL; CDMR K. Graham MBE — HMAS KUTTABUL; WOSE B. S. Carroll — RAFR; CDMR E. F. Wilson MBE — HMAS HARMAN; WOATW13 B. S. Heron — HMAS ALBATROSS; LCDR J. G. Fowler — HMAS STALWART; WOATW03 D. J. NICOL — HMAS MELBOURNE; CDMR S. C. Fuller — HMAS KUTTABUL; WOATC N. G. Rossington — HMAS MELBOURNE; CDMR W. C. Williams — Navy Office Canberra; WOCOXSM J. A. Redwood — HMAS PLATYPUS; CDMR L. G. Wilson MBE — HMAS KUTTABUL; CPOCXSM M. A. Harby — HMAS PLATYPUS; CDMR K. E. G. Gray — Navy Office Melbourne; WOMETP4M A. O. L. Smyly — HMAS LONSDALE; LCDR J. H. McDonough — HMAS CERBERUS; WOETS4M K. C. Morton — HMAS PLATYPUS; SUPR D. Copp — RANEM; WOMETD P. A. Wilton — HMAS HARMAN; CAPT B. D. MacLeod AM — Navy Office Canberra; WOWRST D. L. Maiden — HMAS CERBERUS; Malron P. C. Vines ARRC QMS — HMAS CERBERUS; CWRSN M. A. Kaczmarowski — Navy Office Canberra; CAPT C. I. Flaherty AM RD — RANR; WOATA4 L. E. Bolden — HMAS ALBATROSS; CAPT L. F. Vickridge OBE VRD — RANR; CPOQMG C. F. O'Shaughnessy — HMAS ENCOUNTER (RANR); LCDR K. Stopford — RANEM; CPOWTR J. B. Mayne — HMAS MORETON (RANR).

**THE PERSONNEL  
PEOPLE'S COLUMN**

The Personnel People's column is a fortnightly "Navy News" feature designed to give serving personnel a broader understanding of matters of general interest, such as "pay", "DFRDB Scheme", "leave", "furlough" and other conditions of Service. The articles are prepared by the Chief of Naval Personnel and his staff in Canberra.

**PROBLEMS AT HOME WHILE  
YOU'RE SERVING OVERSEAS**

When you are serving overseas away from home, the unexpected can happen and your family may need help. It is therefore important that in the event of an emergency your family knows how to obtain help. Very simply the first action to take is for family or friend to contact the nearest Personal Services Organisation and give details of the problem. Thereafter the PSO will initiate all necessary arrangements.

The return of personnel from overseas locations is of course controlled by strictly applied rules and guidelines which consider the precise nature of the emergency, alternative forms of help, ship manning, location and tasking, transport availability, and travel costs. In the ultimate, each case is judged on its merits and a decision made as to the essentiality of a person serving overseas being assisted to return to Australia.

**THE SYSTEM DOES WORK**

On a recent Tuesday morning at 11 am a Personal Services Office received a telephone call stating that the pregnant wife of a sailor serving in a ship in UK, was in a serious condition in a hospital in a country centre.

Telephone calls to doctors and the hospital confirmed that the wife and unborn child's lives were seriously endangered and that the baby was to be taken by caesarian section at 8 am on the Thursday.

A signal was sent recommending compassionate leave and travel to Australia. Navy Office promptly obtained approval for the sailor's return and the ship made travel arrangements through the ANRUK organisation in London.

A small delay was encountered during the flight, but being informed, the hospital cooperated to the extent of re-scheduling the operation to a time which allowed the sailor to be with his wife for a short period prior to the operation.

The elapsed time from the first telephone call informing the service of the incident to the sailor's arrival at the bedside from some 12,000 miles away was 47 HOURS.

**COMMITTEE REPORTS ON PAY**

"Navy News" on August 13, 1976, published an article detailing the conditions of service matters which the Minister for Defence had referred to the Committee of Reference for Defence Forces Pay.

The article also stated that continuing developments would be published in "Navy News" and to keep faith with our readers, we received this report from the Committee of Reference . . .

"The Committee of Reference, either in full or members of the Secretariat, have visited: NOWRA, PLATYPUS, WATSON, WATERHEN, KUTTABUL, PENGUIN, GARDEN ISLAND, HARMAN and CERBERUS and have been to sea in MELBOURNE, HOBART, SWAN, DERWENT, OVENS, FLINDERS and LABUAN.

"This comprehensive coverage ended in May and since then the Committee has been sifting all the facts so far obtained in readiness for the final phase. "This involves a series of meetings between the full Committee and Naval Representatives from Navy Office usually headed by DGNPS and supported by DNIP and specialists with detailed knowledge of the particular subject under discussion.

"So far three subjects have been discussed in this manner, Naval Police, WRANS and RANNS Pay when the specialists were DIRNP, DWRANS and Matron RANNS respectively.

"Incidentally through the original article the Committee of Reference encouraged individual members of the RAN to forward any ideas they had on the subjects under discussion.

"Some 57 sailors, 10 WRANS and 8 Royal Australian Naval Nursing Service did so; a response welcomed by the Committee.

"The Committee of Reference intends to have its report concluded as soon as possible."

**EXCHANGE POSTINGS**

PERSONNEL REQUIRING AN EXCHANGE POSTING SHOULD MAKE THE APPLICATION IN ACCORDANCE WITH 165F 73 (ACNB 180620Z APR 73) THAT IS BY SIGNAL OR OFFICIAL LETTER TO FOCEA INFO DEFNAV CANBERRA

RANK	NAME	P/NO	PRESENT SHIP	SHIP FORECASTED	SEA/SHORE	POSTING DATE	PREFERENCE
ABUC	G.R. MCDUGALL	R114187	STUART		SEA	JAN 74	HOBART/ANY SYDNEY BASED SHIP.
ISSIG	P.D. BURDETT	R105458	DUCHESS	CERBERUS	SEA	OCT 75	S.E. QUALIFIED.
ABUC	D.L. PATTERSON	R118182	DUCHESS	AGROI	SEA	SEP 76	STUART/ANY OPERATIONAL SHIP.
LSUC	M.D. BAIN	R105012	VAMPIRE	PENGUIN	SEA	DEC 74	MORETON.
LSRPT2	R.D. SNEILL	R95973	PERTH		SEA	DEC 75	CERBERUS/TORRENS.
LSCK	D.L. BURKINSHAW	R105539	PERTH	CRESWELL	SEA	SEP 74	ANY SYDNEY ESTABLISHMENT.
LSBTP	P.A. ISUMSKYI	R111905	VENDETTA		SEA	JUL 75	ANY DDG OR DE
ABMTP	I.B. WYBORN	S114902	WATERHEN		SHORE	MAR 77	HMAS MORETON.
ABETS	B.J. BURCHELL	R110575	WATSON	SWAN	SHORE	SEP 75	WATSON/ANY SYDNEY SHORE ESTABLISHMENT.
ABQME	W.J. STEPHENSON	R114669	SUPPLY	HARMAN	SEA	AUG 77	PENGUIN/WATSON.
ABWTR	P.W. DE KONING	R114336	COONAWARRA	NIMBA	SHORE	FEB 76	CANBERRA AREA
OPOR	A. RISLEY	R54168	MELBOURNE	MELBOURNE	SEA	SEP 75	SYDNEY AREA.
ABMTP	R.B. JENKINGS	R104003	DERWENT	CRESWELL	OCT		KUTTABUL/WIRIMBA.
ABCK	R.S. RUTHERFORD		VENDETTA		SEA	MAY 75	ANY SHIP REFITTING MELBOURNE
LSMTP2	W.V. SMITH	R96248	CERBERUS	MELBOURNE	NOV		ANY MELBOURNE BASED SHIP (PARAMATTA).
PORS	R.J. BAKER	R58946	DUCHESS	CERBERUS	OCT		SYDNEY/CANBERRA AREA
LSBTW3	W. HAYWARD	S114750	PERTH		SEA	DEC 76	SYDNEY SHORE ESTABLISHMENT/HOBART.
ISSIG	P.T. CHAPMAN	R65468	VAMPIRE		SEA	FEB 77	SHIP REMAINING E.A.A.
ABCK	A.D.P. LUVISI	R114541	SUPPLY	CRESWELL	DEC		ANY SYDNEY ESTABLISHMENT.
ABWTR	C.P. HANLEY	R115523	MELBOURNE	PLATYPUS	NOV		MELBOURNE AREA.
ABTC	J.I. RICHARDSON	S114017	MELBOURNE	HARMAN	OCT		MELBOURNE AREA.
ABRP	G.I. FRITH	R115958	MELBOURNE	ALBATROSS			SYDNEY ESTABLISHMENT.
ABCK	A.B. HYDE	R113792	MELBOURNE	ALBATROSS			SYDNEY ESTABLISHMENT.
POQMG	P. SOENS	R120034	MELBOURNE	STALWART			ANY WESTERN AUSTRALIA BASED SHIP/PATROL BOAT.
CPOMTP3	R.A.F. GERDTZ	R54664	MELBOURNE	CERBERUS	NOV		ANY SYDNEY ESTABLISHMENT OR NAS NOWRA.
POAVN	J.D. WYNN	R65053	MELBOURNE	CERBERUS	OCT		SYDNEY AREA OR NAS NOWRA.
LSSTD	C.L. SIMMONS	R109140	PERTH	CRESWELL	OCT		ANY SYDNEY ESTABLISHMENT.
PSRMTD	J.P. BROWN	W16554	ALBATROSS				SYDNEY AREA.
POGN	C.W. BELANET	R94610	DUCHESS	ALBATROSS			ANY SYDNEY ESTABLISHMENT.
ABSTD	P.J. RUSSELL	R112197	LONSDALE		SHORE	21 JUL 75	ANY SHIP REFITTING MELBOURNE.
LSRO	G.R. OWENS	R49547	MELBOURNE		SEA	6 SEP 76	ANY SYDNEY BASED SHIP NOT DEPLOYING AWAY FROM SYDNEY AREA IN 1978.
LSCK	A.C. BRENNAN	R96130	MELBOURNE		SEA	23 AUG 76	ANY MELBOURNE BASED SHIP.
ABMTP	M.J. PEARSON	S114987	MELBOURNE	CRESWELL (AS MID)			LEEWIN.
LSWTR	B. ROCHFORD	R109720	MELBOURNE		SEA	APR 77	ANY SHIP PREFERABLY DARING CLASS.
ABSV	B.J. KITSON	R114259	MELBOURNE		SHORE	OCT 78	LONSDALE OR WEST AUSTRALIA AREA.
ABSN	P.H. ZELLER	R112350	MELBOURNE		SHORE	OCT 77	ANY SYDNEY ESTABLISHMENT.
ABTS1	F.H. DREHLICH	S115581	VAMPIRE		SHORE	APR/MAY 78	ANY SHIP REFITTING MELBOURNE AREA.
ABUC	D.W. COMERPORD	R116026	HOBART	NIRIMBA	SEA	30 AUG 74	HMAS KUTTABUL/PLATYPUS.
POCOXN	P.B. CONSTABLE	R62044	DUCHESS		SEA	JAN 77	ANY OTHER SHIP/ESTABLISHMENT.

# HMAS JERVIS BAY TO COMMISSION ON AUGUST 25

The former Sydney-Tasmanian roll-on-roll-off ferry, "AUSTRALIAN TRADER" will become a unit of the Australian Fleet on August 25.

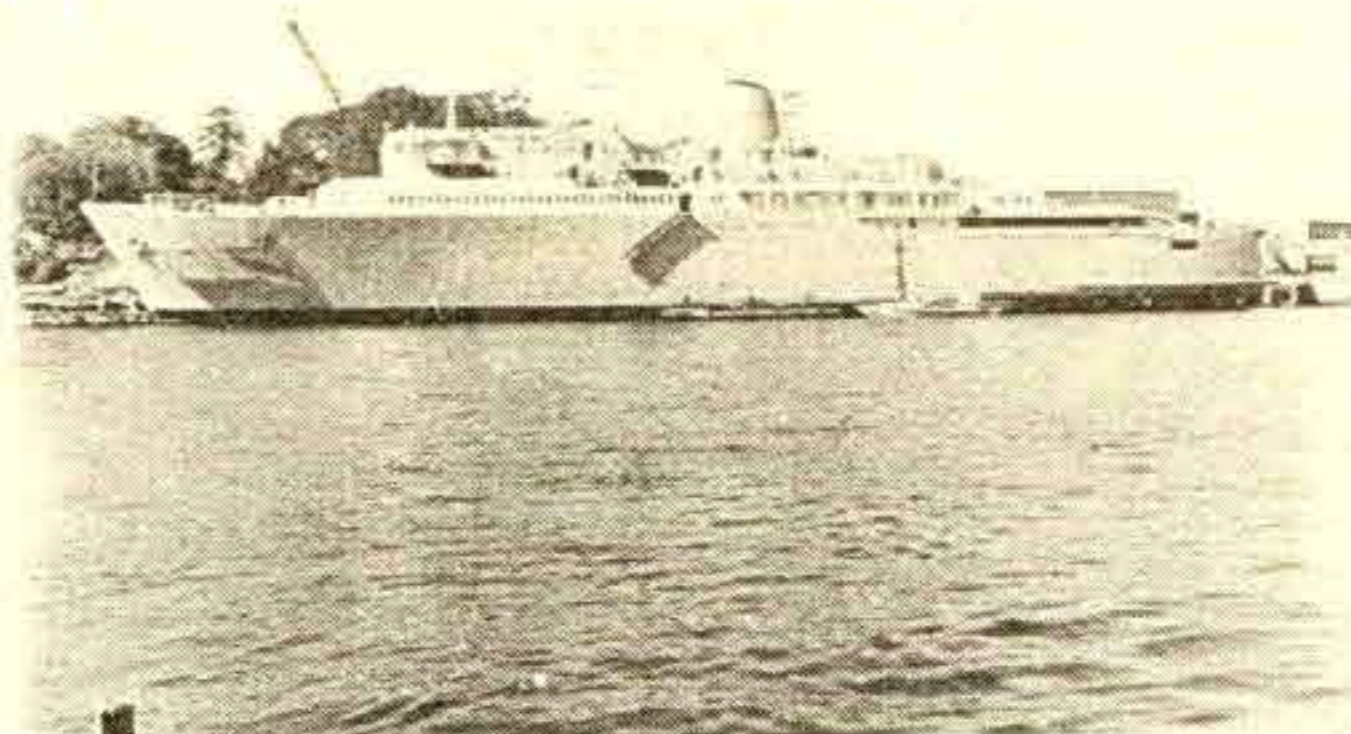
At a ceremony at Garden Island Dockyard, the 7000-tonne ship will be renamed HMAS JERVIS BAY and commissioned into the Royal Australian Navy.

The re-naming of the ship will be carried out by Mrs N. E. McDonald, wife of the Flag Officer Commanding the Australian Fleet, Rear-Admiral N. E. McDonald.

Mrs McDonald will unveil a special plaque to commemorate the event.

The renaming ceremony and the commissioning ceremony which will follow, will be attended by FOCAF, the Chief of Naval Personnel, Rear-Admiral G. Griffiths, representing CNS, other senior naval officers and the ship's company of 90 officers and sailors.

The ship (pictured) has spent two months in the Dry



Dock at Garden Island where the old Australian National Line colours were removed and replaced with Navy grey.

The ship has yet to undergo conversion. The successful tenderer for the task is expected to be known late next month.

# LAUNCHING OF HMAS COOK

The RAN oceanographic ship HMAS COOK will be launched by the wife of the Minister for Defence, Mrs Joyce Killen, at Williamstown Naval Dockyard, Victoria, on Friday, August 27.

HMAS COOK, the RAN's first oceanographic ship specifically designed for that purpose, is being built at an estimated project cost of \$27m at December, 1976, prices.

The new ship will replace the converted Second World War frigate, HMAS DIAMANTINA, which is based at Fremantle.

COOK will be the first RAN ship to be launched in an Australian shipyard since the hydrographic ship, HMAS FLINDERS, was launched at Williamstown five years ago.

COOK was laid down in 1974. Although it is not a "fighting ship", warship methods have been used in its construction.

This has meant very accurate fabrication to achieve high strength from lightweight material.

Building COOK to warship standards has enabled the Williamstown dockyard to retain the specialised skills necessary to build warships of up to destroyer size.

The ship is 95.6 m long, 13.4 m wide, and has a design displacement of about 2500 tonnes. At launching it will weigh about 1100 tonnes.

