

NAVY



NEWS

THE SAILORS' PAPER

Pictorial

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CLEAN SWEEP FOR BRISBANE

HMAS BRISBANE has received a Vice Regal seal of approval from the Governor-General Sir William Deane.

In his first visit to HMAS BRISBANE, Sir William presented the ship with the Navy's top award, the Duke of Gloucester Cup for overall efficiency in a fleet unit.

The ceremony marked the 50th anniversary of the cup, named after the then-Governor General, His Royal Highness, the Duke of Gloucester.

In 1947 he presented the RAN with a cup to be awarded annually to the most efficient fleet unit.

The Steel Cat was alongside in Sydney, taking a short break in a busy FCP schedule to play host to Sir William and the new Maritime Commander, RADM Ritchie.

As well as the Gloucester Cup, Sir William presented BRISBANE with the AIO Shield for proficiency in Action Information Organisation, the Silver Platter for excellence in food services and the Commodore Warble Cup for outstanding communications service.

The Maritime Commander's award for excellence in supply was presented by Mr Ken Harris, general manager of ADI, the award's sponsor.

Mr Harris said supply was critical to the safe and efficient function of any organisation, but particularly to a warship such as BRISBANE.

RADM Ritchie said that of 14 possible fleet awards for which she was eligible, BRISBANE had won five and been placed second in three.

It was a truly outstanding feat and one in which the company could feel justifiably proud, he said.

In addition to the major awards, Sir William and RADM Ritchie had the pleasure of awarding a number of personal awards to BRISBANE company members.

Sir William awarded Australia Day medallions to POPT Paul DeBeus and CPOSM Matt Berry, while CPOCOX Paul Hayes and CPOET Max Garwood received Maritime Commander's Commendations from RADM Ritchie.

LEUT John Cowan received a Training Commander's Commendation.

CMRDR Hart said the company's families deserved special praise. Without their support and understanding BRISBANE's success would not have been possible, he said.



• ARMT Paul Banks, left, and ABBM Jason Nelson ... BRISBANE cleaned up. Picture: ABPH Simon Metcalfe.

Light destroyer didn't make it

The Navy has seen many proposals over the years for ships and equipment that never came to fruition. If some of these designs had been followed through, it would be a very different RAN today. Mike James writes an occasional series on the Navy that never was.

The Light Destroyer project was a 1960s initiative which grew from the requirements of the RAN for a new class of ship to replace the ageing Darling Class destroyers and supplement the DDGs and River Class DES.

The requirements stated that they must be cheap to build and maintain, built in Australia and compatible with the ships then in the RAN inventory.

The DDGs provided the RAN with perhaps the most capable deep-sea class in the world at the time, equally effective against surface, submarine and airborne targets, while the River



Artist's impression of the DDL.

Class DES were considered exceptional anti-submarine frigates with a useful gunnery role.

The RAN at that time was structured

around the capabilities of the carrier MELBOURNE, with the DDGs providing anti-air defence and the DES providing the other anti-submarine screen.

The design incorporated the same Standard SM-1 SAM system as the DDGs but the Ikara ASW system was omitted to save weight.

The original austere fit soon gave way to a more capable design, with tonnage and costs rising accordingly.

The final design, prepared by the UK's YARD design group in consultation with the RAN, displaced about 4200 tons and emphasised anti-aircraft capability.

The design incorporated the same Standard SM-1 SAM system as the DDGs but the Ikara ASW system was omitted to save weight. A single five-inch gun was mounted, together with two rapid-fire light-calibre gun mountings while the usual ASW torpedo fit of two triple mounts was specified. Eight SSMs (probably Harpoon) would be carried in two quad mountings.

A bitter taste is left in the mouth after news from the Australian Defence Credit Union's Pyrmont person Shirley Holmes. Shirley has a collection box for the Sir David Martin Foundation at the writing counter alongside her office and some fussy individual (insert your preferred epithet) has stolen all the notes and gold coins. We hope, whoever you may be, that you realise you have made it harder for an underprivileged youngster to have a chance at a decent future. And we hope, too, that anyone who may have seen a person tampering with the collection box early last week, or late the week before, will let the security guards at Support Command Headquarters know about it.

Retired Captain John More has dropped us a line to pass on his message from one of his oldest friends, former Royal Navy Commander Tim Mundy who served two years' exchange with the RAN from 1960.

A very pleasant message it is too: "I am writing to say that I'm really quite proud to have been with the RAN all that time ago. I thought the rescue operation for the yachtman Ballinmore quite fantastic - absolutely top headlines in all the papers over here with quite unreserved admiration for the whole rescue operation with HMAS ADELAIDE and the aircraft. Of course it is marvellous that it ended successfully to justify all the hard work and energy of all those involved. Anyway, if you get a chance to pass on a Bravo Zulu from a whinging Puma, please do." We're happy to see.

Following all that great praise in the world's news media, we've received a letter from a young lady in the small town of Guisborough, England. Ellie Mackenzie writes: "After reading about

Strange site at KUTTABUL Wardroom accommodation last month when computer buffin LIEUT Rob Grant was spied lugging from his little cabin, of all things, a



the fantastic rescue of our sailor Tony Ballinmore..." and wonders if a sailor would like a pen pal. Nice to report that the Seaman who opened Ellie's envelope has already written his first letter.

ADELAIDE's rescue stirred memories for some old salts too. Melbourne journalist and former Navy man Max Thomson recalls the day Movietone news cameraman Ted Taylor came hot-footing into his publicity office at one of the big oil companies with a special urgent request. Taylor wanted a lubricant that would guarantee his newsreel cameras would continue to grind away in extreme cold and icy conditions because his assignment was to join the cruiser HMAS AUSTRALIA as she raced south to the Antarctic to rescue a man with acute appendicitis. Back in the early 1950s our Antarctic bases were way short of the equipment and a sophisticated they enjoy today. With the help of the company's experts a special brew did the job and about 10 days later the dramatic newsreel cover was on the theatre screens, during the era before television when Movietone and Cine-sound covered the hot...

almost as odd was that the Voice's spy didn't think it was strange!

The National Maritime Museum at Sydney's Darling Harbour... home of the Bat, HMAS VAMPIRE... has reported a highly successful result for 1996. About 721,000 people saw museum exhibitions at Darling Harbour and across the country, an increase of 20 per cent on the previous year. And it is good to note that of the permanent exhibitions, the Navy one is consistently popular. Next time you have a day to spare in Sydney, a visit is well worthwhile.

BZ to the company of HMAS TOBRUK, who supports the Stuart School at Newcastle's Croudace Bay, a division of the Spastic Centre of NSW. The company has presented yet another cheque to the school, which specialises in helping children from three to six who suffer cerebral palsy or allied conditions. The \$1500 will go towards individual programs in areas such as education, speech and occupational therapy and physiotherapy. Thank you TOBRUK.

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• HMAS PERTH leads the fleet through Sydney Heads for the EAXA.

Navy ready for cut and Thrust

There is a steady build-up of Australian and American service personnel in North Queensland as the two countries prepare for Exercise Tandem Thrust.

Australia's largest military exercise since World War II begins on March 10 and five US Naval Service Maritime Pre-positioning Force ships have unloaded stores, equipment and 900 soldiers at Gladstone to support the US Marine Corps.

The SS CAPELLA and the 184,000-ton MVs PFC DEWAYNE T. WILLIAMS and Lt JACK LUMMUS are vehicle cargo ships, SS CHESAPEAKE is a product tanker and SS CAPE MOHICAN is a heavy lift ship.

