

ROYAL AUSTRALIAN  
**NAVY  
NEWS**

Volume 20, No. 13

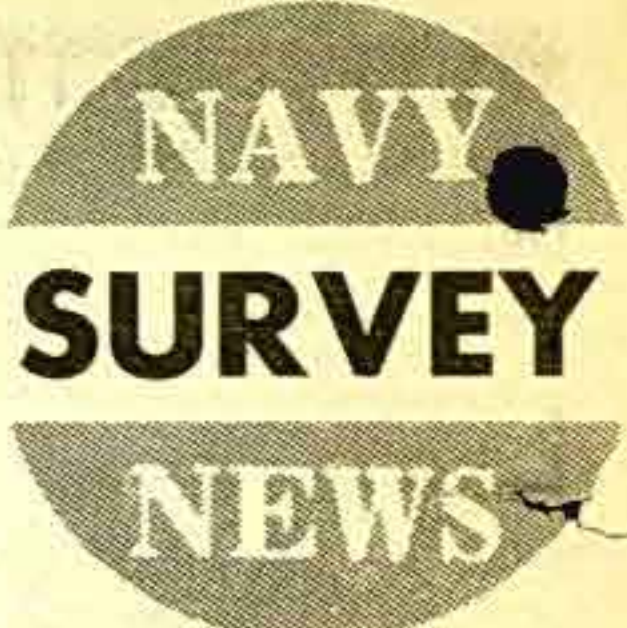
July 15, 1977



The RAN destroyer escort HMAS STUART is pictured leaving Sydney on July 5 for a five-months deployment in South East Asian waters. Onboard for the trip north were two unusual passengers, "NELSON" and "TINY TIM". Story and pictures — Page 12. — Photo by PAPH Richard Briggs.



# RAN UNIFORM AND CLOTHING REVIEW



A "Navy News" survey shows that some 72 percent of all Officers, Sailors and WRANS surveyed want a change in the present RAN uniform.

Some 78 percent of the total surveyed were Officers and Sailors — the remaining 22 percent were WRANS. Fifteen percent (11 percent Officers and Sailors and four percent WRANS) believed the current RAN uniform should be retained unchanged. Thirteen percent were non-committal.

The survey followed an announcement, published in the June 3 issue of "Navy News," that the Uniform and Clothing Committee would shortly commence a review of the suitability of all current RAN uniforms and clothing.

The announcement called for ideas and explained how they could be proposed for the Committee's consideration.

Of the Officers and Sailors surveyed by "Navy News," some 15 percent called for introduction of the square rig for all sailors; nine percent would like to see khaki for summer working dress; and six percent suggested that safari jackets should be introduced.

They were the most common changes sought.

Of the total WRANS surveyed, 81 percent wanted some type of change — the majority being unhappy with the winter rig.

Among the suggestions were bells or a slack suit to be included in the winter rig.

We publish a selection of comments from those surveyed:

"PTI rig could be warmer ... the present uniform is too cold in winter," said several PTIs.

"Summer working dress for Senior Sailors and Sailors could be a short sleeve shirt and thinner type material in shirt and shorts for summer working dress — action working dress is still worn during summer," said one Chief Petty Officer.

"White shoes with white rig. Permanent press working clothes," was advocated by an Able Seaman.

"White safari jacket with short sleeves for POs. Permanent press working rigs and flared dungaree jeans," suggested a Petty Officer.

"Get rid of hats and change to fold up type like the Yanks. The summer uniform should be changed," said an AB.

"Blues should have wider uniform legs in PO's uniform. PO's summer shirt should have rank badges on collar, like chief's," claimed one PO.

**"Material should be lighter and shoes should be slip on. WRANS winter uniform should be improved. Sailors' uniform is OK," said an AB.**

"A different type clip for Senior Sailors 6's — instead of hook and eye. There should be shorter legs on shorts they sell and shorter length of WRANS dresses," said a CPO.

"Senior Sailors Class 1 and 3 in 6's, on collars, they have metal clasps. Should replace with velcro. There should be square rig for S and S, removal of lanyards from class two rig and permanent collar fitting on uniforms. Also white stockings and shoes white poromic for number 10 rig for Junior Sailors," said an AB.

"Junior Sailors' bells 2A's are

'wet.' Should be collar and tie-type uniforms," said a CPOCOX.

"Don't like the idea of a tie for Junior Sailors — quite happy with the rest of the uniform," said an AB.

"Blues rig is uncomfortable — believe there should be a change to collar and tie and jacket," added another AB.

"The current NAVY uniform for Junior Sailors should be abolished. It is historic, it's no longer necessary — something much the same as AIR FORCE is quite suitable," suggested an LS.

**"WRANS and all Officers winter uniforms seem to be 1940 cut," said another AB.**

"I would like to see number 1's and 2's changed. More of a suit like the AIR FORCE," said an AB.

"Everything seems OK. But we're only issued with three sets of whites and we need at least five or six sets," added another AB.

"Not enough blues SBA uniforms for WRANS issued," said a SWR.

"WRANS should have pants for winter. They should be issued instead of having to buy them. Change WRANS winter rig," added another SWR.

"And WRANS should wear bells in winter," suggested a third SWR.

"WRANS should wear bells in winter and a dress in summer, instead of skirt and blouse," another SWR commented.

"Leading hands should wear square rig," proposed an LWR.

"I would like to see square rig for sailors and peaked caps for WRANS," said a PO.

"In the sailors uniform we could do away with the lanyard, otherwise it's OK. Officers' summer uniform would be better in khaki instead of white while at sea," proposed a Lieutenant.

"Summer uniform should be of a different colour and there should

be no ties with winter rig," — a SWR.

"Sailors should have white shoes and socks with their summer uniform. WRANS should have white corfam shoes. No buttons on Chief's uniform. White bush jackets for Junior Sailors as well as Senior Sailors," said a LEUT.

"Sailors uniform should be of the square rig type. Round hats for ceremonial and replace those with berets for working," said a POU.

"Khaki for sailors instead of white for duty men. The rest is OK," suggested a CPO.

**"WRANS summer rig should be changed to a light-weight dress," added another. "Don't like double-breasted jackets," said a LWR.**

"Khaki should replace white for summer duty rig. It's a lot smarter and doesn't show dirt as quick. Still blues for winter rig. Do away with shorts and wear long khaki pants," added another CPO.

"Get rid of white senior sailors' rig and replace with khaki. Blues OK. I like the sailors' uniform," said a PO.

"The uniform is pretty good as it is. There's a bit of fiddly stuff in it, e.g. collars should be sewn on to uniforms — not separate," said an AB.

"The winter uniform for WRANS is very dull and has far too much black in it. Should be a nice winter slack suit optional for winter," said a SWR.

"The WRANS' winter uniform should be modernised like RAAF. The pleat at the back of the skirt

**"Like to see all men in square rig and peaked cap," added a Leading Writer.**

should be replaced by pleats as in the officers. WRANS should wear peaked hats," added another SWR.

"Like to see a better style for winter uniforms and summer 10A's need pockets in skirts," said a third SWR.

"Quite happy with it as is though winter rigs should be more tailored to suit individuals. All WRANS' uniforms should be on loan so they can be exchanged," suggested a PO.

"Winter rigs need to be warmer especially medics. All they have is short sleeves and they cannot wear a jumper. I don't like summer uniform at all. It suits small girls but not large girls," said a SWR.

"We need a new winter working rig for WRAN medics. Summer rig 6's should be replaced. I would like to see cotton long-sleeve dress in winter for medics and a better material for winter rigs — a more tailored uniform that would suit all shaped girls," said a SWR.

"Number 8's Officers' rig should be worn in Establishments during the winter months. Happy with the rest of it," said a LCDR.

**"Like to see it the same. It's a great uniform," countered another Leading Writer.**

"5's to be removed completely and replaced by some simple sort of tunic, if not removed completely to be used only as a ceremonial uniform. Alternative to the short white summer uniform is possibly khaki shorts," said a CMDR.

"Get rid of white gloves. Change hats to peaked and to a different material. Shoes should be easier to clean," said a SWR.

"Scrap the present rig for sailors and go into square rig," said an LS.

"Summer WRANS uniform should be different material and of

# READERS SAY 'IT'S TIME FOR A CHANGE'



Left is the summer night rig ... as seen by the WRANS ... and right ... the WRANS sports rig ... as seen by the sailors ...

a more flattering style. WRANS winter skirt instead of flaps should be like Officers with pleats or back to old "A" line style. Slack suit for winter. Summer gloves should be different material so they don't shrink. Winter gloves should be softer and more feminine," said a 3RDO.

"New cooks uniform for WRANS is disgusting. Don't like WRANS winter skirts, prefer old 'A' line — present one isn't very becoming. Should have black gloves," added a PO.

"Terylene trousers and shirt like the ARMY has for Senior Sailors and Officers. Tailored jacket with a belt or something. Instead of plain jacket for POs would like to see vents or darts like officers. When you sit up and down it doesn't ruin the jacket. Some other way

**"No changes to rig. But working rigs could be changed from colour they are to khaki. Some other uniform instead of blues, should be worn in public view," said an AB.**

instead of the collar badges because when you take them on and off it leaves holes in the shirt. No loops in the trousers," said another PO.

"Long white trousers instead of shorts in summer," said a SBLT.

"At sea, Officers should have other uniforms instead of white — maybe like Sailors but there should be a distinction between styles. While on shore the white uniform is quite adequate," said a LEUT.

"I would like a single-breasted suit instead of double-breasted and a different style ceremonial uniform instead of the high collar," added another LEUT.

"Blue flat jacket 'Juliet' should be made of waterproof material and much warmer — of vinyl or plastic," added yet another LEUT.

strap with the insignia on the tropical rig. Sailors should have an intermediate uniform and they should have a collar-attached shirt, short sleeves and normal trousers — not bells," said a LCDR.

"Leave the sailors uniform as is. The suggestions of square rig would only make already-restricted stowage worse. Officers' uniforms should have tropical rig similar to the US Navy — long white trousers and short sleeve white shirt," said a Chaplain.

"I would like to see the

**"All ranks should have, coat, collar and tie. No bells — just straight trousers," suggested a LSCOX.**

introduction of shoulder boards on whites in lieu of collar badges. Abolition of lapel rates on all blues for WOs. Much more serviceable and suitable overnight bag. RAAF have one made of vinyl — blue/grey and it is much better," said a WO.

"Like to see summer short rig — black shoes. All officers to be able to wear safari jackets with long white trousers for semi-formal occasions with in-between rig with collar badges and white shirt and black trousers. Shoulder straps in lieu of collar badges. That rig should be allowed to be worn as a substitute for short whites at any

time throughout year to allow for climatic vagaries," said a CMDR.

"I would like to see long pants and long sleeve shirt or short sleeve according to weather with shoulder boards. I would prefer shoulder boards as transeasonal dress towards the end of summer and the end of winter. White boiler suit, etc., are suitable for ceremonial occasions and should be blues for winter as usual. Prefer sailors uniform as is — it is the best looking of the lot, although RAAF is more suitable," said a LCDR.

**"WRANS uniform is 'bloody awful.' Don't like the tie nor black stockings. A more fashionable winter rig is needed," said a SWR.**

"Wings Officers jacket should be reverted back to the old style. Should have the shoulder straps for the white shirt for Chiefs and POs and Officers so they don't have to wear a coat. Tropical dress is the best out," said another LCDR.

"Would like to see the square rig for sailors. Other than that everything's alright," said an AB.

"Like to see PO's jackets single breasted," said a PO.

"Quite happy with the uniform but he would like to see silk attached to the uniform in some way instead of tied on," said an AB.

"Would like to see square rig for sailors. It's easier to clean and there isn't so much to it," said a LS.

"I don't think there should be any

**"Instead of the skirt and blazer for WRANS, I would like a dress and jacket, no tie. Summer uniform could be of a lighter fabric and a different colour and no white shoes," said another.**

major changes in the uniform, though I would like to see whites summer working rig changed to khaki with summer gear being a heavy-type khaki. Dress for sailors blues should be easier to get in and out of, something similar to yanks," said a CPO.

"I feel sailors should have square rig. It should be made of lighter material. Single-breasted jackets. Safari type suits in lieu of 6's. Round rig should be of lighter material. White shoes and stockings should be with 6's and 10's. Overall, a better wearing material for working dress. They should also introduce a light-weight rain coat, and you should be able to grow a moustache!!," said a LWR.

"Would prefer to see single-breasted coats. At sea rig for Officers should include a polo neck skivvy, light and heavy weight. Lightweight denim for working dress — not khaki, stick to blue. Stubbies for sport. Long white pants evening wear for Officers," added a LCDR.



As some would like to see the Sailor.

