

NAVY NEWS

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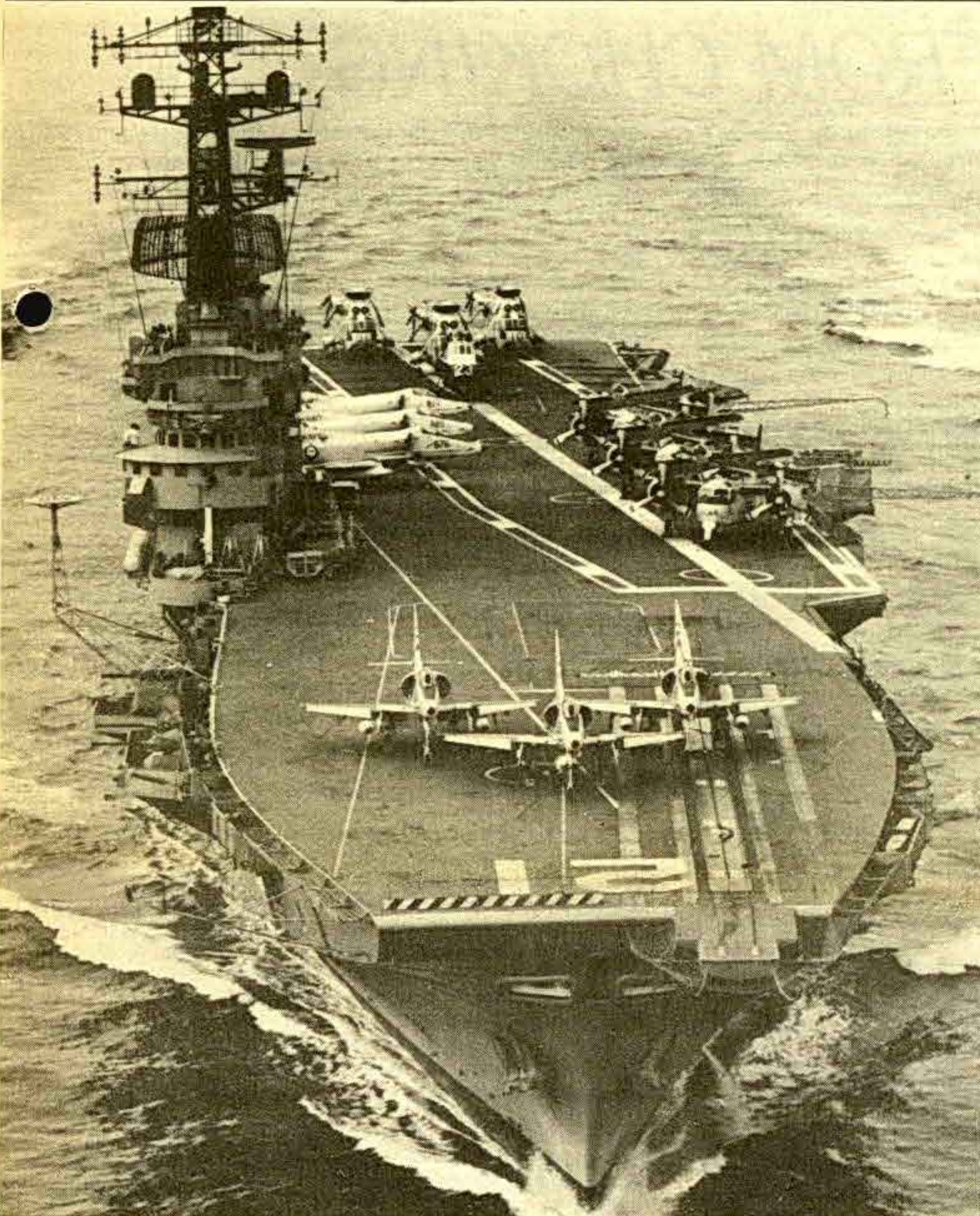
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CARRIER RESCUES FRENCH SEAMAN



HMAS MELBOURNE (pictured) rescued a distressed French Merchant Seaman from the waters of the Mediterranean Sea, 54 miles south of Taintaron Light on the southern tip of Greece on August 16, seven and a half hours after he had fallen overboard from his ship during the night.

The man, Yuon Bouget (33) of St Malo, France, is a Chief Engineer onboard the Marseilles registered M. V. LEON R. E. which was on passage from Port Said to Marseilles.

The ship is a roll on-roll off container vessel and during the night Yuon was inspecting the lashing of containers on the deck when he slipped and fell overboard.

Seven and one half hours later and while working on the flight deck of the Australian carrier, POAVN Ken Greber spotted a man in the water near the bows of the Flagship.

Immediately the alarm was given, a smoke float was thrown over board with a buoy to mark the spot and the sea boat from MELBOURNE was lowered.

Seven minutes from the time of the alarm, Yuon was assisted on board. In the Sickbay of MELBOURNE, Yuon was examined and was found to be none the worse for his ordeal.

The ship, contacted by radio rendezvoused with the Carrier and a very grateful Yuon was transferred to his own ship by boat.

AUSTRALIA MOVES TO EXERCISE 200-MILE FISHING ZONE RIGHTS

Legislation is now being drafted to enable the proclamation of a 200 nautical mile Australian Fishery Zone, the Minister for Foreign Affairs Mr A. S. Peacock told the House of Representatives in Canberra on August 16.

Mr Peacock told the Parliament that "such a move should be seen as the first stage in exercising, in accordance with international law, Australia's 200-mile zone rights around Australia and the Territories."

The Minister was replying to a question from Mr D. S. Thomson (NCP Leichhardt, Qld).

Mr Thomson asked the Minister the Government's attitude to the proclamation of a 200-mile fishery zone now that the Sixth Session of the Law of the Sea Conference had ended.

He asked Mr Peacock if and

when the Government intended introducing legislation on the subject.

The Minister told the House that legislation is now being drafted to enable the proclamation of a 200 nautical mile Australian fishery zone.

He said that the Government had decided on this action in the light of the fact that a growing number of countries had made or were in the process of making, unilateral declarations of extended maritime jurisdiction.

The Minister said that there also was "the need to protect our

own valuable fishing stocks from the increasing number of foreign vessels fishing in our area".

He told the House that no decision had yet been made regarding when legislation would be introduced or when it would come into force.

CAPTAIN I. W. KNOX, RAN, the Department of Defence representative on the Australian Delegation to the Third United Nations Conference on Law of the Sea, has written a special report on the current status of negotiations for "Navy News". It appears on pages 6 and 7.

BUDGET REPORT:

\$160M. MORE FOR DEFENCE

The Australian Government will outlay an estimated \$2343 million on defence in 1977-78 - a \$160.6 million rise over the last financial year.

The bulk of the increase will go in manpower costs (up \$73.8 million to \$1,232 million) and expenditure on equipment and stores (up \$73.1 million to \$616.5 million).

Federal Treasurer, Mr Phillip Lynch, outlined details of defence expenditure for 1977-78 in his Budget August 16.

Mr Lynch said the Government was determined to improve Australia's defence capability.

The \$2,343 million total outlays for defence activities were an implied increase of about one per cent in real terms.

Mr Lynch said that in particular, further progress was to be made towards achieving the important objectives for capital equipment and facilities outlined in the Defence White Paper presented to Parliament by the Minister for Defence (Mr D. J. Killen) last year.

(Additionally, Budget Papers tabled in Parliament disclosed that provision has also been made for a start on some "new major equipment projects and on other equipment". Details are to be announced by Mr Killen "in due course".)

On Defence Service homes, Mr Lynch said that in 1977-78, an application fee of \$75 for an initial Defence Service Home loan would be introduced and an application fee of \$50 would be charged for an additional loan.

Some \$22 million would be provided for the Defence Service Homes Scheme; repayments of earlier loans and proceeds from property sales were estimated at \$72.6 million, making a total of about \$94.6 million available for the Scheme in 1977-78.

On Repatriation Hospitals, expenditure is expected to rise by \$13.6 million to cover higher charges in city and country hospitals, higher wages and salaries and costs of buildings and works.

On "Rates of Pensions and Allowances" to ex-servicemen and their dependents, the current

"Sustenance Allowance" will be replaced by a "Loss of Earnings Allowance."

It will be available on a similar basis to that presently payable to veterans in respect of their attendance before Appeal Tribunals.

The Government has also decided to remove from the Repatriation legislation, the provision for the automatic acceptance of pulmonary tuberculosis as a basis for disability pension and the guaranteed minimum pension rate of 100 per cent payable.

The Minister for Veterans' Affairs is to announce details of the two changes.

Other general Budget points included:

* Introduction of an "improved", "simplified" and "revolutionary" new tax system to provide personal income tax cuts from next February. (Details on page 3).

* Gradual introduction of higher retail petrol prices of up to 2½ cents a litre - or 11 cents a gallon - in 1977-78.

* For the second successive year... NO increased duties on beer, spirits, cigarettes or tobacco.

Total outlays in 1977-78 are estimated to increase by 10.5 per cent to \$26,656 million.

Total receipts are estimated to increase by 14.3 per cent to \$24,439 million.

The overall deficit is estimated at \$2217 million, a reduction of \$523 million on 1976-77.

After allowance for overseas transactions, the domestic deficit is estimated at \$1347 million in 1977-78, almost \$650 million less than in 1976-77.

Defence expenditure estimates - page 3.

NAVAL AIR STATION FIRE CONCLUSIONS

The conclusions of a Board of Inquiry into last December's \$9 million fire at the Naval Air Station, HMAS ALBATROSS, and details of subsequent government and NAVY action were outlined by the Minister for Defence, Mr D. J. Killen, in the House of Representatives on August 16.

The fire burnt down a hangar and destroyed or damaged 10 Grumman S2E Tracker aircraft and associated equipment.

Replacement cost of aircraft and equipment was an estimated \$7 million.

A Court Martial found that Able Seaman Graham John Trent - on 13 charges of having wilfully damaged a hangar and having wilfully destroyed or damaged the Tracker aircraft - had done the acts as charged but had been insane at the time and had not been responsible for his actions.

Mr D. J. Killen said major conclusions of the Board of Inquiry had been that:

● Security of aircraft within the hangar and of the hangar itself had been less than adequate.

● Security procedures relating to security of aircraft and hangars at the Air Station had been "unsatisfactory".

● Certain persons had not carried out their security duties in accordance with orders.

● Various proposals to enhance

security at the Air Station had not been put into effect.

● H hangar construction had been substandard for today's safe stowage of aircraft.

● Response to the fire alarm had been good; it could not have been extinguished sooner or more closely confined; fire-fighting actions had been sound; and many men had shown great courage and determination in fighting the blaze and removing aircraft to safety.

He said 10 officers had been censured or admonished - including two censured at the highest level.

He said 10 sailors had been charged with alleged breach of discipline while on duty.

One had been found not guilty, nine convicted and fines had been imposed.

Mr Killen said \$43,000 had been expended or committed on works to improve security since the fire.

Speaking on the bravery of the firefighters, he said a number of young and inexperienced sailors had fought the fire to a point of collapse and, after revival, had con-

tinued to volunteer for further duty.

Others had risked their lives to rescue aircraft from the burning hangar.

He commended them and added that "appropriate awards" were being considered for 16 Navy personnel.

The Shadow Minister for Defence, Mr W. Hayden (Oxley) also commended the Navy personnel who had displayed "great courage and dedication" on the night of the fire.

Of the Board of Inquiry's conclusions, he said it was the report of "a \$9 million outrage... a farrago of grave errors... breathtaking blunders... crass inefficiency and sheer incompetence".

Mr Hayden failed in a bid to have a Parliamentary Joint Select Committee established to inquire into defence security arrangements and defence fire prevention and firefighting methods.

A full report on pages 4 and 5.

NEW INCOME-TAX SYSTEM TO BENEFIT ALL - Page 3

RIGHTS OF CONSUMERS

This is the first of a series of articles made available by the Council for Civil Liberties and published to acquaint personnel with legal and consumer matters. The series will deal with the Rights of Consumers, Advertising, Buying on Credit, Buying a Car and Door to Door Sales.

PROTECTING YOURSELF - GENERAL ADVICE

Decide what you need and what you can afford. Don't over-commit yourself financially. Compare prices and finance terms offered. Don't sign anything you haven't read or understood. Read guarantees carefully. Be wary of advertising and sales gimmicks. If in doubt seek legal advice. Don't hesitate to say no. Take inflation into account. If dissatisfied with goods or repair work complain.

The most basic advice that anyone can give a consumer is to be careful.

In the consumer field the law generally says "let the buyer beware".

The law says that you - the consumer - must protect yourself in most situations.

The onus is on you to guard against faulty goods and services, smooth-talking salesmen, high-powered advertisements, harmful clauses in contracts, and plain racketeers.

The law will protect you in many areas but some business people have found ways to get around those legal protections when they are dealing with careless consumers.

WRITTEN CONTRACTS . . .
The biggest trap for consumers is in signing written contracts.

These often make it impossible for you to do anything about the

goods or services you have bought if they are faulty.

They also often contain clauses hidden in small print or disguised in complex language which impose onerous obligations on you.

Remember that in any transaction the law says that written contracts almost always over-ride verbal agreements or understandings.

If the salesman makes you promises which are contradicted by the form you sign, his promises have no effect unless fraud is involved.

Read a document before you sign it. If need be, take the form home to read.

Don't sign it before you understand it.

If you don't understand the meaning of any of the conditions, ask for them to be deleted or seek independent advice.

Require a reason for every work you don't understand.

Take your time.

Make sure you are not being bulldozed into the deal.

Take time to think the deal over, to discuss it with a friend or to seek independent advice.

A bargain that can't wait is usually no bargain at all.

Never sign a blank or incomplete form.

If you do you are virtually writing an open cheque for business people.

Insist on the deletion of any condition that you do not like and insist on the addition of any promises that the salesman has made to you.

Obtain an accurate copy of every form that you sign.

Thoroughly inspect or observe the goods or services you are buying.

Similar principles should guide every aspect of your consumer purchases.

You can never be too careful.

ADVERTISING

A major principle of consumer protection is to prevent yourself from becoming drawn into buying goods or services that you do not need and cannot really afford.

Think about this before you buy new products such as colour television.

In this age of material affluence business people are devoting a large part of their effort and resources to drawing you into buying more and more commodities.

They want you to buy and they want you to buy often.

They use advertising, offers of credit and psychological appeals to your fears and desires to achieve their ends.

You must be aware of these pressures and you must be alert and informed enough to resist them so that you only buy what you really want and at a price you know you can afford.

Advertising is a tool used by business to attract the attention of the buying public to the various products and services they wish to sell, and to persuade people to buy them.

Advertisers use many methods. They are not confined to the obvious channels of television, radio or newspapers.

They use promotions, meetings, exhibitions and door-to-door selling.

In theory an advertisement can be informative or persuasive or both.

However most advertising today is mainly persuasive so that it is not just informing you that the product is available and describing its qualities in functional terms, but it is using various ploys to make you desire the product.

The prime purpose of persuasive advertising is to motivate the consumer into purchasing a product which at times he may not even need, by bringing into the foreground factors which have very little or no connection with the product itself.

It is the intention of such advertising to glamorize the product and associate the purchase with a "new set of values", of making the buyer feel that he will become part of the "jet-set", that it is the "in thing" to make use of the product, or that he will be a social drop-out if he does not make use of it.

Persuasive advertising relies heavily on short slogans which are constantly forced to the attention of the public until such slogans become embedded in the subconscious.

Slogans rarely tell you about the product itself, as can be seen in such phrases: ". . . is best", "things go better with . . .", ". . . is good for you", ". . . is better than".

This form of advertising is meaningless jargon.

Persuasive advertising is basically used to gain a market advantage over competitors producing goods or services of a similar nature.

TV ADVERTISING . . . Most TV advertising promoting the sale of various types of petrol, cigarettes, cars, detergents, hair spray, alcohol and other items is rubbish, the cost of which is passed on to you, the consumer.

You should in most cases ignore it unless it is genuinely informative, which is seldom the case.

TV advertising in relation to the dangers of cigarette smoking and the excessive use of alcohol, the need for care in driving, that voting in an election is compulsory, that fires cannot be lit on fire ban days and similar informative advertising should be heeded.

You should be wary of advertisements urging you to buy colour TV sets, since the sets will be expensive, be costly to repair, and for many people will be a luxury they cannot afford and do not really need.