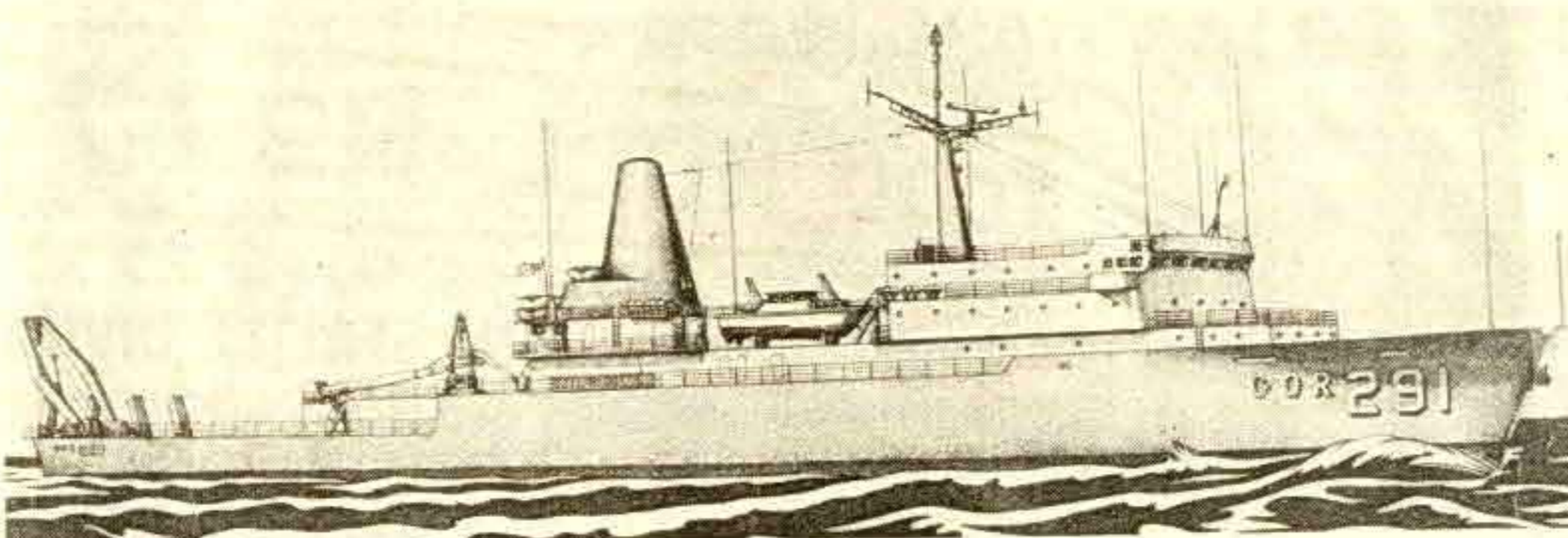
COOK will carry out oceanographic cruises for both civil and naval purposes.

Oceanography is important to the RAN because the efficiency of sonar - the prime means of detecting enemy submarines - depends on a close understanding of the physical properties of the ocean.

COOK will be used to test new techniques and experimental equipment, and to build up a bank of information on ocean conditions in the areas in which Australian warships may have to carry out anti-submarine operations.

The ship also will be made available to civil authorities such as universities, the CSIRO, and other Commonwealth and State institutions from time to time.

Civil projects in which RAN oceanographic ships have partici-



ated in the past include searches for minerals such as phosphate and manganese on the sea bed, a study of the breeding habits and distribution of the West Australia rock lobster, collecting specimens of deep water marine life for the West Australian Museum, and weather observations for the Bureau of Meteorology.

Specialised oceanographic gear to be fitted to COOK includes a data logger, three oceanographic winches, a stabilised narrow beam

echo sounder, wet and dry laboratories, a magnetometer, and a gravimeter.

The ship has been designed to operate at the very low speeds often required for oceanographic research.

It is fitted with controllable pitch propellers and a bow thruster which will enable it to maintain a correct heading at speeds which would cause a conventional ship to lose steering way.

It also is fitted with a quiet

auxiliary power generator to enable quiet operation when stopped.

Because of its improved facilities, and the fact that it provides accommodation for 13 scientists compared with six in DIAMANTINA, COOK should double the output of current civil and naval oceanographic programs.

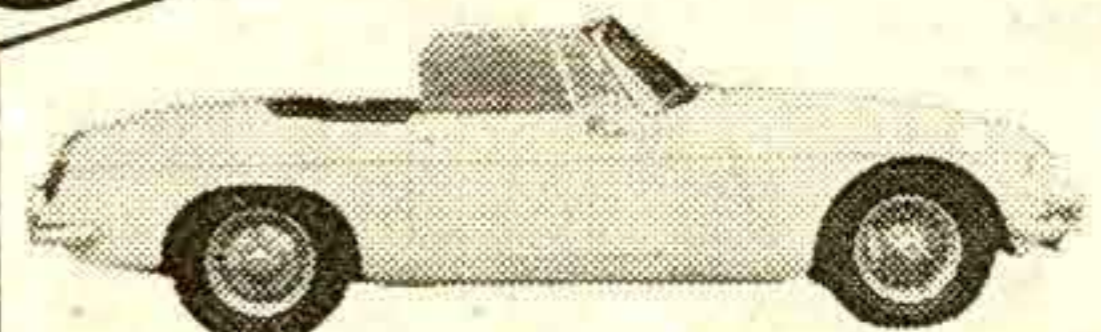
It is expected that fitting out will take about two years, and the ship will enter service with the RAN in 1979.



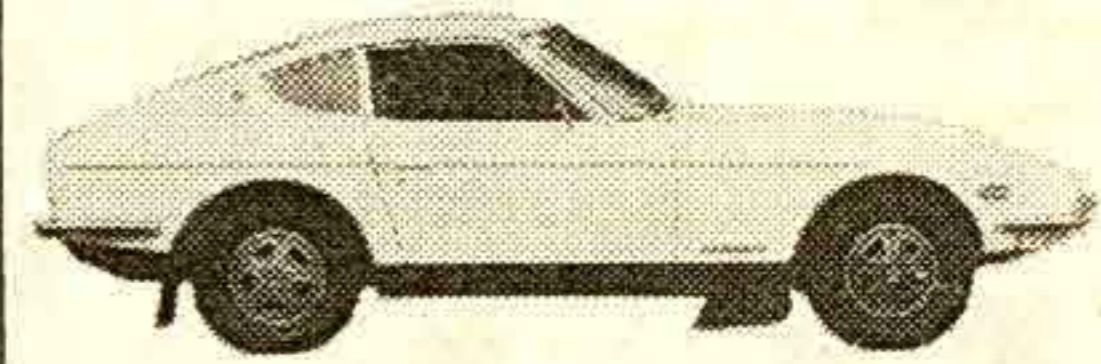
## CHOICE OF THE WEEK

Only avid followers of top British comedy stars Leslie Phillips and Terry Thomas would have missed this little English beauty, Sally Farmiloe in that ridiculous film comedy "Spanish Fly" which was released in Australia recently. Sally, no newcomer to Australian audiences, worked in the local TV series "Rip-tide" and in the film "Colour Me Dead" . . . gorgeous, isn't she!!

# Pre-loved cars GREAT SALE



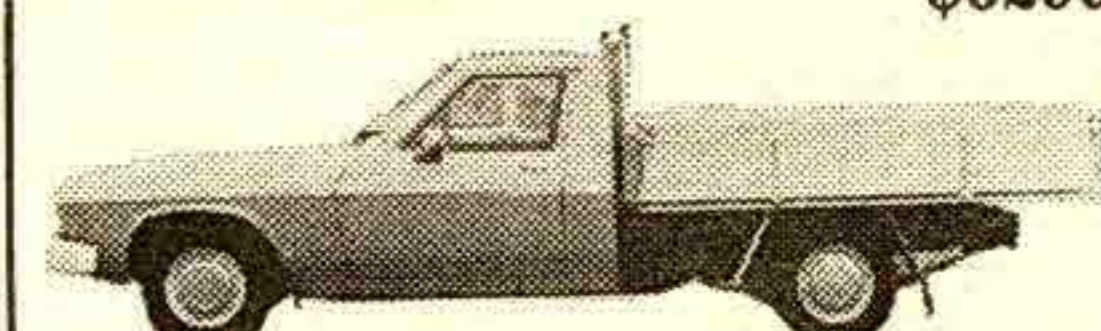
MGB 67 Weber carb. Might be the best looking car in town. Long rego. GTO315. **\$3499**



DATSUN 260Z Coupe 5 Speed manual very fast car, good rubber, best price GZH852. **\$6999**



NISSAN PATROL only months old, Desert mags and tyres, flared guards, C.B. radio, cassette player, bull bars, free wheeling hubs JCC092. **\$6299**



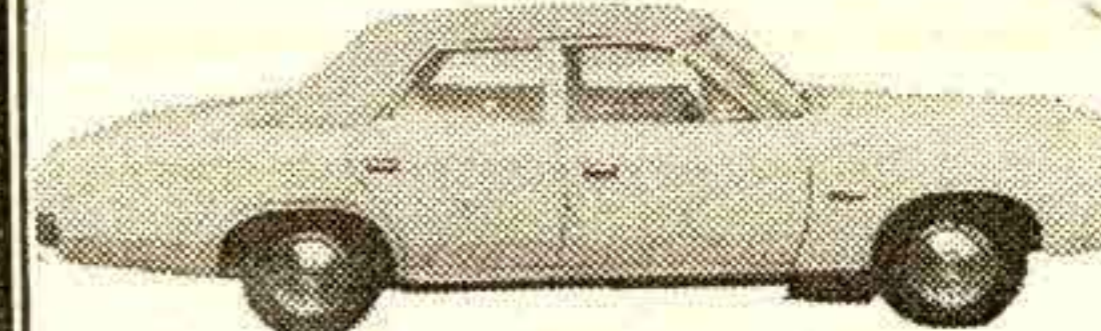
UTE 1 ton Holden A guaranteed work horse, yellow, 202 motor, 4-speed manual, alloy body GUL162. **\$3599**



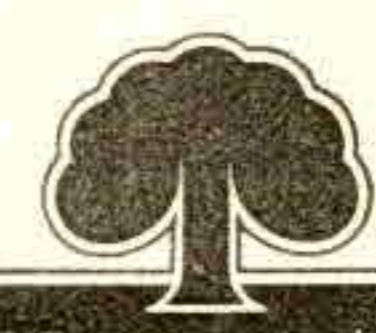
VW Beetle "L" series. Tomato red. (Depends on how ripe the tomato is.) Come and get this one. HGQ851. **\$3795**



TORANA "G" Pack 76 model. 3300 motor, 4 on floor manual. Holden special edition. JFG371. **\$5865**



VALIANT Ranger T-bar auto. VJ 73 model, b/seats, carpets, low mileage good rubber, best price JKV589. **\$3299**



## Park Motors Ashfield

143 Parramatta Road, Cnr. Dalhousie Street & Parramatta Road, Haberfield. 2045. Just opposite Ashfield Park.

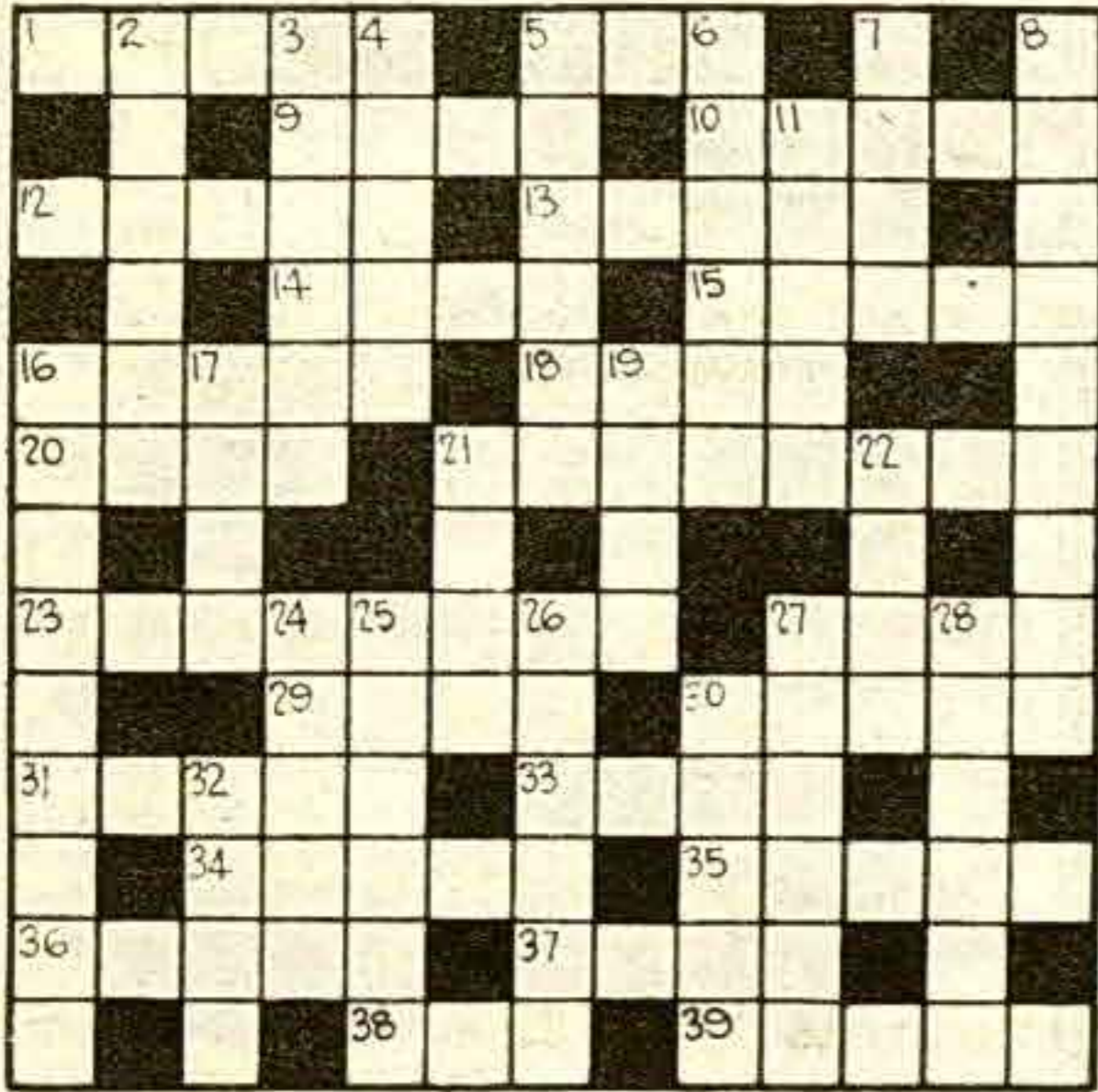
Ring **7994311** LD4121

5404.

# CROSSWORDS

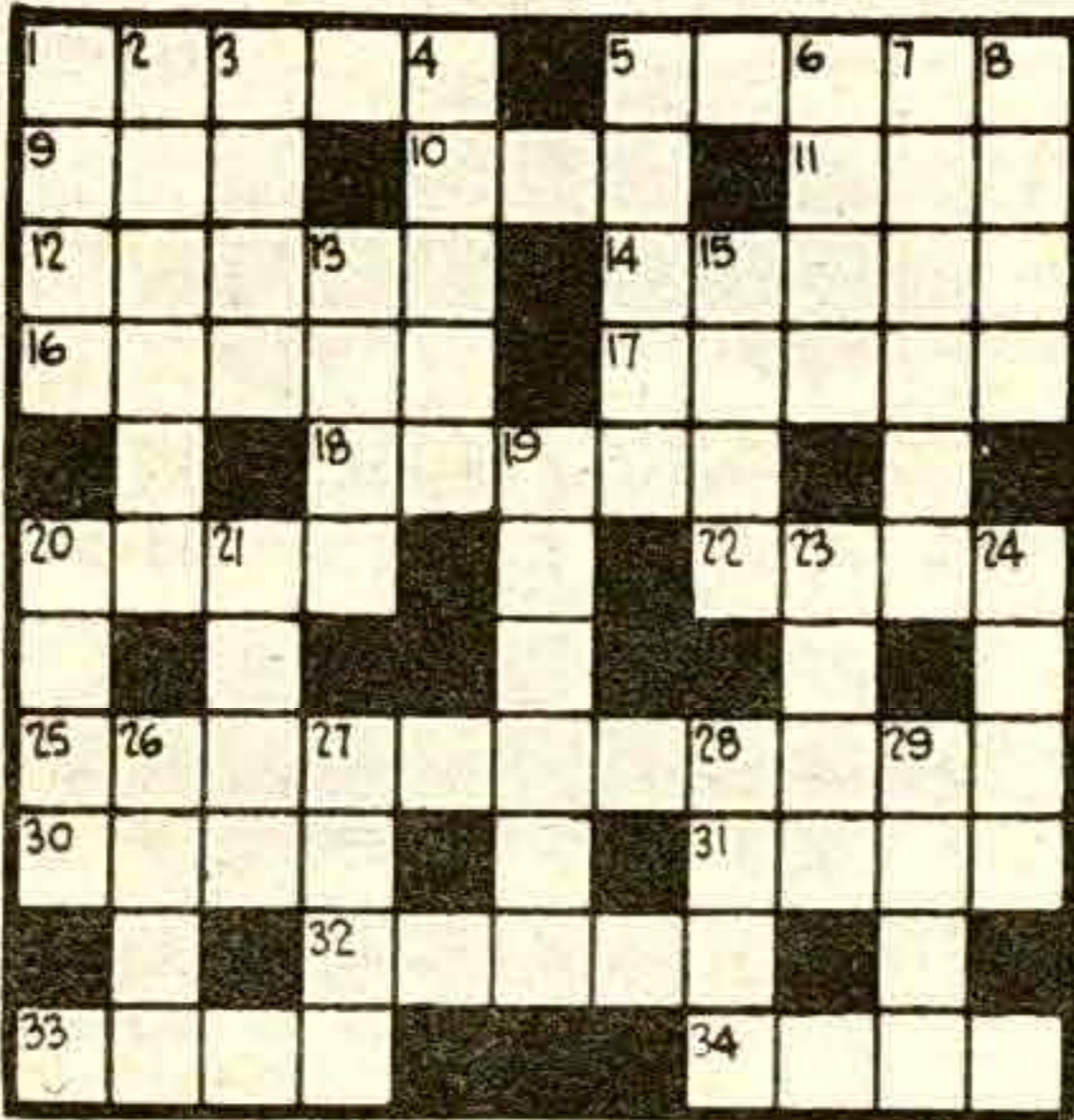
14,597

- |                          |                         |                         |                         |
|--------------------------|-------------------------|-------------------------|-------------------------|
| <b>ACROSS</b>            | Russian emperor         | <b>DOWN</b>             | 17 High mountains       |
| 1 Small nails            | 20 Depend               | 2 Whispering sound      | 19 Agitate              |
| 5 Important date         | 21 Withdrawals          | 3 Showy                 | 21 Roster               |
| 9 Curved bones           | 23 Service quitter      | 4 Locations             | 22 Partly open          |
| 10 Feather               | 27 Destiny              | 5 Plantation            | 24 Happening            |
| 12 Advantage (coll.)     | 29 Meat                 | 6 Become visible        | 25 Enjoy                |
| 13 Subject               | 30 Gloomily threatening | 7 By far                | 26 Most senior in years |
| 14 Bristle               | 31 Divine messenger     | 8 Continued obstinately | 27 Wild enthusiasm      |
| 15 Moral significance    | 33 Sullen               | 11 Metric capacity unit | 28 Long harangue        |
| 16 Transparent substance | 34 Aniseed plant        | 16 Marked with degrees  | 32 Profit               |
| 18 Former                | 35 Regal                |                         |                         |
|                          | 36 Sends out            |                         |                         |
|                          | 37 Prophet              |                         |                         |
|                          | 38 Headwear             |                         |                         |
|                          | 39 Cleave               |                         |                         |