The RAN's involvement is extensive, with at least 19 vessels taking part, as well as Clearance Diving Team 1 and Fleet Air Arm squadrons HS 723 and 817.

Tandem Thrust will test HMA Ships, PERTH, BRISBANE, SYDNEY and MELBOURNE along with OTAMA, supported by WESTRALIA.

TOBRUK, BALIKPAPAN, BRUNEI, LABUAN, TARAKAN and BETANO will be in the thick of things and the smaller vessels will include FREMANTLE, WHYALLA and BENDIGO, WALLAROO, KORAGA, BERMAGUI and BANDICOOT.

An entire US Navy carrier battle group will operate off the Shoalwater Bay Training Area.

At Rockhampton US and Australian exercise support troops, will peak at about 1500 personnel during the main phase of the exercise.

Engineers from Australia's 2nd Combat Engineer Regiment, the US Guam National Guard and a US Navy Construction Battalion are engaged

in preliminary maintenance and construction activity in the Shoalwater Bay Training Area.

The Guam National Guard Engineers also have undertaken restoration work on an historic homestead near Byfield as a gesture of goodwill toward the local community.

At Townsville, elements of the US Forces began arriving with the US ship, KILALEUA.

Townsville will host a US Army Infantry Battalion from the 25th Infantry Division based in Hawaii, elements of the US Army Texas National Guard and its aircraft, a RAAF squadron and substantial logistic support.

In all about 1750 US and Australian personnel will deploy through Townsville.

The combined US-Australia exercise is based on a US Pacific Command Joint Task Force. It is not based on a

specific threat scenario but is designed to test the capacity of the military forces of both countries to operate together in a demanding environment.

Defence Minister Ian McLachlan said: "Exercises such as Tandem Thrust '97 demonstrate Australia's commitment to supporting the forward deployment of United States Forces in the Western Pacific. "Tandem Thrust will give both the Australian and the United States military valuable high-quality training and will help us to work together."

The exercise will include airborne and amphibious assaults, maritime, land and air manoeuvres and significant maritime, ground and air live-fire activities.

About 21,500 United States and 5000 ADF personnel will take part in the exercise.

• BLUE RIDGE the Tandem HQ, see page 4.

SA honour for rescue heroes

Navy and RAAF personnel who found and rescued yachtsmen Tony Bullimore and Thierry Dubois have been honoured at a civic reception in Adelaide Town Hall.

HMAS ADELAIDE rescued the solo round-the-world sailors after RAAF crews of the Maritime Patrol Group, based at Adelaide's RAAF Edinburgh, were able to track down their distress beacons.

About 120 of ADELAIDE's company and 120 Maritime Patrol Group members were welcomed by Lord Mayor Henry Ninio and SA Premier John Olsen.

They were presented with the keys to the city by the Lord Mayor and plaques by Mr Olsen.

Meanwhile, following the rescue the Federal Government will set up a national centre to co-ordinate Australia's civil search and rescue operations.

In a major shake-up of maritime and aerial search and rescue activities, Air Services Australia and the Australian Maritime Safety Authority will establish a joint co-ordination centre in Canberra.

Transport and Regional Development Minister John Sharp

said his decision to establish the new centre followed an independent consultant's review aimed at increasing the effectiveness of operations.

"The effectiveness of search and rescue activities relies on the successful co-ordination of a wide range of Federal, State and Territory agencies including the Defence and police forces, as well as industry and volunteer groups," Mr Sharp said.

"Operational and management structures will be consolidated in the new centre to bring clearer and more unified strategic focus to Australia's civil search and rescue operations.

"They will overcome a breakdown in communications which has been a problem during recent operations," he said.

"This initiative will strengthen Australia's already formidable international reputation in search and rescue, recently reaffirmed with the rescue of three stranded yachtsmen in the Southern Ocean."

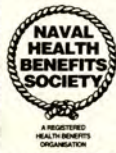
Mr Sharp said the Government did not expect significant financial benefits from the new centre because of establishment costs, but operations would be better co-ordinated through improved communications and responsiveness.



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TANDEM HEADQUARTERS

When the massive Combined Australian-United States joint military exercise Tandem Thrust gets underway next month, one of the Australian Defence Force's newest units will already be deployed at sea in its role as a specialist joint headquarters.

The Brisbane-based Deployable Joint Force Headquarters (Land) will be aboard the United States Navy command ship USS BLUE RIDGE, integrated as part of a combined US/ADF headquarters with the United States Navy 7th Fleet.

From the unfamiliar environment of the confines of a large US naval ship, the DJFHQL staff will work with its US military counterparts to command and control what will be the largest combined exercise since World War Two, when about 23,000 US and Australian Defence Force personnel deployed to Queensland and off-shore to support exercise activities in the Shoalwater Bay Training Area.

Commander of the DJFHQL, Major

General Tim Ford, said the deployment of his staff in the USS BLUE RIDGE would be an interesting challenge.

"It will be exciting because it integrates the headquarters (with the US 7th Fleet headquarters) and that is one of the roles of the DJFHQL ... to be part of coalition headquarters."

Major General Ford added that with Tandem Thrust the value of the deployment of his headquarters was further boosted "because we are combining the forces in real deployment activities,

which will significantly test the interoperability of Australian and US forces".

The DJFHQL's participation in Tandem Thrust will be the culmination of the on-going development of the deployable joint forces headquarters concept over the past few years.

Based on the Headquarters of the day decides to test the ADF.

This is a role that the Headquarters, 1st Division has developed as a secondary task over the past five years.

Under the revised ADF command structures announced last year, this role has become foremost in its structure

DJFHQL is designed to meet the demands of the 21st Century and goes beyond the traditional battlefield.

Major General Ford said the Army no longer trained for "army campaigns" and "divisional operations", but instead prepared for "joint campaigns" involving a mix of

off-shore," he said.

While many units across the ADF were preparing for Christmas leave late last year, the DJFHQL was tasked with the planning for a possible deployment of a joint force to the central African state of Zaire in support of a possible United Nations-backed humanitarian relief mission.

joint force on operations.

"The activity provided us with a great opportunity to test our procedures and capabilities and I am pleased to say we achieved the requirements well," Major General Ford said.

A major feature of the new joint structure of the DJFHQL is its diversity in staff.

While most staff are army, reflecting the historical basis of the headquarters and its land operations focus, there is a growing number of Navy and RAAF personnel in the headquarters.

From one RAN and one RAAF liaison officer on the Headquarters 1st Division structure, the DJFHQL now has 15 RAN and 14 RAAF positions, made up of a mix of full and part-time personnel.

"These RAN and RAAF staff are vital in that they assist me to make the correct decisions when integrating maritime and air assets into planning for any operation we may undertake," Major General Ford said.



• USS BLUE RIDGE ... integrated as part of a combined US/ADF headquarters with the US Navy 7th Fleet.

quarters 1st Division, the DJFHQL has been structured to command joint forces deployed for virtually any contingency in Australia, off-shore, within the region, or wherever the government

as the DJFHQL.

The concept is that the headquarters will be given a specific task and assigned the maritime, land and air assets to carry out the task. As such the

land, sea and air elements.

"These elements are designed for the particular campaign, be it for the defence of Australia or whatever. It could be a peacekeeping operation or a coalition operation

While the deployment did not eventuate, the DJFHQL proved it was a suitable command organisation to undertake contingency planning involving the possible deployment of an ADF

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• HMS ILLUSTRIOUS ... leading Ocean Wave task force.