To protect yourself against misleading advertising, you should be sceptical and inquisitive.

Ask yourself what has been left unsaid, whether factual information has been given, whether the aim of the advertisement is merely to get you to the firm's premises, and whether advertisers are fair, complete and factual in their statements and can accordingly be relied upon.

But beware of firms which use advertising to manufacture a false image of reliability.

It is often highly instructive, and entertaining, to compare advertisements for different brands of the same product.

Can they all be best?
USE COMMONSENSE Do the statements in the advertisements really ring true?

If striking new claims are true, why have they never been discovered by others?

TAKE YOUR TIME: As always, you should take your time, make comparisons, enquire about technical matters before coming to a decision.

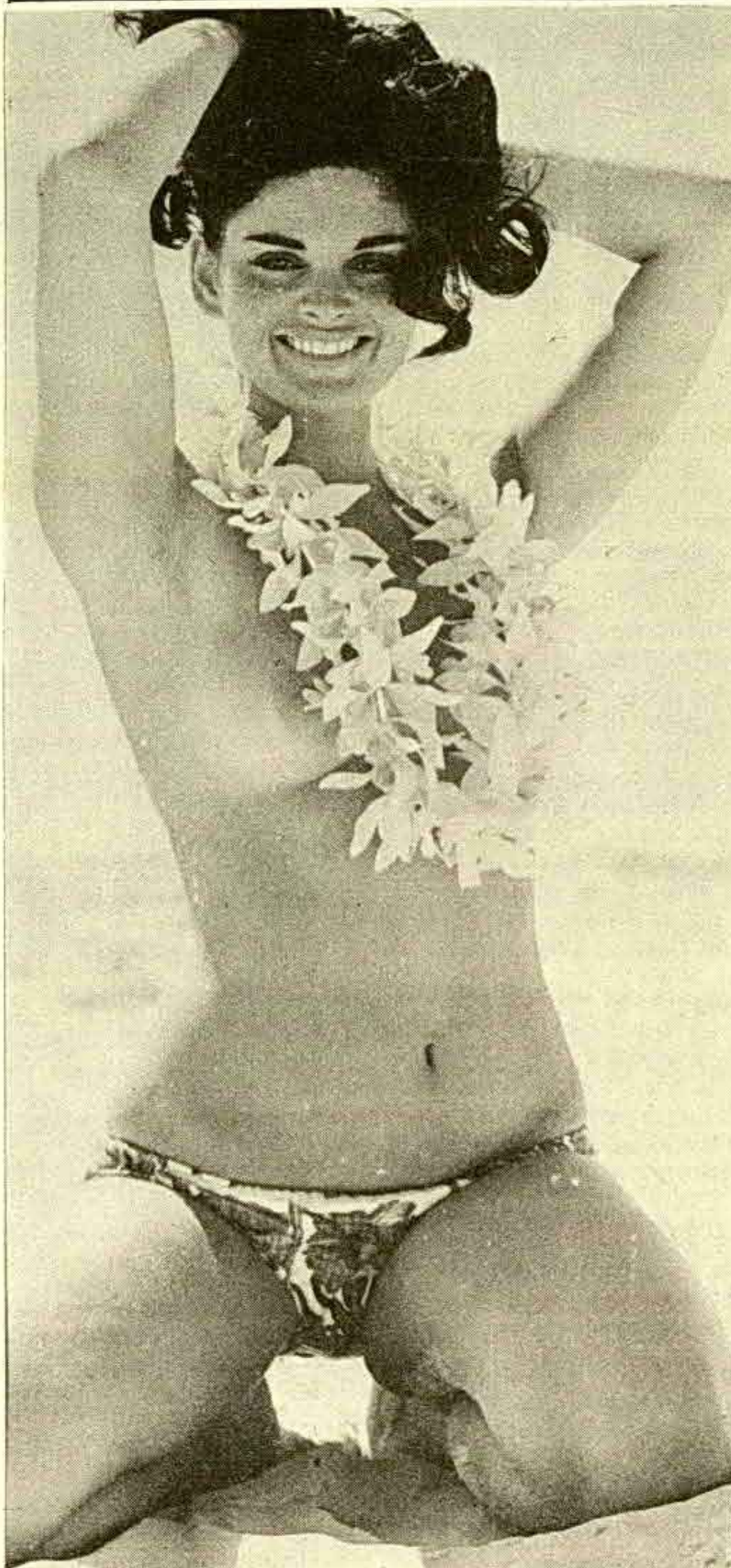
This is vital when the purchase is an expensive one.

Finally, never send money in response to an advertisement which gives only a box number and not a permanent address.

Always check on the address of the firm.

Next edition: "BUYING ON CREDIT"

CHOICE OF THE WEEK



We thought shapely Chris Aarons would take your minds off Budget happenings and on to figures of more appealing proportions. As depicted in this photo, photographer Vince Hayes has certainly succeeded in keeping inflation where it shows up most.

"NAVY NEWS" PHOTO SALES

Photographs (black and white only) and cartoons appearing in "NAVY NEWS" may be purchased from "NAVY NEWS" Office, Top Floor, "Jenner", 2 Macleay Street, POTTS POINT, SYDNEY.

Overall reproduction costs per print (including postage within Australia) are: 6 x 4 (\$2.00), 8 x 6 (\$2.50), 10 x 8 (\$3.00), 15 x 12 (\$5.00).

Phone and postal orders will be actioned on receipt of covering cheque made out to: "EDITORIAL COMMITTEE NAVY NEWS" and addressed to Box 706 DARLINGHURST, NSW 2010.

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.

WATCH IT!

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

PREVENTING DEATH FROM CHOKING

What do you do? You are sitting at the dinner table, laughing over a funny story, when suddenly the person next to you turns pale and collapses.

At first glance it looks like a heart attack. But then you notice that the victim can't talk - he is choking on a piece of food caught in his windpipe.

You have four minutes to save his life!

Should you slap him on the back? Should you offer him a glass of water?

Should you reach into his mouth and try to dislodge the chunk of food?

Those were the old methods of trying to help a choking person, but now a doctor in Cincinnati, USA, has come up with a new solution.

Dr. Henry Heimlich, Director of Surgery at Cincinnati Jewish Hospital offers this advice:

"Stand behind the victim and put both your arms around him.

Let his head, arms and upper torso hang forward.

Grab your fist with your other hand and place it against his abdomen above the navel and below the rib cage.

Press up rapidly against his abdomen.

This forces the diaphragm up and compresses the lungs.

Hopefully, the food will pop out like a cork from a champagne bottle.

If the victim is too heavy for you to hold, lay him on his back and sit on his hips.

With the heel of your left hand pressing against the back of your hand, push forward into his abdomen just above the belt.

A second person should be prepared to remove the ejected food from the victim's mouth - particularly if he's on his back - with a spoon or fingers.

Apply artificial respiration if the victim still has trouble breathing after the food is removed.

Then get him to a doctor to have him checked over.

If you choke on something while you are alone, use the technique on yourself by pressing your fist rapidly up against your abdomen.

Dr. Heimlich's discovery was triggered by a newspaper article.

"Until a year ago I hadn't thought much about choking, because I didn't realise it was a big problem.

"But then I read a report from the National Safety Council that

choking causes 3900 deaths a year in the US.

"So I decided to do something about it.

"The idea of the champagne cork came to me, and it seemed logical to try to drive the plug of food out from below.

"I experimented with beagles and developed this method."

The "Heimlich manoeuvre" has already chalked up a number of successes.

In Ohio, a doctor reported saving a friend who was choking on a piece of steak at a Rotary banquet.

The doctor had read about the new method just the day before.

In Illinois, another doctor used the method on a young woman who was choking on a piece of food at a garden party.

In Seattle, a retired restaurant owner saw an article on the Heimlich manoeuvre in his Sunday paper.

He was particularly interested because death by choking occurs so often in restaurants that the problem is often called "cafe coronary".

Hours later he used the method to save the life of a neighbour's wife who was choking on a large piece of chicken.

Those early successes seem to indicate that the Heimlich manoeuvre could save a lot of lives.

But don't rely on it.

Instead, use common sense and good table manners so that you won't choke in the first place.

Don't drink too much alcohol before eating.

Chew your food slowly and thoroughly, especially if you have dentures.

Don't eat and laugh at the same time.

Above all, don't bite off more than you can chew!

- "TRIDENT" - Canada's Maritime Command Newspaper.

BATTERIES ARE POTENTIAL BOMBS

Remember our article in the July 1 edition of "Navy News" explaining the procedure to follow in 'jumping' a flat battery?

It is stressed that the method recommended in that article was for two negatively earthed vehicles.

In a situation where positively earthed cars are involved (one or both) varying procedures should be followed to ensure maximum safety.

Under these circumstances it is strongly recommended that assistance be sought from an Automobile Service Club.

Since that original "Watch It" article drew attention to the fact that batteries are potential bombs the following accident report has

been received:

"I was attempting to charge a battery bank. I checked the tightness of the terminals and discovered a battery post loose.

"I wriggled the post and this must have caused an internal short.

"The battery exploded - splashing me with acid.

"I immediately washed all exposed areas of my body with water, including my eyes."

The senior sailor involved was fortunately spared from serious injury and sight impairment.

If you are employed in similar circumstances, do not take chances.

Disconnect the charging source and other batteries from the faulty battery before you make adjustments to the terminals.

REUNION

Sailors who joined up October 1970 Rhoades 33rd Division are invited to a get-together at the Port Jackson Club HMAS KUTTABUL 1900 Friday, August 26. Enquiries: LSRP White, KUTTABUL, ext 3191.

BUDGET REPORT

The following extracts from the 1977-78 Budget Papers are reprinted in the interests of the many Navy personnel serving overseas.

DEFENCE OUTLAY Is 8.8 PER CENT OF TOTAL BUDGET

The \$2,343 million expenditure on defence in 1977-78 will represent a 7.4 percent rise over expenditure in the last financial year and is equivalent to 8.8 percent (9% last year) of total Australian Government Budget outlays.

Defence expenditure, detailed in Budget Papers tabled in the House of Representatives by Federal Treasurer, Mr Phillip Lynch, does not include any provision for increases in wages and salaries of defence personnel in 1977-78.

However, provision for such increase is made in a \$90 million bulk allowance for wage and salary rises. Details of Defence Expenditure in 1977-78:

MANPOWER

According to the Treasurer's Budget Papers, provision has been made for an increase of \$73.8 million in defence manpower costs in 1977-78.

The main reasons for the increase are the full-year effects of awards and determinations made in 1976-77 and an increase in service strengths largely associated with the manning of new equipment coming into service and the activation of HMAS STIRLING, Cockburn Sound, WA.

An increase in the number of pensioners and the effect of pension increases brought about by indexation, offset in part by one less pensioner in 1977-78, are the main factors accounting for the net increase of \$14.9 million in the defence forces retirement and death benefits provision.

Manpower costs are estimated to account for 52.6 percent of total defence outlays in 1977-78 compared with 53.1 percent of actual defence outlays in 1976-77.

EQUIPMENT

The Papers say outlays on defence equipment and stores are intended to ensure that operational equipment (ships, aircraft, armour, artillery, etc) are adequate to meet likely contingencies.

Outlays on 'capital' type equipment in 1977-78 are estimated at \$318.7 million, or \$41.5 million more than in 1976-77.

Substantial provision is made for many on-going acquisitions of new equipment including patrol frigates, an oceanographic ship, Oberon submarines, patrol boats and electronic counter measure equipment for the NAVY, Leopard medium tanks, Rapier surface to air guided missile systems and Nomad aircraft for the ARMY and Hercules C130 and Orion long-range maritime patrol aircraft for the RAAF.

Provision also has been made for a start on some new major equipment projects and on other equipment, details of which will be announced by the Minister for Defence in due course.

Expenditure on supporting equipment and stores is estimated at \$222.9 million in 1977-78, compared with \$196.6 million in 1976-77. Outlays on repair and maintenance of equipment and stores already in service - including periodic refit of naval vessels and overhaul of service aircraft, vehicles, etc - is estimated to increase by \$5.3 million.

FACILITIES

Expenditure under this heading is to provide and maintain facilities, including adequate living and working accommodation for defence personnel.

Advances to the States for the provision of housing for servicemen and their families are estimated at \$26.1 million, \$9.0 mil-

lion less than the amount spent in 1976-77.

In addition to this housing, which is being built by State Housing Authorities, the Commonwealth intends to acquire land and construct houses at Rockingham (WA) for personnel of the Cockburn Sound Naval Support Facility and of the ships to be based there.

Other significant new projects include the acquisition of a large tract of land at Yampi (WA) for use as a training area, the construction of Stage 2 of the development of Williamstown Naval Dockyard (Vic) and Point Cook RAAF Base (Vic) and additional fuel storage facilities at military bases.

Expenditure on these and other projects is expected to total \$172.2 million in 1977-78 compared with \$168.8 million in 1976-77.

INDUSTRIAL

In the main, expenditure under this heading is directed towards the maintenance in Government factories and in industry of reserve production capacity considered essential for defence purposes.

Expenditure is estimated at \$53.6 million in 1977-78, compared with \$51.3 million in 1976-77.

Other expenditures covered under this item are the costs of production/development of special defence projects in Government factories, such as Ikara and Turana, and in industry; production assistance for the construction of Nomad aircraft; and the acquisition and maintenance of reserve stocks of essential war material.

The Government has also recently announced its approval to the production of a further 25 Nomad aircraft bringing the total approved for production to 120.

ESTABLISHMENTS

Expenditure on defence science and technology is aimed at assisting the Services to keep abreast of advances in defence technology and at developing weapons and weapon systems suited to Australia's defence needs. The estimated expenditure of \$91.6 million in 1977-78 covers the salaries, other administrative and operating expenses, machinery, plant and works services of defence science establishments and laboratories and the Woomera range. Some reduction in overall manpower levels is planned, but provision has been made for continuation of a modest level of trials activity at Woomera, in conjunction particularly with the United Kingdom.

CO-OPERATION

Through defence co-operation the Government aims to help friendly countries in the region to strengthen their own and the region's defence capacity. Estimated expenditure of \$25.9 million in 1977-78 (\$25.4 million in 1976-77) includes \$7.2 million to Indonesia as part of Australia's current three-year commitment program of \$25 million which terminates June 30, 1978, and \$4.8 million for continuing assistance to Malaysia and Singapore.

An amount of \$13.2 million is also included for defence co-operation activities with Papua New Guinea in 1977-78, compared with \$14.0 million last year. The small decrease reflects the progressive reduction in numbers and support costs of Australian servicemen in Papua New Guinea in line with the continuing localisation of the Papua New Guinea Defence Force. The allocation of \$0.7 million for 'other countries' reflects the provision of military training and advisory assistance to such countries as the

Philippines and Thailand and the development of closer defence relations with Fiji and other countries in the South West Pacific region.

STORAGE & TRANSPORT

This item comprises removal costs of servicemen and their families on re-posting, transfer of defence civil staff and their families, and storage costs associated with those activities.

ADMINISTRATIVE

This broad category of expenditure covers a range of

"SUBSTANTIAL BENEFITS" to taxpayers at all income levels are provided under a new tax system to operate from February 1 next.

Announcing the new system in the Federal Budget, Treasurer, Mr Phillip Lynch said it would be "much improved and simplified" and was the most revolutionary change yet made.

He said the essence of the new system was in the establishment of one tax rate as the basic rate of taxation for the vast majority of taxpayers.

The essential points of the new tax system were:

- The so-called 'general concessional rebate' - which gave the misleading impression that taxpayers were receiving a benefit which did not in reality exist - would have no further relevance in the new system.

- The tax threshold would be raised to \$3751 (from the rebate equivalent of \$3154) and no individual with an income below that level would pay tax.

ALL TO BENEFIT FROM NEW BASIC INCOME TAX RATE

- Dependant rebates were, however, being retained, so that the effective tax threshold for a taxpayer with a dependent spouse would be \$5485.

- A standard flat rate of tax of 32 percent would be established on all taxable incomes over \$3750; this rate would become the basic rate of the system.

- A surcharge of 14 percent would be imposed on that part of taxable income between \$16,000 and \$32,000.

- A surcharge of 28 percent would

be imposed on that part of taxable income above \$32,000.

- Instead of the present seven-step scale this would establish a three-step scale incorporating effective marginal rates of 32, 46 and 60 percent.