**American & Telford**  
(Herman's Exclusive Tailoring)  
**SUITS for all OCCASIONS**  
10% DISCOUNT FOR NAVAL PERSONNEL  
Hours: 7 am to 6 pm, weekdays  
7 am to 2 pm, Saturdays  
**232 1602**  
2nd Floor Telford House  
300 George St. (opp. Wynyard  
After hours tel. 3286061



# NEW BUILDING OPENED AT HMAS STIRLING

In recent years, the Defence spotlight has been turning more and more to the West. Western Australia's vast mineral resources and the growing importance to Australia of the Indian Ocean have contributed to this awareness. For the Navy, most of the interest has centred on the development of the Naval Support Facility, HMAS STIRLING, on Garden Island, in Cockburn (pronounced Coburn) Sound, just south of Perth. For many years support of the Australian Fleet has been concentrated in Sydney, backed-up since World War II, by a naval shipbuilding and support facility in Melbourne. In recent years, mineral and industrial development in Western Australia has increased the importance of sea communication in the area, and changes in the strategic position in the Indian Ocean have influenced the need for such a naval facility.

## DEFENCE MINISTER HITS OUT AT PROJECT CRITICS

The Minister for Defence, Mr D. J. Killen, performed the opening ceremony of Ship's Company recreation installations at W.A.'s HMAS STIRLING on June 22 and gave a firm answer to critics of the project.

Mr. Killen told newsmen that the new naval support facility was "not the Gold Coast" and was not for public entertainment.

He said the Federal Government had not set out to build a holiday resort and he hit out at critics of public access requirements.

Mr. Killen said most West Australians were highly conscious of the needs of Defence and these people were satisfied that the R.A.N. had the responsibility to maintain necessary security at the Garden Island installation.

He said he found it astonishing that some people had questioned the need for a safety zone around the proposed ammunition area.

The safety needs of such a zone should have been obvious to any sensible person.

Mr. Killen inspected the West Australian facility with the Naval Officer Commanding West Australia Area, Commodore N. A. Boase.

Mr. Killen paid tribute to the

dedication and skills shown by the Department of Housing and Construction, headed by its chief officer in Western Australia, Mr. Frank Statham.

Mr. Killen said it was heartening to see a task which had been done well and done properly.

He said it was not good enough for the country or for the Services, for tasks to be carried out at any level other than being done well and properly.

The Minister unveiled a plaque and declared open the new recreation building for HMAS STIRLING's Ship's Company.

The \$400,000 building comprises television lounges, canteens, games rooms, library, a quick food bar and bar facilities.

Mr. Killen said most of the island would still be open to public day visitors who used water transport to reach the island.

This had always been the means of reaching the island before the causeway was built.

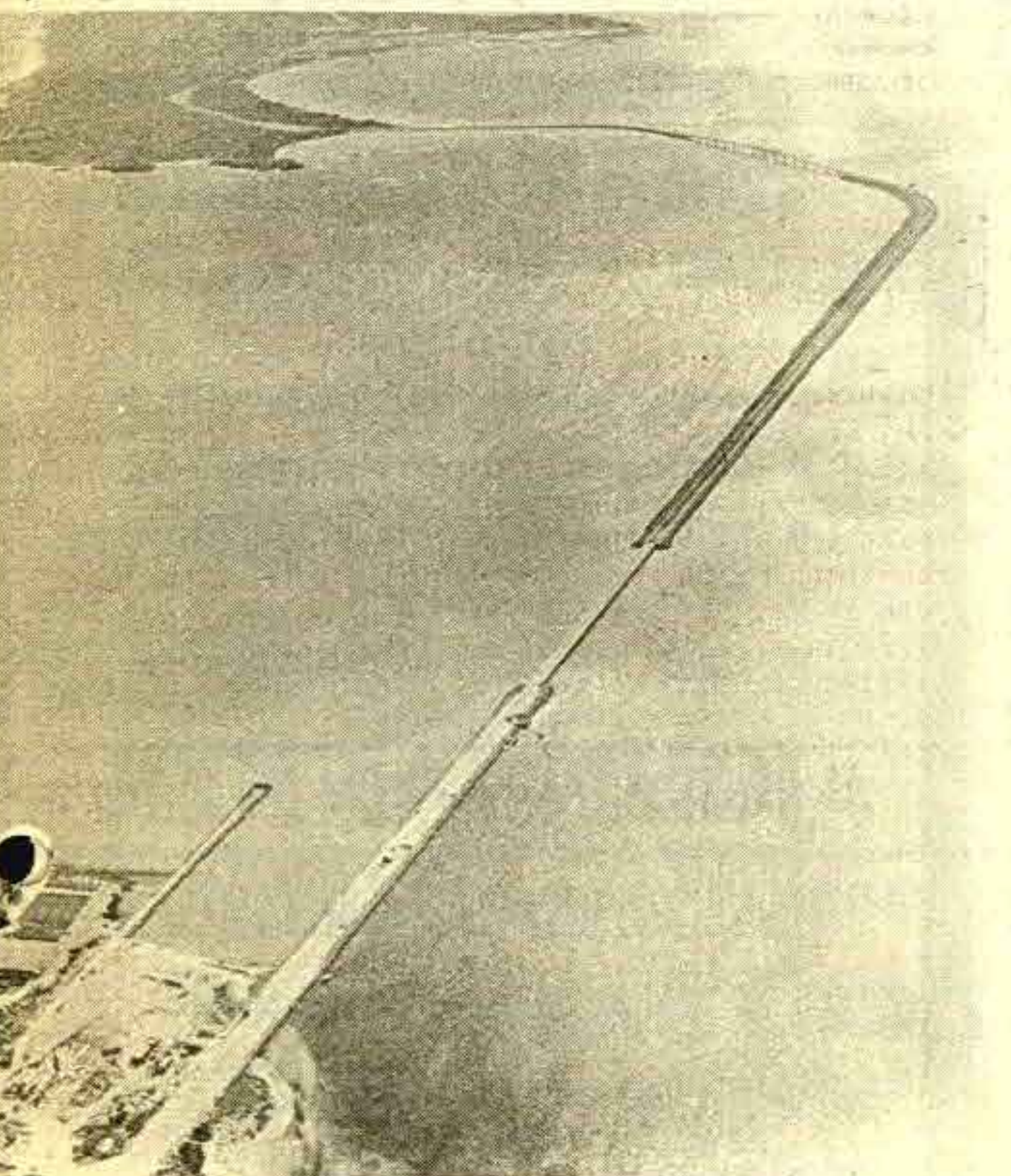
Environmental hazards would not allow public use of the island involving motor vehicles using the causeway to the mainland.

Mr. Killen said the Government intended to station two escorts, two submarines and hydrographic and oceanographic ships at HMAS STIRLING in 1979.

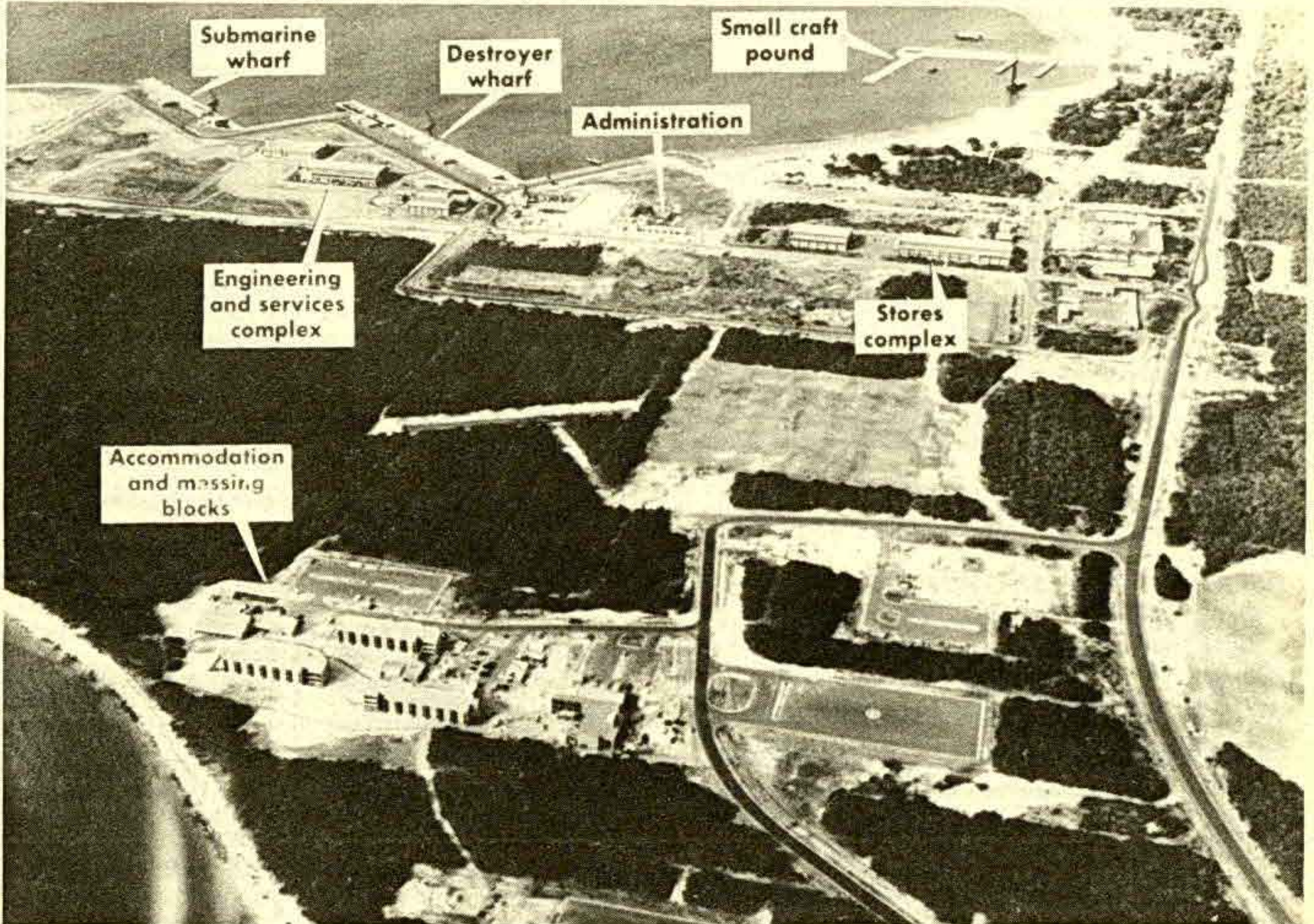
He said the environmental safeguards instituted were of the highest standards achieved in Australia for such large projects.



MR KILLEN MEETS members of HMAS STIRLING's ship's company at the opening recreation centre facility.



THE causeway, linking Garden Island to the mainland, was an essential preliminary to the building and subsequent operation of the Naval Facility. The 13,500 ft causeway (pictured on completion) was built in an arc from Point Peron on the mainland to Perkins Point on Garden Island with two trestle bridges to allow a free flow of water in and out off Cockburn Sound. The causeway carries a 24-foot wide, two-lane road, a five-foot wide footway, water power, communication services and road lighting.



LEEUEWIN VISIT . . . The Minister for Defence Mr Killen (centre) visited West Australian military establishments on June 22-23. He was met at HMAS LEEUEWIN by the Naval Officer Commanding West Australia Area, Commodore N. A. Boase. The Minister was accompanied by the Chief of the Defence Force Staff, General A. L. MacDonald.

## NAVAL SUPPORT FACILITY TAKES SHAPE ON AN ISLAND OF SAND

Garden Island, on which the Naval Support Facility HMAS STIRLING is being developed, is six miles long and a mile wide and its southern tip is 15 miles south of Fremantle and two miles from the nearest mainland port facilities.

It is basically sand dunes covered by luxuriant vegetation. The sea approaches to the western side are blocked by reefs. On the

eastern side there are sandy beaches and shallow water.

Its fauna includes about 1000 Tamars and numerous Tiger, Black and Carpet snakes.

The Island has been separated from the mainland for about 7000 years. There is no evidence of Aboriginal habitation.

Captain Stirling landed on the island and set up house in 1829 at Cliff Point, Sulphur Bay. He put down a well and planted a vegetable garden.

This area has been kept as an historic reserve and a small monument has been built to commemorate the first settlers. The island has always been Commonwealth property.

During World War II, "Z" Force trained and set out from the island.

In 1966 a committee was formed to investigate the feasibility of setting up a naval support facility.

Three years later, the Government announced it would establish the support facility.

The causeway was commenced in 1971 and completed in 1973 at a cost of \$9,000,000.

Total cost to date is estimated at between \$45 and \$50 million.

HMAS STIRLING's role will be to provide maintenance facilities and logistic support to RAN destroyers and submarines deployed to Western Australia - with the exclusion of docking and major refit facilities.

STIRLING has been designed to meet the RAN's future and present needs and has an inbuilt allowance for expansion.

### MAN OF VISION

IT was 67 years ago that a British naval expert, Admiral Sir Reginald Henderson, recommended the building of a naval base in Cockburn Sound.