RN task force for Hong Kong

One of the largest Royal Navy presences since World War II is bound for the Asia-Pacific region ... and at least some of the British ships will visit Australia. The RN is undertaking Operation Ocean Wave 97 to coincide with the handover of Hong Kong to China at the end of June.

A task force of 20 warships, submarines and support vessels left the UK in mid-January under the command of RADM Alan West and is scheduled to return in late August.

Flagship of the group is the carrier HMS ILLUSTRIOUS, supported by the destroyer GLOUCESTER, the frigates BEAVER, RICHMOND, CHATHAM and IRON DUKE, the submarines TRENCHANT and TRAFALGAR, the amphibious assault ship FEARLESS with 40 Commando Group embarked and the landing

ships SIR GALAHAD, SIR PERCIVALE and SIR GERAIN.

Supporting the task force are the replenishment ships FORT AUSTIN and FORT GRANGE, the fleet oiler OLANA, the repair ship DILIGENCE and the survey ship HERALD.

The ships are in the region to undertake a series of exercises with the UK's allies, including Australia, New Zealand and Singapore.

While on deployment to the region hot weather trials will be conducted on a range of new equipment, including new versions of the Sea Harrier fighter and Sea Lynx helicopter on board ILLUSTRIOUS.

Ocean Wave 97 also will see the first operational deployment of Royal Air Force GR7 Harriers as a permanent part of the carrier's air wing.

The RAF Harrier fighter bombers are optimised

for ground attack, while the Fleet Air Arm Sea Harriers are specialised air superiority anti-ship and reconnaissance aircraft.

The task force will visit Hong Kong before the handover but only two ships, CHATHAM and SIR PERCIVALE, will be in Hong Kong for the territory's return to Chinese rule on July 1.

When they depart they

will be accompanied by the former Hong Kong guardships HM Ships PEACOCK, PLOVER and STARLING.

Several RN ships are scheduled to visit Australia during Ocean Wave, with visits to Sydney and Newcastle by HMS GLOUCESTER confirmed for May and further visits by other ships planned.

- Mike James

Prince visits FBW

His Royal Highness the Prince of Orange, Crown Prince of the Netherlands, Prince Willem-Alexander has become the first member of a royal family to visit HMAS STIRLING when he toured Fleet Base West.

Invited to visit Western Australia to participate in the celebration of the 300th anniversary of the voyage of the Dutch navigator Willem de Vlamingh to chart the coastline of



• LCDR Steve Davies shows Prince Willem-Alexander over HMAS COLLINS, the "great south land" included in his itinerary, January 1697, the Prince having served in the Royal Netherlands Navy.

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Dave is caught off guard



The Royal Malaysian Navy seems set on expanding, no matter what the source, as long as the price is right. The takeover of the former Iraqi Navy Assad-class corvettes is a case in point. The Italian builder, Fincantieri, had been stuck with the six ships since the Iran - Iraq war in the 1980s because Iraq was unable to pay for them and then fell under UN sanction. The RMN initially bought two, then three more of the corvettes at a bargain basement price. The latest possibility seems to be a proposal to purchase two incomplete MEKO 140 light frigates from the cash-strapped Argentinian Navy. Laid down in 1983 but unfinished due to lack of funds, a Malaysian company wishes to purchase them, transport the 1700 tonne vessels to Malaysia and complete them for the RMN. A cost of \$80-100m for the pair has been bandied around. Cheap, if true.

Thailand will purchase a Knox-class frigate from the United States to bolster its surface fleet. The 25 year old former USS QUELLETTE, will be renamed PHUTHALOETA NAPHALAI and will join another Knox-class, PHUTHAYOTFA CHULALOK, (US-SS TRUETT), that transferred in 1994. Since the US started decommissioning the Knox-class in 1990 they have proven popular with large numbers now operating under new flags. In addition to Thailand others are operated by Egypt (two), Greece (three), Turkey (eight) and Taiwan (six with an option for six more). The only reason more weren't taken up by smaller navies, was the availability of the more sophisticated and capable Oliver Hazard Perry-class FFGs.

In the May, 6, 1996 column we mentioned that the Russian Navy had received one piece of good news, with the commissioning of the nuclear powered cruiser PYOTR VELIKIY (PETER THE GREAT). Unfortunately her maiden voyage proved to be an auspicious one for the wrong reasons. A high pressure steam line ruptured, apparently from age-related corrosion, killing one seaman immediately with a further four dying of burns received. It was revealed that the piping in question had been installed more than seven years ago and after being out in the ferocious St Petersburg weather for several more years, suffering from corrosion and neglect.

* This column has been compiled by drawing on numerous world-wide sources and any opinions expressed are those solely of the author - they do not reflect any official view of the Royal Australian Navy.



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• CDR Ken Skinner presents LCDR Simmonds with his MCAUST Commendation.

Retired LCDR David Simmonds RANR, a very private person, was caught completely off guard when he was presented with a Maritime Commander's Commendation at his home.

Living near Bunbury in south west Western Australia, LCDR Simmonds, when advised of the award of the commendation, said he did not wish to make the long journey to HMAS STIRLING for the presentation. A "need to know" operation was put into place with LCDR Simmonds' wife Jennifer as one of the main players.

An unsuspecting LCDR Simmonds received a shock when CDR Ken Skinner, Command Staff Officer Reserves (W), and LEUT Maurice Elvey from Maritime

Headquarters West, arrived on his doorstep, with CDR Skinner making the presentation on behalf of the Maritime Commander Australia.

In response LCDR Simmonds expressed his thanks and said with the support of his wife and family he had thoroughly enjoyed his working life in the Royal Navy and then the Royal Australian Navy.

He added with hindsight how his wife had placed a bottle of champagne in the refrigerator the previous day and prepared special finger food that morning although he did not suspect anything at the time.

The first thing that LCDR Simmonds has discovered in retirement is that with a young family he is finding life "not as quiet as expected".

Navy wife toughest of jobs

By
CPOSY John Ferryman
HMAS SUCCESS

Most sailors sympathise with the trials and tribulations that our loved ones experience when we are away on development. However, how many of us have had to experience these trials ourselves?

Towards the end of last year my wife came home from her work at the Department of Foreign Affairs and Trade and informed me that she was on a short list to travel overseas to Europe to install new software in several of our embassies. She would also be responsible for instructing personnel on how to operate it.

She was excited about the prospect of going, but the big problem was who would look after our son Joshua?

Our home is in Canberra and I am serving in HMAS SUCCESS based in Sydney. As the ship is in refit I told her I would investigate the possibility of taking leave, and that I would look after Joshua while she was away. After all how hard could it be?

And she would only be gone for one month.

My request for leave was approved. My wife, Meredith, was scheduled to fly out of Australia on a Monday and we spent the weekend together packing her bags, doing family things and most important of all, I received a full handover on how to look after Josh, pay the bills and generally run the household.

My confidence remained high, that is until Monday morning when I began to get an uneasy feeling in the pit of my stomach.

Suddenly I began to realise I was really going to miss Meredith, and perhaps looking after Josh was going to be a little more difficult than I first thought.

Before I knew it we were on our way to the airport.

Why was I finding it difficult to talk? Where had this lump in my throat come from? I never get choked up when it's me that's leaving.

We arrived at the airport, Meredith checked in and we waited in relative silence for her flight to be called.

Are you sure you're happy with the time Josh goes to bed? Don't forget that the number for the doctor is on the breakfast bar. The baby Panadol is in the fridge.

Are you all right? Yeah, I'm fine, I lied. All too soon it was time to say goodbye.