## THE HARD WAY

- |                        |                       |
|------------------------|-----------------------|
| <b>ACROSS</b>          | <b>DOWN</b>           |
| 1 They are often high. | 1 Cut up.             |
| 5 Skip.                | 2 Nymphs.             |
| 9 Indonesian islands.  | 3 Soft part.          |
| 10 Wire measure.       | 4 Haze.               |
| 11 Drink.              | 5 Scratches.          |
| 12 Instrument.         | 6 Leopard.            |
| 14 Name.               | 7 Cuts off.           |
| 16 Filling.            | 8 Depend confidently. |
| 17 Club.               | 13 Crickets balls.    |
| 18 Animal.             | 15 Way.               |
| 20 Doctrines.          | 19 Assigns.           |
| 22 Fruit covering.     | 20 Dark.              |
| 25 Mania for stealing. | 21 Touch.             |
| 30 It's abominable.    | 23 Bone.              |
| 31 Bundles.            | 24 Parrots.           |
| 32 Skinflint.          | 26 Tend.              |
| 33 Cut.                | 27 Pander.            |
| 34 Time.               | 28 Twisted.           |
|                        | 29 Thought.           |



Both sets of clues fit the one crossword grid. Test your skill.

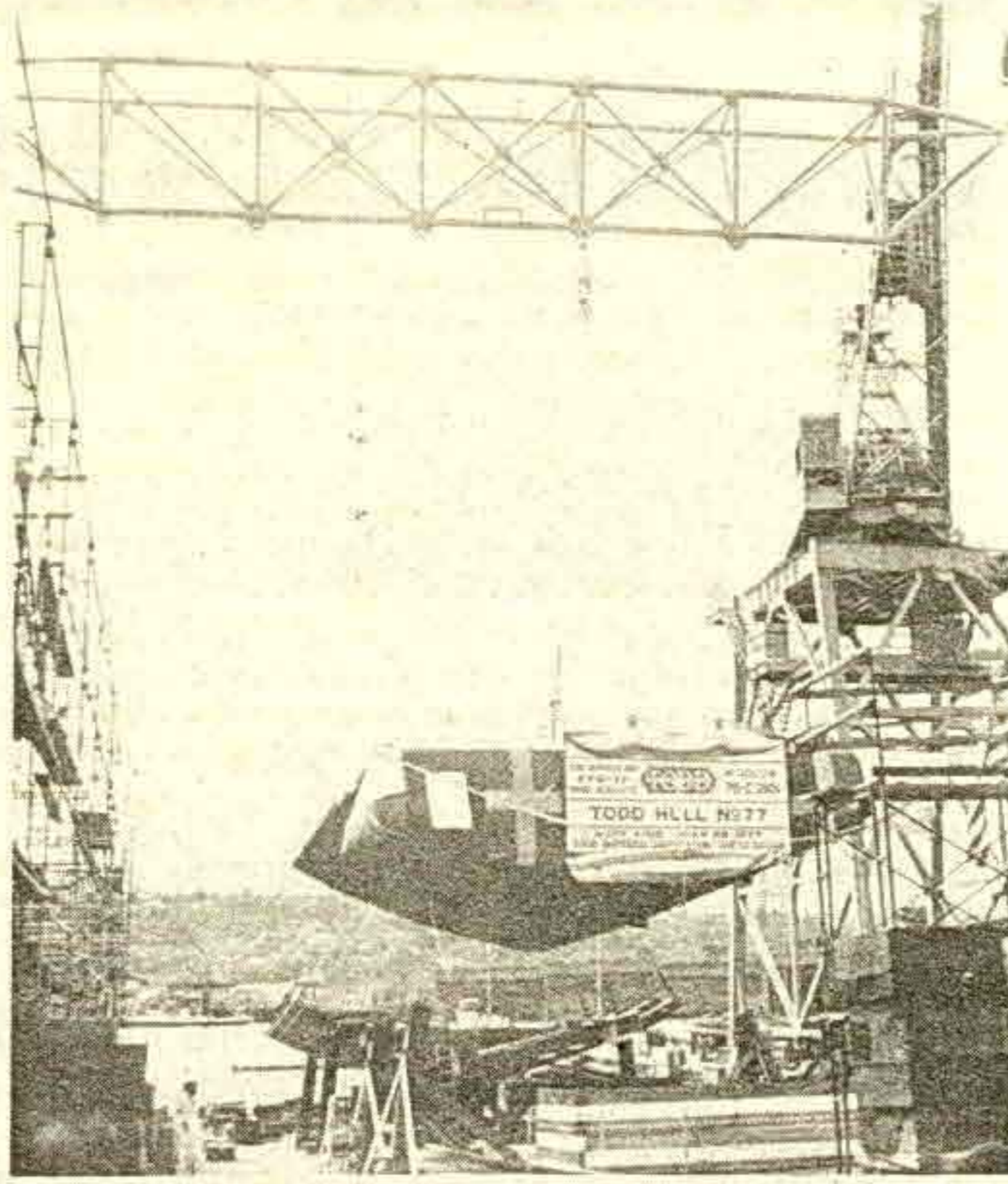
## THE EASY WAY

- |                                   |                                     |
|-----------------------------------|-------------------------------------|
| <b>ACROSS</b>                     | <b>DOWN</b>                         |
| 1 Small light boat.               | 1 Chloride of sodium.               |
| 5 Custom.                         | 2 Good health (Maori interjection). |
| 9 Level a weapon.                 | 3 Body of Kaffir warriors.          |
| 10 Tool for chopping.             | 4 Artificial.                       |
| 11 Girl's name.                   | 5 Assists.                          |
| 12 Part of a coat.                | 6 Beak.                             |
| 14 Leader of the Eureka Stockade. | 7 False notion.                     |
| 16 Works hard.                    | 8 Sailors.                          |
| 17 Medicine balls.                | 13 River in Germany.                |
| 18 Animal.                        | 15 Small islands.                   |
| 20 Undulation.                    | 19 Coral islands.                   |
| 22 Go below the surface.          | 20 Ingenuity.                       |
| 25 Inflammation of the tonsils.   | 21 Weathercock.                     |
| 30 Meat dish.                     | 23 Jot.                             |
| 31 Seizes.                        | 24 Osculate.                        |
| 32 Insertion.                     | 26 Of the ear.                      |
| 33 Matter coming to the surface.  | 27 Propel oneself in water.         |
| 34 Eject.                         | 28 Preposition.                     |
|                                   | 29 Wading bird.                     |

SOLUTIONS — INSIDE BACK PAGE

4 (196) NAVY NEWS, August 12, 1977

# HMAS ADELAIDE'S KEEL LAID IN SEATTLE



The RAN's first guided missile frigate, to be named HMAS ADELAIDE, began taking shape at the Todd Shipyards Corporation shipbuilding yard in Seattle, USA, on July 27.

In the modern day equivalent of a keel-laying ceremony, the first prefabricated 40-tonne section of the ship was lifted into place on the building slipway.

Several other sections of the ship are nearing completion and will shortly

be lifted into place alongside the first section and welded together.

At a ceremony to mark the occasion the Australian Naval Attache in Washington, Commodore R. G. Loosli, said the occasion was very significant for the RAN.

"It is nearly 12 years since the Australian Navy has had the keel of a destroyer or a frigate laid for us," he said.

HMAS ADELAIDE is scheduled to be handed over to the RAN in August 1980, and will arrive in Australia to join the Fleet the following year.

Three Adelaide residents attended the ceremony. They were Dr and Mrs R. J. Willis, and Miss Kate Selley.

Dr Willis, who is the younger brother of Rear Admiral G. J. and Commodore A. A. Willis, served as a Surgeon Lieutenant in the RAN and is currently on the RAN Emergency List.

Attached to the Flinders Medical Centre at Flinders University, he is spending two years in the USA working at teaching hospitals, and Miss Selley, 17, of Henley Beach, is a Rotary scholarship winner attending a high school in Washington State.

LEFT: A crane lifts the first 40-tonne section into place on the building slipway.

BELOW: Adelaide residents at the ceremony photographed in front of the section of hull after it had been laid on the building slipway. They are (l to r): Dr R. J. Willis, Miss Kate Selley, and Mrs Greta Willis. With them is the Australian Naval Attache in Washington, Commodore R. G. Loosli.



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TELEPHONE \_\_\_\_\_  
PRESENT OCCUPATION \_\_\_\_\_

## Invitation

### TO ATTEND OPENING OF SENIOR SAILORS MESS AT NAS NOWRA

Ex-members of the old Senior Sailors Messes of RANAS NOWRA are cordially invited to attend the forthcoming official opening of the new SENIOR SAILORS MESS at HMAS ALBATROSS.

Details on the opening, date etc, will be advised in a later edition.

For information contact the Mess Manager at NAS NOWRA on extension 240.



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(STEAM)

Queensland Nickel Pty Ltd have vacancies in the Power Station of their Nickel Ore Treatment Plant at Yabulu, 24 kilometres north of Townsville.

The Power Station consists of 3 Mitsubishi oil-fired water-tube boilers each with a capacity of 250,000 pph at 600 psi and 750 deg F, 3x12.5 mw Mitsubishi turbines, cooling towers, water treatment plant, and associated equipment.

The men sought are leaving or have left the Navy with the rank of Petty Officer Marine Technical Propulsion Grade 3 and have obtained the Engine Room Watchkeeping Certificate.

It is necessary in Queensland, under the "Inspection of Machinery Act", to hold a Certificate of Competence as an Engine Driver. Application for this should be made to the "Chairman of the Board of Examiners, PO Box 229, Brisbane North Quay, 4000".

The positions offer long term secure employment with opportunities for advancement, attractive earnings for continuous shift work, 5 weeks' annual leave, three sets of work clothing supplied, free 24 hour accident insurance for death or total permanent disablement, and reasonable relocation expenses from the point of hire (within Australia) to Townsville will be met by the Company.

Applications are invited in writing to:—

The Recruitment Officer,  
**QUEENSLAND NICKEL PTY LTD**  
PO Box 1378  
TOWNSVILLE, QLD. 4810

# HMAS VAMPIRE RESCUES RECALLED

A busy period of ship rescues was recalled when a member of the ship's company of the destroyer HMAS VAMPIRE recently received a commendation from the Flag Officer Commanding the Australian Fleet, RADM N. McDonald.

LSUC Dennis Neich received his commendation for his part in the rescues of the "WAN FU" and "OFFSHORE ECHO" while VAMPIRE was in Western Australia earlier this year.

LS Neich crewed the distressed "WAN FU" from the middle of the Indian Ocean to Carnarvon, W.A., and manned the "OFFSHORE ECHO" for 12 hours while VAMPIRE towed it back to Bunbury, W.A., after it had been swept out to sea.

Our correspondent reviews other highlights onboard VAMPIRE - "THE MEAN MACHINE" - since his last report to "Navy News".

Things have been busy onboard. Early in June, VAMPIRE visited Adelaide for VENDETTA's inspection and the Industrial Mobilisation Course sea day.

Both events proved successful and both ships were given excellent coverage by radio and television, the highlight being the Channel 7 News Magazine, where the IMC sea day occupied the entire show!

The Industrial Mobilisation Course comprises executives of industry, the Public Service and senior Service Officers and is aimed at giving the selected leaders a better understanding of the economic, industrial and other factors affecting national security.

The Adelaide visit also marked the end of Captain Tony Horton's time in command.

When VAMPIRE berthed after the IMC day, the Ship's Company manned and cleaned ship for Cap-



LSUC Dennis Neich (right) receives a commendation from FOCAF (RADM N. E. McDonald). VAMPIRE's Commanding Officer, CAPT Lee (right) looks on.

## FOCAF COMMENDATION FOR "MEAN MACHINE" SAILOR

tain Horton as he departed to his new job attached to Fleet HQ.

Captain Norman Lee assumed command at 1600 on June 14, 1977.

On return to Sydney, VAMPIRE began a well-earned leave and maintenance period.

July 12 was the proud day for LSUC Dennis Neich.

VAMPIRE also had a visit from her charity - the North Rocks Home for deaf and blind children. After a detailed tour of the ship, the children were given a party by the Ship's Company, where they devoured gallons of ice-cream, cake, lollies and sandwiches.

The past few months have been busy for VAMPIRE - especially on the sporting field - the highlight was thrashing VENDETTA's seasoned Rugby team by a lowering 43 points to 7! (Yes, that's 43-7.)

With the AMP drawing to a close, VAMPIRE is looking forward to getting back to sea and preparing for her forthcoming deployment to the West.

### CAPT HORTON FAREWELLED



Ship's company of HMAS VAMPIRE recently farewelled Commanding Officer, CAPT Tony Horton, of Balmain, NSW. He is pictured walking along the wharf at Pt Adelaide as three resounding cheers are sounded for him from the deck.

### CAPT LEE NOW IN COMMAND

Captain Norman Lee, VAMPIRE's new commanding officer, was born in Perth (WA) on November 17, 1929, and entered the RAN in May 1948 as a member of the newly formed Fleet Air Arm.

During the Korean War, he served as a Firefly pilot in the aircraft carrier, HMAS SYDNEY.

In 1953, he completed his watch-keeping training in HMAS MURCHISON followed in 1955 by a posting to the United Kingdom for the Air Warfare Instructors' course.

In 1958 he returned to England for two years' exchange with the Royal Navy as an instructor with the Day Fighter Training Squadron.

In 1961, he served as Commanding Officer of 724 Squadron based at HMAS ALBATROSS during which time he formed and led a

Sea Venom aerobatic team.

Since then he has been Executive Officer of HMAS QUEENBOROUGH, the CMDR (AIR) HMAS ALBATROSS, Director of Naval Intelligence, Director of Naval Aviation Policy and the Commanding Officer HMAS KUTTABUL.

Captain Lee was promoted Captain in 1971 and joined HMAS VAMPIRE on June 4, 1977.

His last posting was as the Inspector of Administration (NAVY) in Canberra.

Captain Lee is married with two sons and two daughters and lives in Canberra.

## CAPE COMMUNIQUE

In the last three months HAROLD E. HOLT has seen the arrival and departure of several RAN personnel.

Leaving the cape for rainier areas were LEUT Graham Linning, CPORS Ray Wheeler, PORS 'Blue' Brumley and LSSIG "Tom" Haymes.

Arrivals have been LEUT Artie Wyatt, CPORS Tony Brine, LSSIG Geoff Canobie and LSRO Barry Woodsell.

Possibly due to the lack of television in Exmouth, the size of several RAN families has increased.

The following have become proud fathers recently: LEUT Bob Davies, CPOETC Tony Dray, LSETC John Powell, LSSIG "Dusty" Millar, LSRO Laurie Pegler and ABETC Steve Mulvaney.

RAN personnel are active in many sports on the base.

At the present time a combined RAN-USN Australian Rules football team is playing in the local league in Exmouth and has met with little success, this mainly due to lack of experience and individual skill.

However, the side is continually improving and will soon be a team to be reckoned with.

In cricket, with half the season played, NAVY are on top of the ladder and anticipate a Grand Final win.

The intramural sports system, which is incorporated at HAROLD E. HOLT, is somewhat different to sports played in the RAN.

RAN personnel serving in HAROLD E. HOLT are able to participate in sports such as: Raquetball, Shuffleboard, Horseshoes, Flag Football (no tackle Gridiron), 2 on 2 Basketball, Fishing and Handball ... to name a few. - PINDAN.