Mr Lynch said the most important benefit was that there were tax reductions at all levels of taxable income.

The biggest proportional gainers were those on lower incomes at the bottom of the tax scale.

The incomes of about 225,000 taxpayers, including many pensioners with small private incomes, would be made non-taxable.

Some 90 percent of taxpayers would pay tax at no more than the standard marginal rate of 32 percent.

"As a result, the new system goes a long way to restoring the monetary incentive for individuals to work and to work harder, to take on added responsibility, to work overtime, and so on," Mr Lynch said.

He gave as examples how the system would affect selected income groups:

- A taxpayer on a taxable income of \$4000 per annum or \$77 per week with no dependent spouse will have his tax liability reduced by \$2.86 per week, nearly two-thirds of his present tax liability;

- A taxpayer on \$10,000 per annum or \$192 per week, about average earnings, will save \$2.83 per week, and his marginal rate of tax will be reduced from 35 cents to 32 cents in the dollar;

- A taxpayer on \$15,000 per annum or \$288 per week will save \$10.46 per week and his marginal rate will drop sharply from 45 cents to 32 cents in the dollar.

Mr Lynch said these reductions would be in addition to those already effected from July 1 last through the tax indexation mechanism.

The new system would apply from February 1, 1978 for both pay-as-you-earn and, notionally, for assessment purposes.

Mr Lynch said that as from February 1 next, the total savings in tax from the new scale and the tax indexation mechanism combined would amount, in the three examples quoted, to \$4.46 per week, \$5.38 per week and \$15.38 per week, respectively.

"These examples - which could of course be multiplied - indicate the substantial benefits flowing to all taxpayers from our program of tax reform and tax reduction to date," he said.

On some further aspects of the new system, he said the general rebate of \$676 previously allowable to all taxpayers regardless of their expenditures on concessional items would have meant in 1977-78, effectively, a rebate of 40 percent for any such expenditures over \$1690.

With a 32 percent standard rate being introduced, it had been decided that eligible expenditure above the ceiling would attract a rebate at that rate; the resultant revenue saving would be applied to reduce the ceiling from \$1690 to \$1590, making such rebates available to more taxpayers.

Several consequential amendments to trust income and the threshold of the health insurance levy would be necessary.

PAYE deductions from salaries and wages would be reduced as from February 1, 1978, based on the new scale.

DEFENCE EXPENDITURE	1975-76	1976-77	1977-78	+ Increase - Decrease on 1976-77
	Actual	Actual	Estimate	
	\$ million	\$ million	\$ million	\$ million
Manpower Costs—				
Civilian	218.9	243.0	257.8	+14.8
Forces—				
Naval	163.9	179.6	192.3	+12.7
Military	332.5	365.9	385.3	+19.4
Air	232.9	251.5	263.5	+12.0
Defence Forces Retirement and Death Benefits	102.9	118.3	133.2	+14.9
Total	1 051.0	1 158.3	1 232.0	+73.8
Defence Equipment and Stores—				
Naval Construction	19.9	59.1	51.4	- 7.7
Armoured and Combat Vehicles, Artillery	22.9	55.1	56.7	+ 1.5
Aircraft and Associated Initial Equipment	48.3	89.8	101.4	+11.6
Other "Capital" Equipment and Stores	56.6	73.2	109.2	+36.0
Supporting Equipment and Stores	163.2	196.6	222.9	+26.3
Repairs and Maintenance	67.4	69.7	75.0	+ 5.3
Total	378.4	543.5	616.5	+73.1
Defence Facilities—				
Advances to the States for Service Housing	34.2	35.1	26.1	- 9.0
Other Buildings, Works, Furniture and Fittings	78.8	80.7	81.5	+ 0.8
Acquisition of Sites and Buildings	0.8	4.6	6.2	+ 1.6
Repairs and maintenance	46.7	48.4	58.5	+10.0
Total	160.5	168.8	172.2	+ 3.4
Industrial Capacity—				
Maintenance of Production Capacity	33.8	51.3	53.6	+ 2.3
Government Factory Operations	1.2 Cr	3.9	2.3	- 1.6
Other	31.2	26.1	29.7	+ 3.6
Total	63.9	81.3	85.6	+ 4.3
Defence Science and Technology Establishments	84.1	87.3	91.6	+ 4.2
Defence Cooperation—				
Malaysia	4.0	3.9	4.0	+ 0.1
Singapore	0.7	0.7	0.8	+ 0.1
Indonesia	6.3	6.6	7.2	+ 0.6
Papua New Guinea	27.8	14.0	13.2	- 0.7
Other	0.1	0.2	0.7	+ 0.5
Total	39.0	25.4	25.9	+ 0.6
Storage and Transport	11.1	12.7	14.0	+ 1.3
General Administrative Expenditure	142.3	172.7	183.7	+11.0
Natural Disasters, Civil Defence and Other Less Recoveries and Repayments	1.3 Cr	4.9	5.9	+ 1.1
	76.1	72.5	84.5	+12.1
TOTAL DEFENCE	1 852.9	2 182.4	2 343.0	+160.6

items including travel, office requisites, postage and telephone services, fuel, light, power and water supply, freight and cartage, compensation payments and medical and dental services. The budgeted increase of \$11.0 million largely reflects increases in the costs of these services and some increased levels of activity.

NATURAL DISASTERS

Included under this heading are outlays on the upkeep of the Natural Disasters Organisation, Commonwealth assistance to State/Territorial Emergency Services through purchases of equipment and stores for those Services, and reimbursement of some salaries paid by the States to their civil defence personnel. Other outlays for civil defence, maintenance of war graves and various miscellaneous items are also included.

MAJOR CHANGES TO WAR SERVICE HOMES

The Federal Budget proposed a number of sweeping changes to the Defence Services Homes Scheme:

- An application fee of \$75 for an initial application for a loan to acquire a home and \$50 for an additional loan will be introduced in 1977-78.

- Separate waiting lists for loans will be introduced for applicants with war service and for applicants without war service.

(These lists will be administered to give preference to ap-

plicants with war service and, within each list, to applicants with an assessed urgent housing need).

- Defence Service Homes estate development and construction activities are to be phased out.

Expenditure in 1977-78 will be limited to existing firm commitments.

Completed building blocks will be offered to existing applicants at market value and surplus land will be disposed of.

DEFENCE MINISTER OUTLINES ALBATROSS SECURITY CHANGES

The Minister for Defence, Mr. D. J. Killen, tabling the conclusions of the Board of Inquiry into the fire at the Naval Air Station, Nowra, on Dec. 4, 1976, made the following statement to Parliament on August 16:

"Honourable Members will recall that on 4 December 1976 a fire at the Naval Air Station, Nowra burnt down a hangar, and destroyed or damaged 10 Grumman S2E Tracker aircraft and associated equipment.

"The Board of Inquiry was convened by the Flag Officer Commanding East Australia Area under the authority of the Naval Defence Act and was directed to examine the security arrangements and fire prevention measures which existed before the fire, how the fire was fought, action taken to minimise loss after the fire started, and to make recommendations to prevent a recurrence.

"They were advised that their Report should state whether the fire and subsequent damage and destruction were attributable to acts or omissions on the part of any person or persons.

"The Board's inquiry was conducted concurrently with an extensive investigation undertaken by the NSW Police Force, assisted by Naval Police and the Commonwealth Police Force.

"The Police investigations continued altogether for over 12 weeks. Approximately 2,000 people were interviewed.

"The Board of Inquiry enjoyed exceptionally close co-operation and integration of effort with the Police.

"The Board of Inquiry was assisted by a specialist in fire services and security from the Royal Australian Air Force and by experts drawn from a broad spectrum of specialised agencies of Commonwealth, State and Local Governments.

"I take this opportunity to record the appreciation of the Government for the valuable assistance provided by all authorities and persons to the Board of Inquiry.

"The Board of Inquiry established that the fire in H hangar was caused by deliberate action. Aviation gasoline was drained to the hangar floor from the tanks of at least two aircraft, the sprinkler system shut-off valve was closed and the gasoline was lit.

"The person solely responsible for these actions was Able Seaman Graham John Trent.

"The conclusions I have tabled are taken verbatim from the Board of Inquiry Report, except for names of individuals which have been removed in accordance with the practice that documents tabled in the House should not contain the names of individuals who are the subject of criticism.

"The major conclusions of the Board of Inquiry were that:

* The material aspects of security of aircraft within the hangar and of the hangar itself were less than adequate;

* Various procedures relating to security of aircraft and hangars at the Naval Air Station were unsatisfactory;

* Certain persons did not carry out their security duties in accordance with orders;

* Various proposals to enhance the security of the Naval Air Station had not been put into effect;

* The standards of construction of H hangar were below those considered appropriate today for the safe stowage of aircraft;

* The response to the alarm was good, the fire could not have been extinguished sooner or more closely confined, the actions taken to fight the fire were sound, and many men showed great courage and determination in fighting the fire and removing aircraft to safety.

"As Honourable Members will see from the paper I have tabled, the Board also drew conclusions on other matters of lesser importance dealing with inadequacies or deficiencies in the administration of security and fire protection at the Station.

"In April this year Able Seaman Trent was tried by Court-Martial on 13 charges of wilfully damaging a hangar and wilfully destroying or damaging a number of aircraft.

"The Court-Martial found that Trent did the acts charged but was insane at the time when the acts were done so as not to be responsible according to law for his actions.

"The Court-Martial ordered that Trent be kept in custody until the pleasure of the Governor-General is known.

"Ten officers have been dealt with for their failure to ensure adequate security of the Air Station and its valuable assets, and for not exercising proper supervision of duty security personnel on the night of the fire. The officers have been censured or admonished, including two severely censured at the highest level.

"Short of trial and conviction by Court-Martial a censure is the most severe action that may be taken against an officer in peacetime. Consideration was given to the trial by Court-Martial of some of the officers concerned for negligence.

"Before an officer can be convicted by Court-Martial in relation to negligence, it must be established beyond reasonable doubt that his conduct amounts to neglect in the manner charged.

"If so, it must further be established that the neglect is blameworthy or culpable in the circumstances.

"After receiving legal advice it was decided not to proceed by Court-Martial.

"Nevertheless, there is no doubt that a number of officers had fallen short of the standards expected of

them to such a degree that censure or admonition was warranted.

"In addition, charges were laid against 10 sailors in summary proceedings.

"The offences alleged involved breaches of discipline committed whilst on duty.

"One sailor was found not guilty.

"In the other nine cases convictions resulted and fines were imposed.

"Immediate steps were taken to improve the security protection of naval aircraft and the base complex.

"The following specific actions have been taken:

a. Security of aircraft has been considerably improved by employing sentries in hangars, by more effective mobile patrols equipped with two-way radios, by more frequent random checks by senior Station officers and duty officers, and by the introduction of guard dog teams. The number of guard dog teams will be increased shortly.

b. The security of the hangars has been upgraded to the extent practicable at this stage; doors can no longer be opened by outside devices, all padlocks have been checked in good order and the barring of external windows will be completed this month.

c. The organisation for the control of keys to secure areas is now fully in accordance with Station Orders and Naval Regulations.

d. The procedures for access to the Naval Air Station have been reviewed. Entry to secure areas within the establishment is being carefully controlled.

e. Fire prevention and firefighting measures have been improved by a number of steps including the dispersal of aircraft, the locking of sprinkler control rooms, the improved readiness of firefighting equipment and agents, clarification of orders on the carriage of cigarette lighters and matches, and the removal of flammable liquids and combustible material from hangars on completion of work each day. Action also has been taken to improve the training and exercising of personnel in the fighting of all types of fires that might be encountered on the Station, and to improve procedures to contact duty personnel and the local fire brigade.

"Some \$43,000 have been expended or committed on works to improve security since the fire.

In addition, items have been included in the works program for this financial year to provide for improved security to a number of areas in the Station, principally, to extend the facilities for the introduction of two new fire tenders, to improve the perimeter road, to provide a flammable stowage for one hangar, and to improve security and fire protection in a number of other buildings. These items are being progressed as rapidly as practicable.

Consideration is being given to a number of further measures including provision of additional security fencing, illumination and security alarms for other sensitive



ONE OF THE NEW NAVY GUARD DOGS AT HMAS ALBATROSS

areas, illumination of the aircraft hardstanding adjacent to the hangars, and renewal of lighting in some hangars using flame-proof fittings.

"Action is proceeding for the early installation of intruder alarm systems to the appropriate hangars at the Air Station.

"A full periodic inspection of the Naval Air Station has recently been completed. Considerable improvement in the Station's security awareness has been reported.

"There can be no doubt that the fire at the Naval Air Station, Nowra was a severe blow to our Defence capabilities at the time. The Government was able quickly to replace the aircraft. I wish to acknowledge that this action would not have been possible without the prompt and most generous assistance of the US Government and the US Navy.

"In all, the estimated value of the hangar, aircraft and equipment lost amounted to nearly \$9M. The cost to replace the aircraft and equipment, which has already been announced, is estimated at nearly \$7M.

"It is pertinent to remind Honourable Members that the Naval Air Station at Nowra is an extensive and complex facility. Its primary functions are:

- * To provide a base for the operational squadrons for HMAS MELBOURNE when disembarked, for training squadrons and for Fleet requirements;
- * To provide organisational and intermediate level maintenance and support for naval aircraft;
- * To provide operational training

for air crew and to provide ground training for maintenance personnel.

"In addition to normal naval operational and training flying, the Naval Air Station meets demands for search and rescue, and aid to the civil community.

"The Commanding Officer of the Naval Air Station is also responsible for the operation and maintenance of Jervis Bay airfield and the Missile Range. In all, he commands nearly 2,000 people and at the time of the fire there were 61 aircraft at his Station.

"The Naval Air Station and the Jervis Bay target services group have consistently maintained high standards in meeting their flying, maintenance and training commitments.

"It could be argued that fault lay in the system where physical improvements to security that had been requested were not provided. I do not share this view entirely as it was within local authority to make alternative arrangements pending the introduction of improvements.

"In any case, it will always remain extremely difficult to prevent the irrational action of a person from within one's own organisation.

"These points do not excuse the unsatisfactory state of security which existed at the Naval Air Station at the time of the fire, and I do not condone or under-estimate the faults and inadequacies that this inquiry has exposed.

"In the face of the fire itself, the performance of that Station's personnel stands very much to their credit.

"To enter the hangar and to approach the fiercely burning heat of the fire demanded great courage, a courage shown by many that night.

A number of young and inexperienced sailors fought the fire to the point of collapse and after revival continued to volunteer themselves for further duty.

"Others, well aware of the dangers of the operation, hazarded their lives to remove aircraft from the hangar even to the point of re-entering the burning building after being ordered to leave as the roof might further collapse.

"Personally, I commend them and believe that Honourable Mem-

bers would join me in this.

"As a result of their actions, 16 personnel are being considered for appropriate awards.

"The most significant lesson from this unfortunate affair is that the security of valuable defence assets rests primarily in the hands of the users.

"Commanding Officers must guard their assets as thoroughly as they have been trained to use them.

"But it is the personal and continual watchfulness of every officer and man that is our foremost defence for the security of our assets.

"The Chiefs of the three Services share my views in this regard wholeheartedly, and immediately following the fire they took steps to improve security awareness and training on the part of all members of the Defence Force.

"While the conclusions indicated that there was much that could be done to improve security by way of modern protection devices, firefighting equipment and provision of security personnel, all these must be weighed against competing demands for limited Defence resources of money and manpower.

"It is a delicate matter of judgment to determine just what proportion of our resources should be devoted to what might be regarded as an insurance premium.

"The fire at the Naval Air Station, Nowra, has caused me deep concern. I say that with all bluntness.

"That such valuable equipment should have been destroyed in such a manner is deplorable.

"That security procedures were not properly observed, and in some respects were inadequate, cannot be excused.

"They will not be excused.

"As the Minister responsible I acknowledge to the Parliament the clear and ultimate responsibility I hold in this most unhappy sequence of events.

"The Nowra fire experience has not been dealt with in isolation.

"Misfortune can be a harsh tutor. "The Report of the Board has been closely studied.