Suddenly my son had turned into a limpet mine and was hanging on to mum for all he was worth. I managed to pry him free with a

little help from his grandparents who had come to bid their daughter farewell and as she made her way through the departure gates she did so with the sound of Josh wailing in the background. Thankfully grandma soon calmed him down.

We watched the plane take off and suddenly I realised that from here on in, I was on my own.

Josh and I said goodbye to grandma and grandpa and made our way out of the terminal and headed for our car.

I strapped him in his little seat and asked him if he was okay. He replied by heaving up all over the back seat and bursting into tears. I calmed him down and used a box of baby wipes to clean up the car.

This was definitely not in the handover.

Over the next four weeks I learned first hand what it's like to be a Navy wife and mother.

'From here on I was alone'

We decided to keep Josh attending creche three days a week. The rationale behind this was to maintain some sort of routine for the little bloke and in theory give me time to get on with a few things for myself.

All this time just didn't materialise. If I wasn't cleaning the house I was doing the washing. If I wasn't doing the washing I was preparing meals and so on.

There were bills to pay, cheques to write, Christmas cards to send and books to balance. All of these were things which normally happened on their own when I was away from home on the ship.

The girls at Joshua's Little Tykes creche were great. For the first three days when I dropped him off he cried his little heart out.

But with the help of the girls and his "sheety" he was soon a happy little camper once again.

I was instructed that I must always sign him in and out, shown where to collect parents' mail and reminded to make sure that I closed the child gates behind me.

Pretty soon I was part of the creche clique. The girls knew me, I knew the girls and the kids knew I was Josh's dad and that I worked on the big boat.

This wasn't my only means of support.

Meredith has maintained contact with the group of mothers who were in hospital with her when she gave birth to Josh. They usually meet once a week to catch up and let the kids play together for a while.

Before long I had exchanged my divisional meetings for morning tea with the mothers. Here I caught up on all the latest 'goss', stuffed myself full of sticky buns and drank copious amounts of tea and coffee. It was also a useful source of information on how best to deal with a two-year-old.

As a surprise for Meredith I decided that while she was away Josh and I would make the transition from his cot to a "big boy's bed". This struck me as a very male bonding type of thing to do. All very well in theory.

However on implementing this brainstrom I failed to realise that he was no longer restrained. For this oversight I paid the price. Wakey wakey for daddy was now all 0530 when the needs be greeted by his little uncle who would announce: "Daddy get up, Bottle." I obeyed.

There was also the odd instance of man overboard during the night, but thankfully he took his own steps and as watch on deck I was able to get all nighters in a matter of time.

One day I decided Joshua was in need of a hair cut. His fringe was getting in his eyes and so I figured I'd give it a trim.

That evening I gave him his bath, washed his hair, and having contacted the barber cut my own hair hundreds of times I felt well qualified to perform the operation. Snip, snip and snap. Smile Joshy. Beautiful! Bottle and bed.

The next morning when his hair had dried I realised I was in deep gaaaan. His hair was crooked and as it had dried it had risen well up his forehead.

I dropped him at creche that morning and received more than one disapproving look from the girls. That afternoon it was straight to my friend Tony the barber for a major damage control exercise. If Meredith saw it like this I knew I'd be for it.

Thankfully Tony pulled off what can only be described as a miracle haircut and by the time Meredith came home he'd be her bonny wee boy once again.

This was the trend throughout my wife's deployment.

PATROL BOATS

COs meet to talk tactics

Former class patrol boat commanding officers have gathered in Cairns for the inaugural FCPB Commanding Officers' Tactical Training Period.

The seminar, at which 13 of the 15 patrol boat COs attended, was convened by the Commander Australian Patrol Boat Forces (CMDR Paul Smith).

An interesting and stimulating range of speakers addressed the patrol boat COs including representatives from DIO, IP division, HQADF, 92 Wing, AFMA, RANSWARS and Maritime Headquarters, COMFLOT (CDRE Tim Cox) was in attendance throughout the seminar.

A range of subjects was discussed by the COs and topics covered in detail were the increased activity of FFVs to Australia's north. During 1996, more than 100 FFVs were apprehended by the patrol boat

force.

The latest "tactics" used by the FFVs are keeping our patrol boat crews on their toes. During 1996 patrol boat sailors were faced with FFV crewmen who had suffered with the bends.

Saving FFVs from sinking is a common-place task and the arduous duty of towing FFVs into port is just part of a patrol boat sailor's job at sea.

Vice Admiral Taylor attended part of the training period for the patrol boat COs and also was the guest of honour at the mess dinner.

At the dinner it was realised that two of the patrol boat COs have a remarkable resemblance to each other. LCDR Brenton Smyth (IPSWICH) and LCDR Simon Andrews (DUBBO) could be identical twins.



• GLADSTONE's boarding party l-r top . . . LS Mundry, LS Jocusmen, bottom AB Barnmetler, AB Bowditch, AB Francome, LEUT Stevenson, LS Newman.

GLADSTONE bags year's first catch

The Cairns-based patrol boat HMAS GLADSTONE (LCDR R. Barker) has experienced a busy start to the new year while conducting a successful fisheries surveillance patrol in the Arafura Sea.

The boat had the honour of recording the first apprehension of 1997 involving a foreign fishing vessel boarded while fishing illegally inside the Australian Fishing Zone (AFZ).

The operation was a successful baptism of fire for the ship's

new boarding party which afterwards helped tow the vessel, heavily laden with shark fin, back to Darwin for civilian prosecution.

After a brief period of relaxation ashore GLADSTONE was soon back in action operating off Cape Wessel in conjunction with Darwin-based Coastwatch surveillance aircraft.

Close co-operation with one of the aircraft allowed GLADSTONE to close in under cover of darkness on a group of 10

large Indonesian Type III fishing vessels which had been detected operating inside the AFZ boundary.

Working silently in the dead of night the boat's boarding party quickly apprehended three large Type III ice boats before the remaining seven vessels, the largest weighing in at 180 tonnes displacement, were escorted by GLADSTONE to Darwin where the true size of their catch was revealed to be in excess of five tonnes of reef fish.

Observer's 200th hour over Iraq



• LEUT Savage . . . 200 hours in the sky over Iraq.

The Royal Australian Navy's Lieutenant Anthony Savage has flown his 200th hour in the skies of Iraq.

LEUT Savage was attached to the United Nations Special Commission which deals with the elimination of Iraq's weapons of mass destruction under the UN Security Council Resolutions 687, 707 and 715.

LEUT Savage, an observer from H8317 Squadron in Nowra NSW, was the chief inspector of the Aerial Inspection Team.

He arrived in Iraq in June of last year and returned to Australia in December.

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**Adventurous
journey for
little cannon**

Anglesea Barracks Sergeants' Mess, now part of Defence Centre, Hobart, welcomed the return of its miniature cannon by the Chiefs' Mess of the USS CARL VINSON, when the ship visited Hobart late last year.

USN Commander Master Chief "Lump" Nissan and 30 Chief Petty Officers attended a reception at the Sergeants' Mess where the cannon and a \$200 "fine" was handed to Mess President WO1 Stan Walker. The money will be given to Legacy.

The cannon has journeyed far since its abduction by the Chiefs when the ship last visited Hobart in 1994.

It saw Gulf service, the commissioning of USS CHIEF and visited several baseball games.

The cannon was donated to Anglesea Barracks by HMAS WAGGA in 1956.