At a recent ceremony at NAVCOMSTA HAROLD E. HOLT, Senior Chief Electronics Technician, Jay Riddle, retired from the United States Navy.

Present at the ceremony were all the CPOs of the Command and by tradition Chief Riddle was "piped over the side" by a boatswain's mate and six sideboys (pictured above).

Chief Riddle was site chief at the VLF Transmitter site prior to his retirement and his six sideboys were chiefs who had served at the VLF site.

For the first time at a retirement ceremony, four of the six sideboys were Chiefs and Petty Officers of the RAN.

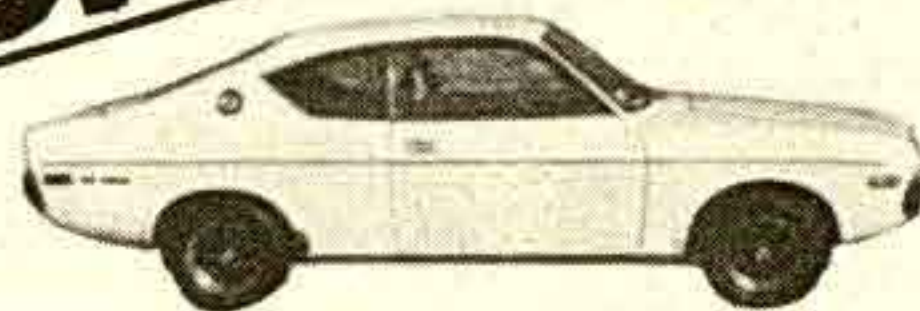
As is traditional in the USN he received a formal retirement letter signed by the President of the United States which recognised his service and dedication to the United States Navy.

Chief Riddle's wife also received a certificate of appreciation from the Commanding Officer, Captain C. Paddock, USN, in recognition of the support she had given her husband during his naval career.



ABUW Keith Gillibrand and ABQMG "Bomber" Brown with children from the North Rocks School for the deaf and blind when they visited VAMPIRE.

# Pre-loved cars GREAT SALE



FORD CORTINA XLE. 1975. Red with brown trim, 4-on-floor. Radio, heater, A1 condition throughout. \$5990. SWJ-985.

MAZDA 929 STATION WAGGON. 1976. T-Bar auto gold with brown trim. Radio, heater. Factory air conditioned. Many other extras. 6000km. Would suit new car buyer. Value at \$7390. HZK-058.

VALIANT GALANT STATION WAGGON. 1975. Yellow with brown trim. Radio, heater, 3-78 rego. A1 condition throughout. Any test or inspection. Value at \$4890. JDJ-818.

HOLDEN HX SEDAN. 1976. Blue with black trim, 4-on-floor, bucket seats, limited slip diff, tinted screen, radio, heater, super condition. Mag wheels, must be seen. \$7395. HXX-555.

FORD CORTINA T BAR AUTO. 1974. Maroon with parchment trim, 6-78 rego, radio, heater, A1 condition. Value at \$4990. HIA-992.

VW TYPE 3 MANUAL STATION WAGGON. Yellow with tan trim. Radio, cassette, 10 month rego. \$3990. GHC-526.

BUICK RIVIERA 1965. Metallic blue, white vinyl roof, power steering, air conditioned, electric windows. Luxury car. \$4995. SM-465.

VALIANT VJ. 1974. Auto blue with tan trim, radio, heater, low mileage, A1 condition. How is this for value. \$4495. GVR-254.

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# AUSTRALIAN SHIPS HALF-WAY ROUND THE WORLD AND HALF-WAY THROUGH SPITHEAD DEPLOYMENT



THIS OLD COTTAGE in Plymouth countryside attracted ABFC Collins, ABSIG Shaw and ABRP Collett.

## "OLD SALTS" BACK AGAIN AFTER FORTY-TWO YEARS



The panorama of blue uniforms manning grey warships dressed overall brought back vivid memories of a similar scene 42 years ago to two of the guests who viewed the 1977 Silver Jubilee Review from the flight deck of HMAS MELBOURNE, anchored in the lines at Spithead recently. Lieutenant Commander John "Chippy" Garland, MBE (pictured left) and Mr. George Ingram (right) were members of the ship's company of the cruiser HMAS AUSTRALIA when it represented the RAN as King George V reviewed the fleet at Spithead in 1935. Between them they muster 63 years of service in the RAN. George Ingram is 76 years of age and lives in Villiers Street, Parramatta, NSW. He joined the RAN as a Recruit Cook at Williamstown in 1919. He became a Chief Petty Officer Cook (Officers) and served continuously until after World War Two, paying-off in 1946. The list of ships in which he served is impressive and includes HMAS SHIP ENCOUNT, MORESBY, TINGRA, PLATYPUS, the cruiser BRISBANE, AUSTRALIA, and our first aircraft carrier, ALBATROSS. The last two he commissioned. He saw out World War Two aboard HMAS HOBART and left the RAN from that ship in 1946, after 27 years of service. It was fitting that he watch his second Spithead Review from the carrier, MELBOURNE, as he was a member of the ship's company of the original HMAS MELBOURNE, the light cruiser, in 1924. He is currently enjoying a world tour and arranged his itinerary to be in Portsmouth for the Review. "Chippy" Garland joined the NAVY as a Chief Shipwright in 1928. He was commissioned in 1939 and received an MBE for services to the Royal Australian Navy in 1951. "Chippy" served for 36 years, paying-off in 1964. During that time he served aboard HMAS SHIP CANBERRA, ALBATROSS, AUSTRALIA and the aircraft carrier SYDNEY. His time during World War Two was spent in the cruisers ADELAIDE and SHROPSHIRE. He was aboard HMAS MELBOURNE for the Silver Jubilee deployment at the invitation of the RAN and will disembark when the carrier returns to Sydney. He is a mine of information on matters Naval and his fund of stories, both serious and humorous, are well worth hearing. Lieutenant Commander Garland is 72 years of age and lives in Sunda Avenue, Mount Druitt, NSW. Their comment on the 1977 Spithead Review — "Just as impressive as the 1935 Review. Probably the aircraft made it more so."

## MELBOURNE, BRISBANE DEPART THE U.K. FOR THE "MED"

HMAS MELBOURNE sailed from Portsmouth on August 2, enroute to Naples, Italy, after an eight-day visit which included post exercise "HIGHWOOD" discussions, routine ship maintenance and leave for the Ship's Company.

RADM G. V. Gladstone, who has commanded the Silver Jubilee Squadron since its departure from Sydney on April 28, struck his flag at sunset on July 31.

He is returning to Australia where he will take up an appointment in the Department of Defence (Navy Office), Canberra.

CDRE R. C. Swan, Commanding Officer of HMAS MELBOURNE, has assumed command of the Squadron comprising the guided missile destroyer HMAS BRISBANE (CAPT R. W. Burnett, RAN) and the frigate HMNZS CANTERBURY (CAPT L. Temporo, RNZN).

During the visit, tours of London, historic England including Stratford and Avon and Portsmouth and environs were arranged.

One party of 50 of the Ship's Company were granted leave and travelled by coach through Europe to join HMAS MELBOURNE on arrival in Naples.

Sport during the stay was popular and matches were played against Royal Naval and civilian teams.

These sports included cricket, golf, squash, basketball, lawn bowls, soccer and rugby.

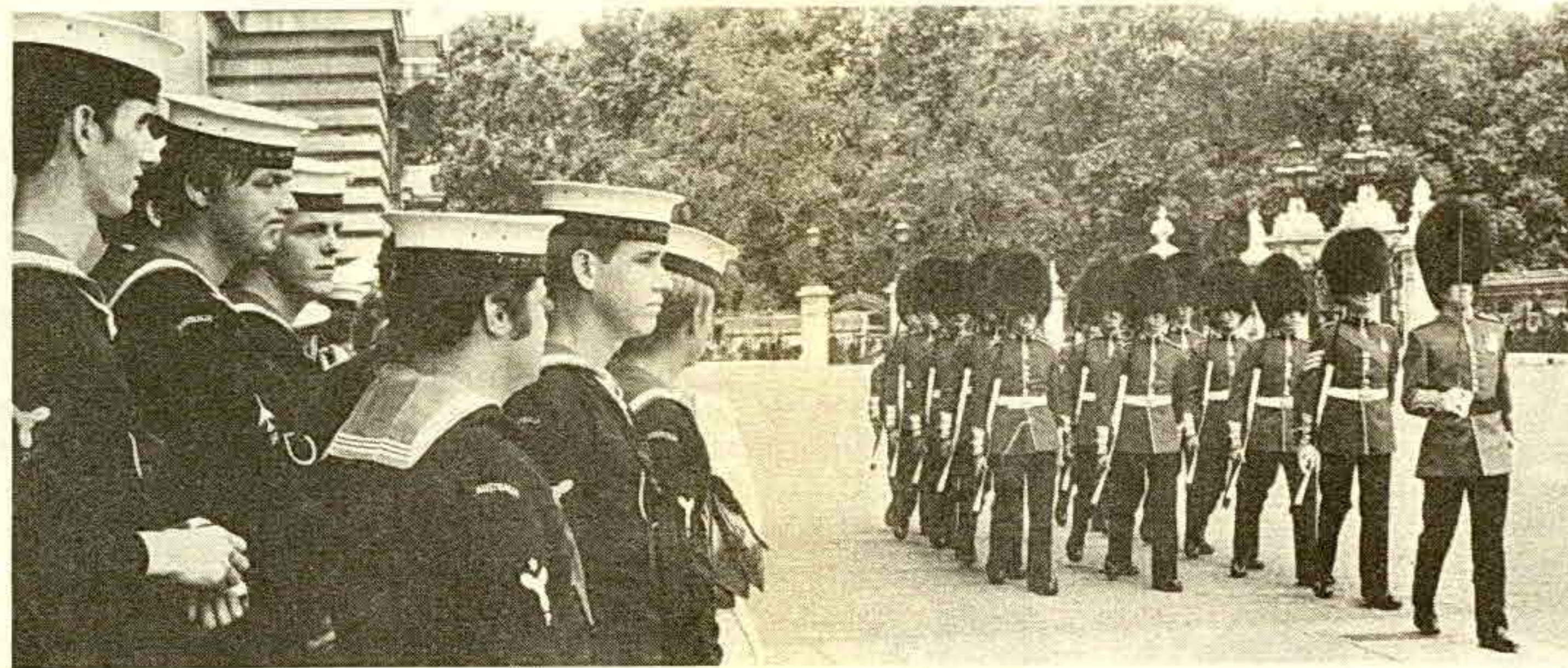
One member of the Ship's Company left his bride of 23 hours when the ship sailed.

ABMTP Eric Good of Kilooy, Qld, met his wife, formerly Miss Diana Bartlett, of Parramatta, Sydney, during MELBOURNE's visit to Portsmouth for the Fleet Review.

**THEY WERE AT THE 1952 REVIEW . . . Commander L. Wilson of Turramurra, Lieutenant G. Hughes of Nowra, NSW, Lieutenant W. Farrell of Mornington Vc., and Leading Seaman M. Hassall of Five Dock, NSW, pictured aboard HMAS MELBOURNE during the Spithead Review. The four men attended the Review in the United Kingdom in 1952.**

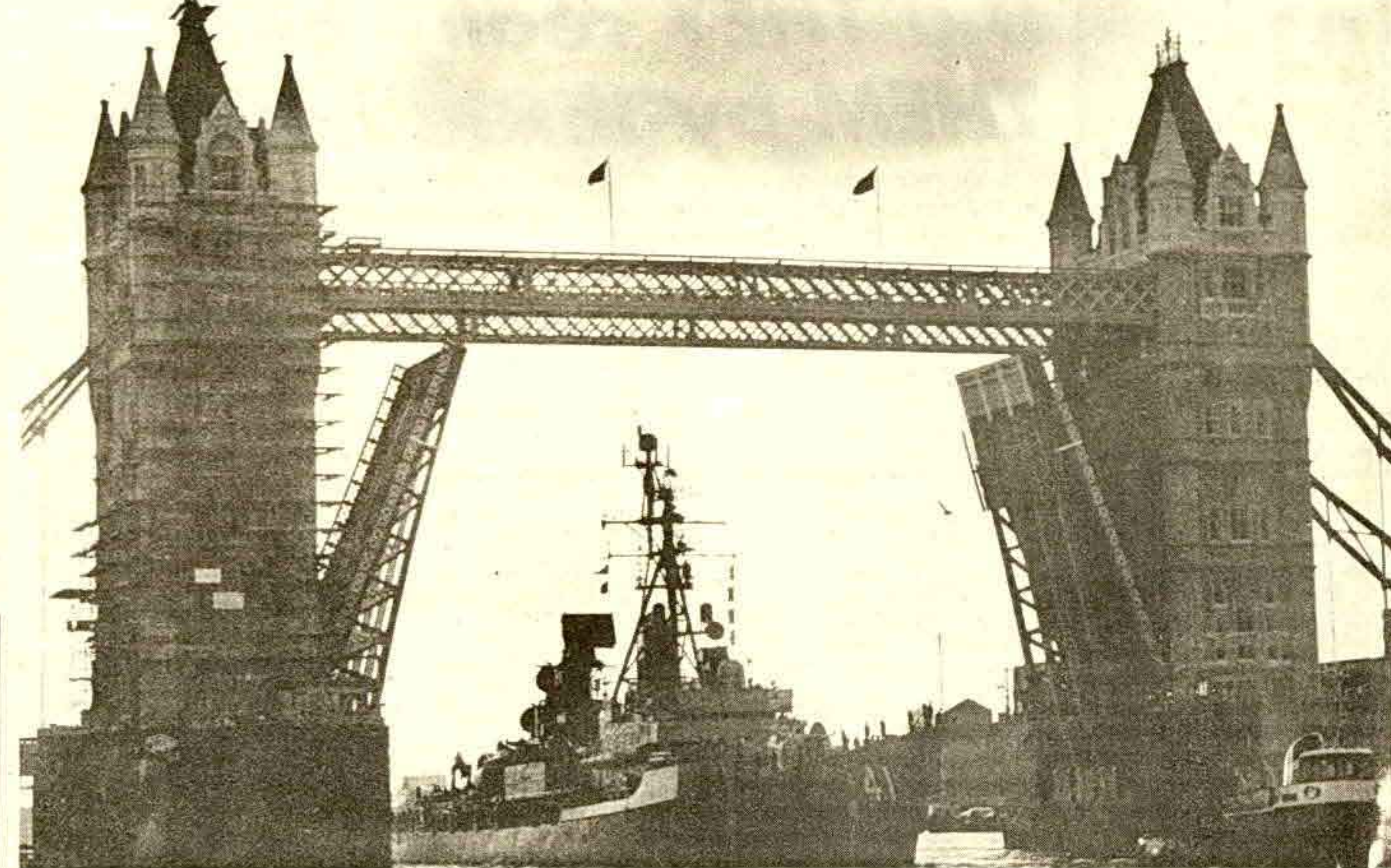


6 (198) NAVY NEWS, August 12, 1977



Sailors watch the changing of the Guard at Buckingham Palace.

The Aircraft Carrier HMAS MELBOURNE (CDRE R. C. Swan) and Guided Missile Destroyer HMAS BRISBANE (CAPT R. W. Burnett) are on their return passage to Australia after representing the RAN at the Silver Jubilee Review at Spithead and taking part in exercises in the North Atlantic. Since sailing from Portsmouth on August 2, the Australian ships have been exercising with ships from the Royal Navy and the United States Navy. BRISBANE detached from the Carrier on August 7 and proceeded to Toulon in France for a five-day goodwill visit with HMNZS CANTERBURY. MELBOURNE berthed in Naples, Italy, on Tuesday, August 9 for a five-day visit. The Carrier will sail from Naples on Sunday, August 14 and after a rendezvous with BRISBANE and CANTERBURY, will continue the passage via the Suez Canal to Bombay where the ships are due to arrive on Saturday, August 27. We received these reports from the ships on the deployment prior to leaving the U.K.



HMAS BRISBANE passes under London Bridge.

The STEEL CAT in position 6230N 0300W (off the Shetland Islands) on July 16, reached the half-way point of the Spithead Review Deployment — 80 days out 80 days back.

In the 80 days just past, the CAT has steamed 17,600 miles in 51 days underway.

She has also, for the record, carried out 63 helo transfers, 46 RESDES (Thus qualifying for the Fleet SNIFTER TROPHY 1977), been paid \$364,000, spent \$21,000 at the canteen, and if you are still curious, used 720 bottles of tomato sauce and 14,500 tea bags.

Our correspondent onboard Brisbane sent us this report of the deployment so far . . .

We were welcomed to Britain by cold winds, some rain and extraordinary generous hospitality.

For many, there were reunions with families not seen for many years; for others, the first taste of

England, Scotland, Wales and Paris. In Paris, we discovered school-boy French gets by, all you need is "How much?" and "Too much!"

The highlight of the visit was of course participation in the Review of the Fleet by HM The Queen.

This was a magnificent and truly memorable spectacle, and the chill of the weather did nothing to dampen the enthusiasm which went into our "three cheers".