Sir Reginald had envisaged Cockburn Sound as the base for the "western fleet" of an Australian Navy of about 52 ships.

This "western fleet" was to have had no fewer than four armoured cruisers, five protected cruisers, six destroyers, nine submarines, one repair ship and one fleet repair ship!

All buildings on the base are brick and care has been taken to ensure they are both functional and attractive.

Another area where considerable energy has been expended is in the preservation of the ecology.

Eighty thousand trees - all indigenous species - have been replanted to replace those which were cleared away to allow construction of the base.

A major problem during construction was the "tying down" of the sand after the vegetation had been cleared, to stop rapid erosion and intolerable working conditions.

This was overcome by planting cereal rye grass.

The rye grass rapidly develops an extensive root system and automatically dies off in two years,

and does not run riot over the indigenous growth.

The rye grass caused only one side effect - the local marsupial called the Tamar thrived on it and multiplied.

The "sharp end" of STIRLING is the wharf and workshop area which covers about 30 acres and consists of a 208 metre submarine wharf; 312 metre destroyer wharf; main engineering workshop with a mezzanine office floor; weapons and electronics workshop which is also divided into sub-workshops, with a periscope tower to enable periscopes to be tested in the vertical; NOCWA HQ and administration buildings; a power house comprising a mechanical and electrical wing for the generation of over-the-side services for ships alongside; a supply and victualling centre which is made up of two buildings; and various other smaller buildings which fulfil other essential functions.

The power house is fitted out with modern automatic equipment, and only needs minimum watchkeeping.

On the electrical side frequency converters provide power via underground ducts to the escort wharf ancillary buildings where it is transformed and distributed to the cope box outlets for the ships.

Power is sent to the submarine wharf ancillary building where various transformers and conversion machinery transform it to the various submarine electrical supplies.

THIS aerial photograph (courtesy of West Australian Newspapers) graphically shows the steady development of HMAS STIRLING, Garden Island, in Cockburn Sound, south of Perth. Cockburn Sound was chosen because it is a sheltered anchorage with deepwater berths and good lines of communication for supplies by sea, road, rail and air. Parts in the West, other than Fremantle, in general lack a readily available and suitable infrastructure such as heavy engineering and electrical industry to complement a naval base.

The mechanical services are dispensed from the power house via a walk through tunnel system. Cope box outlets are sited along the side of the wharves into which the ships simply "plug in" for all services.

With all services running under the wharves, the top area of the wharves are clear of the usual obstructions.

The noticeable feature of the entire over-the-side services system is simplicity and originality.

A ship can be running on shore electrical power within five minutes of berthing.

The barrack blocks are attractive and comfortable. Junior Sailors have single cabins.

The Senior Sailors and Wardroom facilities are of an equally high standard.

The explosives area and ammunitioning jetty will be situated on the northern end of the island.

Other facilities include a fire-fighting and damage control training area and a small arms range patrol and small boat harbour.

All water and electrical services around the base are reticulated underground.



**"NAVY NEWS" last edition published guidance notes to assist personnel in the preparation of their Income Tax Returns. To help readers understand more clearly the Health Insurance Levy item of their Return Forms, the Naval Health Benefits Society has prepared the following explanatory notes . . .**

Persons who were residents of Australia at any time during the period 1 October 1976, to 30 June, 1977 are liable to the Health Insurance Levy, unless they qualify for exemption.

Servicemen and servicewomen without dependants who served continuously between 1st October 1976 and 30th June 1977, are exempt from the levy.

Any break in service constitutes a liability for the levy, unless adequate private insurance cover is held during the break.

Persons who had 'adequate' private health insurance cover for the whole of the period 1 October 1976 to 30 June 1977 are exempt from the levy.

For levy exemption purposes, 'adequate' private health insurance means cover under basic benefit tables for both medical and hospital benefits through insurance with a registered private health fund.

Any 'waiting period' for entitlement to benefits from a registered private health fund is not a period of adequate cover even though contributions were made to the fund during that period.

Health Insurance Levy is payable in respect of any 'waiting period'.

For a person (who has dependants) to qualify for exemption by virtue of 'adequate' private health insurance, the person and his/her dependants must all be adequately covered by private health insurance or by an arrangement with the Defence Forces or a combination of both.

You will be regarded as having had a person as your dependant if during the period 1 October 1976 to 30 June 1977 that person was a resident of Australia and you contributed to the maintenance of that person, being

- (a) your spouse, or defacto spouse;
- (b) your child under 16 years of age; or
- (c) your full-time student aged 16 years or more but less than 25 years, whose separate net income during the year did not exceed \$1,073.

Where a person had 'adequate' private health insurance for part only of the period 1 October 1976 to 30 June 1977, the person will be exempt from levy for the period of 'adequate' private cover and will be liable to levy for the period not so covered.

A family insurance cover taken out by one member will confer freedom from the levy on any other member of the family to whom the cover extends, and who is in receipt of a taxable income sufficient to attract levy.

Persons who claim exemption from, or a reduction in, levy on the basis of their being 'adequately' covered by private insurance will, when they lodge their 1977 income tax returns, be asked to provide details of the cover.

Persons who claim exemption from, or a reduction in, levy on the basis of their being 'adequately' covered by private insurance will, when they lodge their 1977 income tax returns, be asked to provide details of the cover.

### DETAILS TO BE SHOWN ON INCOME TAX RETURNS

All persons completing 1977 Income Tax Returns must complete the Health Insurance Levy block of the Tax Return form. (shown this page).

Basically, this block of the Return will comprise two sections - Section A and Section B.

Complete only Section A if you are claiming exemption from Health Insurance Levy for the whole of the period 1 October 1976 to 30 June 1977.

In this section you will need to provide details of your private health insurance, namely -

- (a) name of fund;
- (b) date joined;
- (c) fund table or schedule;
- (d) whether single or family scale;
- (e) total contributions in respect of the period (1 October 1976 to 30 June 1977).

## EARN MORE WHEN YOU RETIRE

Servicemen and women can now have their retirement cheques paid directly by the Government into an account with RSL Permanent Building Society. This means your money can be put to work at worthwhile interest of 9% per annum (current rate). If at any time you want all or part of your savings, you may withdraw promptly. There's no fixed term.

Contact any branch for further details or ring Head Office, 27 9701 (Sydney).

If you fill in the coupon you will receive a simple form. Mail it to the address below and the Society will arrange for the Government to make such payments automatic.



R.S.L. PERMANENT BUILDING SOCIETY  
HEAD OFFICE: 77 PITT ST, SYDNEY 2000.

Please send me, without obligation, a form authorising payments of my service cheques to be made automatically into a savings account with the Society.

Name.....  
Address.....  
Post Code.....

# INCOME TAX GUIDE

## THE HEALTH INSURANCE LEVY

HEALTH INSURANCE LEVY—1 OCTOBER 1976 TO 30 JUNE 1977

• A Health Insurance Levy is payable unless you and your dependants, if any, were adequately covered by private health insurance or were entitled to Pensioner Health Benefits or to medical and hospital treatment for all conditions under arrangements of the Defence Forces or Repatriation Commission for the whole of the period 1 October 1976 to 30 June 1977.

• See "Your Guide to the 1977 Salary and Wages Income Tax Return Form 'S'" for the meaning of the terms "dependants" and "adequate private health insurance" for levy purposes and for the rules applicable to married couples living apart.

• COMPLETE ONLY SECTION A IF YOU ARE CLAIMING EXEMPTION FROM HEALTH INSURANCE LEVY FOR THE WHOLE OF THE PERIOD 1 OCTOBER 1976 TO 30 JUNE 1977.

• COMPLETE BOTH SECTION A AND SECTION B IF YOU ARE CLAIMING EXEMPTION FOR ONLY PART OF THAT PERIOD.

• COMPLETE ONLY SECTION B IF YOU ARE LIABLE TO PAY THE LEVY IN RESPECT OF THE WHOLE OF THAT PERIOD.

**SECTION A**  
(i) State period that you (and your dependants, if any) were adequately covered by private health insurance or were entitled to Pensioner Health Benefits or to medical and hospital treatment for all conditions under arrangements of the Defence Forces or Repatriation Commission .. to .. **A**  
(ii) State details of private health insurance, where applicable

Name of Fund	Date joined	Fund Table or Schedule	Scale Single or Family	Total contributions in respect of period 1/10/76 to 30/6/77
Medical Cover				
Hospital Cover				\$ ..

**SECTION B**  
(iii) State period that you were not adequately covered by private health insurance and had no dependants .. to .. **B**

(iv) State period that you and your dependants were not adequately covered by private health insurance (do not include any period shown for statement (v) below) .. to .. **C**

(v) State period that you were entitled to Pensioner Health Benefits or to medical and hospital treatment for all conditions under arrangements of the Defence Forces or Repatriation Commission and your dependants were not so entitled and not adequately covered by private health insurance .. to .. **D**

**TOTAL NUMBER OF WEEKS (1 OCTOBER 1976 TO 30 JUNE 1977)** .. **39**

(vi) If you were a married woman for the whole or part of the period 1 October 1976 to 30 June 1977 and you have completed statement (iv) or (v) above, state husband's taxable income (i.e. total income less allowable deductions) for the year ended 30 June 1977 (in dollars) .. .. **E**

(vii) If your spouse was entitled to Pensioner Health Benefits or to medical and hospital treatment for all conditions under arrangements of the Defence Forces or Repatriation Commission for the whole or any part of the period 1 October 1976 to 30 June 1977, state period he or she was so entitled .. to ..

FOR OFFICE USE ONLY			
Number of weeks	Non share in ceiling ..	<b>F</b> ..	
	Share half ceiling ..	<b>G</b> ..	
	Checksum (E to G) ..	<b>H</b> ..	

Complete both Section A and Section B if you are claiming exemption for only part of the period 1 October 1976 to 30 June 1977.

In this case the information requested in Section A needs to be provided (as above) and in Section B you will need to state the period you were not 'adequately' covered by private health insurance and show the number of weeks in that period.

Persons will complete only Section B where they are liable to pay the levy in respect of the whole period 1 October 1976 to 30 June 1977.

Members should carefully read the notes, accompanying taxation Returns, before completing the relevant Sections.

### SPECIAL NOTES FOR SERVICE PERSONNEL

(1) A single serviceman or servicewoman or a serviceman married to a servicewoman (and vice versa) who were members of the Defence Forces on 1st October 1976 and are still members, completes Section A (i) only.

(2) A married serviceman, whose wife is not a servicewoman, who has paid one of the following allotments to the NHBS for the whole period completes Section A (i) and (ii) only as he is exempt from the levy.

	PC1	PC2	PC3
Naval member paying for his wife only	\$	\$	\$
Rate of allotment .....	9.40	10.50	12.10
Weekly rate .....	4.70	5.25	6.05
Total in respect of the period 1/10/76 to 30/6/77 ..	183.30	204.75	235.95

	PC1	PC2	PC3
Naval member paying for wife and children	\$	\$	\$
Rate of allotment .....	12.06	13.26	15.18
Weekly rate .....	6.03	6.63	7.59
Total in respect of the period 1/10/76 to 30/6/77 ..	235.17	258.57	296.01

(3) following allotment rates are levy plus supplementary tables and members paying these rates for the whole period complete Section B (v) as they are liable for levy.

	\$	\$	\$
Wife only .....	5.40	6.50	8.10
Family .....	7.10	8.30	10.22

(4) A married serviceman, whose wife is not a servicewoman, who changed from an LS table to a PC table (or vice versa) will complete Section A (i) and (ii) in respect of the period of PC membership and Section B (v) in respect of the period of LS membership.

(5) Persons who were members of the NHBS prior to 1 October 1976 will for the purposes of the Return, show the "date joined" as 1st October, 1976. For levy assessment purposes any dates prior to 1st October, 1976 are irrelevant.

### CIVILIAN CONTRIBUTORS TO THE NHBS

Members who joined the Society on or before 14 October 1976:

FUND TABLE			
SINGLE PERSONS	PC1	PC2	PC3
Fortnightly deduction	6.57	7.17	8.13
Weekly rate	3.29	3.59	4.07
Total	128.31	140.01	158.73

CIVILIAN FAMILY	PC1	PC2	PC3
Fortnightly deduction	13.14	14.34	16.26
Weekly rate	6.57	7.17	8.13
Total	256.23	279.63	317.07

The total is for the period:  
1st October, 1976-30th June, 1977  
or 14th October, 1976-30th June 1977 where contributions were backdated.  
or 28th October, 1976-30th June, 1977

These members complete only Section A(1) of the levy block showing the period of cover 1st October 1976 to 30th June, 1977, ie 39 weeks.

Persons who joined after the 28th October 1976, and did not backdate their deductions should subtract the number of weeks between the 30th September, 1976, and the date of commencement of contributions and show this period and the number of weeks in Section B (iv).