CERBERUS exercises her rights

The 1200 personnel of HMAS CERBERUS exercised their right of freedom of entry to the Shire of Mornington Peninsula as part of their Australia Day celebrations last month. The members of the RAN contingent arrived in Mornington town in a fleet of 30 buses, beginning their march down Main Street at 1000 as their first official ceremony for 1997. Witnessing the occasion... the Navy marching with swords drawn, bayonets fixed, drums beating, hands playing, colours flying and in full regalia... was a large crowd of tourists and shire and town residents.

• 1200 HMAS CERBERUS personnel march down Mornington's Main Street.

Refit and ready for deployment Up Top



• CDR Woolrych and LSBM Christopher Proud march off after laying the ship's wreath at Port Arthur.

After 11 months in refit and a busy series of contractor sea trials, HMAS HOBART is back in full swing.

She is taking part in the Fleet Concentration Period in the Eastern Australian Exercise Area, following successful command team training and her shakedown which included firing her ship launched torpedoes.

During her refit, HOBART was given a completely new main galley as well as extensive refurbishment of her machinery and weapons systems.

As well, there was a substantial change out of the ship's company during her time in refit, so after the handover ceremony by her new CO CDR Simon Woolrych and ADI chairman Don Laverick, high on the agenda was a large number of courses to ensure personnel were adequately trained in preparation for her workup.

After combat system sea qualification trials, proving all aspects of HOBART's weapon systems in readiness for the workup, the destroyer took the chance for a short

visit to her name city. As part of a hectic but highly successful visit, deepening the long-standing relationship she has with Tasmania, HOBART's company conducted a working bee at her favourite charity, the Clarendon House home for children.

As well, with the visit just before Christmas the company bought the children two Super Nintendo entertainment systems, a number of games and a television to make the season just that little bit happier.

Before leaving, HOBART called at Port Arthur where CDR Woolrych and several of the company, particularly the Taswegians, conducted a formal wreath laying ceremony in remembrance of those murdered in April last year.

Following the FCP, HOBART will undertake her workup during next month and April ready for full operational status and a challenging program which will see her visiting South East Asia for extensive multi-national exercises.



• HOBART after her successful period of shakedown.

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• CANBERRA at speed during her trials.

CANBERRA's back

It has been 13 months between visits for HMAS CANBERRA, but the youngest of the western-based ships is back in her old home of Sydney for the Fleet Concentration Period and her work-up and Operational Readiness Evaluation.

CO CDR Nigel Coates reports that CANBERRA's company has not been relaxing in the balmy west.

An early... and difficult... task was a tour of the ship by 45 enthusiastic and excited six-year-olds from Medina public school in WA.

It fell to LEUT Doolin, SBLT Brown and ABs Aitken, Small and Walsh to supervise the youngsters, who were visiting CANBERRA and WESTRALIA as an ideal practical component of a

mode of transport project for their studies. Then after completing her fifth ship's availability refit and her light of examination, a frantic month saw harbour and sea acceptance trials before a shakedown and a week alongside ready for deploying east.

CANBERRA was not alone in the Western Australian Exercise Area.

She sailed for the shakedown in company with HMA Ships ADELAIDE, DARWIN, BUNBURY and TORRENS, who were joined later by WESTRALIA and briefly MORESBY to bring almost the entire western fleet together.

As a Task Group the ships entered a hectic shakedown period, with members of the Sea Training Group embarked



• "Pied Piper" AB Aitken takes the Medina school children for their tour.

for Exercise Eastern Safari.

During a 10-day passage east, ships left and rejoined at eastern State ports and CANBERRA took part in a passage exercise with Italian Navy units during their round-the-world cruise.

The passex included five RAN ships and their helicopters, two RAAF Orions and the Italian destroyer LUIGI DE LA PENNE, giving the rare opportunity to work with a distant ally.

Once clear of the Bass Strait traffic, CANBERRA

took a left turn at Jervis Bay to conduct ship noise analysis on the sound range... but not before she was "beaten up" in the Eastern Australian Exercise Area by RNZAF A4 Skyhawks and RAAF F111s.

HOW DO DEFENCE FORCE FAMILIES FIND THE INFORMATION THEY NEED?



The quickest, easiest way is to call FIND—Family Information Network for Defence.

This free, Australia-wide telephone information service is readily available to all service personnel and their families. FIND can answer all your questions regarding relocation, housing, retirement benefits, allowances, policy—any personnel information at all, from the specific to

the trivial and if we can't supply an answer we'll put you on to someone who can.

Dial 1800 020 031 free of charge from anywhere in Australia or 257 2444 in Canberra.

We'll put you in the know in no time.



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14 First of
15 For kind
17 Cool term
19 Eggs
21 Refuse
22 Eggs
23 Angry
24 League near
25 Gateway
26 A Party
28 Spanish artist
31 Aids for
university

DOWN

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4 Country
5 Fish town
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10 Scare
11 Therefor
12 Scorn
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16 Downcast

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HMAS LEEUWIN

59th Intake, April 12, 1977

Let's get together!

Call WO Gavin Chave (06) 266 4154
or CPO Mark Formston (06) 265 3223

HMAS LEEUWIN

14th intake (Jan 1966)

Want to get together?

Please contact us, care of
Brenton Tancock (Tink) (08) 8391 0214

HMAS QUIBERON

REUNION - BRISBANE - 1998

1. COMMISSION CREW - 1958-1964
2. LINK WITH CREW MEMBERS - 1942-1948
Contact: TONY DANIEL BH: (07) 3892 7135
AH: (07) 3801 4342
MOBILE: 015 154 2753

P.S.O. PORT COCK

For Further Information Contact
CPO Andy Fenn at PSO Frankston
(03) 9783 9344.

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10TH ANZAC REMEMBRANCE AND THANKSGIVING SERVICE

St Stephen's Anglican Church
21 Mowbray Road, Chantwood
1000 Sunday April 20

Morning tea will follow service.

Medals to be worn.

Tough being Navy wife

• From page 6

Each day full of its own little problems and challenges. I longed for her to ring. I checked the mailbox religiously for her mail and constantly worried about her well-being. Above all, I missed her.

Gradually though, time marched on and soon it was time for Meredith to come home.

On the day of mum's return I dressed Josh in his number 1 rig. I didn't tell him mum was coming home that day, instead I told him that we were going to the airport to look at the planes. He thought this was pretty good, and so off we went.

We watched the planes come and go until finally I spotted mum's aircraft on short finals. By this stage Josh had declared that he wanted to "get on the airplane" and so I said to him "we'd wait until this one landed and when the pilot came off we would ask him if he could go on."

Well we never saw the pilot get off the plane, but we did see him. Josh and I both beamed and just like that we were a family again.

My ordeal was over.

I look back on that month now a little older and a lot wiser.

I know my son a lot better than I did and have a greater appreciation of what my wife is up against throughout the duration of my sea postings.

At the end of that month I felt bushed, both mentally and physically. I had dish pan hands, a sore back and even my boobs had headed south.

And so to all the Navy wives and mothers I salute you for the fine job that you do in our absence and to the seepsics out there who have read this and written it off as a load of old flannel, just three words: I dare you.

• Note: Two days after my wife's return I received a phone call from my landlord. I had forgotten to pay the rent.



Ian Hughes



Wifeline

Contact Groups: For the date of the next Combined Contact Group meeting, contact the FLO on 527 9233. All welcome and babysitting is provided.

For information on the activities for all WA-based ships call the FLO. Support and Workforce Skills offers employment-related courses, employment contracts etc. SAWS meets 12.30pm every Monday of pay week at Marilla House, all welcome. For more information, contact Gillian on 524 6513.

Leanne on 592 3264 or Christ on 527 6772. Bookings for Marilla House can be made by contacting Julie on 528 4835 on Wednesdays from 10.00am to 3.00pm.