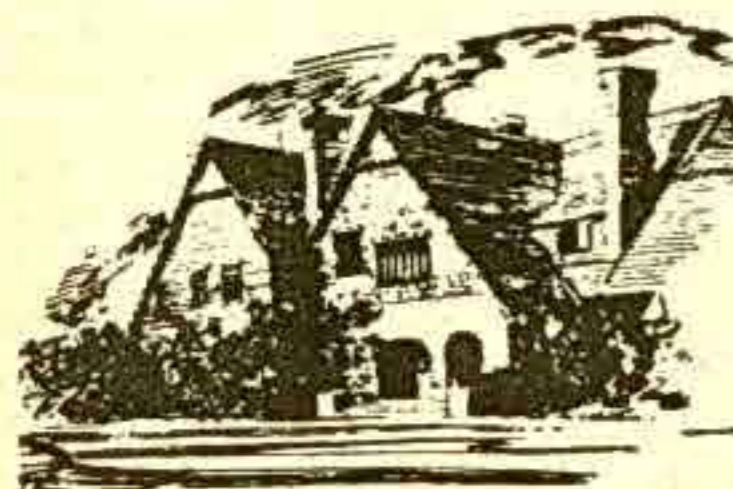
"Where appropriate, the lessons of the Nowra fire will be sternly followed." Mr Killen Added.

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CONCLUSIONS OF BOARD OF INQUIRY

The conclusions of the Board of Inquiry into last December's Naval Air Station fire at Nowra, NSW, were tabled in the House of Representatives on August 16 by the Minister for Defence, Mr D. J. Killen.

In the interests of RAN personnel at home and overseas we publish the text of the Board's conclusions:

INTRODUCTION

On the night of Saturday, 4 December, 1976, a large fire broke out in II hangar at HMAS ALBATROSS, the RAN Air Station at Nowra in NSW.

At the time of the fire the hangar housed 12 S-2E Tracker aircraft.

Six were completely destroyed, four were damaged beyond repair and associated equipments were destroyed or damaged.

The hangar was damaged beyond repair.

On 6 December, 1976 the Flag Officer Commanding East Australia Area (FOCEA) convened a Board of Inquiry to hold a full and careful investigation into the fire.

The investigation was to have particular reference to:

- Security arrangements for the hangar and aircraft prior to the fire;
- Fire prevention measures in being prior to the fire;
- Conduct of firefighting operations;
- Steps taken to minimise loss after the fire started; and
- Recommendations to prevent a recurrence.

FOCEA also directed the Board of Inquiry to state specifically in their report whether the fire and subsequent damage and destruction were attributable to acts or omissions on the part of any person or persons.

The following officers were appointed members of the Board: Commodore W. J. Rourke RAN (President), General Manager, Garden Island Dockyard; Acting Captain W. A. E. Wickett, RANEM, Chief Technical Services Officer, Naval Replenishment Supply Authority; Commander C. K. Collins RAN, Commanding Officer, HMAS DERWENT; and Lieutenant Commander A. V. R. Horne RAN, Staff Officer for Ship Damage Control and Firefighting to the Flag Officer Commanding HMA Fleet.

Arrangements were made for the Board to be assisted by Wing Commander R. A. Brazier RAAF and Chief Inspector T. M. Hoare, Naval Police; two officers with special experience in firefighting and security matters.

The Board of Inquiry drew the following conclusions:

The Cause of Fire

The fire in II Hangar was caused by deliberate action.

Aviation gasoline was drained to the hangar floor from the tanks of at least two S-2E Tracker aircraft, the sprinkler system shut-off valve was closed, and a large pool of Avgas was lit.

The person believed to be solely responsible for these actions was Able Seaman ATA Graham John Trent, Official Number S116008.

The Security

The material aspects of security of the aircraft within the hangar, and of the hangar itself were less than adequate.

The principal deficiencies were:

- The aircraft in the hangar could not be securely locked as they were not fitted with approved security locks;
- The hangar could not be securely locked as some door locking pins could not be engaged, others could be manipulated from outside the hangar, and the locks on the doors were not of an approved security type;
- The offices and stores within the hangar were not secure as they were not fitted with approved security locks, nor were their keys returned on a secure keyboard;
- The external illumination in the vicinity of the hangar needed improvement;
- The hangar should have been protected by security alarms. Although installation had been proposed in December 1973 and the need agreed, it had not been effected by the time of the fire;
- The security patrols should have been provided with radio communications;
- The security trickmen should have been provided with special equipment but were not, and
- The perimeter of the station should have been enclosed by a security fence, at a sufficient distance from vital installations, and with an associated road for its inspection.

Various procedures relating to the security of aircraft and hangars at NAS NOWRA were unsatisfactory.

The principal deficiencies were:

- The aircraft were not locked in the hangar with full time guards to control access as they were required to be.
- Although the hangars were classified areas by virtue of the equipment they contained they were not so designated and this was a factor contributing to their inadequate protection.
- The arrangements for control of access to the hangar were unsatisfactory in that the lists of those who could draw and return keys was incomplete and not correctly authorised, and there were no procedures in force to determine that these personnel drawing and returning keys were authorised to do so.
- The procedures relating to Hangar Duty Keys sailors were unsatisfactory as they lacked knowledge of their duties, and were not adequately supervised.
- The procedures relating to security patrols were unsatisfactory in that the actual arrangements were not the arrangements ordered, and that the more experienced patrolmen did not carry out rounds of the required frequency or duration; and
- The procedures relating to the supervision of the duty watch as a whole were unsatisfactory in that the standard of compliance of the orders was below that desirable, and there were no adequate checks on performance.

A number of personnel did not carry out their security duties as ordered.

These were that:

- The Hangar Keys Sailors did not carry out their orders in that AB's — and — were absent ashore much of their duty, Able Seaman — did not turn on the security lighting of his hangar, and AB — went ashore while on duty.
- The Duty Security Trickmen did not carry out their orders in that they did not do rounds alone on foot, or in conjunction with the Leading Seaman of the Mobile Patrol.
- The Leading Seaman of the Patrol did not carry out their orders to take Duty Security Trickmen on rounds, and to do rounds at intervals of not more than 90 minutes.
- The Able Seamen of the Patrol did not take senior sailors and duty officers on rounds as ordered, but instead did rounds alone each hour. Able Seaman — did not carry out his intended rounds at a critical time.

That the various proposals to enhance the security of the Air Station were not put into effect, we attribute to a combination of several causes.

These are:

- The insufficient authority of the Commanding Officer NAS NOWRA to resolve such matters locally.
- The undue length of the procedures for the consideration of proposals, the determination of priorities, and for the implementation of decisions.
- A lack of clarity as to who was responsible for action.
- The limitations on resources of manpower and material coupled with a policy to make do, or do without, in the matter of facilities.
- In several instances, oversight or procrastination by those responsible for action; and
- An insufficient monitoring and pursuit of progress by the administrative authority.

We have concluded that the Station has never established the practice of posting security guards in hangars though Navy Office recommended this be done in November 1972.

We are aware that in his response to this letter the Commanding Officer NAS NOWRA proposed additional manpower for full-time patrols on aircraft in the open and that approval of this increase was never given.

Despite this, we consider that it was incumbent upon the Station to provide adequate security for the aircraft while pursuing resolution of its security manpower problem.

The responsibilities for the various deficiencies in security arrangements have already been discussed.

Fire Prevention

The standards of construction of II Hangar were below those considered appropriate today for the safe stowage of aircraft.

The principal deficiencies at the time of the fire were:



The first S2-G Tracker aircraft purchased from the US and refurbished at Hawker de Havilland, Sydney, was delivered to the Naval Air Station at Nowra on August 3. Aircraft, Tracker 846, is one of the S2-G configuration purchased from the United States NAVY earlier this year. Pictured (L to R) are CPOAT 'Paddy' O'Rourke, SBLT Doug Pervis, SBLT Keith Smith and LEUT Trevor Peck.

- The electrical installation did not comply with the guidelines for hangar installations issued by the SAA.
- The hangar lacked detectors to give warning of the leakage of Avgas or to provide early detection of fire.
- The sprinkler system was not adequate to suppress under wing fires, or to prevent the spread of fire from one closely stowed aircraft to another.
- There were no automatic heat release vents fitted.

The likelihood of failure of the water supply during a fire makes it necessary to improve the condition of the primary supply, or to install a secondary supply.

There are drawbacks in the arrangements that shut down booster pumps when the mains pressure fails.

The standards of good house-keeping in II Hangar prior to the fire were generally good, excepting:

- That flammable liquids were kept at the corrosion control bench in the hangar whereas they should have been in the flammables store.
- That portable radiators were being used in offices where they should not.

We conclude that certain procedures relating to fire prevention need amendment.

These are:

- That the policy regarding matches and lighters be clarified and promulgated.
- That wherever smoking is permitted that the doors leading to the hangar be kept closed.

In the matter of personnel we conclude that the training of fire crews was generally good but that their knowledge could be improved by discussion of plans for fighting typical fires, and associating the fire section with routine tests of fixed protection systems.

We found the standards of firefighting knowledge generally was uneven and that the frequency of Squadron drills was less than desirable.

Conduct of Fire Fighting Operations:

In regard to the conduct of firefighting operations we concluded:

- That response to the alarm was good.
- That better provision could be made for advising key personnel and the Nowra Fire Brigade of fires.
- That the fire could not have been extinguished sooner or more closely confined.
- That the actions taken to fight the fire were sound. That in hindsight some firefighting agents could have been used more selectively and the firefighting vehicles could have been connected to nearby hydrants for water.
- That there are drawbacks in the use of dissimilar couplings on

- The arrangement ensured that certain senior sailors would be regularly nominated for duty whilst others, only marginally less senior, would not be so nominated at all.

Steps Taken to Minimise Losses:

Our examination of actions taken to restrict spread of fire and to move aircraft and equipments to safety, led us to conclude that everything was done that could have been done in this regard.

The removal of the six S-2E aircraft from the southern end of II Hangar was a significant factor in limiting the spread of the fire.

During removal of the IIS 748 Aircraft damage was sustained during attempts to start an engine on each aircraft, the fire was caused by failure to remove Engine Air Intake Blanking Plates.

Whilst the Board appreciates the urgency of the situation, which precluded normal inspection requirements the aircraft were nevertheless placed at serious risk when all fire appliances were fully committed elsewhere.

Other Matters:

851 Squadron Orders nominated the Senior Petty Officer in the Duty Group as the Senior Supervisory Sailor.

Orders for the Duty Watch provide that, if maintenance in his trade was up-to-date, the Duty Senior Supervisory Sailor could pass on his responsibilities to the next senior sailor remaining, who could in his turn pass on the responsibility.

The Board considers that there were two unsatisfactory aspects to this arrangement, namely:

- The consequential transfer of responsibility introduced unnecessary scope in error, and

- The arrangement ensured that certain senior sailors would be regularly nominated for duty whilst others, only marginally less senior, would not be so nominated at all.

The arrangements for the administration of tool control in 851 Squadron exhibited an unacceptable degree of laxity in their implementation, providing scope for error.

The possibility that aviation gasoline was being drained from S-2E aircraft for personal use was investigated by both the Board and the NSW Police.

It was concluded that though there had been instances in the past this practice had not occurred recently.

The Board noted that there were difficulties in communication with duty personnel due to shortcomings in the public address system, and to lack of telephone facilities particularly in the new accommodation blocks.

Some press reports inferred that as the fire occurred on a Saturday night and during a Wardroom party, that the actions taken to extinguish the fire may have been adversely affected.

We found no evidence to support his view.

We particularly asked the Station's Medical Officer if it had any substance.

He told us that if it did it was only in contributing to the zeal with which the fire was fought and the acceptance of attendant dangers.

We note also that one officer who had not been drinking took over the piloting of a IIS 748 from an officer who had.

We believe this was more a matter of the former's prudence than the latter's incapacity, concluded the Board of Inquiry.

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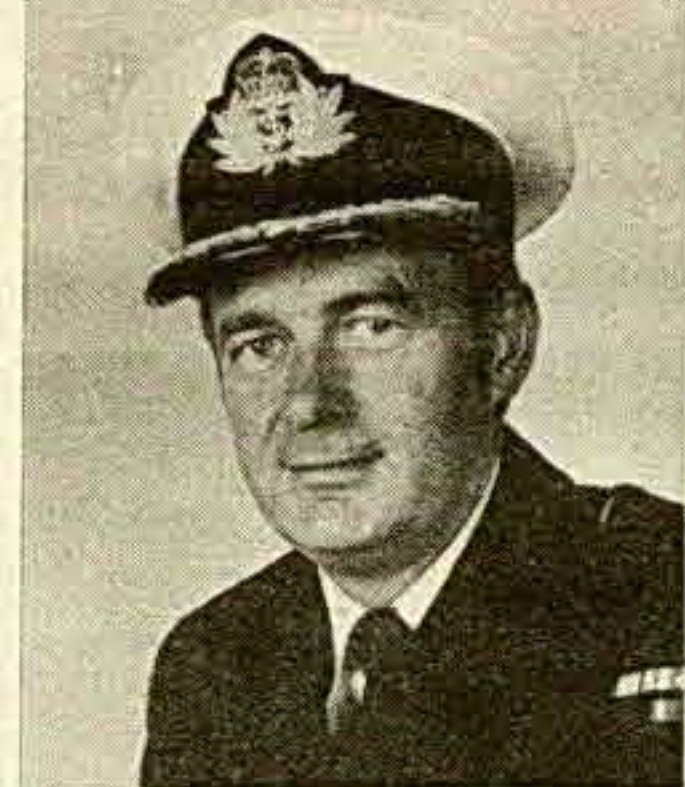
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LAW OF THE SEA

Captain I. W. Knox, RAN (pictured), who has spent eight months in Geneva and New York in the past two and a half years as the Department of Defence representative on the Australian Delegation to the Third, Fourth, Fifth and Sixth Sessions of the Third United Nations Conference on LAW OF THE SEA, has written this report on the current status of negotiations for "Navy News".

Captain Knox entered the Royal Australian Navy in 1947 as a Cadet Midshipman, graduating in 1950. He then undertook further training ashore and afloat in the Royal Navy and RAN before serving in HMA Ships COOTAMUNDRA and TOBRUK. In 1957 he returned to the United Kingdom and specialised in torpedo and anti-submarine warfare and served as TAS Officer of HMS JUTLAND. From 1960-63 he was the TAS Project Officer at the Aeronautical Research Laboratory during the development of the Australian-designed anti-submarine missile system Ikara and then served as TAS Officer of HMAS STUART during the early Ikara sea trials. He then served on the Naval Staff in Canberra before two years as Executive Officer of HMAS PERTH and returned to Canberra as Director of Underwater Weapons in 1968. He was promoted to Commander in 1967. He commissioned HMAS TORRENS in January 1971 as the first Commanding Officer before attending the US Naval War



College in Newport, Rhode Island from mid-1972 to mid-1973. He was promoted to Captain in 1973 and served as Commanding Officer of HMAS HOBART until being posted to Defence (Central) on the Military Staff of the Strategic and International Policy Division at the end of 1974. In that position he has been involved in LAW OF THE SEA and has been a member of the Australian Delegation to the Third, Fourth, Fifth and Sixth Sessions of the Third United Nations Conference on LAW OF THE SEA.

HISTORICAL BACKGROUND

For some time prior to the 17th century there had been much dispute and argument between those who said that the oceans were free to all men, and those who sought to subject the oceans to national claims or, as they were then called, closed seas.

An early example of an attempt to divide the oceans between nations were Papal Bulls proclaimed in 1493 and 1506 which purported to divide the oceans between Portugal and Spain.

The 16th century marked the heyday of the mare clausum (closed sea), with claims by England, Denmark, Spain, Portugal, Genoa, Tuscany, The Papacy, Turkey and Venice.

In 1609 the Dutch lawyer, Grotius, published his famous work, "Mare Liberum", in which he argued strongly for the principle of freedom of the seas.

His argument was advanced basically to serve the interests of the Dutch East Indies Company, which wanted access for trading purposes to the international sea routes which were dominated by Portugal and Spain.

For much the same reasons as the Dutch, namely trading reasons, Great Britain also espoused the principle of the freedom of the high seas which was essential for its expanding trade and, indeed, for the building of its empire.

By the late 18th century the claim to sovereignty over the high seas had become obsolete, and in the 19th century naval power and commercial interests dictated British, French and US support for the principle of the freedom of the seas.

Coastal State jurisdiction was limited to a narrow band of territorial sea (traditionally three nautical miles) in which the coastal State exercised sovereignty.