## POSITION VACANT

### CARETAKER

The position of Caretaker in the Head Office of CIBA-GEIGY Australia Limited at Lane Cove, Sydney, will become vacant at the end of August, 1977. Apart from general security, the work entails some maintenance and general duties. The company provides a cottage at nominal rental and the conditions of employment are generous by today's standards.

As a guide, we are looking for a married man 40 to 50 years of age who is willing to accept responsibility and who is able to turn his hand to most minor maintenance jobs. If you are interested in such a position please telephone John Eddy on 428 1966.

**CIBA-GEIGY AUSTRALIA LIMITED**  
14 Orion Road,  
Lane Cove, NSW

## WHEN IN CANBERRA

For professional care with:

- Homes sales and purchases
- Letting and property management
- Industrial and Commercial Properties
- All insurance matters
- Latest advice on available finance

CONTACT:

**JOHN TANNER**  
**REAL ESTATE**

Pty. Ltd.

LICENSED AGENT  
33 AINSLIE AVE.  
CIVIC SQUARE,  
A.C.T. 2608.  
TELEPHONE: 49-7900  
MEMBER R.E.I. of A.C.T.  
& MULTILIST'





# NAVY PERSONNEL JOIN RAAF TEAM IN ISMAILIA

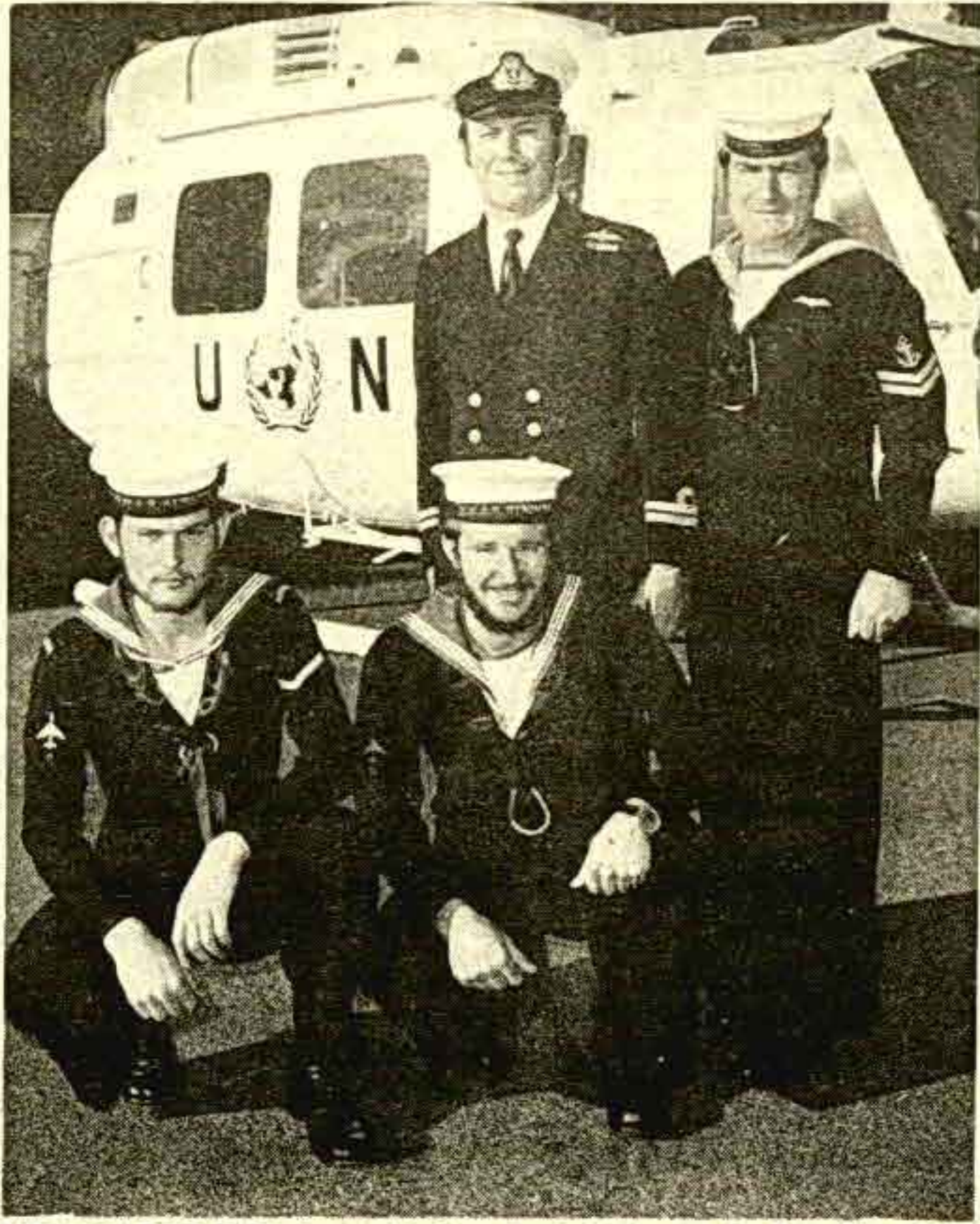
Four Royal Australian Navy personnel will join the RAAF contingent of the United Nations Emergency Force in Egypt over the next few weeks.

The naval component, due to go to the UNEF in the Middle East, will comprise one helicopter pilot, one helicopter aircrewman and two ground crew.

The first three flew to the RAAF Base at Ismailia on June 30 and the fourth, undergoing a RAAF technical course, will join the contingent in August.

The RAN personnel selected for the six month tour of duty are Lieutenant G. E. S. Vidal, of Torrens, ACT, Leading Seaman R. W. Macklin (Tailem Bend, SA), Able Seaman G. J. Morris (Balcatta, WA), and Able Seaman B. J. Gelston (Adelaide, SA).

The RAAF contingent, numbering 45, deployed to Ismailia in July 76.



THE FOUR RAN MEN pictured before their departure for Ismailia to join the RAAF contingent. From left to right they are: (Standing) Lieutenant Geoff Vidal, Leading Seaman Ron Macklin (kneeling) Able Seaman Bernie Gelston and Able Seaman Greg Morris.



**CHOICE OF THE WEEK**

Why shouldn't pretty Pauline Dryburgh be laughing... she had the effrontery to take a plunge in the sun while we all shivered!! — Photo by sun-seeker Vince Hayes (do you blame him!!)

## OFFICERS PROMOTIONS

RAN promotions to date June 30, 1977 which were made provisionally on December 30, 1976 are confirmed except for LCDR GLEX D.D.J. Marrable MBE RAN and LCDR GLSU R. Selby, RAN who have resigned. The following provisional selections for promotion in the RAN to date December 31, 1977 are made...

<p><b>GENERAL LIST</b>  <b>SEAMAN BRANCH</b>                  COMMANDER TO CAPTAIN: D. H. Thomson (DEF-HARMAN) E. G. J. Dunn (VENDETTA), J. S. Dickson (WARATAH) M. J. Taylor (MELBOURNE).                  LIEUTENANT COMMANDER TO COMMANDER: M. E. H. Earlam (HARMAN), B. F. Ledlie (NO-HARMAN), A. W. Townsend (PENGUIN FOR AJWE), T. A. Burdorf (DEF-HARMAN), R. S. Blue (PENGUIN), G. W. Spence (NO-HARMAN), G. Heron (SWAN).</p> <p><b>ENGINEERING BRANCH</b>                  COMMANDER TO CAPTAIN: D. J. Dalton (NO-HARMAN), I. F. Holmes (DEF-HARMAN).                  LIEUTENANT COMMANDER TO COMMANDER: T. R. De Voil (HOBART), I. C. Watson (KUTTABUL FOR GID), F. O. Archer (NO-HARMAN).</p> <p><b>SUPPLY AND SECRETARIAT BRANCH</b>                  COMMANDER TO CAPTAIN: D. M. Coulson (ALBATROSS).                  LIEUTENANT COMMANDER TO COMMANDER: P. A. Newcomb (BRISBANE), M. B. Forrest (FOCAF-KUTTABUL).</p> <p><b>SPECIAL DUTIES LIST</b>  <b>SEAMAN BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: I. M. Jones (NO-HARMAN).</p> <p><b>ENGINEERING BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: J. L. McCarriston (A/CMDR) (NO-HARMAN), D. W. Nicol (MELBOURNE).</p> <p><b>SUPPLY AND SECRETARIAT BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: K. W. Scanlon (STUART).</p>	<p><b>INSTRUCTOR BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: J. L. Engelmann (NO-HARMAN).</p> <p><b>DENTAL BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: M. H. Dowsett (MELBOURNE).</p> <p><b>WRANS</b>                  SECOND OFFICER TO FIRST OFFICER: P. Downes (ALBATROSS), J. J. MacKenzie (FOCAF-KUTTABUL).</p> <p><b>NURSING SERVICE</b>                  SENIOR SISTER TO SUPERINTENDING SISTER: J. Greenslade (CERBERUS).                  The following RANR promotions are made to date June 30, 1977.</p> <p><b>SEAMAN BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: P. Ballesty.</p> <p><b>MEDICAL BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: J. T. Cliff.                  LIEUTENANT TO LIEUTENANT COMMANDER: L. A. Toft, R. F. Haskett.</p> <p><b>DENTAL BRANCH</b>                  LIEUTENANT TO LIEUTENANT COMMANDER: R. C. McCann.</p> <p><b>SPECIAL BRANCH</b>                  LIEUTENANT COMMANDER TO COMMANDER: J. F. Gallop QC.                  LIEUTENANT TO LIEUTENANT COMMANDER: P. A. Willee, D. M. Quick, I. R. A. Row, P. L. Greenway.</p>
---	--

## 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

PERSONNEL REQUIRING AN EXCHANGE POSTING SHOULD MAKE THE APPLICATION IN ACCORDANCE WITH 061F (DEFNAV CANBERRA RNR/227/22U 130443Z MAY 77) THAT IS BY SIGNAL OR OFFICIAL LETTER TO FOCEA INFO DEFNAV CANBERRA.

NAME	NAME	Z/NO	PRESENT SHIP	SHIP FORECASTED	SEA/SHORE ROTTER DATE	PREFERENCE
AMSP	P.N.J. MCKENZIE	R110576	VENDETTA		SEA SEP 76	ANY DE/SHIP REFITTING SYDNEY
LSBY	B.D. PULLMAN	R104089	CERBERUS		SHORE JUL 76	CANBERRA AREA
PCMO	J.R. PARKER	R63707	CREWELL	AWARE ADU	77 SHORE FEB 76	DE, DDG, DD OR ANY SHIP GOING OVERSEA
AMTH	T.A. COLLINS	R112310	WATERHEN		SHORE SEP 74	CERBERUS/LONGDALE
ABRO	K. ROBINSON	R116560	DUCHESS	MORSEBY	SEA AUG 76	ANY SYDNEY BASED SHIP
LSAT	G.S. SMALT	R107017	ALBATROSS (VOR51)		SHORE APR 77	NIRIMBA/SYDNEY AREA
AMW	A. WEBB	R112285	CURLW	KUTTABUL	SEA DEC 75	COASTAL
ABOC	G.R. MCDONAGH	R114187	STUART		SEA JAN 74	ROBART/ANY SYDNEY BASED SHIP
LSIG	P.D. BURDITT	R105438	DUCHESS	CERBERUS	SEA OCT 75	S.E. QUALIFIED
ABRO	D.L. PATTERSON	R118182	DUCHESS	AOT01	SEA SEP 76	STUART/ANY OPERATIONAL SHIP
LSUC	M.D. BAIN	R105012	VAMPIRE		SEA DEC 74	MORPTON
LSPT2	R.D. SWELL	R95973	PERTH		SEA DEC 75	CERBERUS/TORRENS
LSCK	D.L. BURKINSHAW	R105559	PERTH	CREWELL	SEA SEP 74	ANY SYDNEY ESTABLISHMENT
LSPT	P.A. ISHIBIKI	R111905	VENDETTA		SEA JUL 75	ANY DDG OR DE
AMCP	I.B. VYORN	R114902	WATERHEN		SHORE MAR 77	HMAS MORPTON
ABTS	J.J. MURCHELL	R110575	WATSON	SWAN JUN 77	SHORE SEP 75	WATSON/ANY SYDNEY SHORE ESTABLISHMENT
ABWG	B.J. STEPHENSON	R114669	SUPPLY	HARMAN ADU77SEA	ADU 74	PENGUIN/WATSON
AMTR	P.V. DE EWING	R114536	COOMAWARRA	NIRIMBA CL	SHORE FEB 76	CANBERRA AREA
OCOP	A. REBELAK	R54168	W. AMELBOURNE		SEA SEP 75	SYDNEY AREA
AMCP	R.B. JENKINGS	R104003	DEWITT	CREWELL OCT	SHORE OCT 77	ANY SHIP REFITTING MELBOURNE
ABCK	R.S. RUTHERFORD		VENDETTA		SEA MAY 75	ANY MELBOURNE BASED SHIP (PARAMATTA)
LSWT2	V.V. SMITH	R96248	CERBERUS	MELBOURNE NOV	SHORE MAY 76	ANY MELBOURNE BASED SHIP
POB	R.J. MAIER	R58946	DUCHESS	CERBERUS OCT	SEA SEP 76	SYDNEY/CANBERRA AREA

## WATCH IT!

A series of safety articles presented by DONS, Directorate of Naval Safety. Extract from the minutes of a Commonwealth Fire Board meeting held in March:

### KEROSENE HEATERS

An article in "Choice" May 1976 indicated the results of tests on a number of portable kerosene heaters. The report states that two of the units had automatic extinguishing devices.