Senior Friends - Contact Peta on 524 6065. Sue on 592 3917 or Ann on 527 9833 for more information.

Defence Special Needs Information Centre - for more information contact Wendy on 592 4924 and Kathy on 592 4383.

CERBERUS: The Annual General Meeting

for the RAN Family and Friends will be held on Tuesday, March 4, at 10.30am at Club Cerberus. All welcome. To note on the day, you must be a member and membership is available on the day. For more information call Aileen on 5983 6242 and Andrea on 5983 8839 for child care for the functions.

Playgroup get together is held every Wednesday and Friday morning at 9.30am at 16 Cook Road (Cerberus Cottage). Please bring a piece of fruit per child and \$1.00 per family. Your contact is Aileen on 5983 6242.

Adelaide: For details of the first meeting for 1997, contact Faith Green on 8332 2536 or Betty Thomas on 8298 2720.

Unfortunately the Arnccliffe Spouse Group has folded. However, if anyone wants to resurrect it or start a new group in the DHA Southern Sydney Zone 2 Area, contact Leigh.

Another group will also be meeting for coffee and

once again all Defence spouses and their children are welcome to the Sutherland Family Network, Sylvania Community Health Centre, 29 Sylvania on the third Tuesday of each month. The next will be on March 18.

For further details, contact Leigh Ralston, Defence Social Worker (Community Development Organisation) on (02) 9349 0764.

The Endeavour Child Care Centre serving children of RAN, RAAF, Army and Defence personnel in South Coogee has vacancies for seven children in the 2-3 year age group.

The Centre is open from 6.30am to 5.30pm Monday to Friday. For more information contact Julie on 9314 1221.

I look forward to hearing from all groups in the near future, either at 24 Fathom Rumble, Waikiki, WA 6169 or call me on (09) 593 3310 (after 6.00pm) or fax (09) 319 2071.

— Julie Daws



Trinity Grammar School

An Anglican Day and Boarding School for boys with a current enrolment of some 1700 students (K-12) invites applications from suitably qualified people to take up the following position:

1913
Summer Hill
Strathfield
Pine Bluff

ASSISTANT SCHOOL MARSHAL

The position involves the general oversight of daily School routines insofar as they involve the boys in activities outside the classroom. Duties include the active supervision of students' behaviour when travelling to and from school, at sports training, co-curricular and other after-School activities. Assistance with the security of the School at night will also be involved.

Accommodation at the Strathfield campus will be provided if required.

It would be an advantage for applicants to have had a Services background, though this is not essential.

Intending applicants should note that Trinity aims to provide its boys with a thoroughly Christian education which recognises the importance of spiritual qualities in every sphere of learning and living. The School actively encourages its students to grow in wisdom and stature and in favour with God and Man.

Applications should be addressed as soon as possible to:

The Head Master's Secretary
Trinity Grammar School
PO Box 174
Summer Hill NSW 2130



On Virgin ground



• A member of the Army LCL crew checks guest Jill Crossan's life jacket for the ride to Fleet Base East.



• Singer Richard Clapton was a popular target for autograph hunters ... but this PO's shirt will be auctioned for charity.

HMAS TOBRUK became "HMAS VIRGIN" for a night this month, as more than 300 people partied in the Tank Deck to celebrate the launch of Virgin Interactive Entertainment in Australia and the latest version of the firm's popular Command and Conquer PC CD-ROM game.

The new Red Alert game has already sold 50,000 units in Australia ... about 55 million in retail sales.

VIE brought two people from each State, winners in a national radio promotion, to Sydney for the mystery party. Not knowing their destination,

they gathered with hundreds more at the Man O' War Steps near the Opera House and boarded an Army landing craft.

When the landing craft reached Fleet Base East and married with "VIRGIN's" stern door, they were ushered into a Tank Deck decorated with a huge stage, big video screens and red light to join music and media celebrities, VIE's business associates and almost 100 invited RAN members.

After non-stop small eats and refreshments for several hours of celebration and entertainment including Russian dancing and acrobatics, guests went about for a fireworks display of 500 different explosions in just two minutes.

Video presentations and deafening music launched both the company's Australian operations and Red Alert, as well as previewing its 1997 offering, Blade Runner.

The general manager of VIE Australia, Nikki Hemming, said that in 1995, Australia had been the company's biggest single export territory without a local presence, sales here representing five per cent of its total European and Asian turnover.



• TOBRUK CO CMDR Glen Robinson was popular with the Navy contingent ... perhaps because of whose hat he souvenired.

Before being posted to Australia, Ms Hemming was international sales manager at VIE head office in the UK, after working with the company in European and South African offices.

She intends to raise the brand's awareness, enhance business relations and improve distribution to reach at least 10 per cent of the entertainment software market.

"With a dedicated local team, I am confident that VIE Australia will continue to experience healthy growth, develop greater market presence and reinforce VIE's position as a leading provider of interactive games," she said.

Game cheats

Duke Nukem 3D
 Enter these at any time:
 DINCORNHOLIO : God mode.
 DNITEMS : Gives all inventory items and keys.
 DNCLIP : Lets you walk through walls.
 DNWEAPONS : Gives all weapons and ammo.

Duke
 Press the tilde key (~) then type in these codes.
 GOD : God mode
 FLY : Fly mode
 NOTARGET : Monsters don't see you until you start shooting.
 GET a weapon
 GIVE S 200 : 200 shotgun shells
 GIVE N 200 : 200 nails
 GIVE R 200 : 200 rockets
 GIVE C 200 : 200 cells
 GIVE H 200 : 200 health
 IMPULSE 255 : Quad damage.
 IMPULSE 9 : All weapons and ammo.
 IMPULSE 11 : Get a rune. - Simon Metcalfe

CIMA keeps managers up to date

by LEUT Rob Grant

CIMA will hold a conference this week for Base Information Technology Managers in Sydney to bring staff up to date with developments in the Navy's computer environment.

The conference will run from February 24 to 28. The first two days will be at the Parkroyal Plaza and the remaining three days at the Com Tech Education Centre, Wymond.

Topics include LAN

developments and upgrades, new features for the Restricted High Navy Information Network and the implementation of the Navy Information Web.

Presentations will be made by CIMA staff and vendor representatives. Remaining sessions will provide Lotus Notes training for administrators based outside Sydney.

Sydney administrators will receive their training at another time to be arranged soon.

This training is in preparation for the rollout of the corporate electronic mail system.

When installed, all RHNIN users will be able to e-mail any other user on the RHNIN, as well as the Internet.

Signals
 Have you ever received a big bundle of signals to read and wondered why they aren't on the net-

work, to be read as they are received? Worse still, have you had to go to the COMMEN or a noticeboard to read them on a clipboard?

Relief is in sight. The Command Message System has been installed at Moorebank for trials.

It allows signals to be posted on the network and read from workstations in the High Priority Demand Cell.

At Moorebank it has enabled staff to react more quickly to stores requests, since signals are converted electronically for distribution on the LAN environment.

An additional trial is being planned for a major fleet unit.

Implementation of the system to other bases is planned or executed.

The CMS should be installed in major bases by the end of the calendar year and installation in HMAS CERBERUS is anticipated to begin in early March.

Virgin Interactive (Australia) would like to thank the Royal Australian Navy, especially the captain and crew of the HMAS Tobruk for their participation in one of the most successful company launches in Australia.



GREAT LEADERS AREN'T BORN, THEY'RE MADE.