In 1958, when the First United Nations Conference was held, the principle of freedom of the high seas remained dominant. At the conference the following four conventions were drawn up:

- (a) Territorial Sea and Contiguous Zone;
- (b) High Seas;
- (c) Fishing and Conservation of Living Resources of the High Seas; and
- (d) Continental Shelf.

These conventions have been ratified by fewer than 50 nations out of world community of over 150 and they failed to resolve many important issues. A second conference in 1960 was unable to reach further agreement.

THIRD UN CONFERENCE

The unsatisfactory nature of the definition of the continental shelf, where advancing technology could lead to coastal States dividing the seabed of the world between them, influenced the UN to declare the seabed beyond national jurisdiction to be "the common heritage of mankind".

Although the impetus for a new regime of the International Law of the Sea derived from difficulties with the Continental Shelf Convention, the pressure for revision quickly spread to other areas so that the present conference is charged with the revision of the rules of international law covering all the uses of the sea, and the airspace above it, and the exploitation of the resources of the sea and the seabed.

In other words we are seeking an international legal system to govern seventy per cent of the earth's surface.

The First Session of the conference was held at the end of 1973 but because of the complexities of the problems and the diverse political, economic and security interests of the 140-odd countries involved progress has been slow.

The conference is organised into three committees.

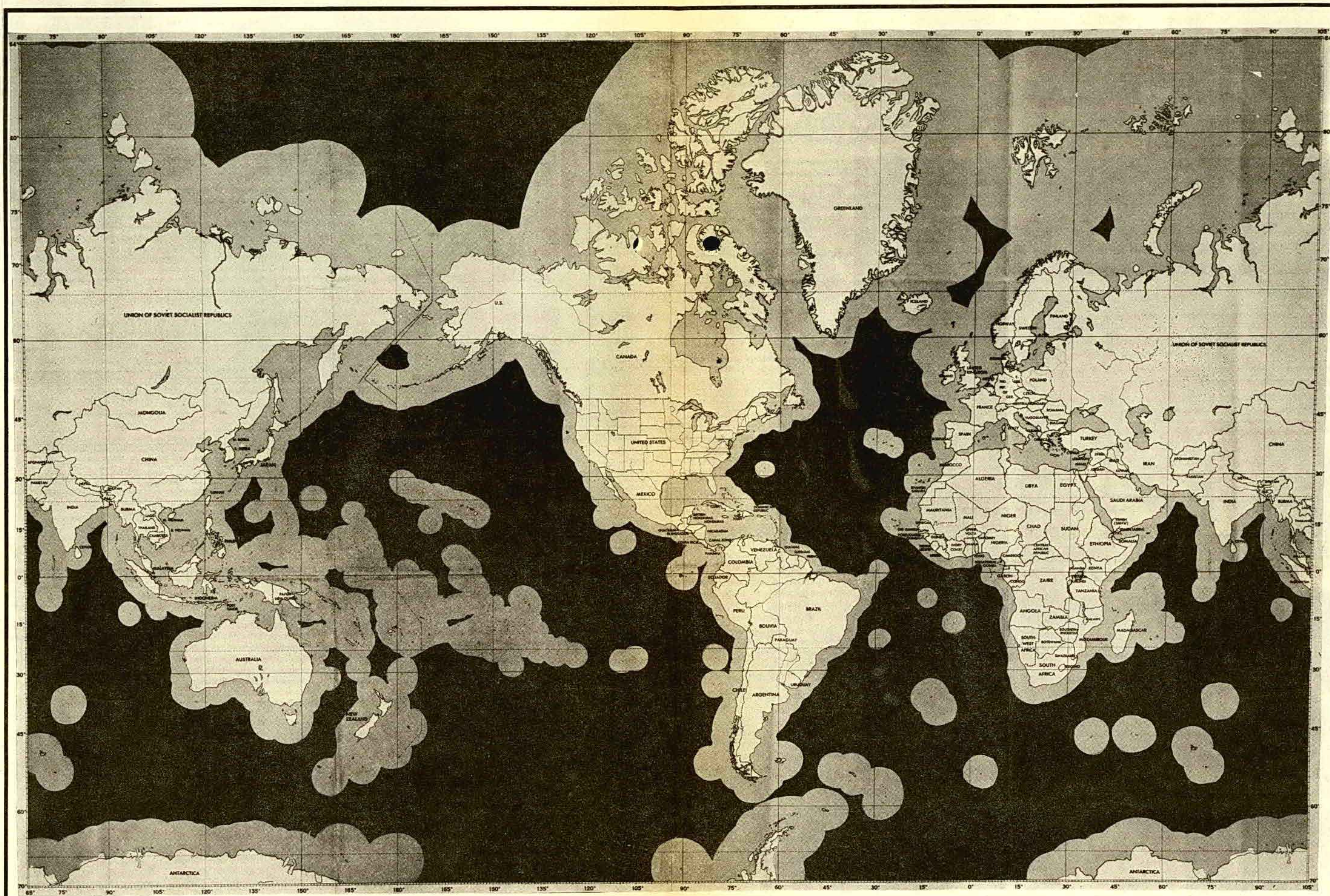
The First Committee deals with the deep seabed beyond national jurisdiction, which is termed "the Area".

The Second Committee is concerned with preparing treaty articles governing the uses of the sea and that part of the seabed which is subject to national jurisdiction. As part of this task the committee has responsibility for deciding the limits of national jurisdiction.

The Third Committee has the responsibility of dealing with questions of preservation of the marine environment, marine scientific research and transfer of marine technology. The question of Dispute Settlement is being considered in the Plenary of the Conference.

The first breakthrough in the Conference occurred at the end of the Third Session in May, 1975, when the chairmen of the three committees produced the Informal Single Negotiating Text (SNT).

THE GLOBAL EFFECT OF THE 200 NAUTICAL MILE EXCLUSIVE ECONOMIC ZONE... As you can see from the map below, EEZ's will occupy about a third of the area of the oceans previously recognised as high seas. Many of these areas are strategically vital and the degree of control exercised over them by coastal states could have profound political and strategic, as well as economic implications.



It was expressly stated to be the informal and to be the basis of negotiation rather than the outcome of negotiation.

Most importantly, it set out in one comprehensive document a possible framework for a Law of the Sea Convention.

These texts were discussed during the Fourth Session and a Revised SNT (RSNT) was produced which took account of discussions at that session.

The Fifth Session made little progress and no amendments were made to the RSNT.

The enormity of the conference can be seen, to some extent, by looking at the number of articles in the RSNT - some 400 articles and several annexes.

The negotiations have been conducted on the assumption that the results will be a "single package".

Thus, no final decision on any issue will be taken until all parts of the treaty are acceptable to the conference by consensus or, if necessary, by an affirmative vote of two-thirds of the representatives present and voting.

The vast majority of the articles in the RSNT were acceptable to most States in the conference as they reflected a great many trade-offs and informal or tacit understandings and commitments.

However, at the end of the Fifth Session negotiations were deadlocked over three critical issues: the legal status of the agreed 200-mile exclusive economic zone (EEZ), a legal system for exploiting the resources of the deep seabed, and the rights of Landlocked and Geographically

Disadvantaged States (LLGDS) [States with no coast or States situated geographically so that only small EEZ's could be claimed (eg, Austria, Singapore)].

The Sixth Session, recently completed in New York, was very successful and produced a new text which unified the four parts of the RSNT and took account of all negotiations up to the end of the session.

Contrary to expectations this text was not called the Composite Unified Negotiating Text but the Informal Composite Negotiating Text (Composite Text).

Much difficult work was undertaken in the First Committee in a frank and constructive atmosphere.

There were intensive negotiations on critical issues and useful discussions of important issues which had only received preliminary treatment in the past.

There is reason to believe that the session opened up better possibilities of progress towards consensus than have previously existed.

In the Second Committee much less work of significance was done within the formal conference structure than in informal negotiations that took place outside the committee.

The most important work took place in a group which attempted to resolve the complex of issues which go to make up the definition of the legal status of the EEZ (ie, is the EEZ to be part of the high seas where the coastal State enjoys certain preferential rights over resources, or is it to be virtually an extension of the territorial sea, or what balance should be struck between these two extremes?).

As you can see from the map, EEZ's will occupy about a third of the area of the oceans previously recognised as high seas.

Many of these areas are strategically vital and the degree of control exercised over them by coastal States could have profound political and strategic, as well as economic implications.

In the Third Committee the work on the preservation of the marine environment has now advanced to a stage where it could with advantage be formalised in its present form and removed from the area of active negotiations.

Work on the conduct of marine scientific research which were produced by the group negotiating on the legal status of the EEZ are the closest to a compromise solution which has yet appeared.

Much useful work was done in the plenary on the system of disputes settlement procedures.

CURRENT STATUS OF NEGOTIATIONS

In "the Area", the seabed beyond the limits of national jurisdiction (about one-half of the earth's surface) by far the major resource now known consists of billions of tons of potato-sized manganese nodules located on the abyssal plain of the ocean.

These nodules contain large amounts of manganese, copper, cobalt and nickel, and although neither commercial production nor full-scale prototype mining has yet taken place, and it is not clear whether the cost

of deep seabed mining will be competitive with land based production, large companies are investing enormous sums of money to develop the technology and the developing world expects to get a large share of the riches of the ocean.

The Composite Text contains very detailed provisions for the structure of an international "Authority" which would provide the legal framework for mining of the area.

Although certain points concerning these organs are still a matter of dispute, the text provides for an assembly (in which every country would be entitled to be a member and have one vote and would equate to the board of directors of a company), council (with limited membership based on various geographical areas and interest groups and with the major executive powers), Dispute Settlement Tribunal, important functional commissions and a secretariat.

An organ of the authority called "the Enterprise" would have independent power to exploit the seabed itself.

Although great progress has been made on these issues there is still much work to be done.

On the central question of who shall exploit the Area the developed countries are seeking assurances that their companies will have a long-term opportunity to mine the nodules profitably while the developing countries are seeking to limit the access to the Enterprise and are seeking to obtain control of the decision-making organs of the authority.

It is probable that a compromise can be found involving a "parallel access system" (when applying for a licence to exploit a section of the

seabed the authority would divide the section into two halves and select one half to be reserved for the Enterprise and the company could exploit the remaining half).

There are many areas in the Second Committee which are important from a naval aspect and which have now almost been resolved. These are:

Territorial Sea

This will be limited to a maximum breadth of 12 miles. The sovereignty of a coastal State extends throughout its territorial sea (and the airspace above it) except that other States shall enjoy the right of innocent passage through, but not overflight over, the territorial sea. Passage is defined as innocent so long as it is not prejudicial to the peace, good order or security of the coastal State.

(b) Straits Used for International Navigation

The extension of the territorial sea to 12 miles would subject many important straits used for international navigation to the regime of innocent passage unless a special regime of passage through such straits were provided. Currently a high seas route exists through straits more than 6 miles in width and the Composite Text provides for sealanes through straits - these sealanes would equate to high seas routes and would thus preserve freedoms of transit and overflight.

(c) Archipelagos

The archipelago concept, which allows archipelagic States to enclose their archipelago with territorial sea baselines and measure the territorial sea and EEZ outwards from the baselines, has now been accepted in the conference. However, high seas freedoms of transit through the archipelago will be preserved in sealanes similar to those through straits. The width of sealanes in archipelagos will be 50 miles or 80% of the distance between islands.

(d) EEZ

Within the EEZ, extending 188 miles beyond the territorial sea, it has been agreed that the coastal States shall have sovereign rights for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the seabed and subsoil and the superjacent waters. The coastal State will also have jurisdiction over preservation of the marine environment and scientific research over the EEZ. If the tentative agreements reached at the Sixth Session hold, and they should, the essential high seas freedoms of navigation and overflight and of the laying of submarine cables and pipelines and other internationally lawful uses of the seas related to these freedoms will be preserved within the EEZ.

An important issue still requiring solution is access by the Land Locked and Geographically Disadvantaged States (LLGDS) to the living resources of the EEZ. At the final stages of the Sixth Session there were attempts to formulate more acceptable texts than the RSNT but owing to limited time available they were not successful. The failure to resolve this issue affected negotiations on other subjects and the conference could fail unless a satisfactory solution is found.

(e) Continental Shelf

Although there is still considerable opposition to the continental shelf extending beyond 200 miles it is likely that the coastal State will have sovereign rights over the resources of the seabed to the outer edge of the continental margin. If the continental shelf is defined to extend to the margin then the coastal State will have to share the resources of the seabed beyond 200 miles with the international community. All offshore oil and gas is contained within the outer edge of the continental margin and in some areas of the north-west and west, south of Tasmania and in the north-east, Australia's margin extends beyond 200 miles from the mainland.

(f) High Seas

The area of the high seas will be reduced by about one-third by EEZ's but most current rules governing the high seas will continue to apply.

(g) Preservation of the Marine Environment

Strict standards will be applied to control pollution of the world's oceans and coastal States will be given powers to make and enforce regulations in their territorial sea and EEZ.

(h) Scientific Research

Coastal States will have control over the conduct of scientific research in their territorial sea and EEZ.

(i) Islands

All islands will generate full maritime zones except that rocks which cannot sustain human habitation or economic life of their own shall have no EEZ or continental shelf.

(j) Delimitation

Precise rules governing delimitation of the sea and seabed between opposite or adjacent States are difficult to agree as many different interests are involved (Australian islands in Torres Strait, Greek islands in the Aegean).

(k) Disputes Settlement

It is now generally accepted that an eventual convention will contain a system for the peaceful settlement of disputes and there are only a few outstanding issues to be resolved.

THE WAY AHEAD

As indicated above a lot of progress has been made in the search for a consensus on the myriad of diverse issues facing the international community in its endeavour to establish a legal system to govern seventy per cent of the earth's surface.

Much work remains to be done and a major effort of political will is required to consolidate the tentative agreements reached at the Sixth Session.

If the conference were to break down the international law governing the uses of the sea and title to the resources of the sea and the seabed would be thrown into uncertainty.

Countries would act unilaterally to protect their interests.

In many cases they would claim broad territorial seas or the right to control passage through straits covered by their territorial sea or archipelagic waters.

In relation to deep sea mining they would be likely to attempt to frustrate unilateral mining operations by assertions of offshore jurisdictions.

The breakdown of the conference would be accompanied by a breakdown in trust which would lead to a deterioration of the atmosphere in the North/South dialogue, and in discussions in forums such as CIEC (Conference on International Economic Co-operation), UNCTAD (UN Conference on Trade and Development) and MTN (Multilateral Trade Negotiations).

There is so much at stake, not only in world order at sea, but in wider political and economic issues, that I believe countries will be prepared to compromise on a "package" which will be acceptable to an overwhelming majority of countries.

Until a convention enters into force countries, including Australia, will continue to declare 200-mile fisheries zones or EEZ's.

Coastal States have now claimed jurisdiction, in one form or another (territorial sea, EEZ or fisheries zone), over about one-half of the potential 200-mile zones of the world.

Wifeline

with "HOLLY"

SYDNEY NEWS: General Meeting - A General Meeting of the RAN Wives' Association, Sydney, will be held on October 27, 1977 at 10.30 am at HMAS KUTTABUL. Babysitting will be provided. Apart from normal business of the meeting, it is hoped there will be discussions on future projections for 1978 suggested by the Federal body and which must be confirmed or rejected by our members.

AREA GROUPS: Two area groups have recently started in Redfern/Waterloo, the other in Rosebery/Eastlakes.

A third group will be starting shortly in the northern area and the inaugural meeting will be held at HMAS PENGUIN on September 19, 1977, at 10.30am in the Cinema at the Hydrographic School.

At a later date area groups will be started up where interest is shown.

If you feel there is a need for a group in your area please contact

POWR Pat Nuss on 232 2222, ext 614.

NAVAL WIVES OF SUNSHINE, VICTORIA: Recently a branch of the RAN Wives' Association was formed in Melbourne's Western District of Sunshine.

Office Bearers were elected. They are President - Mrs S. Peppernell, Secretary - Mrs S. Meldrum, Treasurer - Mr L. Ashton, Social Sect Mrs J. Boyd.

All new members are welcome. For further information contact Mrs S. Meldrum (Melbourne) 311 9826.

BRISBANE NEWS: The Brisbane wives are an active group and hold regular luncheons at HMAS MORETON, all wives are welcome to come along and babysitting is provided.

A play group is held every second Tuesday of the month and a tennis group has now been started.

Interested wives please contact Liz Code, 9 Baybreeze St, Manly, QLD, or for the Birkdale area - Ldn Boyle. Phone 207 2179, for further information.