One incorporates a "Snuffer" which falls on the wick when the unit is tilted. This extinguished the flame.

The other unit incorporates a special reservoir of water which floods the wick when tilted.

**FIRE BOARD COMMENT:** Although the units incorporating the automatic extinguishing device may be safer than those without, the Board considers that the use of portable kerosene heaters introduces an unacceptable fire

risk and thus continues to recommend against their use.

If you are committed to open fires, bar radiators or kerosene heaters for keeping out the winter chills, then take note of the following article...

### A FORTY-FIVE SECOND HORROR

Recent tests conducted on a lifelike dummy wearing a flammable dress produced the following results:

- Firstly the hem was set alight.
- After ten seconds the whole back was blackened and ablaze.
- After 27 seconds the back and side were burnt and the front of the dress ablaze.
- After 34 seconds the hair was burning and very little dress remained.
- At 45 seconds there was a blackened, charred model figure without hair with burns to 98% of the body.

#### DON'T LET THIS HAPPEN TO YOUR CHILD

Fire is a killer, and fatal burns account for more deaths among young children than road accidents.

Some helpful hints:  
 • Don't dress her in frilly nightgowns or fancy frocks.

- Make sure the material is flame-resistant or slow burning.
- Avoid fabrics with raised pile or nap (flannelette, molleton, etc).
- Have heaters and open fires adequately guarded; matches inaccessible to young children.
- Accidents can be avoided by first making the child aware of the dangers of fire by your example, and secondly don't dress her as a walking incendiary bomb.
- Remember, it only takes 45 seconds for your child to flare up and flame out.

### LABELS ON CHILDRENS' NIGHTWEAR — WHAT THEY MEAN

The New South Wales and Victorian Governments have banned the sale of nightwear made from chenille and molleton if designed for children up to 14 years of age.

In New South Wales, further restrictions on other flammable materials are expected shortly.

Other State Governments have not yet taken any action to restrict the sale of flammable childrens' nightwear.

Here are some tips on labels to look for to identify 'SAFE' nightwear for your children:

Garments made wholly of low flammable fabrics and designed to minimise the chances of catching fire are labelled **LOW FIRE HAZARD GARMENT: AS 1249**.

In some cases you may in addition find a label **DO NOT WEAR UNDER ANY FLAMMABLE GARMENT**, this means that although the garment has a low fire

hazard, the fabric will melt when exposed to flame — heed the label's warning.

If you read a label **DESIGNED TO REDUCE FIRE HAZARD, KEEP AWAY FROM FIRE: AS 1249**, then the garment is made of flammable materials but is of a safe design as set down in standard AS 1249, published by the Standards Association of Australia.

NOTE a new standard AS 1989 has recently been published for labelling children's nightwear so you may in future find AS 1989 in lieu of AS 1249 on safer garments. If you find night clothes labelled only **KEEP AWAY FROM FIRE** or **WARNING HIGH FIRE DANGER KEEP AWAY FROM FIRE** — Take our advice — WATCH IT!

**15% DISCOUNT TO NAVY PERSONNEL**

**FLAG LODGE**  
(formerly Motel Lodge)

68-70 Roslyn Gardens, Elizabeth Bay, NSW  
**Phone 3586611, Telex 22375**

COVERED PARKING, LAUNDRY, CAR WASH  
 IN ROOMS: HEATER, FAN AIR-CONDITIONING, TV, RADIO, MUSIC, PHONE  
 REFRIGERATION, KITCHEN.

SHOP 15A, THE VILLAGE CENTRE, KINGS CROSS

**Hair Stylist**

**Philip**

SPECIALISING IN NAVY STYLES — FROM \$3.50

FOR THAT DISTINCTIVE LOOK OF TODAY



# GOVERNOR-GENERAL REVIEWS COLLEGE PARADE



## Triple honours to Chief Midshipman

The prizegiving was the highlight of this year's ceremonial Passing Out Parade at the Royal Australian Naval College, HMAS CRESWELL, Jervis Bay, on July 7.

Chief Midshipman Guy James (20) had the extraordinary distinction of winning ALL THREE major prizes and the other award, the Governor-General's Cup, presented to the College's top sportsman, was won by the same Cadet who won it last year.

James won the Otto Albert Memorial Prize for Seamanship, The Royal New Zealand Navy Prize for Navigation and The Queen's Gold Cup which is awarded annually to the best all-round member of the Passing Out Class.

The Governor-General, Sir John Kerr reviewed the Parade and presented the major prizes and Passing Out certificates to the Midshipmen.

The parade marked the completion of the first stage of training for the 16 Midshipmen.

Members of the Passing-Out class have spent from two-and-a-half to four years ashore and at sea training to join the ranks of more than 1500 RAN Officers who have passed through the College in its 64 years of existence.

Thirteen of the class will join units of the Australian Fleet to further their training.

Three of the Midshipmen, Guy James, Robert Richards, of Kingston SA, and Paul Smith of Scarborough WA, will join units of the United States Fleet, stationed in the Philippines.

The Parade was watched by the Chief of the Defence Forces Staff, General A. L. MacDonald, the Chief of Naval Staff, Vice Admiral A. M. Synnot, other senior Defence Forces officers, representatives of the Diplomatic services, local Parliamentarians, parents and friends of the Passing Out class and three members of the 1927 RANC Passing Out Class.

The completion of the Passing Out Parade was marked by an impressive flypast by aircraft from the Naval Air Station at Nowra.

During the Parade, the RAN Destroyer Escort HMAS STUART — en route to South East Asia for a five-month deployment — stood at anchor in Jervis Bay.

The triple-prizewinner, Guy James, joined the RAN in January, 1975 after Matriculating from Bomaderry High School, near Nowra.

His father Don served 25 years as an Air Engineer in the RAN and re-

tired as a Lieutenant in 1976. Don and his wife live in Bomaderry and manage the canteen at the Naval College.

Guy was promoted Chief Captain in 1976 and during August-September of that year, he represented the RAN on a visit to Indonesian training establishments.

In March-April this year, he completed a seven weeks training cruise in HMAS DUCHESS and visited Auckland, Wellington and Nelson.

He has elected to join the Executive Branch of the RAN and later this month he will commence three months exchange service with the United States Navy when he joins USS RICHARD S EDWARDS, a unit of the US Fleet stationed in the Philippines.

Apart from his academic achievements, Guy is a good sportsman, winning full colours in soccer and swimming and representing the Navy Colts in Inter-Service Rugby in Victoria, this year.

The Governor-General's Cup winner for the second year-in-a-row, Ralph Marshall (18) entered the RAN in January 1975 as a junior entry Cadet Midshipman after doing his initial schooling at Townsville Grammar School.

He matriculated at the end of 1976 and was selected to undertake university studies at the University of NSW where he is studying towards an Arts degree.

His sporting achievements include full colours in Rugby 1st XV, Basketball Captain and athletics team 1975-1977; volleyball team and boxing.

### G-G's ADDRESS

During his address, the Governor-General congratulated the graduates on becoming members of an honoured and distinguished service.

He said, "Your studies here have introduced you to the fund of knowledge you will need to become efficient and effective officers enjoying the skills and traditions of a Service whose story stretches back through much of human history.

"In a relatively short time, the Australian Navy has established

itself, taking the long span of human history into account, with distinction and honour in the oceans of the world.



NAVY CLASS OF '77... Sir John and Lady Kerr join the College Class of '77, in giving three cheers for Her Majesty The Queen at the end of the Passing Out Parade.

"The deeds of heroism of Australian sailors have created traditions that have been followed and handed down over the years.

"I shall not refer to specific acts of gallantry of the Navy though your studies and talks here will have brought many great deeds to your attention.

"You are not being faced with similar challenges in this peaceful situation.

"However, as officers, you will be meeting problems which will demand much more moral courage and tenacity and you will experience the worry and concern that responsibility for decisions and advice brings you.

"We have not only a time of peace but a time of rapid social change in which economic circumstances and political problems alter and standards of behaviour in the outside world also speedily alter and relax.

"As citizens you will be entitled to your views expressed at the polls about national issues but as I see it, your service role and your rights and duties as a citizen will never clash. Our country is too stable to permit any such clash.

"There is a temptation to believe that the permissive standards of the world outside the Services can be mirrored within those Services.

"Of course, up to a point, change can and does occur in the Services and there has over the years been relaxation there but they are and must remain truly disciplined.

"You have to accept discipline and administer it. It is no use thinking that a navy can be run like a civilian organisation.

"Leadership, manhood, man management in a disciplined environment require, as history has shown, a very different institutional environment.

"Discipline and traditions are not stultifying. History is full of illustrations of inspired and

inspiring actions in the disciplined situation.

"Discipline helps. It protects. It frees a team for effective action. It does not hinder, restrain or hamstring if leadership is good.

"As you leave the College a mantle of responsibility rests upon your shoulders — responsibility to your superiors, responsibility to your peers, responsibility to the men you command and responsibility to yourself.

"These are not merely platitudinous words. They refer to a real situation which you will only too soon come to experience in the Fleet.

"You will have to be dealing with many older and many tough men who have helped to give the Service its traditions and to preserve them. They will test you.

"If you believe you have much to learn, both from those who command you and those you command, then you have an attitude to help you reach high office in the Navy.

"In the command of men you will have many pressures brought to bear on you.

"Your training has taught you to cope with many of the Service situations you will meet but just as all men are different so are their problems.

"Your understanding and ability to appreciate your subordinates' strengths and weaknesses are vital to the development of respect both from above and below.

"Respect and self-respect are great human values. They fortify men in taking and giving orders and in relying upon one another in tight corners.

"This aids discipline, produces leadership and inspires that greatest of human virtues, courage.

"While your training has introduced you to the command situation it is only through understanding of actual command that you can develop that elusive

characteristic to which I have referred — true leadership.

"Leadership, I believe, is an inspirational quality that is virtually indefinable but is easily recognized.

"It has an element of understanding, it demands a great deal of confidence, an appreciation of your subordinates, an ability to communicate and the most often misunderstood quality — compassion and sympathy.

"Both firmness and strength on the one hand and sympathy and understanding on the other are essential to leadership.

"Leadership humanises and makes effective the central principle of discipline.

"As officers you have a responsibility to develop that quality of leadership in your own personal way. Nobody can develop it for you and serve it up on a plate.

"As officers, your position in the Service and the community places upon you a severe responsibility for a high code of ethical conduct.

"There is room for independence of spirit in advice and recommendation but your work demands loyal acceptance of decisions.