Windows top 10

| Model No. | Name | Supplier | Game Plan | Price (rp) | |
|-----------|------------|--------------------------------|-----------------|------------|---------|
| 1 | VFREDDGCDR | Red Alert | Sega Disoft | Strategy | \$99.95 |
| 2 | 500144 | EA Cricket '97 | Electronic Arts | Strategy | \$79.95 |
| 3 | 28590888 | Diablo | Dataflow | Strategy | \$79.95 |
| 4 | FDAV1CDR | Daytona | Sega Disoft | Car Racing | \$69.95 |
| 5 | 507556 | Need for Speed | Electronic Arts | Car Racing | \$49.95 |
| 6 | 500136 | F22 Lightning Flight Simulator | Electronic Arts | Strategy | \$79.95 |
| 7 | FTOMNSCDR | Tomb Raider | Sega Disoft | Strategy | \$89.95 |
| 8 | FCNVSCDR | Civilisation II | Sega Disoft | Strategy | \$29.95 |
| 9 | 507745 | EA File '97 Soccer | Electronic Arts | Sports | \$79.95 |
| 10 | 20548 | Quake | Roadshow | Strategy | \$79.00 |

List courtesy Brashs

Jindivik flies into history

By
LEUT. Aaron Matzkows

Boys just love playing with model aeroplanes, but the Navy's Target Services Group has taken the sport to its ultimate.

Instead of a piston engine fuelled by chloroform driving a plane to the end of a wire, the TSG team's two tonne models are radio controlled and each is powered by a Rolls Royce Viper jet with 2750lb of thrust.

Of course, they are flying, the faithful long-serving Jindivik pilotless aircraft, the Australian-designed workhorse that has towed target drogues for thousands of Navy practice shoots over more than 40 years.

Designed and built by the former Government Aircraft Factory in Melbourne, the Jervis Bay Jindiviks are operated and maintained for the Navy by British Aerospace Australia.

The little plane has been flying since 1952, with the first two manned

versions known as Pikas. It is the only jet aircraft to be designed and built in Australia.

"The hunted one" as the name means was used widely at Woomera in the 1950s and 60s testing Australian and British missile systems and the plane has been exported to the US, UK and Sweden.

With Jindivik due to be replaced at the end of this

year, the Commander Target Services Group, LCDR David Manolas, has hosted his predecessors at a Jervis Bay seminar to review the aircraft's performance over the years and consider its replacement.

The US Tractor Flight Systems' MQM-107E has been selected by the Department of Defence as Australia's new unmanned target drone, with the first expected to enter service at Jervis Bay late this year.

However, many RAN men will mourn Jindivik and a farewell dinner is planned for later in the year. CDRs Stan Quinn and Vic Harvey; LCDRs Manolas, Alastair McDonough, Bill Paton, David Simmonds, Mike Cordner and Phil Chapman; FLTLT Chris Mosley and Bae's Mr T I m w e r e e

unanimous in their fondness and praise for the hard-working Jindivik.

CDR Manolas explained that the Jindivik was launched by two target controllers, who must be experienced pilots. One controls the plane's pitch and speed and the other "steers" it.

Another two controllers at the Bherwerre Ridge trig station control the aircraft out to sea for the firing mission.

The aircraft takes off from a trolley at about 120 knots and despite its age, it still has a climbing speed greater than that of the FA/18.

The Jindivik is not the target, but tows it, although a surprising number has come to grief over the years. And 31 planes... most of which have been lost... bear the names of TSG Commanders.

The list is impressive. The longest-serving Jindivik number 530, the *Geoff Furlong*, locked itself into a starboard turn and ditched into the sea off the Bherwerre Range in September 1987 after a career of 324 flights totalling 236 hours and 30 minutes over 19 years.

Next best is the still-active 742, *Vic Harvey*,

which has flown nearly 192 hours in its 13-year life despite crashing on its first landing and being rebuilt.

Still active too is the seven-year-old *Paul Gomon* with 126 hours in the air in its 180 flights.

There have been four *Steve Youls*. 636 was the shortest-lived Jindivik, crashing into the sea in 1971 after just three flights totalling 1.9 hours.

The second lowest was his 10-day old 641 which crashed at Jervis Bay after just four flights with 2.9 hours in the air. Number 644 lasted 19 days before an electronics failure brought her into the

ground at Bherwerre Ridge Road after spending 3.7 hours aloft in five nights.

His 647 lasted longer and clocked up nearly 60 hours in 88 flights spanning six years before a too-enthusiastic HMAS BRISBANE gun crew brought it to an untimely end.

An unlikely 13 Jindivik have been shot down, HMAS SYDNEY scoring at least three, BRISBANE two and DARWIN one.

HMS MANCHESTER shot down one and the RAAF and a 1972 Fleet Air Arm A4 Skyhawk have each taken out one.

Perhaps the most unfortunate have been the

Shamus O'Farrell, which was destroyed when the crew landed it in a perfect line on the runway... but upside down... and the *Jan Criddle*. The wings fell off.

"They have been honest, reliable workhorses and have served us well for so many years," LCDR Manolas said. "A lot of us will miss the Jindivik when she's replaced."

It is not quite the end of the line though, as Jindiviks will continue to be used by the Royal Air Force at Llanberis in Wales, with several still under construction.

Woolloomooloo
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HOTEL

Welcome to the
crew of the
USS ESSEX

New York Times Write:
"The Woolloomooloo Bay Hotel
was the best pub we found
down under"

FIND OUT
WHY

• Great Entertainment • Great Food
and only 300 yards
from the NAVAL BASE

• Former TSG Commanders, from left LCDR Bill Paton, LCDR David Simmonds, CMDR Vic Harvey and CMDR Stan Quinn at the Jervis Bay control tower.

Confederate Navy the birth of modern era

Raymond Luraghi was born in Milan in 1921 and is professor of American history at the University of Genoa.

He has made the study of the American Civil War his life's work.

He has tried to reason why the nation that prides itself as the land of the free and refuge of the oppressed would implore with such violence and bitterness for more than four years.

His studies slowly revealed the role of the Confederate States Navy in the War. All earlier historians of the American Civil War have tended to disregard the CSN.

Luraghi, however, became fascinated with the reality that a country with an agrarian economy, limited secondary industry and almost no merchant marine, was able to confront the formidable United States Navy through four years of merciless fighting in all parts of the world.

The secession of seven southern states from the Union in December 1860 arose from tension that led to civil war in April 1861.

The former United States senator, S. R. Mallory, established the Confederate States Navy in the three months following secession. He was well aware of potential

A History of the Confederate Navy
by Raimondo Luraghi
translated by P. E. Coletta
Chatham Publishing
London 1996
514 pages illustrated
£30 (UK)
Reviewed by
CMDR John Ellis RANR

difficulties. Almost 70 per cent of the pre-war fleet and 95 per cent of the merchant fleet were in the north. He had plenty of officers who had resigned from the USN but few ratings.

To the public and the government of the Confederacy the Army was their only defence.

Nevertheless Mallory's organisation saw the CSN well manned, fed and clothed throughout the War. The Confederate flags at sea were not hauled down until the Army had surrendered.

He declared: "I promise to adopt a class of vessel hitherto unknown in naval service."
While the United States had built a Navy, the Confederate States had a Navy to build; Mallory intended to incorporate all the latest developments of steam propulsion, rifled guns and protective armour.

The first of the so-called ironclads was *CSS Virginia*, built on the hull of *USS Merrimack*, scuttled by the USN as they evacuated Gosport Navy Yard.