Please forward any news items for "Holly" to Mrs Marion Stoker, 4/10 Yarranabee Rd, Darling Point, NSW 2027.

EX-APPRENTICES 21ST BIRTHDAY CABARET



"Father and sons" ... RADM and Mrs Mussared pose with some of their "sons" - the first intake of apprentices who joined in July 1956. (L to R): "Stinger" Ray, Max Kean, "Dusty" Millar, Ron Vass, Tony Collins, Bob Moores, Ken Johnston, "Darky" Dyball, Dave Luck, Jimmy Reilly, Bob Salter, Trevor Richards and Brian Merchant.

Some 660 ex-mobies and their ladies attended the historic 21st Birthday Cabaret at HMAS NIRIMBA on July 30.

The large numbers, good food and entertainment set the scene for one of the most memorable Cabarets ever held at NIRIMBA.

The Guest of Honour for the evening was Rear Admiral B. Mussared RAN (Rtd). Admiral Mussared was accompanied by Mrs. Mussared and they both took the opportunity to renew old friendships.

Admiral Mussared was the Commanding Officer of HMAS NIRIMBA between 1958-1961 and during this period, saw the first class of apprentices pass out to the Fleet.

Many of the original term were present and were referred to by the Admiral as his "sons".

Naturally many of the ex-mobies had left the excitement and glamour of the RAN to try their hand in civilian life, and it was due to the efforts of WO Russ Fairbairn that so many of the "civvies" were in attendance at the Cabaret.

Guests came from all over Australia to attend the celebrations ... Jose and Kylie Graham, Mick Neil and wife travelled from South Australia, Alan Harste, Col Edwards and Blue Matthews came up from Melbourne, John Cannon from Townsville and many travelled from Canberra and Nowra.

It was interesting to hear the figures released by CPOMTP Bob Whittaker - at the moment over 25 per cent of the RAN's technical sailors are ex-apprentices.

Many have attained Officer and Warrant Officer status and only two weeks before the Cabaret, WO Russ Fairbairn became the first ex-apprentice to be appointed President of Senior Sailors Mess, HMAS NIRIMBA.

Also, at NIRIMBA, the majority of the uniformed instructional staff are ex-apprentices.

All this points to the unqualified success of HMAS NIRIMBA as an Apprentice Training Establishment.

All too soon, the call "Time please ladies and gentlemen" heralded the end of a magnificent evening.

Many old friendships were renewed and no doubt many people "promised" to keep in touch.

The organisation behind such an event is tremendous and thanks must go to the committee for a job well done, the chefs ably led by CPOCK Menzies and the sterling job carried out by CPOMTH Fergit Ferguson as the barman, staff supervisor and general odd-job man. Well done all concerned!

The only point remaining is: when is the next one? The present committee consider 25 years (Silver Jubilee!!!) as a good date.



EX-CHIEF Mick Fish and wife.



CPO Rod Collier and wife Jan.



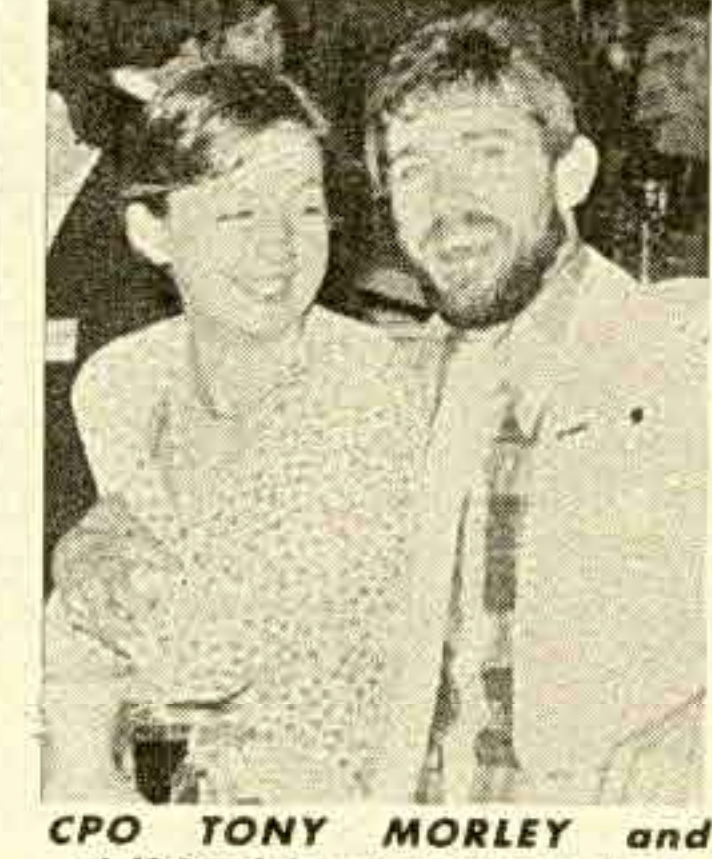
EX-CHIEFS Mick Mulligan (Canberra), Jose Graham (SA) with their wives Pam and ex-WRAN Kylie.



LEUT Peter "Steamy" WATT and wife Jan.



CPO Stu Rayner, 'Bomber' Brown and wives having a good time.



CPO TONY MORLEY and girlfriend Janet having a ball.



EX-CPO Coburn and wife.



PO Brian Healey and wife Julie.

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 POSTER DATE	PREFERENCE
LSSTP2	R.D. SWELL	R95973	PERTH	CREWELL	SEA DEC 75	CERBERUS/TORRENS
LSCK	D.L. HURKINSHAW	R103539	PERTH	CREWELL	SEA SEP 74	ANY SYDNEY ESTABLISHMENT
LSSTP	P.A. ISUMSKI	R111905	VENDETITA		SEA JUL 75	ANY DDG OR DE
ABMTP	I.B. WYBORN	R114902	WATERHEN		SHORE MAR 77	HMAS MORETON
ABETS	B.J. BURCHELL	R110575	WATSON	SWAN JUN 77	SHORE SEP 75	WATSON/ANY SYDNEY SHORE ESTABLISHMENT
ABQMG	V.J. STEPHENSON	R114669	SUPPLY	HARMAN AUG 77	SEA AUG 74	PENGUIN/WATSON
ABWTR	P.W. DE KONING	R114336	COONAWARRA	NIRIMBA	SHORE FEB 76	CANBERRA AREA
CFORP	A. RISLEY	R54168	MELBOURNE	CERBERUS OCT	SEA SEP 75	SYDNEY AREA
ABMTP	R.B. JEWINGS	R104003	DERWENT	CREWELL OCT	SHORE OCT 77	KUTTABUL/NIRIMBA
ABCK	R.C. RUTHERFORD		VENDETITA		SEA MAY 75	ANY SHIP REFITTING MELBOURNE
LSMTP2	V.W. SMITH	R96248	CERBERUS	MELBOURNE NOV	SHORE MAY 76	ANY MELBOURNE BASED SHIP
POBS	R.J. BAKER	R59946	DUCHESS	CERBERUS OCT	SEA SEP 76	SYDNEY/CANBERRA AREA
LSSTW3	W.HAYWARD	R114750	PERTH		SEA DEC 76	SYDNEY SHORE ESTABLISHMENT/HOBART
LSSIG	P.T. CHAPMAN	R65466	VAMPIRE		SEA FEB 77	SHIP REMAINING E.A.A.
ABCK	A.D.F. LUVISI	R114541	SUPPLY	CREWELL DEC	ANY SYDNEY ESTABLISHMENT	
ABWTR	C.P. HANLEY	R115523	MELBOURNE	FLACTPOS NOV	SEA MAY 76	MELBOURNE AREA
ABSTC	J.I. RICHARDSON	R114017	MELBOURNE	HARMAN OCT	SEA FEB 76	MELBOURNE AREA
ABRP	G.I. FRYTH	R115053	MELBOURNE	ALBATROSS JUN	SEA OCT 74	SYDNEY ESTABLISHMENT
ABCK	A.B. HYDE	R113792	MELBOURNE	CERBERUS DEC 77	SEA OCT 74	SYDNEY ESTABLISHMENT
POQMG	P. SOENS	R120034	MELBOURNE	STALWART	SEA FEB 76	ANY WESTERN AUSTRALIA BASED SHIP/PATROL BOAT
CPOMTP3	R.A.P. GERDYZ	R54664	MELBOURNE	CERBERUS NOV	SEA DEC 74	SYDNEY ESTABLISHMENT/NOWRA
POAVN	J.D. WYNN	R65053	MELBOURNE	CERBERUS OCT	SEA APR 74	SYDNEY AREA/NAS NOWRA
LSST3	C.L. SIMMONS	R109140	PERTH	CREWELL OCT	SHORE OCT 77	ANY SYDNEY ESTABLISHMENT
SWRMTD	J.P. BROWN	R116554	ALBATROSS		SEA APR 74	SYDNEY AREA
POSN	C.W. BELANET	R94610	DUCHESS	ALBATROSS OCT	SEA MAR 76	ANY SYDNEY ESTABLISHMENT
ABSTD	P.J. RUSSELL	R112197	LONSDALE	MORESBY DEC	SHORE JUL 75	ANY SHIP REFITTING MELBOURNE
LSRO	G.R. OWENS	R48547	MELBOURNE		SEA SEP 76	ANY SYDNEY BASED SHIP/NOT DEPLOYING AWAY FROM SYDNEY AREA IN 1978
ABMTP	M.J. PEARSON	R114987	MELBOURNE	CREWELL	SHORE NOV 77	LEEWIN
LSWTR	B. ROCHFORD	R109720	MELBOURNE		SEA APR 77	ANY SHIP (PREFER DARING)
ABSV	B.J. KITSON	R114259	MELBOURNE		SHORE OCT 78	LONSDALE/WEST AUST AREA
ABSN	P.H. ZELLER	R112350	MELBOURNE		SHORE OCT 77	ANY SYDNEY ESTABLISHMENT
ABETS1	P.H. DREHLICH	R115581	VAMPIRE		SHORE APR/MAY 78	ANY SHIP REFITTING MELBOURNE
ABUC	D.N. COMBERFORD	R116026	HOBART	NIRIMBA	SEA AUG 74	ANY SHIP/PATROL BOAT
POCOXN	P.B. CONSTABLE	R62044	DUCHESS	KUTTABUL OCT	SEA JAN 77	ANY OTHER SHIP/ESTABLISHMENT
CPOCK	J.H. KING	R48287	DUCHESS	LONSDALE OCT	SEA OCT 75	ANY SYDNEY ESTABLISHMENT
ABSN	V.D. POCOCK	R114184	MELBOURNE	ALBATROSS OCT	SEA OCT 75	SYDNEY AREA
LSSN	C.J. HUGHES	R65987	MELBOURNE		SEA JAN 77	ANY SYDNEY BASED SHIP

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"YOU WANNA JIVE HONEY..." LSQMG Tubby Wray and Mrs Wray, in the swing of things.



"IF YOU DON'T DANCE with me I'll thump you..." says Miss Anne Heslop to PORP McDonald.



"I'D LIKE SOME ALKA-SELTZ..." LSMED Jones and the effervescent Mrs Cheryl Jones.

DERWENT'S BALL WAS 'ALL GOOD FUN AND JOLLY GOOD COMPANY'

... And so say the 370 past and present members of HMAS DERWENT who attended the ship's company Ball down south last month.

NOT ONLY did they enjoy an evening of wine, dining, dancing and frivolity, BUT ALSO the Commanding Officer, CMDR Eric Mentz celebrated his 19th (?!?) birthday.

The gymnasium at HMAS LONSDALE was rockin' to the rhythm of the foxtrottin' jivin' and bumpin' of the swingin' crowd inside while the hot smoky atmosphere throbbed to the beat of the heavy bass and treble produced by none other than "F-TROOP". (You have, no doubt, heard of this rough, radical band of deserters from the ABC School of Music).

Bill of fare comprised delicacies from the far corners of the known world... there were mountains of Beef Stroganoff from smoggy Wollongong and succulent, freshly captured prawns from an illusive Taiwanese trawler in the mystic Gulf of Carpentaria, to name but a few.

Tantalising wines of ancient vintage from the vast vineyards of Alice Springs added a tinge of pink to the ladies cheeks, a splash of bravado (1948) to the male voices and a glug of cheer to the hearts of all.

The Captain was presented with a 45,000-calory chocolate cream birthday cake by ABSTD RANDALL, the youngest member of the Ships' company, before drawing the winners of the Lucky Ticket competition.

Neatest, correct entry belonged to CPOCOX BRIGGS, who won an all-expenses paid trip to Great Keppel Island. There is no truth in the rumour that the Captain and Chief BRIGGS had made any prior arrangements to take the holiday together.

Second Prize, a four-inch colour television set, went to LSCK ASHMAN. ASHMAN is not the Captain's Chef, nor did he help the Coxswain build his new garage.

LSSIG DUCHER won the silver lady's watch and was assured by the Captain that it matched his green nail polish. A gleeful ABUC REEVES received a cassette player and five complimentary tapes of an Oberon submarine ping-pong Beethovens' Unfinished Symphony in "D" Minor.

Stories will be told (all of them tall), for many years to come, of the Great DERWENT BALL of '77 but the immediate problem is how to get our Coxswain and his Missus back from Great Keppel.

Each photograph may be worth a thousand words to you, so see if you can recognise any of these Fred Astaire's or Ginger Rogers's.



"THERE GOES MY DIET..." ABSTD Randall, youngest onboard, presents the CO CMDR E. Mentz with a 45,000 calory birthday cake. POSV Owen looks on.



"MY FINGER IS STUCK..." LEUT Hack solves this knotty mess for SBLT "Danny Boy" Nolan.



"JUST GOOD FRIENDS..." ABMTP Warboys and ABMTP "Bungy" Williams "take" to each other.



"THAT'S MY FOOT YOU'RE ON..." POMTP Foote and Mrs Foote step it out.

"YES! BUT I WANT TO LEAD..." ABSIG Cocks and ABRO Cuniffe fool around.

DEFENCE FORCE LEAVE PLAN MEMBERSHIP TOPS 1000

The RAN membership of Travelodge's Defence Force Leave Plan (DFLP) topped the 1000 mark within the first six months of operation. For those interested in statistics the total membership of 1176 is broken down as follows:

- Officers 237 — 20.1%
- Senior Sailors 356 — 30.3%
- Junior Sailors 583 — 49.6%

Full details of the scheme appeared in the November 19, 1976 edition of "Navy News" and were promulgated to all ships and establishments in Navy Office letter N522/1/57 of November 12, 1976. The key to the scheme's success is the fact that the rates announced in December 1976 and applicable to motels in Australia, Fiji, New Zealand, Papua-New Guinea and Tahiti, will remain unaltered until December 31, 1977.

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NAVY'S EAA I-S SOCCER VICTORS

Back row (l to r): LEUT Ellis, ABUC Fenole, PORS Ferry, POETP Fisher, LEUT Clapp, SBLT Grell, POCK May, POATA White, ABETP Robertson, POATWL Allard, LSATC Griffiths (Coach). Front: LSPTI Farkas, ABMED Perrin, ABETC Diciacca, ABAVN Young, LEUT Cox, POATC McKilbride, LSSU Jones, ABRP Robertson, LSATN Morgan (Captain).

WATSON GRAB SECOND SPOT

WATSON grabbed second position on the Dempster Cup Rugby competition ladder with a 10-0 win over fellow semi-finalists DESTROYERS/ESCORTS in a controversial August 17 match.

DESTROYERS, who held down the second spot before the match, tried unsuccessfully to have the clash postponed when the referee had not arrived nearly an hour after the scheduled kickoff.

An appeal went out to former Rugby international and NAVY inter-Service coach, Jeff Sayle, who rushed to the ground to officiate.

DESTROYERS drew a tough pre-"semis" program, meeting fellow top teams NIRIMBA, WATSON and ALBATROSS in their last three matches.

NIRIMBA clinging to the competition lead with 20 points (up to the August 24 round), from WATSON 18, DESTROYERS 17 and ALBATROSS 16.

KUTTABUL 9, M.S.S. 8, PENGUIN 5 and last year's premiers

PLATYPUS/WATERHEN 3 make up the remainder.

Commenting on the DESTROYERS' call to have the August 17 match postponed, WATSON coach "Buck" Rogers told "NAVY NEWS": "I was against it. "My players were all keyed up to take that second position.