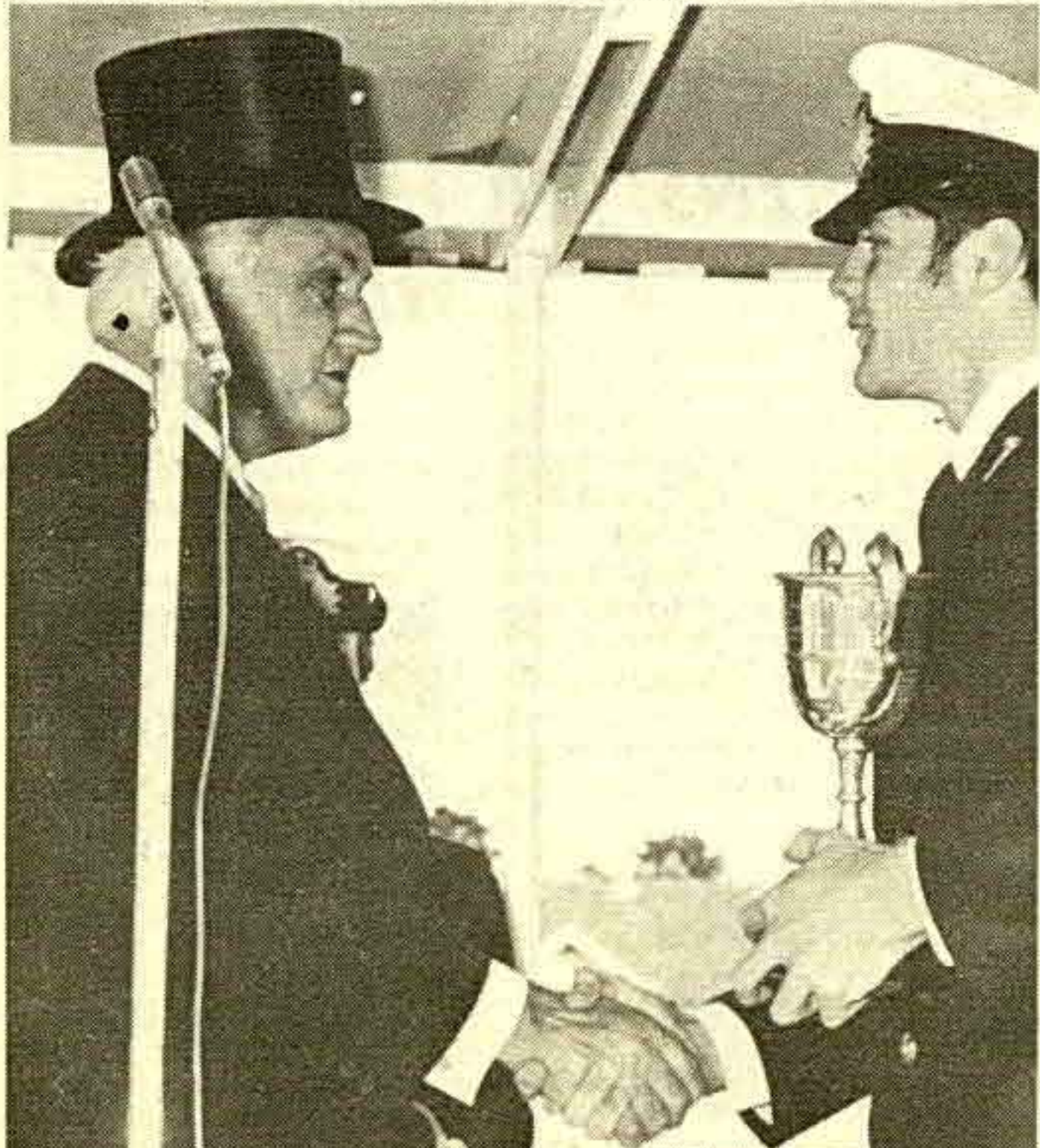
"It is a time when community standards are in ferment and it may be difficult for you to equate the codes and ethics of the Navy with the looser and more easy-going way of some of your non-service contemporaries.

"You must attempt to understand how the community is moving without becoming so involved that you cannot make a realistic and objective assessment about how the Navy is moving and should move.

"You certainly do not have to apologise to your civilian contemporaries for your structural way of life which has produced many great men.

"Societies need fighting men and fighting men count. Do not try to imitate others.

A PROUD DAY FOR GUY JAMES... The Governor-General, Sir John Kerr congratulates Chief Midshipman Guy James after having presented him with the Queen's Gold Medal — one of three major prizes won by James at the College Passing Out Parade.



"CUP REPLAY"... Sir John Kerr presents Midshipman Ralph Marshall with the Governor-General's Cup for the second year-in-a-row. The Cup is awarded annually for the best individual performance at all sports during the year. Marshall, who achieved full colours in Rugby, athletics and Basketball (Captain) also was a member of the volleyball and boxing teams.

### PASSING OUT CLASS — 1977

The Passing Out Class comprised: Mark Thomas BLACKMORE, Supply — SE 1975, Booragul High NSW; William EDWARD, Exec — SE 1975, Ipswich Grammar, QLD; Derek James FREW, Exec — JE 1973, Berkely High NSW; Matthew John GARTH, Exec — JE 1973, Aspley State High QLD; Stephen Allan HAYES, Exec — JE 1973, Bomaderry High NSW; Guy Donald JAMES, Exec — SE 1975, Bomaderry High NSW; Ian Thomas LAXTON, Exec — SE 1974, Port Pirie High SA; Graeme John MAPSON, Exec — SE 1974, Woden Valley High ACT; Malcolm John McKEITH, Supply — SE 1974, Windsor High SW; Manoel Gervase PEARCE, Exec — SE 1975, St Mary's Cathedral NSW; Nigel Anthony PERRY, Exec — JE 1973, Kwinana High WA; Robert Wayne RICHARDS, Supply — SE 1975, Kingston Area School SA; Paul Adrian SMITH, Exec — JE 1973, Scarborough High WA; Christopher John STANFIELD, Exec — SE 1974, Pimlico State High QLD; Donald Dixon THOMAS, Exec — SE 1974, Campbelltown High NSW; Richard Kevin WHITE, Exec — SE 1974, John Curtin High WA.



# AUSTRALIAN TOURISTS AND THE ILLICIT DRUG TRADE

Press publicity in the past year has highlighted the increasing incidence of Australians being arrested overseas on drug charges.

The Department of Foreign Affairs receives on an average, 12 cases a month of Australians arrested overseas for drug offences.

Long before the problem reached the extent it has today, authorities such as the Narcotics Bureau and the Department of Foreign Affairs recognised the naivety of young travellers who expect similar treatment and legal conditions as apply in Australia.

The authorities wish to warn youngsters that a short plane trip

from Australia can land them in countries with laws far more stringent.

Drug trafficking carries the death sentence in some countries, for instance, Iran for many years has imposed death sentence for some offences involving narcotics.

Similar penalties have recently been introduced in some South East Asian countries.

Young Australians visiting Bali as the first stepping stone to Europe through Asia should be aware of the tougher drug laws recently introduced.

Possession or dealing in drugs without a permit now brings sentences of life imprisonment, 20 years or a fine of up to \$95,000.

An Australian is currently on trial for an alleged drug smuggling offence for which the public prosecution has demanded a penalty of 20 years imprisonment and about \$60,000 fine.

The Australian was sentenced by a Bali Court to 17 years imprisonment and a fine equivalent to \$A46,000.

To alert travellers, the Australian Narcotics Bureau, in conjunction with the Department of Foreign Affairs, issues warning pamphlets with each passport and displays posters at diplomatic posts.

The current pamphlet, "Bed and Breakfast for 12 months - or longer" describes the types of penalties imposed in other countries, the number of Australians charged and the restricted assistance that diplomatic posts may extend.

Tourists should be aware that they are not protected by Australian law but subjected to the law of the country where the offence is committed.

The pamphlet also outlines the most common approaches used by traffickers in recruiting tourists as their unsuspecting couriers.

Recently a respectable, middle-aged tourist reported that, while holidaying overseas with her husband, she was twice requested to carry drugs.

In the first instance, contact was made at the Tel Aviv air terminal where she was asked to carry an innocuous looking nutmeg to Delhi.

The container held cannabis resin.

In Katmandu, the hotel clerk introduced her to an airline stewardess who asked that a piece of cloth be carried from the aircraft through Customs.

Indian Customs officers subsequently held the aircraft and seized the drug-impregnated cloth.

Tourists should be wary of these professional operators who, while offering what appears to be a fool-proof plan and a quick profit, stay remote from the handling of the drugs.

The gullible courier is then left stranded with the evidence at the Customs post.

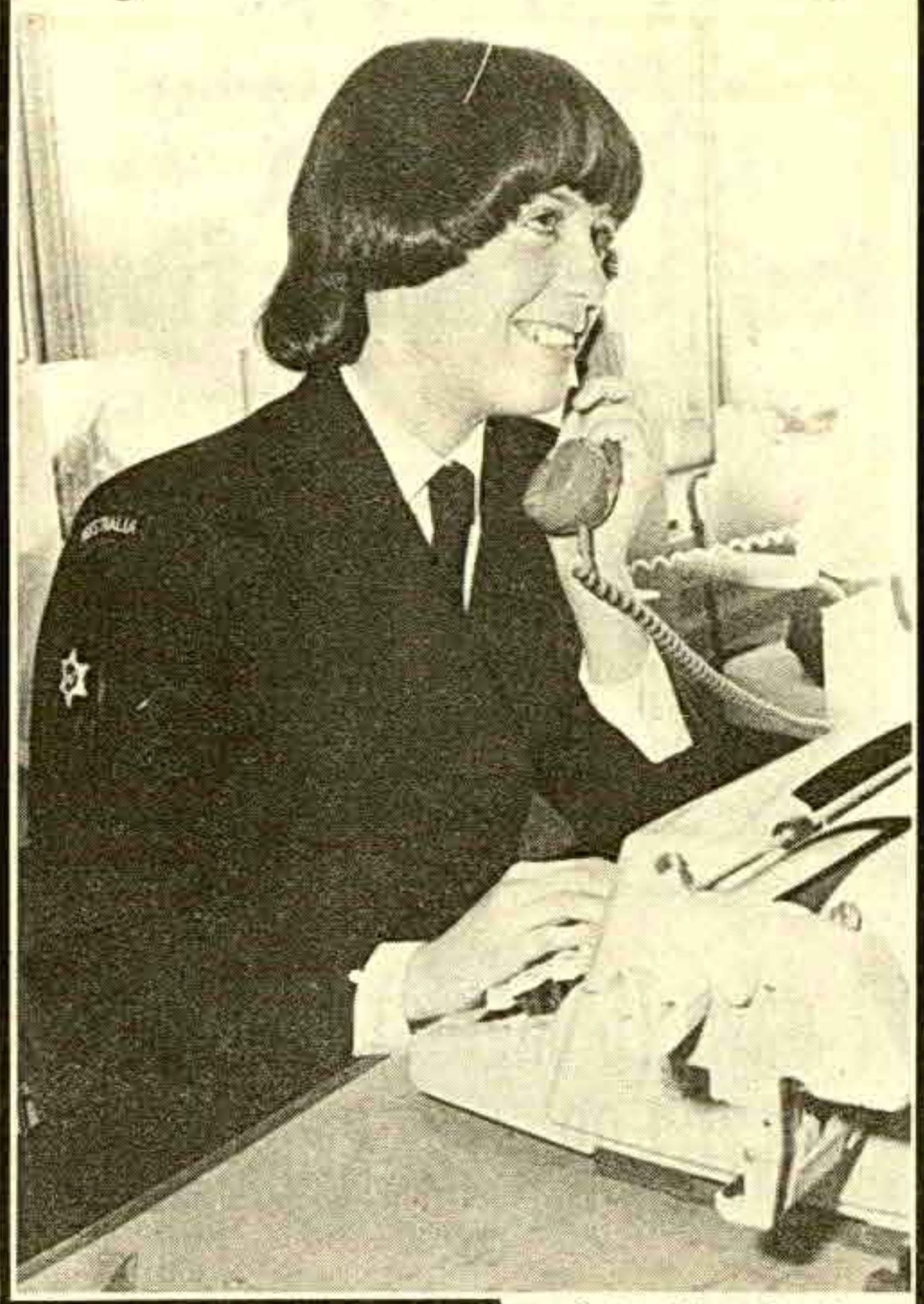
Sometimes, too, tourists are set-up by locals for the reward money to be gained by informing the authorities.

Despite the warnings contained in material such as "Bed and Breakfast . . .", increasing numbers of travellers are being arrested overseas and sentenced to often inhospitable and unhygienic foreign jails.

Although the authorities are worried, they can do little more than warn travellers of the inherent pitfalls of agreeing to act as "courier" for people who are relative strangers.

Travellers should remember "Bed and Breakfast" in a foreign prison is far from the ideal way of spending a holiday abroad.

Judy'll wow 'em back home!



Watch the influx of male applicants from the "Apple Isle" now that this little honey has been posted "home" to Tassie to serve at the Recruiting Office in Hobart. Her name is Judy McCullen and she'll be the only WRAN serving in Tasmania. Judy, a writer, is pictured at work in Navy Office, Canberra, before her departure south on June 17. Judy joined the WRANS in October 1975 from Hobart where her parents live in Acton Road, Cambridge. All Taswegians interested in signing-on, should call at the Defence Forces Recruiting Centre, "Calvert House", Cnr. Liverpool and Campbell Streets, HOBART, TAS., 7000.

## REBATE FORMS

The Australian Taxation Office has advised that it will not be necessary for members to furnish new Dependant Rebate Declaration Forms or exemption claims in respect of Health Insurance Levy for the financial year 1977/78, unless the members circumstances have changed since rendition of the last declaration.

## Wifeline with "HOLLY"

**PORT MORESBY NEWS . . .** There are 26 Navy wives in Port Moresby at present, living in Murray Barracks, Taurama Barracks or in houses and flats around the town and suburbs.

There is no separate Navy Wives' Association as it is a tri-service posting but there is a Ladies' Club in Murray Barracks which is open to all wives of Australian Servicemen.

Recent functions included a parade by "Gini Gear" a Port Moresby dress shop which specialises in local designs and embroidery, a progressive luncheon, a talk by the Social Worker from Port Moresby Hospital which has resulted in several wives helping out with a playgroup in the children's ward and also driving clinic sisters to various areas around Port Moresby.