The CAT looked very sleek, probably the best-looking ship there — this was the culmination of hot weather, cold weather, Red Sea dust storms and different batches of Ships side grey.

Thus it was with a monumental sigh of relief that BRISBANE, retired to Plymouth for a "Quiet" weekend to recuperate but the locals would have none of it.

Plymouth, the main seaport in the south west of England is an historic place — the Hoe, where Drake played bowls before going out to thump the Armada in 1588, the Barbican, from where sailed the Mayflower to carry the Pilgrim Fathers to America in 1620.

Part of the invasion Fleet sailed from here to Normandy in 1944.

Plymouth was severely bombed during World War II and from the ashes, the Devonians have built a beautiful city, wide open streets, clean and well laid out.

The locals are very friendly — they welcomed us with glorious sunshine, open arms, warm hearts, cold beer, and a poisonous brew of apple cider called "scrumpy".

The STEEL CAT stumbled unwillingly off to sea on July 4, and into Exercise HIGHWOOD.

We worked up (to the south west of Ireland) and then disappeared northwards into the fog and icy cold of the Iceland/Faeroes Gap.

Unaccustomed as we were to the extremes of temperature, we nevertheless survived with the aid of numerous sweaters, woolly hats and some very snappy yellow cold weather jackets on loan from the RN.

During Replenishments At Sea, we wore so much, we waddled about the forecastle and it looked like an invasion of yellow penguins.

On Wednesday, July 13, BRISBANE leapt again to the rescue, when Wessex 823 ditched on take-off from MELBOURNE.

Crew members Messrs Pinniger, Cousins and Stanford were lifted

without ceremony from the sea, fortunately unscathed, except for PO Cousins who bit his tongue — unfortunately that did not stop his talking.

MELBOURNE recovered 823, and BRISBANE now has five aviators to her credit.

The North Sea is an interesting piece of water at this time of year. It is still light at midnight and then it's sunrise again at about 0400.

The area is littered with rigs, exceptionally hardy fishermen and an abundance of marine life, particularly small fairy penguins, who play a sort of "chicken" under the bows of the ship.

When the weather is clear, it's crystal clear — we viewed the coast of Norway at 40 miles, late one evening.

But soon all this frolicking around in the North Sea came to an end and STEEL CAT returned to the back-breaking rigours of waving the flag.

BRISBANE visited the Pool of London between 20th-27th July, the first Australian Warship to do so since HMAS QUADRANT in 1955.

The Londoners saw us coming and were lying in wait with big sticks.

Tours were arranged to the Tower of London, Westminster Cathedral, the Maritime Museum and the Courage Bottling Plant.

Additionally, London is a big place and the STEEL CATTERS have proven themselves very capable when it comes to disappearing into the crowd — ambassadors, every one of them!

After that, remains only Antwerp, Toulon, Bombay and Singapore to go and then the STEEL CAT will deliver 320 exhausted ambassadors to Sydney Australia, all shadows of their former selves and fit for nothing but leave. Eat your hearts out in Australia!

## CHIEF RECALLS DAYS IN A HEAVY CRUISER



"What was life really like aboard a veteran heavy cruiser?" Just ask CPORS Ted Beare, Senior Communications Sailor onboard HMAS BRISBANE — his standard reply, "Life was great".

Having joined "the CAT" in September, 1976, the Jubilee Deployment to the United Kingdom has allowed Ted Beare to be reunited with his family and re-visit a ship he served in some 18 years ago.

As a young Leading Radio Operator, Ted Beare recalled his time spent onboard HMS BELFAST, now lying in the Upper Pool of London — preserved by the Nation as a historic museum.

"We took BELFAST out to the Far East in mid '59 and flew home in January, 1961, leaving the ship to recommission at Singapore.

"I well remember the first time we fired a full broadside, shortly after I joined. I'd heard the pipe 'standby for broadside' but couldn't quite understand why everyone was rushing around grabbing hold of stanchions and other fixtures. The next thing I knew was being peeled-off the bulkhead against which I'd been thrown by the shock.

"The messdecks were extremely comfortable, and superior to many modern ships.

"We had a happy ship's company and fully enjoyed our 18 months in the Far East. I think my only unhappy hour was when I had to go out on the mainmast yard-arm to repair an aerial that had snapped in a typhoon.

"The highlight of the commission was our cruise to Australia in the mid-'60s, where we visited Fremantle, Hobart, Sydney and Darwin.

"Each Watch was given five days leave in Hobart and Sydney and it was as a result of seeing some of the country in that time that I decided to come back, so I joined the RAN in London in '67!"

## PAPAL AUDIENCE FOR AUSTRALIAN SAILORS

More than 250 officers and sailors from MELBOURNE visited the Papal summer residence at the Village of Castel Gandolfo, about 30 kilometres south of Rome, on Wednesday August 10 for an audience with His Holiness Pope Paul VI.

At the time, the RAN Flagship was paying an official visit to the Italian Port of Naples, in the course of her homeward voyage following participation in the Spithead Review.

It was the first Papal audience in which the RAN had participated for 21 years.

The previous audience was granted to MELBOURNE in 1956 during her maiden voyage to Australia.

The Australian Naval contingent, led by the Fleet Band and the Captain of the Flagship (Commodore R. C. Swan), marched through the streets of the village to the Villa for the audience.

During the audience, Commodore Swan, presented Pope Paul with a specially mounted RAN crest made at HMAS CERBERUS before the ship deployed overseas.

Later the band, under the Baton of LEUT W. Farrell, staged a concert in the Villa's courtyard.

The musical programme included Australian numbers.

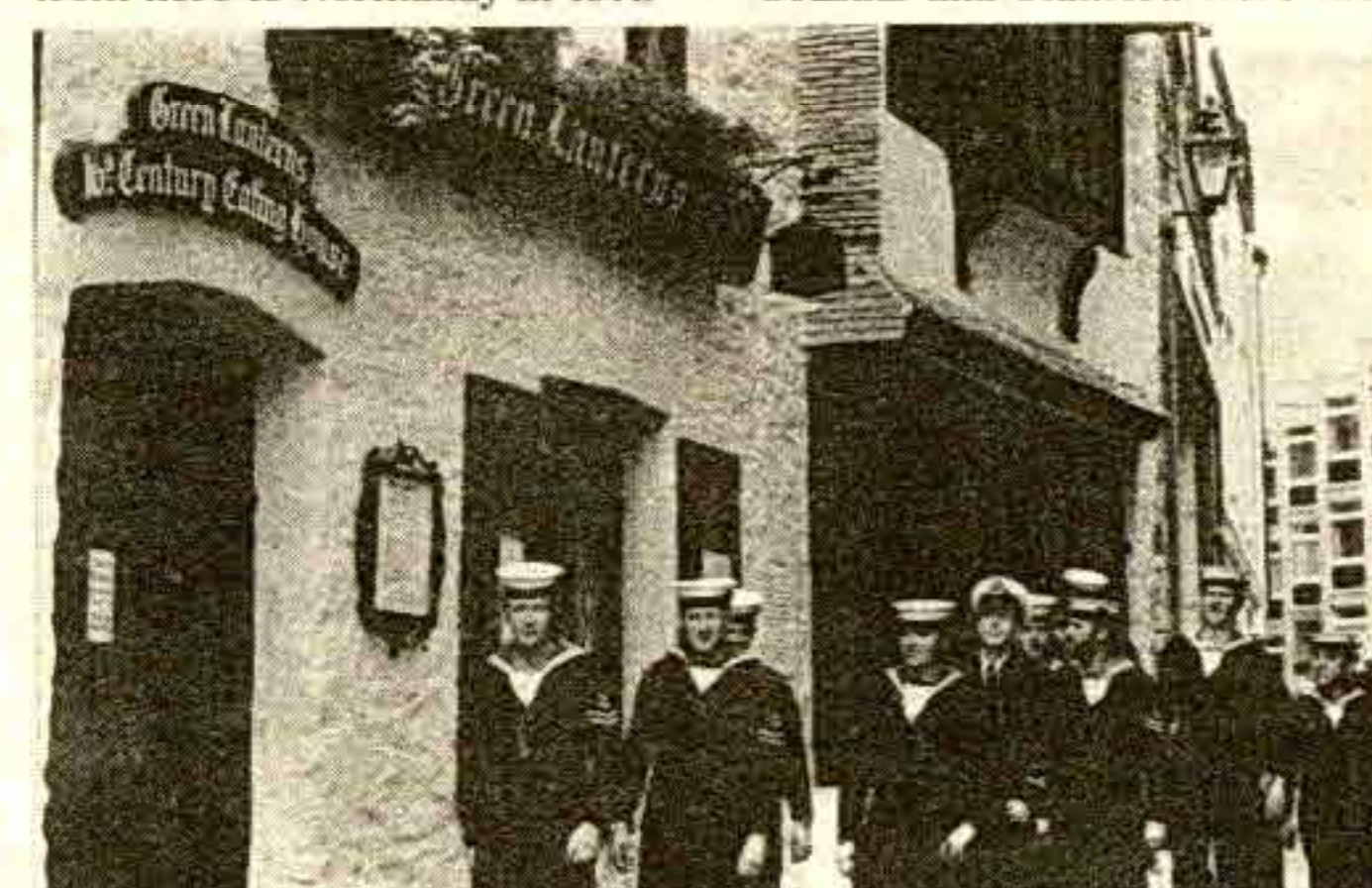
Detailed arrangements for the visit were made by the Roman Catholic Chaplain aboard MELBOURNE, Father Ian Dempsey, with the Assistance of Cardinal Know, of MELBOURNE, who holds the position of Prefect of the Sacred Congregation for the Sacraments and Divine Worship in the Vatican.



FAMOUS PETTICOAT LANE has its attractions too . . . here AB Colin Chard buys some postcards at one of the many stalls.



LSATC James Gunn (left) and LSCOX Patten could not resist chatting to two English "Bobbies" (policemen).



BRISBANE sailors tour the back streets of Plymouth waterfront.



"Where do we go from here," ponders this group of Australian "tourists" at this famous UK landmark.



LORD LOUIS MOUNTBATTEN, accompanied by RADM Gladstone, CAPT Burnett and CDRE Swan (obscured) meets some of the Australian Chief Petty Officers during his visit to the Flagship during the UK deployment. Closest to the camera are CPOCOX Davis and CPOQMG Jurd.

# CERBERUS



# SCENE

## TRAINEES TAKE TO THE ROAD — AND BEYOND!

### Did THEY really beat THEM by three hours?

On recent training expeditions from HMAS CERBERUS, two separate groups of naval trainees took part in an expedition in the upper reaches of the rugged 'Lerderderg Gorge' near Bacchus Marsh, Victoria.

The two groups consisted of Physical Training School qualifiers and SMN/WRAN MED's class 3/76.

The PTI's group had 10 well-trained fit young men whilst the MEDs group consisted of one stately matron (Senior Sister) Shena MacDougall, two slightly fit

Chiefs — John Wilden and Bob Hornsby, six SMN/MEDs and six WRAN/MEDs, all young and reasonably fit.

The segment of the expedition of particular concern was the 12 kilometer hike from Mt Blackwood to the base camp at O'Briens Crossing.

This hike is achieved by a slight descent (some 600ft) down into the gorge and a hike along the river course (very scenic) with occasional strolls up and down some 200-300ft slight inclines (big hills) to study the local flora and fauna.

Our correspondent reports that true to form, the fit young PTIs took off like the proverbial 'startled gazelle' to be followed the following day by the plodding MEDICS.

After an overnight stop in the gorge, the PTIs staggered out at the crossing having beaten the gorge but somewhat less fitter than on the entry.

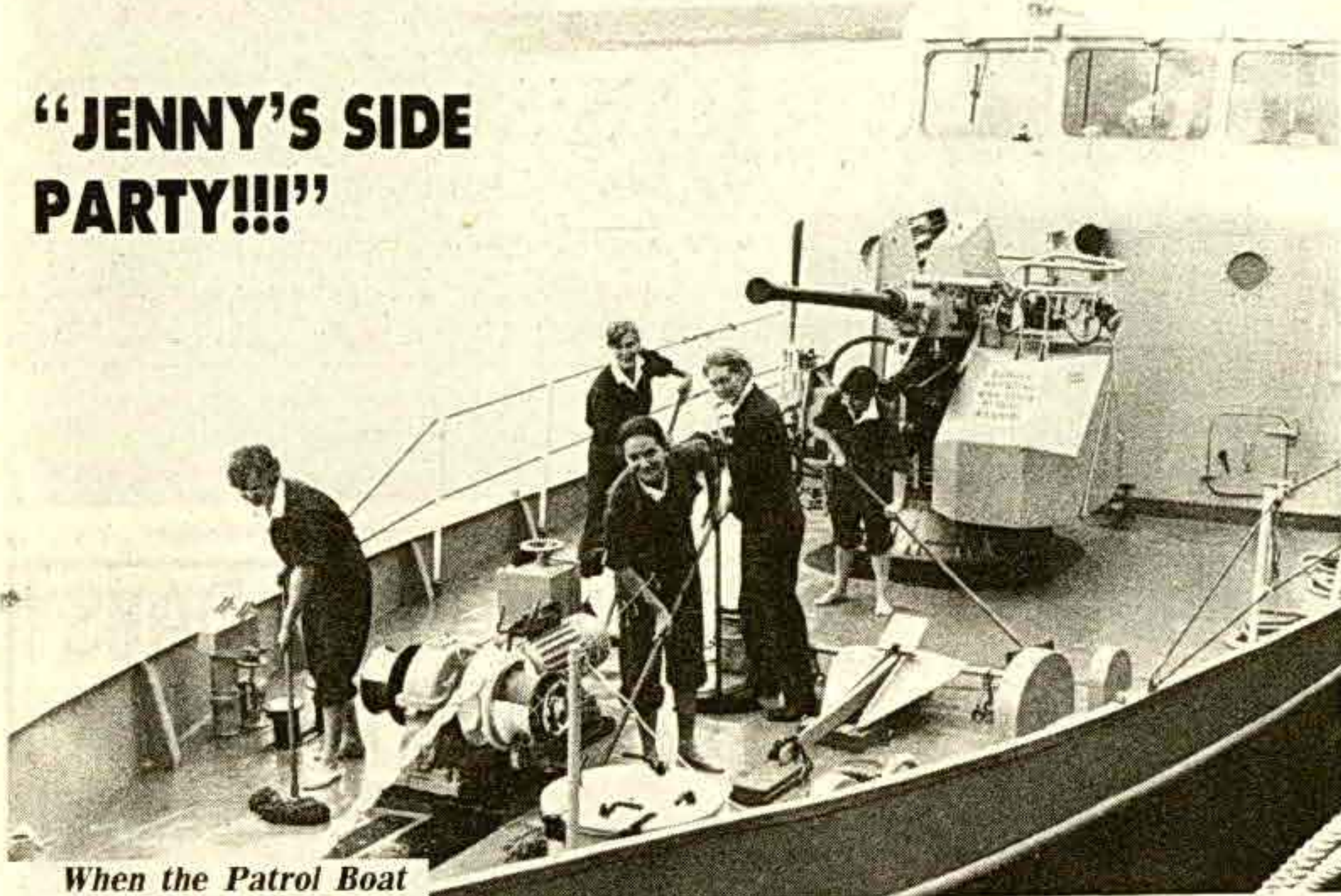
Now certain comments were noted by these experts like 'You have to be really fit to make it', 'not anybody could get through there'.

These fit young fellows were quite startled to hear the MEDICS were hot on their heels over the same course and claimed that they would not make it.

THE CRUNCH: Not only did the MEDICS make the grade, but managed to clip the PTIs time by some three hours.

SEQUEL: Considerable discussion took place over the times but eventually TWO hours were conceded in favour of the Medical trainees. DON'T TELL US SEAMEN CAN'T READ A MAP — "OLD BULL & YOUNG BULL"

### "JENNY'S SIDE PARTY!!!"



When the Patrol Boat HMAS ARDENT was delayed unexpectedly during maintenance recently she returned to CERBERUS in a condition somewhat below rounds standard — yet it was to be handed over to the 'Rockies' for their ACT the next day.

With the Bosun's Party well below strength, where was the 1st Lieutenant, LCDR Riley, to turn?

After some inspired meditation and a discrete inquiry it was found that some off-duty WRANS would volunteer.

So WRMED\* Woodgate and WRMED\* Rae, WRSV Charliwood and WRWTR Lillie tackled topsides and WRSTD's Wales, Retford, Short and Woodman chamfered up the engine room — 'Bravo Zulu' the WRANS...

The photograph above shows how it was done...

## CEREMONIAL DIVISIONS PRESENTATION

CERBERUS was fortunate to have unseasonably fine and warm weather for July Ceremonial Divisions which were to be the occasion for a number of presentations.

LCDR "Stew" McConnell and LEUT John Jones were presented with certificates from the RAAF Staff College for successfully completing the Officers Extension Tutorial Course.

Next was a fairly unique situation when CAPT Kemp, the Commanding Officer, presented warrants to seven Warrant Officers.

All but two were photographed at the time of the presentation; they are WOMETR Davies and WOETW Warren.



CAPT Kemp (right) making a presentation to LCDR McConnell.