"We were prepared to wait around until 10 pm had it been necessary," he added.

As a team, WATSON performed well against DESTROYERS but failed to finish off promising moves.

They enjoyed an 80 percent territorial advantage and never really allowed DESTROYERS into the game.

DESTROYERS' Harry Pearson stood out as a relentless trier and, without his efforts, the WATSON

RUGBY UNION

winning margin would have been much greater.

WATSON winger Steve Copp made the most of his limited opportunities to score two good tries.

Halfback "Peggy" O'Neill had another top performance for the victors.

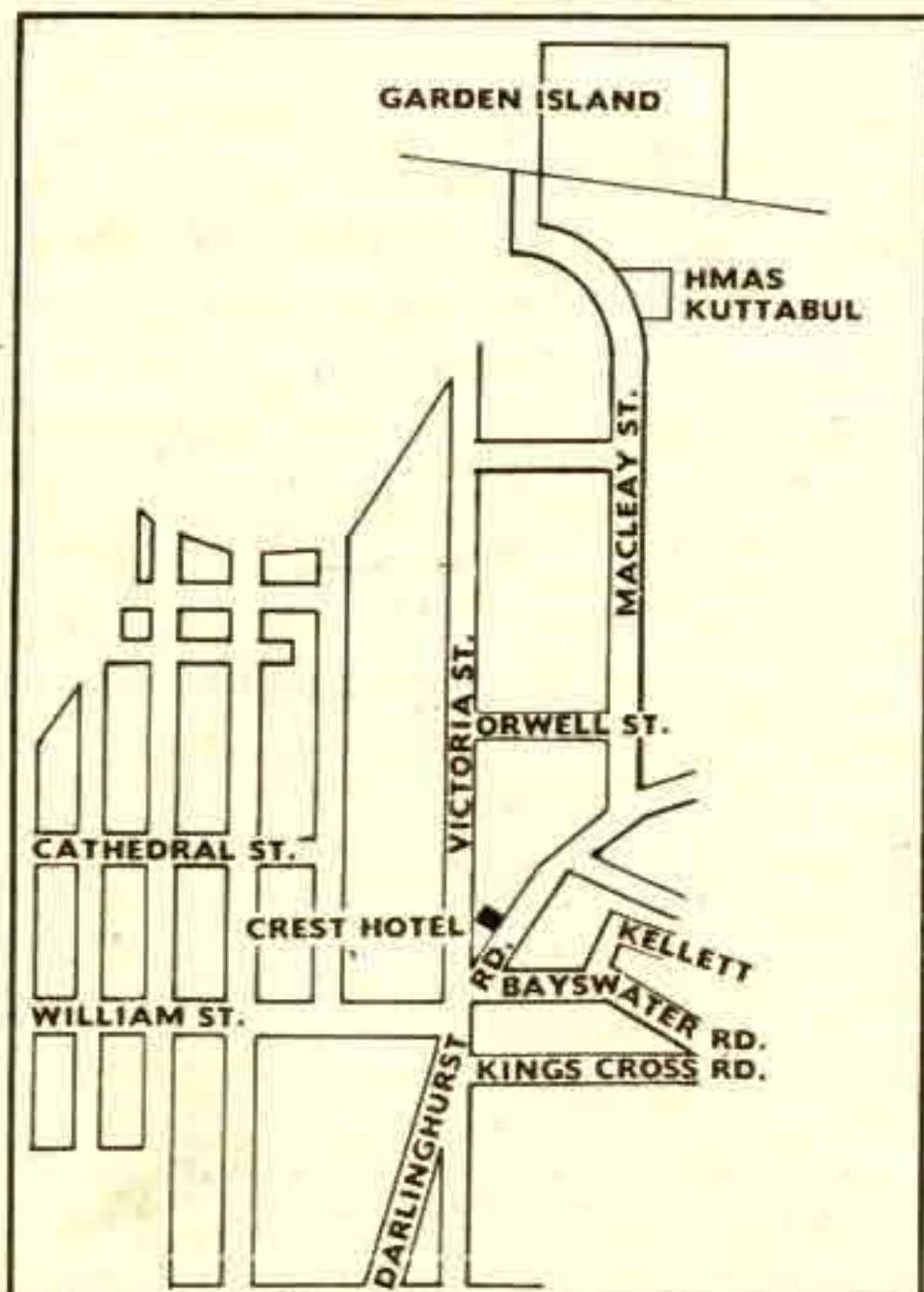
Despite the victory, coach Rogers believes WATSON still have room to improve before the semi-finals, to be played at Randwick on September 7.

In other August 17 matches: NIRIMBA trounced KUTTABUL 27-3, PENGUIN ran up a staggering 54-0 win over PLATYPUS/WATERHEN and ALBATROSS won on a forfeit from M.S.S. (BIG SHIPS).

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"Learner's" 85 off the beater

Wills Cup golf matches played on August 10 saw little in surprises with ALBATROSS showing their worth at Narellan, downing a WATSON line-up 219 to 205.

Scores on the day were fairly low from both teams, excepting Les Wilson's 37, "Johnno" Johnson 36 while WATSON's top-score was Ron Whelan with 32.

Russ Fairbairn 38, Dave Parr 37 and Dave Platt 40 were on line, but were not included in the TROSS team.

Interesting to note Dave Platt's card on a 26-20 handicap had a 85 off the beater, including eight pars.

Not a bad round for a learner, eh?? (I should have said "was on 26-20").

NIRIMBA had an easy win over PENGUIN and again scores at Fox Hills were the low order with Peter Bray topping with 36, Paul Nichols 33, and Russ Steers 29, the biggest for the "Penguinites".

NIRIMBA will certainly have to improve their scoring ability if they hope to give KUTTABUL a fright.

PLATS-WATERHEN certainly are getting a bad name with the forfeits and KUTTABUL received an easy two points from them last week.

It must be very frustrating for their golf "rep" at WATERHEN.

I believe they only have a few golfers on the books, but then again a golf team only consists of seven and the mighty little KIMBLA comes under the PLATS-WATERHEN realm now.

WATSON moved into a safe fourth position when they played their deferred match against MSS on August 17, easily winning 225 to 212.

Dick Egan came back to form with 36, and for Ships, Ron Quigley also 36.

It's good to see a little "info" from down south in this issue -

"That other game" is certainly having its troubles with the Million Dollar Lighting at VFL Park in Melbourne.

They have had two black outs in seven weeks.

This is causing quite some concern.

Play was delayed in a night game between North Melbourne and Fitzroy.

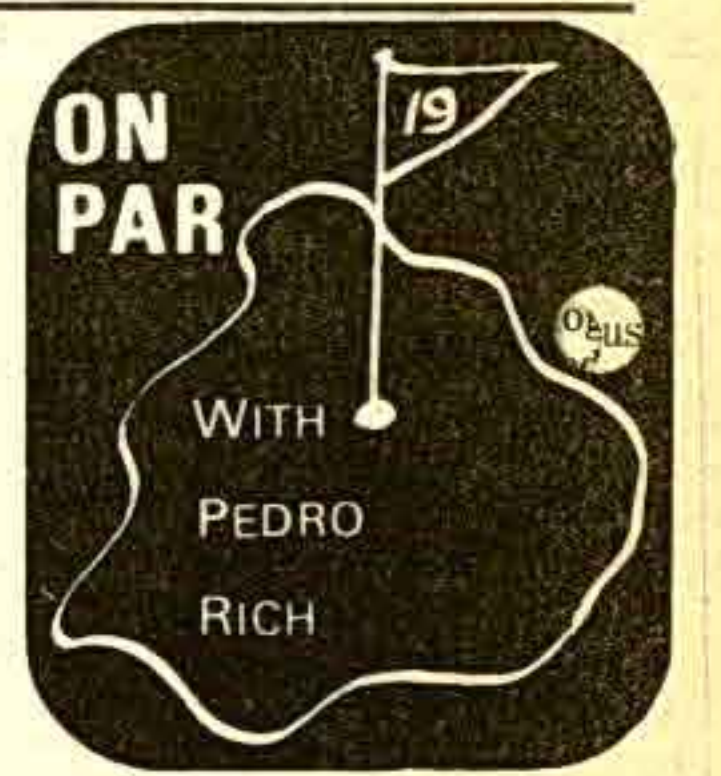
Last week there was another black out on the night of the game between Carlton and Melbourne.

The night competition is winding its way wearily towards final time.

Carlton defeated - or suppressed - a tired Melbourne side and now play the winners of Fitzroy and Richmond.

The crowds are poor.

Can you imagine watching that "Other Game" in a brick stadium in the open in the wettest and



good on yer fellahs. Let's keep it up!

Don't forget the NSW Inter-Service Trial at Moore Park on August 31, tee off 1030. Only 30 nominations are in at present.

PEDRO.

At HMAS CERBERUS Golf Club the 1977 year has been one of the club's best as far as course conditions and equipment, but in penultimate golf it was rather disappointing.

One player to add a little hope was AB Colin Webb, who shot some amazing rounds in terrible conditions.

We have two members in the PDGA Country Week trials and we wish Col Webb and Rod Fisher all the best, reports our correspondent.

A couple of old faces won the Foursomes Championship for the second year in a row, POMUSN Ken Clarke and POMUSN Brian Ellis.

This year the club is holding a Past Presidents and Captains Day on November 5 and look forward to seeing all the old stalwarts doing battle again for the "Old Cobbers' Trophy."

"The toughness of our course has been accepted by the golfing fraternity on the Mornington Peninsula, the Victorian Golf Association and the Australian Golf Union. We now have an Australian Course Rating of 71 and golfers may like to compare our figures with courses in other States," says our correspondent.

Total length 6064 metres - par 71, ACR 71 (by using two different tees the first is a par 5 and the tenth a par 4).

'SALTY'



on sport

coldest June in Melbourne's history?

You can't even jump to your feet while a winger runs 60 yards for a brilliant "Rabbiton" try.

Three quarters of the team stand still - and freeze - and watch the other quarter run.

APPRENTICES INTER-SERVICE WINTER SERIES

NAVY TOOK HONOURS IN SOCCER & HOCKEY

NAVY apprentices' Soccer and Hockey teams — with stirring successes against both ARMY and RAAF — set the stage for the thrilling finale to the recent Apprentices' Inter-Service Winter Sport series at HMAS NIRIMBA.

In the Aussie Rules and Rugby — the two sports which finally decided the series — NAVY had won so convincingly against RAAF on the first day.

They were 18-4 victors in the Rugby and 23.17.155 to 5.6.36 winners in the Aussie Rules.

Both these NAVY sides toppled to ARMY on the crucial last day.

The team managers of the NAVY teams sent the following reports:

Soccer

The NAVY Soccer team repeated their victory of last year when they downed the RAAF 5-1 and ARMY 4-1, ARMY and RAAF having fought out a 2-2 draw.

As the scores indicated, the NAVY side were too good for either of the other services.

In the first game it took the NAVY 30 minutes to break down the RAAF defence and score through Koneman.

From then on the NAVY settled down to outclass their opponents.

Shortly before halftime the RAAF's desperate defensive work conceded a penalty which was successfully converted by Yousof.

The second half saw NAVY continue the pressure and advance their lead to 5-0 through goals by Koneman and Yousof.

The final day NAVY-ARMY match saw NAVY suffering from nerves.

After five minutes the ARMY

striker ran on to a through ball to put his team in front.

It took NAVY just two minutes to get back on level terms when a cross from Burrows on the right wing was calmly tapped into the net by Koneman.

A further 10 minutes and NAVY were 2-1 in front when Yousof scored.

Shortly before halftime, Yousof was on target once again to make the score 3-1.

In the second half NAVY played controlled football and the result was never in doubt.

Yousof increased NAVY's lead to 4-1 before the final whistle.

hockey

NAVY took out the 1977 Hockey after two exciting games.

In their game against the RAAF, NAVY's skilful centre forward Syd Kharuddin scored two goals in the first half to put NAVY ahead 2-0.

A revitalized RAAF team maintained pressure on NAVY during the second half.

Steady defence from Fadzil (NAVY) spoiled their chances.

Twenty minutes into the second half RAAF scored their only goal.

ARMY went down to the RAAF 3-2.

ARMY put up a brave fight against a better-equipped NAVY side.

Ten minutes into the second half Syd Kharuddin caught the ARMY defence napping and netted the ball to score the only goal of the game.

NAVY 1 defeated ARMY 0. Best players for NAVY were Fokaira and "Shortie" Clearihan (in his first season of hockey).

With the outcome of the Rugby

clash, ARMY v NAVY deciding the overall winner of the carnival, the stage was set for an exciting finale to the week's series.

RUGBY UNION

NAVY defeated RAAF 18-4 in the Apprentices' Rugby "opener".

The first half was very keenly contested with very little separating the two teams.

NAVY's best player, Apprentice Birtton, scored two tries with one each to Apprentices Leclare and Higgon.

NAVY 18 (Britton 2, Leclare and Higgon tries, Britton conv.) defeated RAAF 4 (Wilcox try).

ARMY defeated NAVY 21-6 in a very hard and exciting clash.

With both forward packs giving little away, this annual clash, as always, was a hard-fought affair right to the end.

Unfortunately, NAVY made too many handling errors, which presented the ARMY with many scoring opportunities.

NAVY played to the best of their ability but after the break could not contain their bigger and stronger opponents.

ARMY ran in four good tries and was a fair indication of the difference between the two teams on the day.

ARMY 21 (Elliot 2, Lacey tries, Franklin 3 conv, Lacey a pen) defeated NAVY 6 (Britton 2 pen).

AUSTRALIAN RULES

In the first match, NAVY played RAAF in a one-sided affair.

NAVY rucks Grills and Hassal won virtually every centre bounce and centreman, King, consistently drove the ball down towards the goal.

NAVY won 23.17.155 to 5.6.36. RAAF were forced to accept the same punishment from the ARMY in the next game.

ARMY completely dominated play to run out winners 32.33.225 to 6.6.42.

In what amounted to the "Grand Final", NAVY met ARMY.

NAVY held them until the third quarter.

The score at that stage was 4.14.38 to 7.12.54. However, in the final term ARMY's strength and fitness told the tale.

ARMY ran out easy winners 15.12.102 to 4.15.39.

Basketball

ARMY beat NAVY 43-17 after leading only 21-9 at halftime.

In a closely-contested game, at no time was there more than nine points difference.

ARMY were able to take advantage of breakaway situations but relied heavily on two key players.

NAVY's Apprentice Treble was able to dictate the play from midfield from the top of the key while Apprentice Thomas proved to have his jumping boots on and was successful in collecting a good share of the rebound balls.

NAVY defeated RAAF 35-18 in a good fast entertaining game.