Navy wives are active in many of the sporting competitions held in Port Moresby, for instance Lola McCredie (wife of LCDR Bob McCredie) contributes greatly to Defence Purple's tennis wins, and Trish Breach (wife of P.O. Brian Breach) is an active member of the Hash House Harrierettes, who may be seen regularly running around the suburbs. Trish is also a Tawny Owl for one of the Murray Barracks Brownie groups.

**CANBERRA NEWS . . .** The Annual Arts and Crafts Exhibition of the RAN Wives' Association (Canberra) will take place on August 12 and 13 at the Canberra Theatre Centre Gallery.

A Cocktail Party on Friday, August 12 at 6.30 pm for members and their guests will mark the official opening and on Saturday, the Exhibition will be open to the public.

Any form of Art work by members and their families may be entered. Works from Navy families living interstate are particularly welcomed.

Intending exhibitors please contact Mrs Carol Moore, 7

Backhouse Street, LATHAM, A.C.T. 2615 (phone 54 2997) before July 29, to enable a catalogue to be compiled - work does not have to be for sale.

## WESTERN DISTRICTS NEWS . . .

The next meeting will be held on Thursday, August 11, at Club NIRIMBA, HMAS NIRIMBA, Quakers Hill, between 10 am and 12 noon. Feature will be "SHOPPING KALEIDOSCOPE" with Mrs Maureen Hull from PAN Public Relations Pty Ltd. Babysitting will be available at 20 cents per family.

The Reverend Warwick Thomas was guest speaker at the June meeting and members who braved the winter weather were treated to a varied and fascinating account of Rev Thomas' trip to North Carolina.

The slides he showed ranged from breathtaking scenes of the Great Smokey Mountains deep in hillbilly country to churches of historical and architectural interest.

Views of an atomic power station brought forward many questions, as did those of the Vanderbilt mansion.

A dancing wooden figure ensured the children were not forgotten; it was only put aside to see slides of Disneyland.

Mrs Davidson, President of Sydney RAN Wives Association, addressed a special meeting at Club NIRIMBA on June 16 and advised those present of the role of the Federal body.

It was an interesting meeting and those who attended were informed on those events in Canberra, which may possibly effect service families in the future.

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

## Recruiting figures up

There was a net increase of 242 to the permanent Defence Force during the month of April.

Announcing this the Minister for Defence, Mr. D. J. Killen said that this figure represented a net increase for the period July 1, 1976 to the end of April this year of 1440 to the Defence Force.

The strength of each service at the end of April was - NAVY 15,429, ARMY 32,170, AIR FORCE 21,615.

Mr. Killen said that the number of servicemen leaving the Army and Navy was not as high as anticipated, and the strengths of both Services at the end of April were above the end of June figure.

He added that personnel losses for May and June were expected to exceed the intakes planned for that period.

This would result in the total strength for the Defence Force at the end of June to be close to the target strength of 69,666.

Mr. Killen said that the recruiting of the three Services during April had continued at a satisfactory level - 796 enlistments being achieved.

This figure included 503 male and 115 female general enlistments.

Mr. Killen said that a total of 38 Officers resigned from the three Services during April.

Of this number, 26 had completed the required length of service to qualify for pension.

Comparable numbers for April, 1976 were 53 resignations, with 35 eligible for pension.

At the end of April, the Reserve Forces with training obligations totalled 22,458. This figure comprised Navy 968, Army 21,034, Air Force 456.

**House to rent Huskisson. First occupancy, 2-bedroom, furnished, garage, all modern conveniences. Short or long term lease. Rental by agreement. Contact LEUT BOURKE, HMAS PENGUIN 374 or SYDNEY 949 3111.**

## Go into Action on Leave

Ansett Airlines have a huge range of holiday specials for you to choose from. Eight Day Barganzas, Gold Coast Specials, and Weekenders that get you to where the action is. Special rates include return Economy air fares, transport to and from airport to terminal, and excellent accommodation. Go into action on your next leave, with a value packed special from Ansett Airlines Holiday Supermarket. See your Liaison Officer or call any Ansett Airlines office.

Adelaide: Aubrey Bartsch 217 7222 □ Brisbane: Rod Foster 32 0171 □ Cairns: Alan Dalglish 51 1133 □ Darwin: Neil Laurie 80 3211 □ Hobart: Peter McLeod 34 6211 □ Melbourne: Ron Bevan 345 1211 □ Perth: Norman Campbell 25 0201 □ Sydney: John Carroll 2 0611 □ Townsville: Tony Suthers 72 1411

**ANSETT**  
AIRLINES OF AUSTRALIA  
a million holiday ideas



011-P-6296/A

## NOEL TOOSE HOSPITALISED

Ex-Chief Coxon Noel Toose has been admitted to the Repatriation General Hospital, Concord, and needs a little cheering up. Noel is in Ward 23 and shipmates may visit him daily between 2.30 and 8 pm . . . he'd love to see you!

## POSITION VACANT

## TV/RADIO TECHNICIAN

Any CETC or CETS paying-off in the near future who would like an interesting job with a progressive firm in a Victorian Country town, (pop. 10,000) is asked to contact Gerry Mitchell, ex CETC,

**Service Manager,  
Civic Centre Television,  
34 Firebrace Street, Horsham,  
Vic 3400 Phone 82 3724.**



...He'll ask ten.  
Offer two.  
You'll get it for five



7 days (6 nights) from only  
\$763.00\* (ex-Sydney)  
OR  
\$809.00\* (ex-Sydney) for  
9 days (8 nights) SINGAPORE  
and BALI

"NAVY WIVES" Tours to Singapore or  
Singapore and Bali taking off early September to  
coincide with the HMAS MELBOURNE and HMAS  
BRISBANE visit to Singapore.

**BOOK EARLY.**

\* Prices quoted ex Sydney as at 29-6-77 include  
Share Twin Room Accommodation (wife and husband),  
Breakfasts, Three Sightseeing Tours  
Singapore (One Bali), Economy Class Airfare and  
are based on a minimum of 10 people travelling.

WE ARRANGE (ALMOST) EVERYTHING



**FOUR SEASONS TOURS** PTY LTD

**Defence Forces Travel Division**

Phone: Sydney 929 0522; Melbourne 20 7963  
Brisbane 221 0694 Adelaide 51 0331 Perth 21 7335

# DUCHESS' PACIFIC ISLANDS TRAINING CRUISE A SUCCESSFUL EXERCISE IN PUBLIC RELATIONS

That graceful lady of the sea, the training ship HMAS DUCHESS, returned to Sydney recently after a rather hectic but interesting South Pacific cruise ... her last but one, training run before she decommissions.

During the six weeks' cruise, the "Daring Duchess" flew the flag in such ports as Suva (twice), Vila, the capital and seat of the Condominium Government (British and French) of the New Hebrides and in Apia, Western Samoa.

It was in Apia that DUCHESS officially represented Australia during Western Samoa's 15th anniversary of Independence celebrations.

Our correspondent on board sent us this report of the cruise.

Leaving Sydney on May 9, DUCHESS steamed northwards carrying out navigation exercises for the Midshipmen before arriving in the Whitsunday Passage-Great Barrier Reef area for pilotage training.

The Ship's Company made the most of overnight anchorages and fine weather to exercise on the upper deck or just laze around in the sun during lunch or during the dogs.

Physical training became so popular in fact that CPOPTI Mitchell and LSPTI "Bones" Sutton organised two separate training sessions, one for beginners and one for the supposedly fitter football teams.

The pitter patter of big feet could be clearly heard in the classroom below as the "sweathogs" exercised and ran around the deck above.

**TOWNSVILLE "WET"**

Our run of fine weather finally ended when we arrived in TOWNSVILLE on the morning of Saturday, May 14. The rain came down so strongly and the fog and mist was so thick that the Townsville airport was closed all day.

To infuriate everyone on board, especially the Mids, the weather cleared up well as soon as we left Townsville that Monday morning.

Following another week of pilotage, the ship berthed in CAIRNS for a quick weekend visit.

This time the weather was kind to us and many of the crew grabbed the opportunity for swimming and sunbaking off Green Island or settled for a more leisurely paced cruise around the clear tropical waters in a glass-bottomed boat.

Early winter is possibly the best time to visit Cairns as the weather loses its oppressive humidity and the Crown of Thorns starfish takes a holiday elsewhere - we hoped!

From Cairns DUCHESS left Australian waters and set sail for SUVA.

The trip over was uneventful



though the midshipmen and new entry Instructor Officers struck fine weather for their astro navigation.

**BEAUTIFUL FIJI**

Arriving in Suva on Friday, May 28, it seemed the entire ship headed for the Duty Free Shops and all weekend people could be seen lugging stereo equipment across the gangway and disappearing below decks to 'try it out'.

The rumour that the Supply Officer, LEUT Andy Smith suffered a hernia carrying his set to the Wardroom is untrue - his taxi driver did!

Despite this great interest in duty free shopping, many members of the crew discovered there was more to Suva than just bargaining for a stereo.

The islands of Fiji (322 in all) really are as beautiful as the travel brochures portray them.

Once out of the town of Suva on the main island Viti Levu, the dirt roads wind their way around lofty mountain ranges covered by luxuriant jungle vegetation.

Villages with timber and thatched roofed huts can be seen dotted around the countryside.

Footpaths seem to be non-existent and everyone walks on the road - day and night.

The soil, very rich volcanic black, yields crops such as sugar cane, rice, bananas, pineapples and yams.

Coconut and palm trees abound and the tropical environment provides a pleasant refreshing change from urban Australia.

Most of the Ship's Company visiting Fiji for the first time seemed very impressed with the place - the different way of life and the scenery.

Of the sporting activities available golfers were particularly well catered for with a very nice course near Suva itself and the incomparable championship course at Pacific Harbour.

This tourist complex (approximately 30 miles from Suva) including an International Hotel and private villas, caters for every sporting taste from horse-riding and archery through all forms of water sports to golf and tennis.

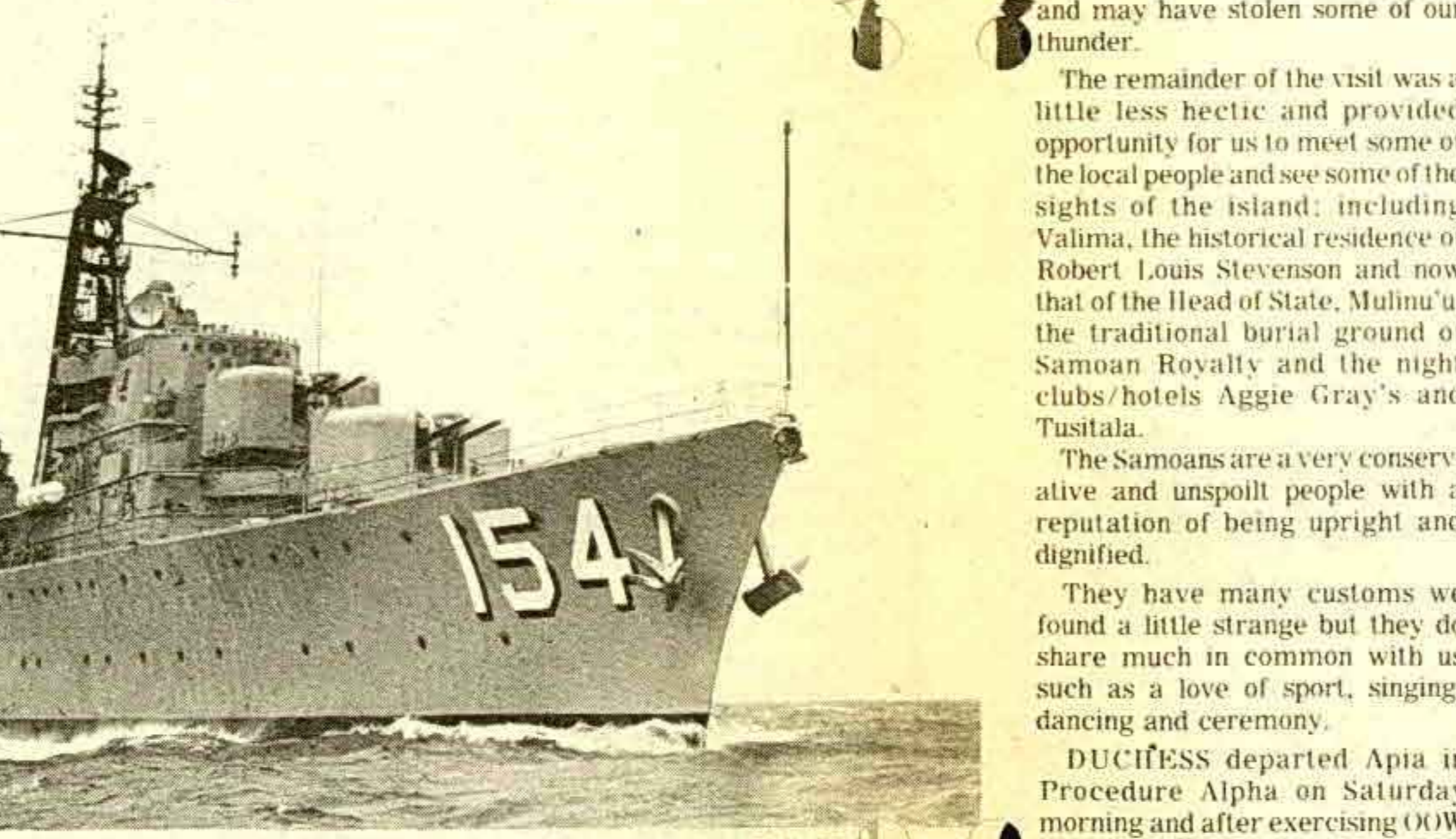
The official reception onboard proved to be a lively affair - thanks to several swinging Fijian girls working with the Australian Embassy.