LEUT John Jones



WOETS Jim Shrapnel



WOMETPDSM Harry Koopmans



WOMED Robbie Roberts



WOSY Harry Kime



WOCK Dick Norman

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Four of the CERBERUS medical students, who took part in the 30-mile walkathon — "Chook" Carpenter, "Pop" Buddle, Cathy Burgess and Steve "Dracula" Allan.

## WALKATHON RAISED \$920 FOR CRIPPLED CHILDREN

HMAS CERBERUS medical students recently undertook a 30-mile walkathon to raise money for the handicapped children of Yooralla.

It all started as a "brain wave" — well an idle thought — of SMN Keith Buddle.

Then came the job of getting sponsors.

"To our surprise the cash and cheques were rather easy to obtain, including generous donations from both the Wardroom and WO's and CPO's mess... thank you," says our correspondent.

"Light rain was falling and about 90% of us had hangovers from a fancy dress end of course party the evening before.

"At the time of starting the walk we were carrying with us some \$500 in sponsorships.

"After walking for about three hours it was decided to stop for lunch.

"Most of the food for the 26 strong group was donated by shopkeepers of Frankston.

"It took just under 20 minutes to devour something like 60lb of food — glad I wasn't paying for it.

"With lunch over it was time to get back on the road.

"The wheelbarrow we were pushing started to get a bit heavy.

"Our three main barrow pushers just kept going — "Bazza" Havenstin, "Chook" Carpenter and "Surfer" Thomas — thanks fellows.

"Anyhow, after about 7½-8 hours in and out of many pubs, not drinking just collecting... well maybe one or two passed our lips (fringe benefits), St Kilda Junction slowly loomed up on the horizon.

"This meant we had 25 miles under our belt and only five miles to go and with sore muscles, tired and sore feet we were glad that it was slowly drawing to a close.

"Then with only about half a mile to go, we decided to disturb a small pub, the order being 'set them up, 20 pots, six rum and cokes, one lemon squash (being for our mascot, Greg, my three-year-old son).

"After quickly devouring our drinks, off we went in high spirits to GTV9, and for a while everyone forgot about their sore feet, tired bodies and on our arrival we were met by Yooralla Bears Club President and Fund Raising Supervisor and quickly ushered outside to a barbecue.

"Out of the woodwork came a dozen beers, chicken and ham.

"While the troops were eating, the money was being counted and to our great surprise we had a grand total of \$920.66 — quite a magnificent effort on the group's part.

"Thanks to all the people that helped with the walk who were (some not pictured) Burts, Thomo, WRS King and Smith. Special thanks to my wife Marg for organising all the foodstuffs and collecting many of the sponsorships.

"I'll finish by just saying that I hope they take this to task and better it next year. Thanks to one and all involved!" — KEITH BUDDLE

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## NAS NOWRA NEWS

### SQUADRON COMMAND CHANGES

Mutual congratulations were in order recently when LCDR Peter Adams accepted command of VC 851 Squadron from LCDR Paul Hamon, who in turn took command of VS 816 Squadron that day.

VC 851 Squadron operates the new S2G Tracker aircraft and HS 748 transport aircraft at HMAS ALBATROSS.

VS 816 Squadron is embarked in HMAS MELBOURNE flying S2E Tracker aircraft.

LCDR Adams is pictured left with LCDR Hamon.



### ... AND AT VC724 SQUADRON

VC724 Squadron, too, has a new Commanding Officer.

Lieutenant Commander David Collingridge assumed command of the Squadron from Lieutenant Commander Peter Marshall.

LCDR Marshall has taken up other duties at the Air Station.

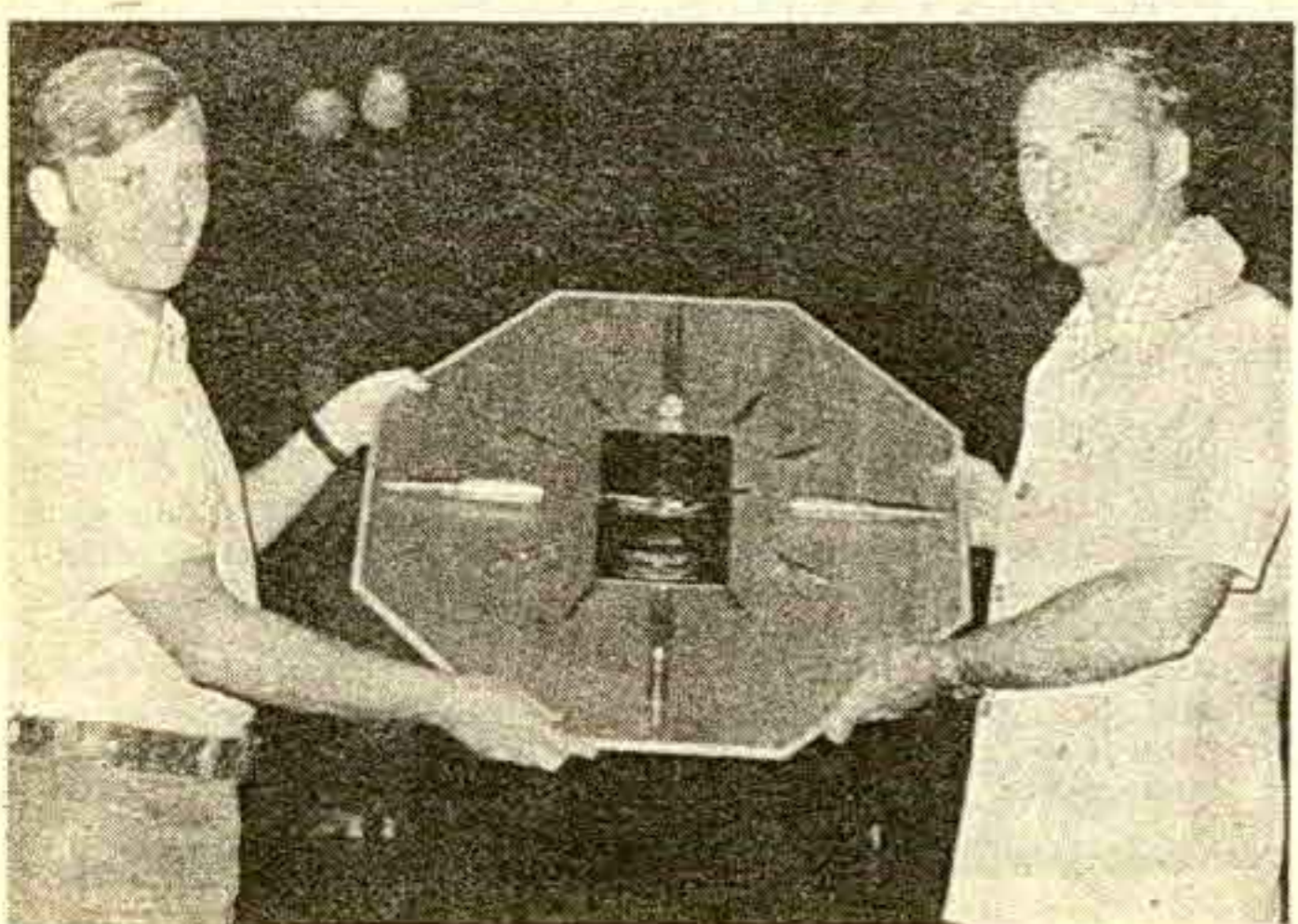
During the past 23 years Peter has logged up some 4,050 flying hours in 26 different aircraft, both in the Royal Navy and the Royal Australian Navy.

He was awarded the Air Force Cross in 1970 while flying Phantom aircraft with 767 Squadron, Royal Navy.

LCDR Marshall had been "CO" of 724 Squadron since 1975.

The new "CO" LCDR David Collingridge has only recently returned from duty in America to take up his new appointment.

At a squadron "get together" in the Bomaderry RSL, David presented Peter (right) with a clock, made by members of the squadron.



# RAN pilot's record 4000 hours' flying

HC723 Squadron senior pilot, Lieutenant-Commander Vic Battese, has set a record for a squadron pilot by clocking a personal 4000 hours flying.

Fellow squadron members were on hand to congratulate him as he stepped down from his aircraft.

He was then transported by a "VIP vehicle" - a lounge chair on a trolley, propelled by fellow squadron members.

The Commanding Officer of 723 Squadron, LCDR John Leak presented "the

old man" with a card, signed by the Squadron and toasted the achievement with a welcome round of 'bubbly' (pictured below).

LCDR Victor Thomas Battese hails from Grafton, NSW.

He joined the RAN on October 16, 1964 at HMAS CERBERUS.

He has served with 725 Squadron, 817 Squadron,

HMAS MELBOURNE, RAN Helo Flight Vietnam, HMAS VENDETTA and 723 Squadron.

LCDR Battese completed a helicopter instructor's course in the United Kingdom and served with the RAAF's No 5 Squadron, training RAN and RAAF pilots.

He is married with two daughters.



## FOCEA'S VISIT

Flag Officer Commanding East Australia Area, Rear Admiral J. Davidson, has signalled how "well pleased" he was with the standard following a recent inspection of the Naval Air Station, HMAS ALBATROSS.

"The Guard and Divisions were good and the caps, collars and shoes of Leading Hands and below particularly so," he said.

"The Band contributed significantly to the generally good marching."

"The grounds and buildings were well presented and I was particularly pleased with the appearance of the older buildings."

"You all have most important tasks and you showed me you are aware of this and that you have the competence and motivation to carry them out."

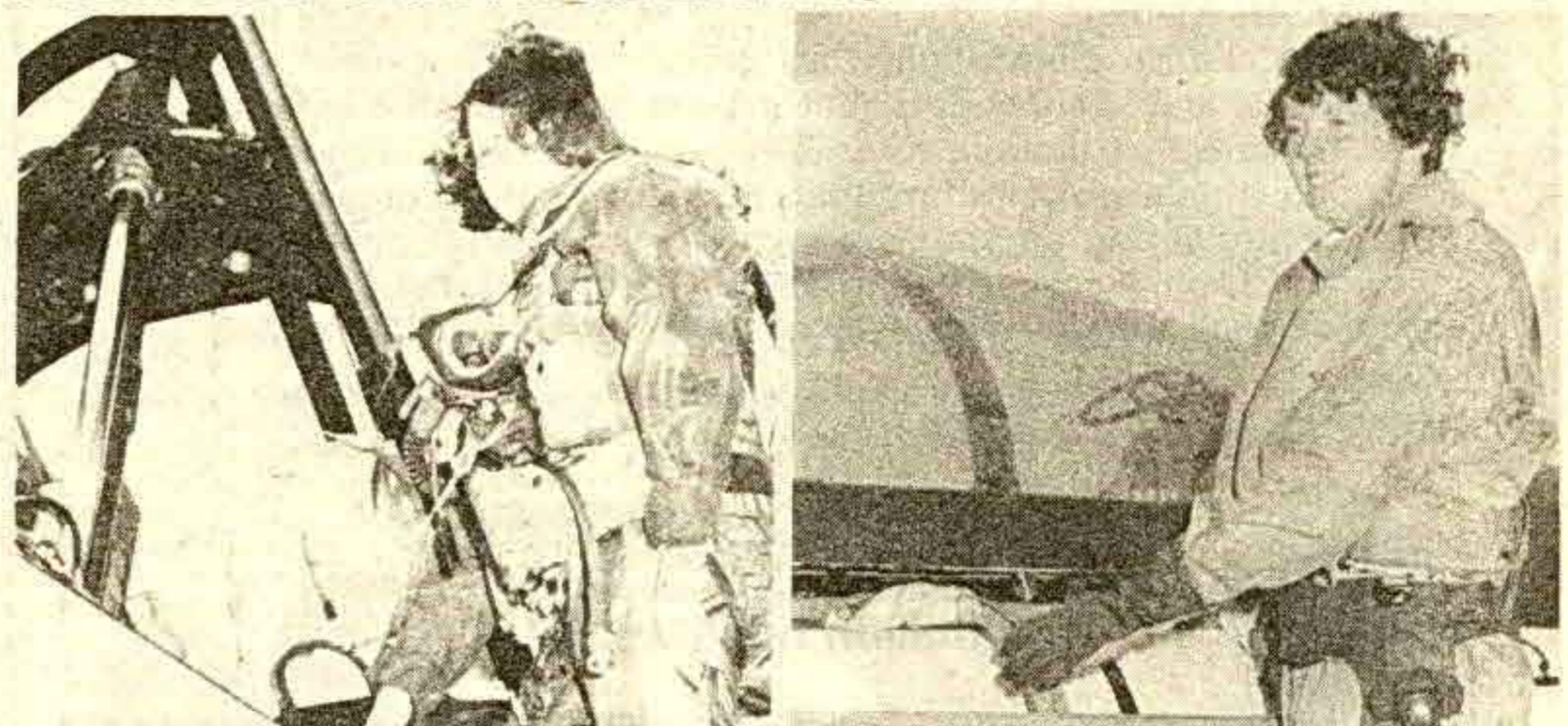
"I enjoyed a busy three days with you and I thank you for your efforts."

"Well done," concluded RADM Davidson.



FOCEA RADM Davidson, with LCDR Robert Geale, at the Weapons System Trainer building.

## TRAFFIC CONTROLLERS TAKE TO THE AIR



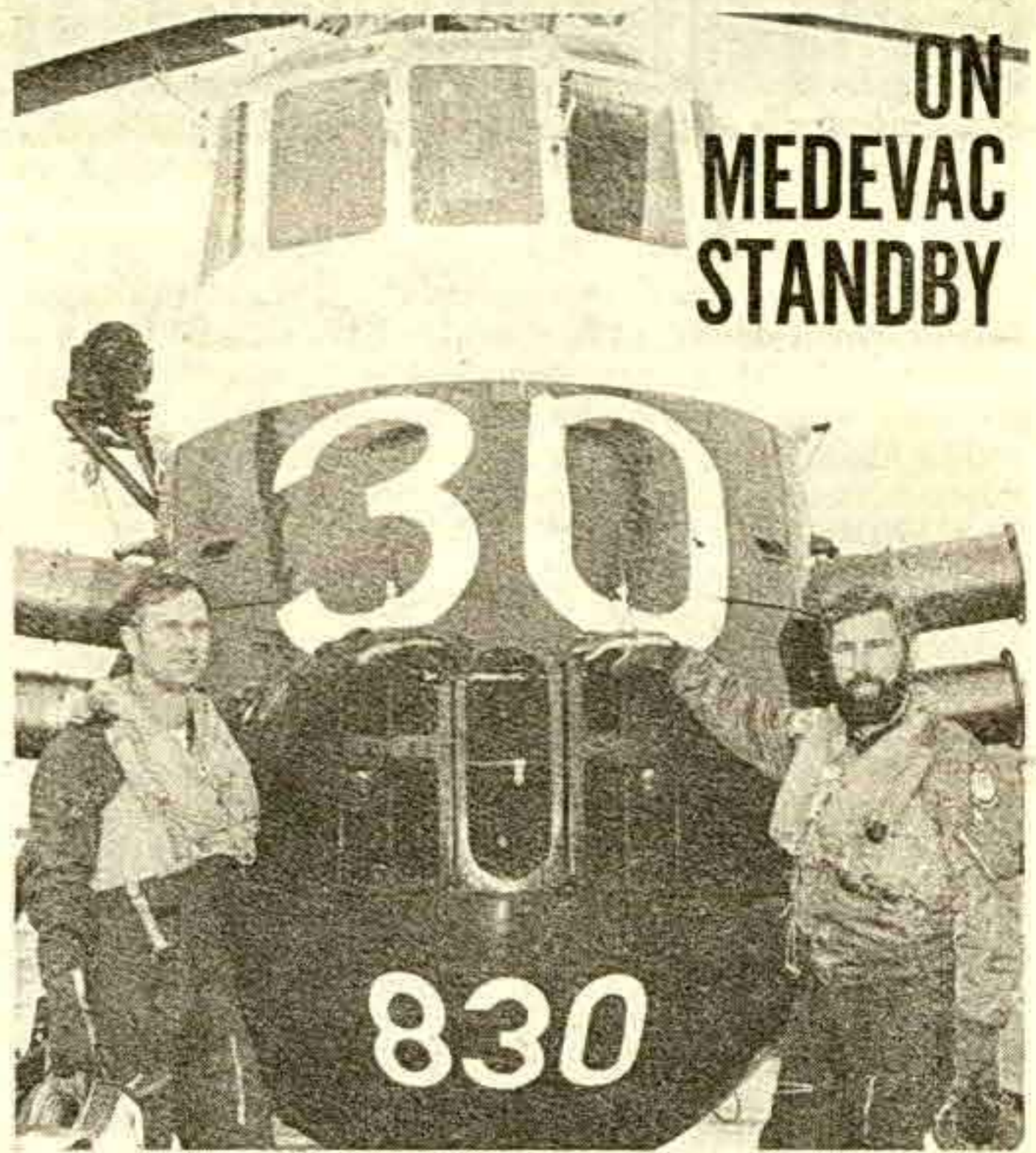
3RD Officers Margaret Dennis and Jillian Farrer, WRANS were pictured about to take their first flight in RAN jet aircraft from 724 Squadron.

The flight was arranged as part of their familiarisation course for Air Traffic Controllers.

3RD Officer Dennis, of Adelaide, has completed the 16-week Air Traffic Controllers' Course conducted at East Sale, Victoria, and undertook further training at HMAS ALBATROSS.