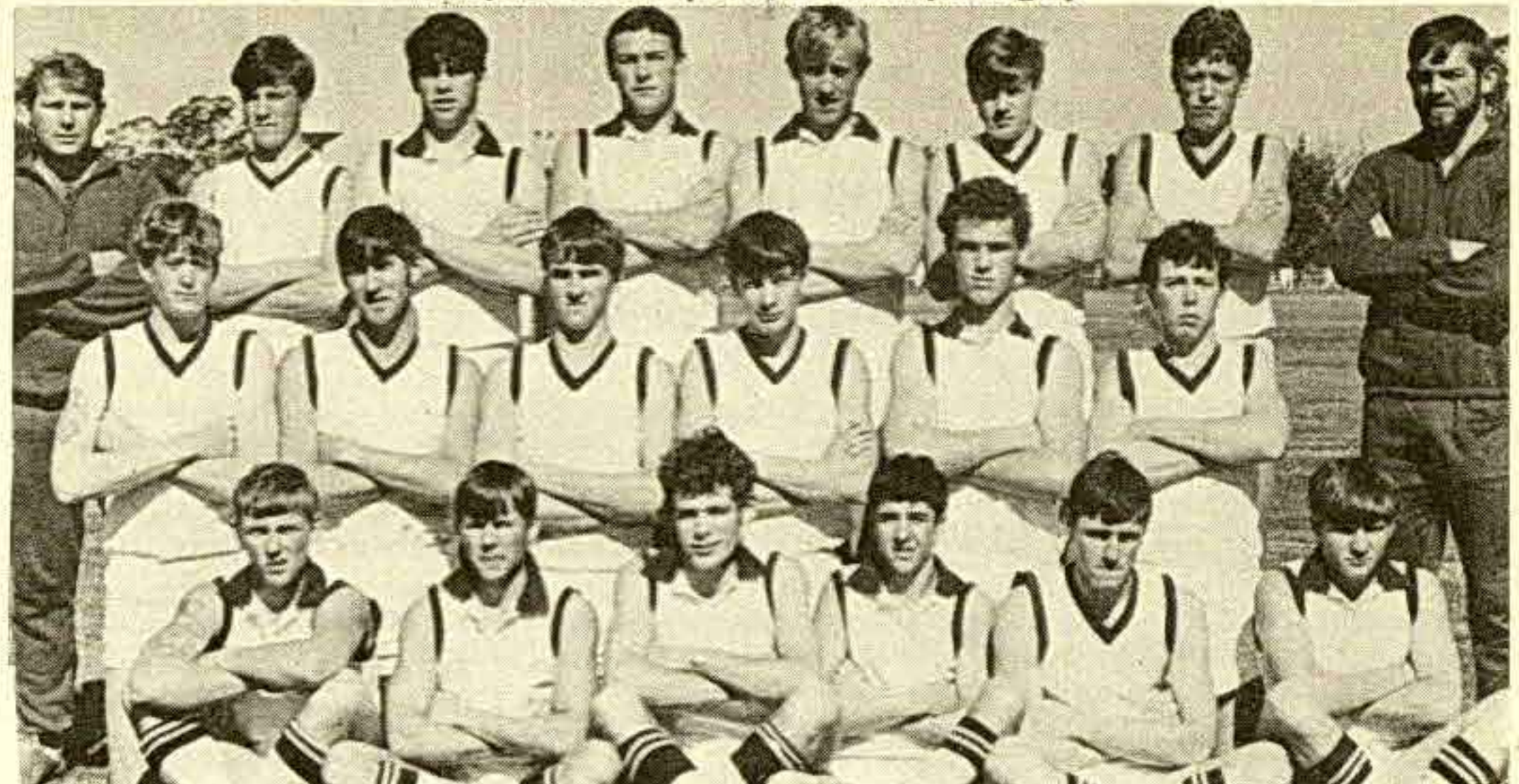
NAVY APPRENTICES' SOCCER TEAM: Back: Jock Cunningham (Coach), "Chopper" Awalluddin, Scott Purvis, Lex Thompson, Ron Beveridge, Shaberi, Abdul Nasir, Danny Winter, LCDR Ellis (Manager). Centre: Rob Snow, Robert Hogg (Capt), Yusoff, Rahim, Ken Mitchell, Jeff Konemann, Mike Burrows, Ahmad, Front: Hassan, Ahmad Sukarla, Ong KL, Asaad, Aziz.



NAVY APPRENTICES' HOCKEY TEAM: Back: Ken Cutts (Manager), Syed' Adnan, Zakaria Mong, Craig Roberts, Masgut, Basiran, Zainal, LEUT Cruickshank (Coach), Ernie O'Connor. Middle: Daklan, Adnan Snr, Yazid, Ken Mead, Andrew Nichols, Daryl Watson, Aman. Front: Mark Clearihan, Fadzil, Nik, Jaffar, Steven Warfield, Noorizan.



NAVY APPRENTICES' RUGBY TEAM: Back: Des Carney (Manager), Steve Britton, Charlie Cole, "Mick" Bulger, Roger Smith, Rex Blunt, Shaun Patmore, Tim Murray, Perry Johns, Jeff Wilson, Bruce Murray (Coach). Centre: Kev Gould, Peter Hose, Greg Neville, Ian Daley, Col Kenny, Steve Mahoney, Ellis Higgins, Chris Payne. Front: Neil Holmes, Robert Longridge, Mick Gough, Robert Jones, Brett Grant, Grant Andrews, Kev Pidd, Kev Le Clero, Dave Williams (Manager).



NAVY APPRENTICES' AUSTRALIAN RULES TEAM: Back: Greg Wilson, Rob Boulton, Michael Lynn, Bruce McDougall, Ron Abrahams, Joey Brothers, Rob Taylor, Tom Davies (Coach). Centre: Mark Grills, Clem Robl, Michael Kus, Roger Burns, Mark Hassell, Ray Cairney. Front: Steve Goddard, Rod King, Jim Fuller, Derek Beames, Michael Ross, Ian Hill.



NAVY APPRENTICES BASKETBALL TEAM: Back: Tug Wilson (Coach), Nicky Sverdlhoff, Phillip Grotto, Tom Jeffree, Rod King, LEUT Watt (Manager). Front: Darrell Treble, David Paddon, Calvin Thomas, Richard Wyld, Frank Ludewig.

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THAT TRY!

Dear Sir,
With reference to a statement made in the "NAVY NEWS" of 29th July by 'Salty', I would like to clarify the situation.

"Salty's" spies claim that a penalty was awarded to ALBATROSS and they elected to kick for goal.

As WATSON were walking back, ALBATROSS changed their minds after the referee had indicated to the linesmen that an attempt was being made for goal, he said.

They tapped the ball and ran a few yards to the line and scored a try, he added.

Salty's interpretation was that it is illegal.

Correct, "Salty" and thank you for the information.

However, I suggest that your spies get a pair of glasses and new hearing aids.

The incident occurred thus: ALBATROSS were awarded a penalty 10 yards out.

A player in the ALBATROSS team (not the captain) said 'take the shot at goal'.

LETTER TO THE EDITOR

Gabby Gablonski took the ball off another and said "I'll take the tap, sir."

He ran 10 yards and scored because the WATSON players had their backs to the play.

An elementary mistake, I feel.

At no time was there a signal to the linesmen to go behind the goals and at no time was there an indication made to the referee as to what type of kick was to be taken before Gabby said he would take a tap.

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ROYAL AUSTRALIAN NAVY NEWS

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EAA SOCCER: NAVY'S 1-S GOAL SPREE

NAVY scored nine goals in swamping their ARMY and RAAF rivals last week to regain the EAA Inter-Service Soccer "crown" lost to ARMY last year for the first time in three years.

The brilliant NAVY striker Lewis Farkas scored one goal — and Steve Perrin two goals — in the crucial 3-1 win over ARMY.

Farkas then hammered home four great goals in NAVY's 6-1 demise of RAAF to take the trophy for the tenth time since inception of the competition in 1954.

For the record, NAVY have also shared the trophy on four other occasions.

NAVY won seven positions in the 17-man NSW Combined Services team to play Victoria C-S at RAAF East Sale.

Dick Grezl, Frank Morgan, "Spike" Jones, Mike Clapp, Steve Perrin, Bill Young and Steve Fisher are in the team; NAVY coach Steve Griffiths is C-S coach and LEUT Cox is on standby as reserve for the squad.

Farkas, who would have been first player picked, was unavailable.

Against ARMY, Perrin goaled after 15 minutes.

Farkas increased the lead to 2-0 after the resumption; ARMY replied with their first goal before Perrin scored his second goal for a 3-1 NAVY win.

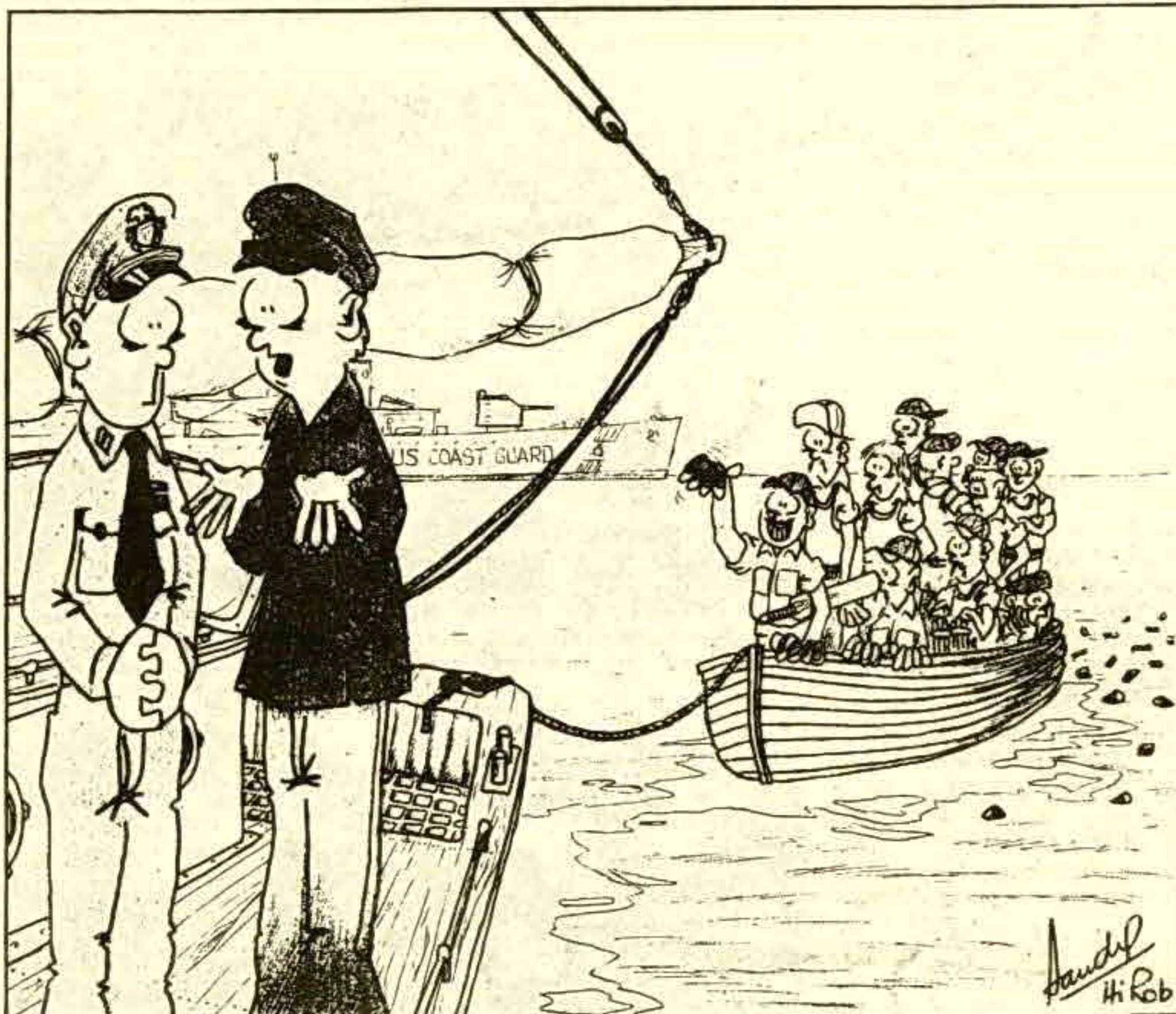
ARMY then accounted for RAAF 3-2.

NAVY led RAAF only 1-0 at the break before the "flood-gates" opened up in the second half.

Farkas was superb with his four goals, Perrin again was sound with another goal and Bill Young registered a goal.

**NAVY TEAM PICTURE,
PAGE 10.**

NEWS ITEM: "Poles defect to USA during Fastnet Race?"



"I'm Polish — they're Australian cricketers . . . !"

R.A.N. FAIL IN SPIRITED BID

ARMY took the recent Apprentices inter-Service Winter Sports series at HMAS NIRIMBA with a victory over NAVY in the Rugby — the last of the six sports contested.

After each had accounted for RAAF in the first two days, the final day settled down to a keen ARMY-NAVY struggle to decide the 1977 title.

A total of 313 competitors gathered at NIRIMBA this month for the annual series.

They came from throughout Australia to represent NAVY, ARMY and AIR FORCE in six winter sports — RUGBY, AUSTRALIAN RULES, SOCCER, BASKETBALL, HOCKEY and RIFLE SHOOTING.

Guests of honour included Chief of the Defence Force Staff, General A. L. MacDonald, Flag Officer Commanding East Australia Area, RADM J. Davidson, NIRIMBA Commanding Officer, CAPT J. S. Partington and relatives and friends of the competitors.

The series hinged on the last two games — Aussie Rules and Rugby — with NAVY holding a slender five-point lead.

Victory, which had eluded the "Senior Service" since 1973, looked a possibility.

NAVY had won the Hockey and Soccer, ARMY the Basketball and Rifle Shooting.

The RAN lead had come from a Soccer victory over RAAF — with ARMY only managing a draw with the Airmen.



HMAS NIRIMBA Commanding Officer, CAPT J. S. Partington.

APPRENTICES' INTER-SERVICE SPORT SERIES

The Aussie Rules proved a torrid affair with so much at stake to each side.

One NAVY player was hospitalised and two Navy and an ARMY player were sent off.

ARMY won the match 15-12-102 to 4-15-39 and went on to clinch the series with a 22-6 win in the Rugby after holding a 9-6 half-time lead.

ARMY finished with a total of 145 points from NAVY 130 and RAAF 85.

All competitors figured in an impressive march-past to wind up the series.

At the official presentation, NIRIMBA Commanding Officer, Captain J. S. Partington, said the series had been "very successful" and referred to the pressure on players involved in the Aussie Rules and Rugby.

Excitement at the ARMY-NAVY Rugby clash had been very high.

He congratulated ARMY and NAVY for a very good performance throughout the series and reflected that RAAF had not been quite good enough this year.

CAPT Partington criticised bitterness between some of the ARMY and NAVY competitors.

He emphasised that the idea of the carnival was to participate in sport and not to engage in fighting.

He said Apprentices' Inter-Service sport carnivals were very valuable and important in fostering relationship between the three Services.

He thanked organisers and officials for a job "well done".

NAVY team reports and photos appear on page 11.

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"ADAM'S RIB ON RUGBY..."

by STEVE ADAMS

Unfortunately this issue I have to dish out two broadsides at some of those concerned with the running of EAA Rugby . . .

Firstly, farcical is the only word that can describe the situation that arose at the scheduled WATSON v DESTROYERS game last week at Randwick. Both sides were keyed up for the match with DESTROYERS attempting to hold down second place on the ladder, and WATSON equally as keen to replace them in that position. But come 1.30, and where was the referee? . . . no where to be seen. From what I have been able to gather, a referees' appointments signal had been sent, but somewhere between the receiving Centre and the said referee, the system broke down and the appointment never got through. Meanwhile, back at Randwick, things had reached a stand-off, with DESTROYERS Harry Pearson, quite justifiably, wanting the game called off if a "whistle" hadn't turned up before 2.15. "I can't keep my blokes on edge when we're not even sure if we're going to play or not," he told me. In the WATSON camp "Buck" Rogers declared his side would wait till 10 pm to play if necessary. Things became a little heated and the day was only saved by a hurried phone call to that ever obliging friend of NAVY Rugby — Jeff Sayle, who kindly pulled on a white jersey and blew the kick off whistle at 2.30! The situation should never have arisen and it put a damper on the whole afternoon . . . By the way, the referee in question was running the line at his own establishment . . . because "They didn't give me a game this week . . ." he added.

Second dig . . . It seems hard for me to accept that last year's Dempster Cup winners, representing two establishments, are forced to forfeit a game because of lack of players when DESTROYERS/ESCORTS, which have all but been reduced to a HOBART side, keep putting a good side on the paddock week after week. I am also told that a similar situation has arisen in EAA golf.

Congratulations must go to "Peggy" O'Neill's bunch of warriors who run around every Saturday representing NAVY in the Sydney Sub District Farrant Cup "comp" . . . they've made it to the Grand Final after a fighting defeat of WILLOUGHBY last week. NAVY were down 10-0 at half time, but fought back to take it out 13-10 to advance to this weekend's Grand Final against Manly Silverferns. Let's hope that the NAVY side will go from strength to strength and gain the support the team deserves. TOMORROW (Saturday) at T.G. Millner No. 2 (1200 kick off).

The "SPARE RIB AWARD" this week goes to fellow "Navy News" columnist, "SALTY ECKEL" who has kindly donated a perpetual trophy to go to the "BEST" . . . repeat "BEST" — player in Dempster Cup Grand Finals. "I've never liked 'Best and Fairest' awards," says "Salty". "I remember how I used to be framed . . . would accidentally throw one and would miss out on a chance for a trophy," he adds. "SALTY", a former ASRU NAVY and Dempster Cup player and coach, is presently residing in Melbourne in "civvie street" but intends being at T. G. Millner to make the first presentation on September 21. The recipient will be selected by the referee and touch judges. A very nice gesture by a man who retains a keen interest in NAVY sport — particularly Rugby.

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