She engaged a USN squadron of frigates in Hampton Roads, Virginia, on March 8, 1862. Within minutes Mallory's innovations demonstrated that wooden walled ships and smooth bored guns were outdated.

The *Times* in London observed that of 189 first class ships of Her Majesty's Navy only two could still be considered useful.

The USN had not been idle while *Virginia* was building. *USS Monitor*, designed by John Ericsson, was ready to challenge *Virginia* the following day.

The ensuing four-hour duel was inconclusive, ending when *Monitor* escaped into shallow water, never to risk action against *Virginia* again.

Other innovations implemented by Mallory included commerce raiders, mines, torpedoes, submarines and commando raids.

Nevertheless Mallory's dream of the ultimate weapon was illusory as the wealth and industrial capability of the United States soon outstripped the Confederacy and the early military successes of the Confederate Army were reversed.



• WO Mark Grills ... made a splash with CERBERUS clubs.

Mark makes an award splash

WO Mark Grills is well-known at HMAS CERBERUS as a good sport ... and now he has the establishment's Sports Council Award to prove it.

Mark is the man who started the CERBERUS diving and waterskiing clubs and he still gives at least one day each weekend to lead students on their first dives at Portsea or Flinders.

To start the club, he scoured dive stores around Melbourne for old equipment, then found and set up premises and a store in the old SA magazine in Nelson Road.

In WO Grills' award, CERBERUS CO CAPT John Diercks states that Mark also "persistently" lobbied the Welfare Committee for funds and equipment.

Mark has just complet-

ed his civil diving instructor's course, the only qualified instructor at the club. He says he is happy with the large out-of-hours commitment teaching demands ... and now he is training three divemasters.

If that were not enough, he is the club's treasurer and general organiser.

CERBERUS personnel have reacted to Mark's

efforts by voting with their feet and the club, well-equipped, boasts 140 financial members.

Mark also helped start the CERBERUS Waterski Club and helped organise its ski boat.

He was instrumental in forming the inter-service waterski competition as well as holding the posts of instructor and treasurer for the CERBERUS skiers.

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Group takes a dive ...

HMAS TORRENS was in transit from Burnie to Hobart, the officers busy with a Major Fleet Unit Navigators' course, but seven intrepid divers took the opportunity to undertake an adventure training expedition on Tasmania's east coast, to enjoy diving in the clear, cold and scenic waters.

Setting off from Burnie as TORRENS sailed they drove across Tasmania to set up camp in Bichenno on the east coast.

The team spent the first afternoon exploring the beautiful Freycinet Peninsula.

A climb to Wineglass Bay lookout was the highlight of the first day testing everyone's sealegs in a near-vertical hour-long hike.

Tuesday morning saw the team sitting up in 7mm neoprene for the first dive in Bichenno at a site known as "The Canyon", a granite boul-



• The divers prepare for Cathedral Dome Cave.

der formation in 35m of cold water.

The shock of 12°C water was the first experience in "temperate" water diving for several of the party, but after settling in the dive was enjoyed by all, with rich invertebrate and marine life to see.

The second dive of the day was at Muirs Rock. This area was full of swim through tunnels teeming with huge abalone and crayfish

among thick stands of bull kelp.

On the third day they journeyed south to Eaglehawk Neck on the Tasman Peninsula for a day of sightseeing. The sight of TORRENS passing on the horizon warmed everyone's spirits for diving on the Thursday ... much needed as they entered the water in a hail storm and exited in a flurry of snowflakes.

The dive, however, to

the beautiful Cathedral Caves was the highlight of the trip.

In perfectly still 20m visibility, the divers entered the caves and swam through tight tunnels and spacious caverns rich with invertebrate life overhead and on the walls.

The last dive was to the eagerly awaited kelp forest, giving an awesome feeling akin to floating through the middle of a jungle canopy.

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SKYDIVERS ON TARGET

Four Navy skydivers have taken part in the Australian Defence Parachuting Championships - and they all came home with trophies.

The championships were held over two weeks at the RAAF's major training base in Wagga Wagga, NSW, giving some participants their first taste of competition in skydiving. Others, like Navy's Greg Hays (former world champion), have previously competed at national and international level.

Notwithstanding skill levels, there were plenty of challenges in the sky over Wagga Wagga with the occasional cloud, wind, rain and even a spot of sleet and a hail storm tossed in by mother nature to make things interesting.

While most of the fifty-odd Australian Defence personnel taking part were familiar with extremes in weather, some other competitors were less accustomed to the colder conditions,



Boarding the RAAF Dakota DC3 for another winning jump. In the door: Graeme Wilson, Dave Rose (Army PTS), Anson Needham (723 Squadron); outside: Graeme Branford (HMAS ALBATROSS), Greg Hays (RANTEWSS) and Gary McMahon (championship director)

particularly those from the Thai, and Brunei defence forces.

Also participating, and more accustomed to the cold, were members of

the Korean defence force, making the championships a real

international event with real value in fostering good relations between

ADF personnel and those from the other participating nations.

Wherever they came from all competitors, officials, and "the workers" (from Army's Airborne Platoon) enjoyed the excellent facilities and hospitality provided by the RAAF.

Between them Navy competitors took out places in all four official events of classic accuracy, "swamp" accuracy, canopy formations and freefall formation skydiving. They also took part in the fun speed star event - which involved teams of 10 skydivers (drawn from a hat) exiting the aircraft at around 3000 metres and piloting their bodies in an attempt to link together in a circle while freefalling.

Navy personnel interested in trying the modern sport of skydiving, on either a recreational or competitive basis, can contact Greg Hays at RANTEWSS on (044) 21 1288 - DNATS 8-671288.

Success on the Murray

A combination of good teamwork, an experienced support crew and excellent weather meant success for CERBERUS Canoe Club in TK2MO Murray River Relay.

Padding from Yarrawonga to Swan Hill over five days to help raise money for the Red Cross the two teams representing Navy finished first and second.

The teams successfully completed the 404km in 2.8:33:05 and a 30:49:53min respectively with each boat paddling approximately 100km.

The teams this year consisted of LT Toohy/LT Beaumont, FLT Sanderson, SMNNT Meerten, CPOPT Wintze/POPT Long, POSN Robinson, ABCD Grey/LSPET Wood/ABCK Miller.

Special thanks to sponsor Mr Martin Finn who currently manages SERCO at CERBERUS and CPOPT Duray (reserves) who provided accommodation at Swan Hill Kick Start Gymnasium.

Thanks also to the all important support crew made up of CPOSN Hall, LSET Watt, ABSIG Kerr, ABCK Stone and ABCK Hunt.

ADF runners off to London

The ADF Running Association has accepted an offer to send an ADF team to compete against the UK Combined Services marathon team in the London Marathon in April 1998.

The association is planning to send a team

of 12 open male, six open female and six veteran (over 40) runners and is looking for capable marathon runners interested in competing.

Selection of the ADF team will be based on the best marathon times achieved by service

personnel and Defence civilians during the period January 1 to October 31, 1997.

Selectors will call for submission of results early in November. Proof of performance is required. A two-week tour of the UK is anticipated.

The association also intends to publish annual rankings of all runners in 5km, 10km, half marathon and marathon distances leading to the selection of the Runner of the Year in December each year. Personnel will need to submit times

obtained in races sanctioned by Athletics Australia to their service representative before December 1, 1997.

Personnel interested in obtaining more information can contact CMDR Frank Kresse, the Navy Running Manager,

on (06) 266 4319 or fax 906) 266 3517.

Personnel also are reminded that this year's inter-service marathon will be incorporated into the 1997 Melbourne Marathon which is planned for July or August.

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