3RD Officer Farrer, of Melbourne, undertook her Air Traffic Controllers' course at East Sale.

On completion of both phases of training, 3RD Officers Dennis and Farrer will take up appointment as ATC in HMAS ALBATROSS.



LEUTS MCKENZIE AND KYLE WITH WESSEX 830

It is 1145 on a wet, dismal Saturday. A call for assistance is received at HMAS ALBATROSS from Wollongong police.

Fourteen-year-old Steven Dixon is in a critical condition with head injuries following a road accident near Bowral.

Three other people have died.

Steven requires immediate air transport to an intensive care unit.

Lieutenant Robert J. Kyle, Lieutenant Allan MacKenzie and Petty Officer Aircrewman 'Happy' Hawkins are recalled from leave to fly Wessex aircraft 830 to Bowral, collect Steven and Dr Tony Robinson then fly to Royal North Shore Hospital.

A team of doctors are on standby.

Low cloud and poor visibility, make the direct route from Nowra to Bowral impassable.

A decision is made to fly coastal towards Wollongong seeking a way across the ridges.

An entry point clear of cloud is found between Mt Nebo and Mt Kembla thence via the Cordeaux Reservoir, the Hume Highway and Mittagong to the make-shift helicopter pad at Bowral.

There Police use flashing beacons and car headlights to mark out the landing ground.

Driving rain and low cloud hindered the flight throughout the three-hours required to complete the task.

After recovering the patient and doctor, the circuitous route from Bowral to Wollongong is retraced, thence coastal to R.N.S.H. in Sydney.

Steven is then transferred into the waiting hands of the hospital staff for expert attention.

The Wessex then heads "home" . . . just another day in the life of the men and machines at the Naval Air Station, HMAS ALBATROSS.

## "A RECENT VISITOR . . ."



A recent visitor to the base was Mrs. Gabrielle Gaffey, wife of dental officer LEUT Peter Gaffey. Son, John thought all the activity was rather too much and decided a quick snooze was more important for a growing lad.

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# STUART DEPLOYMENT REPORT

"I beg my dear will not be uneasy at my staying out so long. To be sure I lose the fruits of the earth, by then I am gathering the flowers of the sea."

Admiral The Hon. Edward Boscawen, 1711-61.

With these words in their hearts, and with "Operation Turtle" successfully completed, HMAS STUART called into Cairns for a most welcome, although somewhat hectic overnight stay, reports our correspondent.

The highlight of this visit was undoubtedly the Rugby match between STUART'S TARTANED TERRORS and the CAIRNS DISTRICT RUGBY CLUB.

The match, which resulted in a 4-all draw, was played with drive and determination by both sides from the kick-off.

The locals, being more experienced under floodlights, drew first blood with a try.

However, with sterling efforts by all players, especially "Buck" Rogers and "Swampy" Marsh, spurred on by the lusty support from the sideline the scores were levelled when "Taxi" Taylor crossed in the corner from a brilliant forward-backline combination.

Unfortunately, on a sadder note, CPO "Jesse" James, one of the NAVY's Rugby greats, suffered a severe leg injury which resulted in his hospitalisation and posting.

All in STUART wish him a speedy recovery.

With expectation of an eventful deployment STUART sailed for Darwin on Tuesday, July 12, arriving on Friday 15 for a three-day visit.

Being rather an active company of men, the "Sons of the Tartan" again engaged in a variety of sporting activities against the local teams.

The water-polo team, having its first game, came "Second".

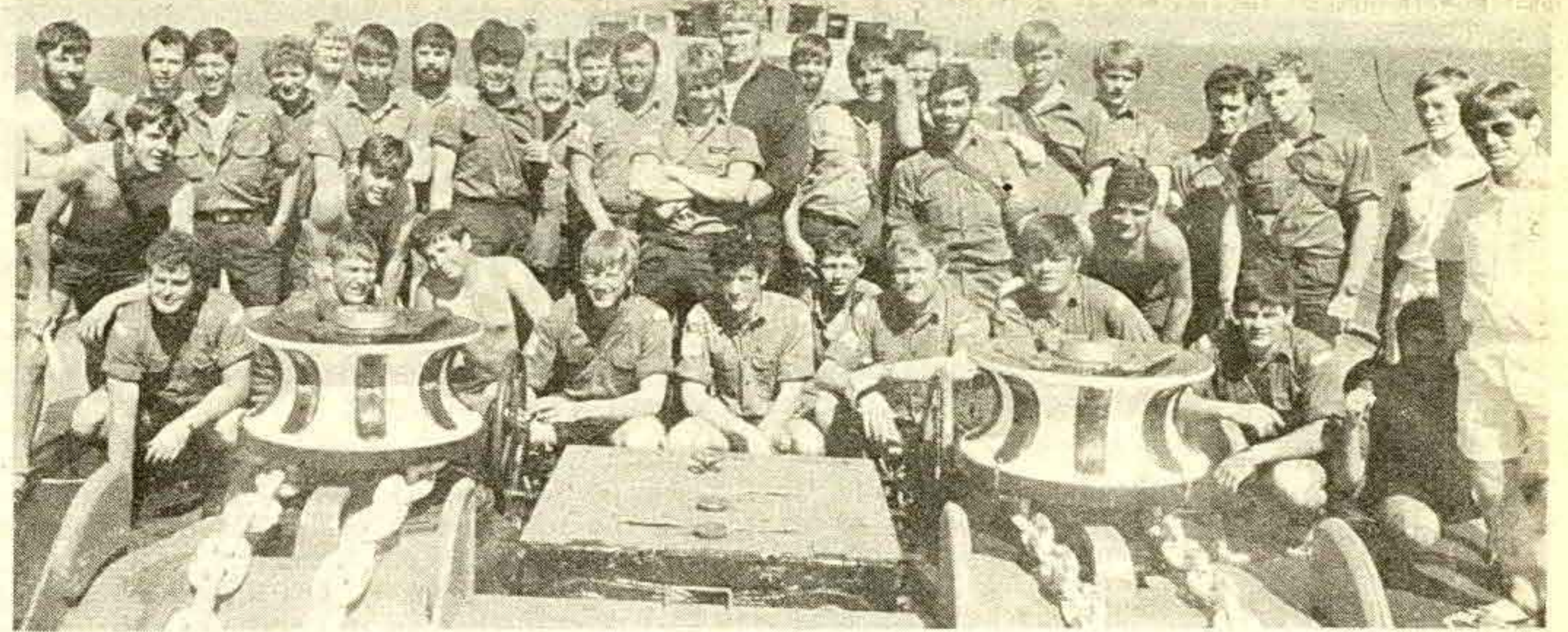
However, the enthusiasm shown by the players, led by Captain-Coach POSTD Mick Johns, is a promise of big things to come.

Other eager sportsmen, disregarding the sweltering conditions, engaged in volleyball, tennis and basketball.

The Rugby team also rose to the occasion, defeating Darwin Rugby Club 28-0.

The RA-RA's really got their act together, playing almost copybook Rugby.

In between these many recreational diversions, the ship's company continued its work program with the same vigour, ensuring all



STUART'S GUNNERY DIVISION

# "SONS OF THE TARTAN" OFF TO A GOOD START

is in top condition.

It should also be noted that the social activities are receiving adequate attention.

STUART's first official reception away from Sydney was held on July 15 and proved a great success with a beautiful tropical twilight providing a most fitting backdrop.

Apart from the official functions, an invitation was extended by HMAS COONAWARRA JUNIOR SAILORS CLUB to STUART to attend their monthly cabaret.

From all reports it appeared to have been quite entertaining.

On Sunday, July 17, a bus trip to Berry Springs and a cricket match against the Darwin Hotel Cricket Club was arranged, providing a relaxing and memorable day in our last Australian port for five months.

The Berry Springs Barbecue Brigade enjoyed themselves im-

mensely in the refreshing springs with POQMG "Tiny" Small as "OIC refreshments and chef".

Meanwhile, back in sweltering Darwin, STUART's cricketers romped home with an exciting win (128 runs-124 runs) before retiring to the invigorating pool at the Darwin Hotel.

It must also be noted that activity does not cease at sea.

Far from it, for with professional training and internal exercises, ship's husbandry, maintenance work, and of course the ship's quiz and tug-o-war championship, all are kept busy.

The tug-o-war championship was won by a well-drilled team from the "Green Empire" who defeated the "Diehard Dusties", despite a rather suspicious protest from the "Wardroom" in the knockout stages.

The entertainment committee, led by LCDR Ray Hughes, in conspiracy with POPT Kemp, has many more interesting activities in store to give all a break from the hours of toil.

Passage to the first foreign port of call - SURABAYA - proved to be interesting with the maze of islands making up the Indonesian Archipelago, passing by.

Added to this was an unexpected rendezvous with that "work horse" of the fleet, HMAS WEWAK.

The hospitality extended by the TNI-AL (Indonesian Navy) on our arrival on Friday, July 22, was most appreciated.

To reciprocate, tours of STUART were arranged, and the Commanding Officer W. E. Rothwell, RAN hosted a luncheon and reception, as did the Senior Sailors.

On the sporting scene, which was somewhat limited, STUART's "Tartaned Lads" participated in a Soccer match and "Hash House Harriers Run."

The Soccer team lined up for their first full game of the trip against the TNI-AL.

The match was played in the early morning to escape some of the humid conditions.

The team, a mixture of willing youngsters, guided by some "villainous" veterans put up a good showing, considering the conditions.

After being under pressure from the whistle, a clearing kick from goalkeeper "Goondwindi Grey" Brian Lindford reached Ray Tweedie, who managed to push the ball away to Nick Tatarinoff.

He goalied. STUART's "euphoria" was short-lived, however, despite solid play by "Dimples" Sheargold, "Swampy" Marsh and youngsters, Chris Part and Gary Baverstock.

The Indonesians, obviously a more experienced side and much more at ease in the conditions, forged ahead to lead 5-1 at the final gong.

Nevertheless, well done the "Jockeroos".

Meanwhile, the Surabaya Hash House Harriers hosted a rather unusual event.

After an hour's drive through the crowded villages and suburbs, STUART's "team" arrived at the starting point where there was

gathered about 100 people complete with beer truck.

For those unfamiliar with a "Hash", it is based on a system of Hares and Hounds, with two courses laid out, one for the ladies and "oldies" and one for the real runners.

It is a family affair, normally run each Sunday by Surabaya's European community.

Back to the rules - there are elected "hares" with the meet being run by the Hash Master.

The courses were laid up and down rugged mountain trails, through enchanting terraced gardens and jungle and crossing over creeks.

It is a real physical test with broken ankles not uncommon.

False trails are also injected into the system to catch both the uninitiated and unwary.

The STUART team managed to stick together, taking out 10 of the first 12 places.

The course was about five miles long so the boys did quite well.

Our STUART's side consisted of LEUTs Howlett and Michael, CPOs Hill and Adams, POs Kemp, Sheargold, Willis and Bowden, LS McDonald and ABs Rose and Thiele.

On completion of the Hash, the ever-present barbecue was flashed up to rejuvenate the weary bodies.

After an interesting and enjoyable stay in Surabaya, STUART's passage to Singapore proved uneventful (our one reporter was "holidaying" in HMAS WEWAK on passage to Singas).

On arrival at the Sembawang Basin, the Captain proceeded on his busy round of official calls, while his team prepared for the Official Reception and the many sporting activities planned for the ensuing day.

The reception went off with a minimum of fuss with many of the guests commenting on the ship's excellent condition.

During the next few days, Rugby, Squash, Swimming and Golf were arranged to cater for all.

The Rugby team continued its successful winning streak on July 28, with a resounding 28-18 win over the Kiwi Supply Corps.

Meanwhile, the knockout Squash competition continued with some interesting upsets.

STUART's thanks must go to the RAAF for organising a fine tour of Singapore Island for five sailors who found it quite an adventure, visiting many out-of-the-way places.

As the ship's stay in Singapore continued, preparations were made for a busy period of exercises with the local armed forces.

- "JOCK"

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# BARRICADE "TOPS" IN RAN SPORT

The Ambassador of Pakistan, Mr Riaz Piracha (below) recently presented the Pakistan Shield for 1976 to the Commanding Officer of HMAS BARRICADE, Lieutenant W. F. A. Wilson, RAN, onboard HMAS BARRICADE in Cairns.

It is the second year in a row that BARRICADE has won the Shield, which is awarded annually to the ship that achieves sporting superiority in the RAN.



The Ship's Company of HMAS BARRICADE showing off their trophy.

# NAVY sportsmen 'still 90% keen'

It was pleasing to see CAPT Partington's comments in a recent issue of 'NAVY NEWS' regarding availability and keenness of players to Representative selection.

I can assure him that 90% still have the keenness needed.

The year I was coach of ASRU we had several players unavailable, including NAVY's best prop, Chris Cleveland.

In my report to the ASRU Committee I stated strongly that unless the BEST - repeat BEST - players were available "Scrap the Tour."

The teams "SYDNEY", "AUSTRALIAN UNIVERSITIES", "ACT" and especially QUEENSLAND included at least eight internationals, plus State players and first graders.

We performed well early against ACT, SYDNEY and AUSTRALIAN UNIVERSITIES, just being beaten by three to five points.

By the time we got to Queensland we were jaded and had injuries with ASRU replacements unavailable and only local players to fill in.

Naturally, the result was close to a 60 to 10 hiding - and embarrassment.

I will never forget the HMAS MORETON expert who contacted me to tell me "That McLean" (TEST 5/8) had been on the grog the night before and was unfit.

McLean booted 11 goals and scored two tries.

Thank heaven he was unfit!!!

The Nepean Rules League recently defeated Mornington League by seven goals.

Lindsay Egerton, from CERBERUS, captained the Nepean side in its historic result.

Chairman of selectors is well-known WOETP 'Tug' Wilson.

The Victorian Combined Services Rugby Colts side was outclassed recently by the State Victorian Rugby Colts.

Services played the curtain raiser to the ASRU versus Victorian game.

Manager was that stalwart of NAVY Colts this year, Jim Sharples.

Jim told me NAVY players were



Tuiloma, Durie, James, Blackwell, Hazell Day with McDonald chosen but injured.

Durie played hooker and it was only his second match in that position.

Last season I believe he represented Western Australia State Colts.

He certainly has a future.

One of the stalwarts of the Combined Services Rugby pack of forwards is Frank Johnson.

Frank, is a physical training instructor at the Police Academy, is the son of former Australian Wallaby and Victorian "rep" player, NAVY PTI Laurie Johnson.

Frank has been playing for Service teams for several years, having played breakaway for CERBERUS when I was coaching there.

He "repped" Victoria as a Colt. Frank is also a top surfer.

Now playing front row, Frank is one of the most valuable players in the Club.

Bumped into former well-known 'Muso' Tony Weber at the Frankstown "Watering Hole."

Tony represented NAVY in Golf, Cricket and Soccer.

He is a music teacher at the moment with the Department of Education and recently returned from Japan with the dubious honour of chaperone of 48 youths from the Melbourne Youth Band.

# OUTDOOR GIRL



Contemplating the warm weather in the coming months is shapely Barbara Clarke, pictured by Vince Hayes.

# Services are strong A. Rules supporters

Australian Football in NSW is supported very well indeed by Service personnel.

Here in Sydney we find that the ARMY Camp at Holsworthy provides a nucleus to the Southern District Club, centred out at Rosedale, near Liverpool.

Navy footballer's activities are more diversified.

In fact, I would say that in first and second division, each team would have Naval representation.

One such team is the Second Division Sutherland Australian Football Club.

Sutherland have only recently been promoted to Second Division and are a relatively new competitor in the NSW

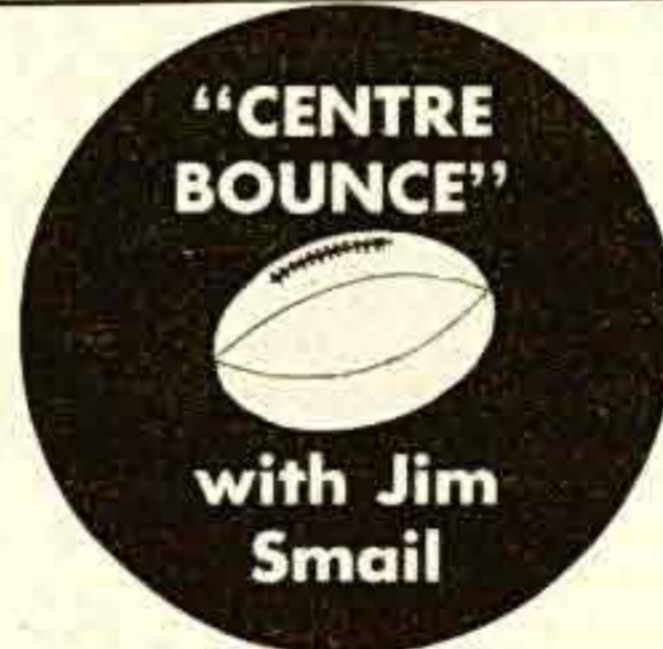
competition.

They are being ably supported by PO Andy Brown from CPSO, ABWTR Kiri Gresch, FOCAF Staff, CPO Shane McMahon (DUCHESS) and ABWTR Alan Hardy (RANTAU).

From reports I hear, Sutherland can look forward to big things in the future with a very progressive committee at the helm.

VFL identities such as Laurie Sandilands (FOOTSCRAY) and Ian Thoroughgood (CARLTON coach) have paid visits to the club to help with their training methods.

Their coach is Graham Baldock,



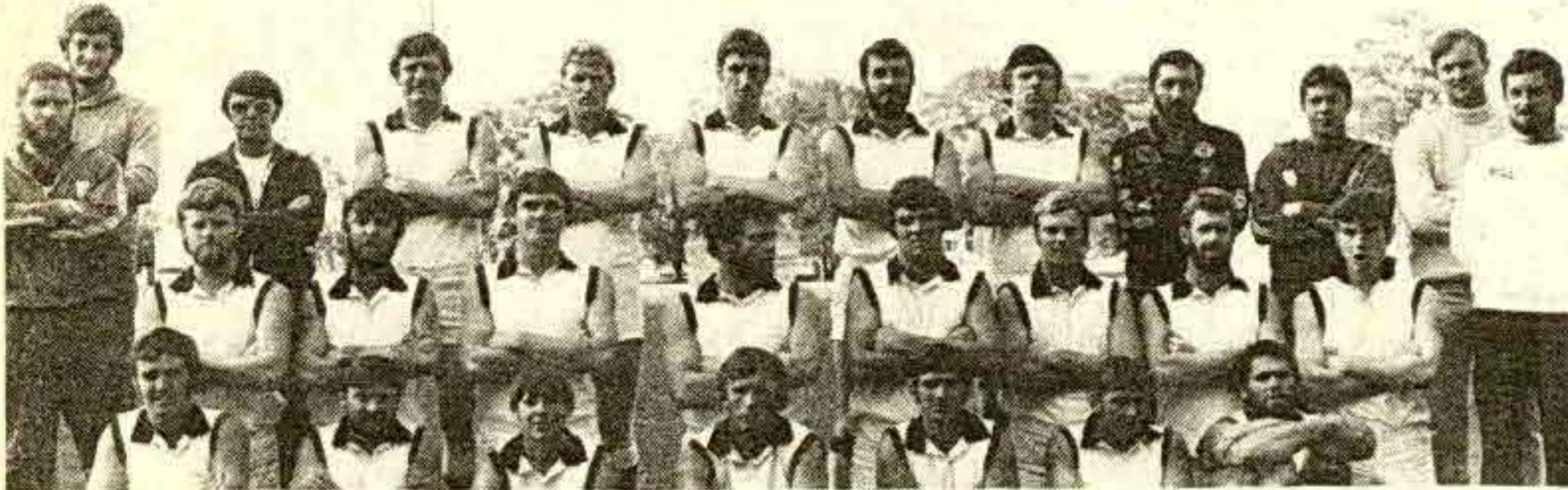
brother of the ST KILDA champion, Daryl Baldock.

It is excellent to see teams such as Sutherland contributing to this great code.

And for all NAVY footballers, who are giving something to the game, keep up the good work.

We need you and the clubs need you.

And, for the record, we publish a picture of the NAVY EAA I-S A. Rules Squad, 1977.



NAVY MEN'S EAA Australian Rules Team: (Left to right) Front row, Archie Dewit, Larry Russel, Rodney King, Shane Redenbach (Capt), John Ogilvie, Rex Dry, "Squizz" Taylor. Middle: "Blue Crispin, Harry Berger, Graham Charles, Hugh Patterson, Garry Harman, Greg Chamberlain, "Blue" Gilbert, Billy Dunn, Billy Huntriss, (Manager). Back: Darryl Nowak, "Lofty" Marks, Tony Heynard, "Howie" Furness, Ted Callister, Paul Rosewarne, Chris Fitzgerald, John-Haddock, Nigel Simms, Graham Clark.

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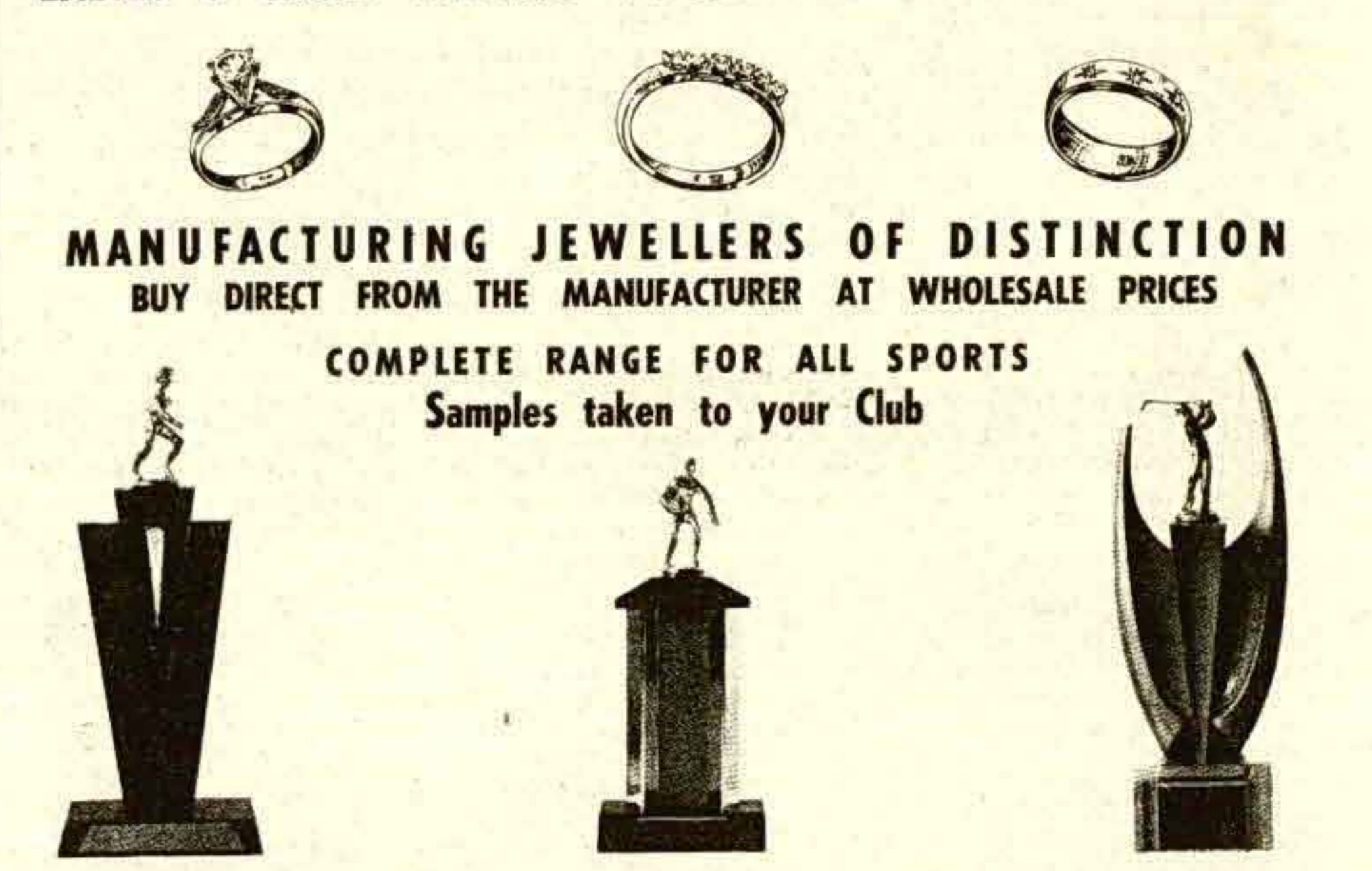
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# ROYAL AUSTRALIAN NAVY NEWS

Volume 20, No. 15 August 12, 1977

# WATSON 'ON THE MARCH' IN DEMPSTER CUP RUGBY

**WATSON, with a 30-7 win over ALBATROSS last Wednesday, have stepped up their bid for the 1977 Dempster Cup Rugby competition.**

With completion of the August 10 round, the semi-finalists have been decided — **NIRIMBA** (currently on 18 points), **DESTROYERS/ESCORTS 17**, **WATSON 16** and **ALBATROSS 14**.

ALBATROSS in the two previous rounds had toppled leaders NIRIMBA 9-4 and had ended KUTTABUL'S semi-final hopes 10-0.

Postings during the remaining four rounds to the September 7 semi-finals will be a major factor in the finishing order of the top four.

Competition among the top teams this season has been the closest for some years.

On recent form, any of the four sides would be worthy premiers.

NIRIMBA received a scare with the announcement that their successful coach, Ken McMillan, is to be posted to the Fleet.

However, NIRIMBA are confident they will retain his services till after the big matches ahead.

DESTROYERS are receiving a sprinkling of new players each week.

Despite doubts as to their chances, they continue to post sound victories — and are clinging to the important No. 2 position on the ladder.

Under the semi-final arrangement, the top two sides have two chances.

They play in the major semi-final with the winner advancing to the Grand Final and the loser to a preliminary final against the winner of the minor "semi" between third and fourth-placed teams.

The loser of the minor "semi" drops out.

Winner of the preliminary final then plays the major "semi" victor in the Grand Final to decide the premiership.

In the August 10 round of matches, WATSON def ALBATROSS 30-7, NIRIMBA defeated PENGUIN 40-6, and DESTROYERS def MSS 22-3.

In the important August 3 round, ALBATROSS defeated NIRIMBA 9-4 (each side scored a try after a scoreless first half); DESTROYERS/ESCORTS ran in for 11 tries in thrashing PLATYPUS/WATERHEN 56-0; WATSON accounted for KUTTABUL 19-9; and MSS (BIG SHIPS) — thanks to three tries by ASRU flanker Jeff Nankervis, beat PENGUIN 17-7.

In the July 27 round, ALBATROSS showed they have come up with a worthy replacement for busy forward, Harry Pearson, who is now playing top Rugby for DESTROYERS.

The young newcomer is John ("JC")

Campbell, who made this year's NAVY Inter-Service Squad.

He is improving with every game and is developing into a top class back row forward.

He played a key role in the 10-0 win by TROSS over KUTTABUL in windy conditions at Randwick.

Jim Egan played strongly at half, deploying short, sharp passes to the experienced "Swede" Larsen, who in turn cleverly fed his outside supports.

An under-strength TROSS scored two tries and were too experienced for their young rivals, who suffered through the loss of sharp pivot Bernie Herrenberg with a leg injury in the first half.

The TROSS-NIRIMBA clash on August 3 was, as expected, hard and torrid.

"Moose" Eddington dived on a loose ball from a lineout to score TROSS' only try.

Cranston Dixon, back from ASRU duties, converted and later added a penalty.

Winger Buck Owens, with a try, scored NIRIMBA'S lone points.

## Aussie Rulers & skiers downed in Victorian I-S

NAVY have suffered defeats in recent Victorian inter-Service Australian Rules and Skiing competitions.

Defending titleholders, NAVY'S 29-point loss to eventual series winners ARMY (12.13 to 6.20) cost them the trophy.

ARMY had beaten RAAF 8.14 to 8.8 and NAVY had accounted for RAAF 13.17 to 7.14.

Our correspondent "SALTY" said NAVY players were leg sore and carried injuries after the RAAF match but still "played their hearts out" against ARMY.

NAVY players chosen for Combined Services were Blackman, "Spider" Conway, Peter Bull, Ken McKeown, Phil Smith, Brian Eagles (who had five great goals against RAAF), Bob Jeffries, John Kennebry and Gary Saunders.

In the skiing, RAAF took the series with NAVY and ARMY tied for second place.



Action during the recent Dempster Cup Rugby match between WATSON and PLATS/WHEN.

*It's certainly good to be back in the "Big Smoke" and to get my column back from Harry James; he was getting firmly entrenched until he, too, was called to the "Westernport Holiday Centre". Thanks Harold for keeping the "Golf News" going.*

In CERBERUS, I had the pleasure of playing with a great bunch of guys who not only enjoy a game, but also the 19th, too, (I don't know in which order).

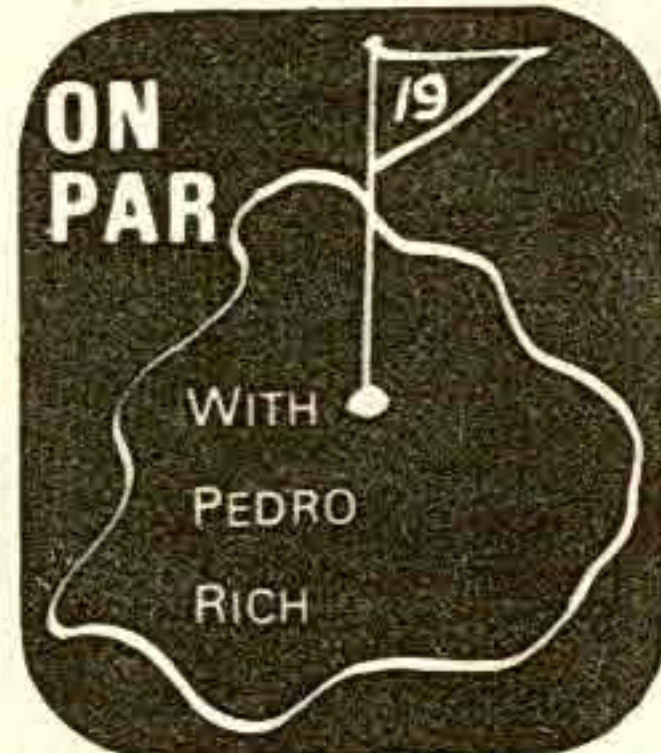
The "Corvette Corner" mob is a group of "ex" and serving members who get together at the crack-o-dawn each Saturday at Frankston.

Many readers will remember the "exes" in Bill Lunney (PT), Tony Webber (MUSC), Stan Haywood (SO), "Tug" Wilson (CK), Ron Wright (SN), "Lucky" Luscombe (SMN), Trev Proud (S), "Lofly" Frazer (L), "Shakey" McGee (VC) and Bill McBean (S).

A great handicapping system is employed called "suspicion" and there's no way one of their players can burgle.

He never gets the chance.

The "Sydney scene" has been jumping and I'm glad to see the best team is again on top in the Wills Ladder.



With Round 10 results in, the finals race is really on.

July 27 matches saw a few upsets with ALBATROSS downing NIRIMBA, BIG SHIPS over PENGUIN, DESTROYERS beating PLATS/WHEN and Big Ships and KUTTABUL beating WATSON.

PENGUIN'S Bob Moss played the perfect shot for his first ever "ace" at Gordon's par 3 12th.

Bob and Morrie Moten were PENGUIN'S top scorers with 35s, but it wasn't enough to stop BIG SHIPS with CMDR McNamara and Quigley 35s Mackies 38 and Doug Allan's 37 making it a 219 to 201 win.

A quick resume of the ladder: KUTTABUL 18, NIRIMBA 16, ALBATROSS 14, WATSON 10, MSS 8, PENGUIN 4, PLATS/WHEN 4, and DEST/ESC, with a match up, on 6.

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## "ADAM'S RIB ON RUGBY..."



by STEVE ADAMS

Well it's still happening... kicking away valuable possession. Watching the recent, encounter between KUTTABUL and WATSON, I counted five occasions in a period of 10 minutes in the second half when the ball was "given" to the opposition with ill-planned kicks.

Both teams offended and on each occasion the man with the "magnetic" boot had support outside that outnumbered the defence.

What made the offences even more offensive was that the game was poised at a crucial stage with the "Galloping Greens" fighting back and "sniffing" at the lead and WATSON, looking for points to consolidate its upper hand.

Nothing lifts an attacking team more, or on the other hand, demoralises an opposition, than running the ball in a seemingly impossible situation, finding support, setting up a quick Maul and running again.

However, I say again that this useless "panic" kicking is not to be confused with tactical kicking of the type that resulted in WATSON'S first try in that game with Bob Cox regathering a kick and strolling over for an easy four-pointer.

The San Jose Seahawks from California visited our shores at the beginning of the month on a Rugby tour of Australia and New Zealand. Apparently the "Hawks have played a number of RAN sides and they sent a big "howdy" to all (in their words) the "Mothers" in the Navy.

The "Hawks played the traditional Yank blockbusting game, complete with such continuous comments as "put a hit on him man" and "great yardage Hank" etc.

The team extended invitations to any Aussies in the San Francisco - San Jose area to "come see us sometime" and get some hospitality - US style, and judging from the consumption out Western Suburbs way during the weekend, the hospitality would be very liquid indeed!

I've just been browsing the latest Rugby publication, and I suggest that all coaches get hold of a copy of it. The publication is the Australian Rugby Coaching manual put out by the Rothmans Sports Foundation.

The book contains all facets of coaching in line with the thoughts of the progressive ARU coaching panel.

The book is put together by the ARU head of the National Coaching panel, former Wallaby, Dick Marks and can be obtained from the Australian Rugby Union, Rothmans and some book shops. However, and one point I feel the ARU, should look at is the rather steep cost.

Many comments lately about Services refereeing. I only have two comments: Get in their and offer your services if you think you can do better, and a referee can only play as well as both teams allow him.

If the standard of the Rugby is low, so too will that of the man with the whistle.

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