This reception, hosted by the ship's Commanding Officer, CMDR G. Harris was attended by the Australian Acting High Commissioner, the Chinese Ambassador to Fiji and the Chief of the Royal Fiji Military Forces.

The ARMY in particular showed great interest and challenged us in many sports.

The ocean passage to APIA in Western Samoa included the novelty of two Tuesdays as we crossed the International Dateline sailing east.

However, time caught up with us



and may have stolen some of our thunder.

The remainder of the visit was a little less hectic and provided opportunity for us to meet some of the local people and see some of the sights of the island, including Valima, the historical residence of Robert Louis Stevenson and now that of the Head of State, Mulimua, the traditional burial ground of Samoan Royalty and the night clubs/hotels Aggie Gray's and Tustala.

The Samoans are a very conservative and unspoilt people with a reputation of being upright and dignified.

They have many customs we found a little strange but they do share much in common with us such as a love of sport, singing, dancing and ceremony.

DUCHESS departed Apia in Procedure Alpha on Saturday morning and after exercising OOW manoeuvres with MARVIN

on the return journey when we missed out on a Sunday. This trip we did not have a Chaplain aboard.

Standing off Apia Harbour at approximately 0530 we were thwarted in our attempts to enter the harbour early by the American destroyer USS MARVIN SHIELDS occupying too great a share of the wharf.

The 21-gun salute to mark Independence Day was therefore delayed but nevertheless appreciated.

USS MARVIN SHIELDS moved allowing us a little more wharf and in a complicated manoeuvre which included dropping the port anchor, our new navigator recently promoted LEUT Tony Lado-mirski, nudged us alongside on Wednesday, June 1.

First ashore were the Senior and Junior Sailors platoons commanded by SBLT Jim Hamilton and SBLT Phil Collins, who under the direction of parade commander LCDR Alan Vidler, participated in a parade and march past in honour of the 15th Anniversary of Samoan Independence.

The parade was a colourful and informal affair with many school children and youth groups gaily dressed in traditional native costumes.

A large excited crowd attended and they really loved every minute of the proceedings.

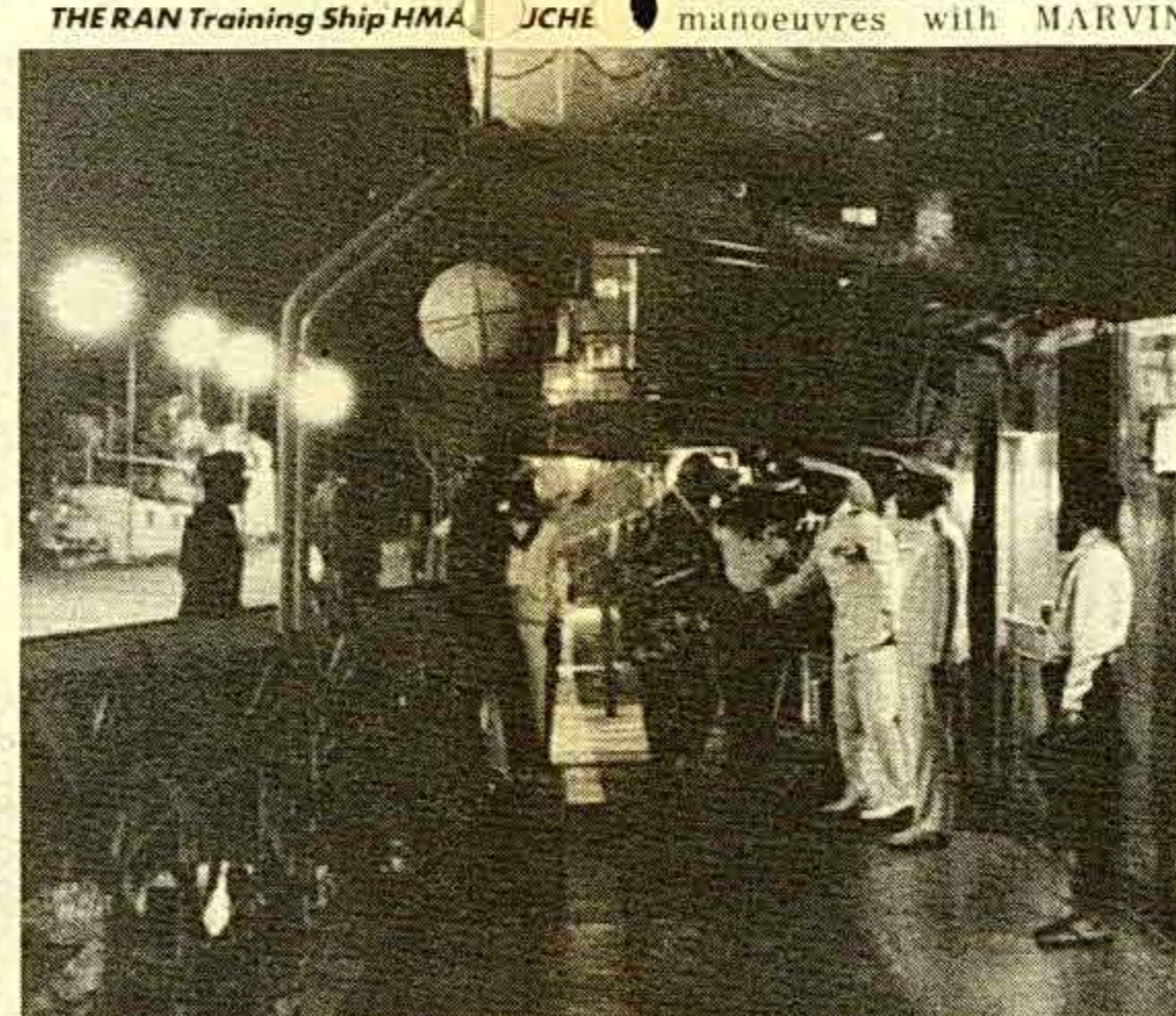
The DUCHESS contingent was warmly received and most of the Ship's Company who did march were pleased and probably a little proud to be associated with such a display, so obviously enjoyed and appreciated by all spectators.

This joyous carefree spirit, evident in so many of these friendly Samoans, was one of the things particularly appealing about the people and the country.

The friendly people and the relaxed atmosphere of this beautiful tropical island, so well described in the past by writers Robert Louis Stevenson and Somerset Maugham, ensured an enjoyable visit for all.

**RECEPTION "TOPS"**

Thursday, June 2, was preparation day onboard DUCHESS for the official reception that night. The for'castle was the focal point



of activity and really did look a picture.

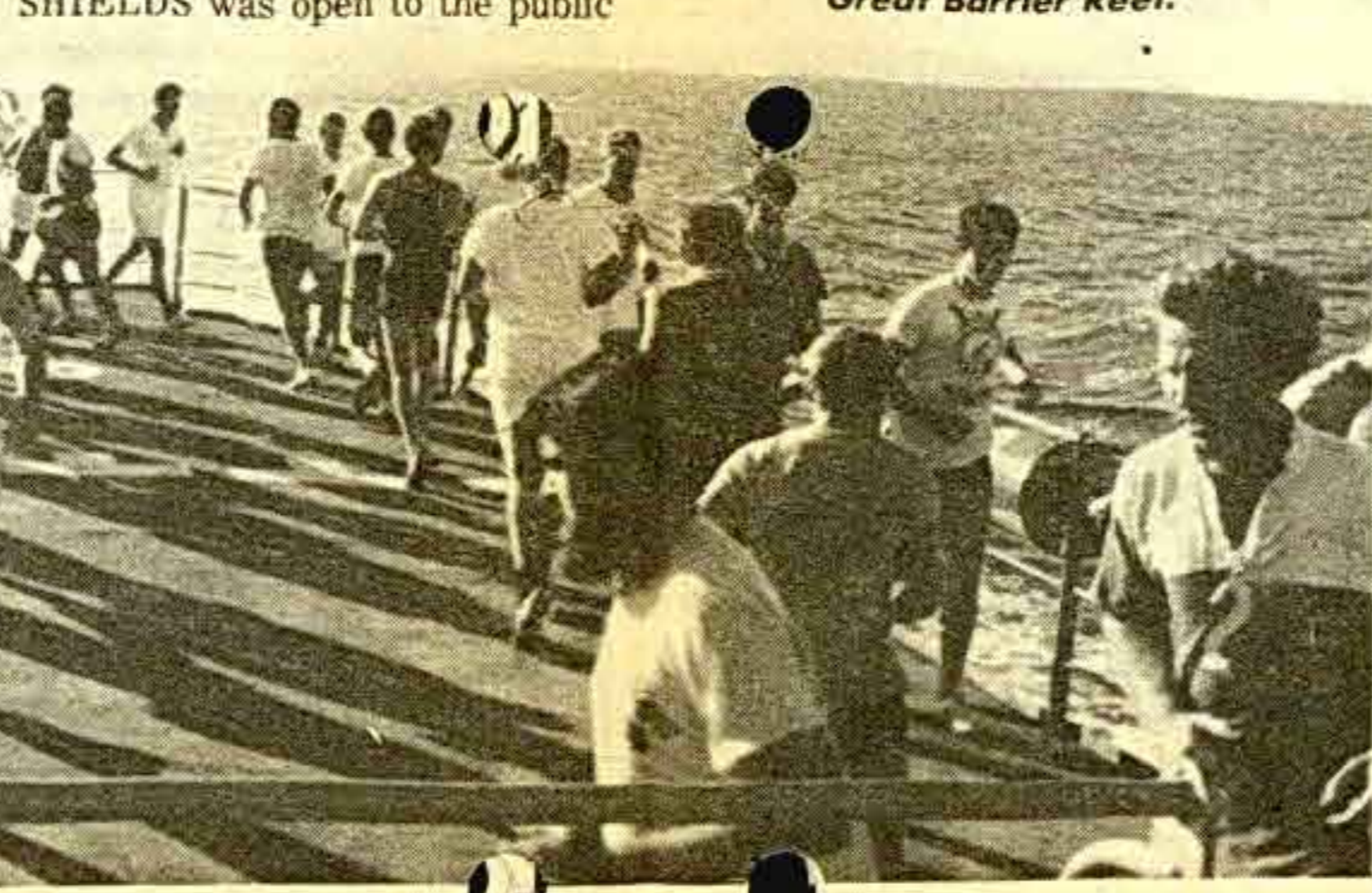
Both cables were broken to provide more room for the 150 guests expected and all afternoon, several of the locals decorated the ship with palm saplings and potted plants transforming the for'castle into what resembled a jungle reserve.

Senator Cotton, Minister for Secondary Industry and Development, hosted the reception.

Heading the guest list which read like a diplomatic "Who's Who", was the Samoan Prime Minister and Cabinet Minister, the King of Tonga, New Zealand Prime Minister and other visiting dignitaries including Ambassadors and/or High Commissioners from Fiji, India, Belgium, Israel, Canada, Netherlands, Nauru, Cook Islands, United States, United Kingdom, Federal Republic of Germany, United Arab Republic, China and Papua New Guinea.

All in all, it was an excellent public relations exercise, one the DUCHESS was proud to be associated with.

Public inspection of the ship was also a great success the following day when 1352 visitors were received onboard, despite the fact that the day before USS MARVIN SHIELDS was open to the public



and may have stolen some of our thunder.



SHIELDS set sail for SUVA - a fueling stop - and then on to VILA, our last port of call.

**SCENIC VILA**

The big news during this section of the cruise was the launching of the ship's weekly newspaper, the "DUCHESS BIRGE".

Attacking all things sacred and most people onboard, this newspaper - the brainchild of PORS "Nullarbor" Baker and POSY Wright - was an immediate success.

The first real victim was our illustrious crime fighting 'Swain CPOCOX Jer' King.

Others to come under attack were SBLT Kim Bayly-Jones whom it was suggested should go to the next cocktail party disguised and dressed as a toffee apple, LSPT "Bones" Sutton and CPOQM Dick Clifford.

Arriving in VILA the ship was met by our Gunnery Officer LCDR Vidler who flew from Suva to Vila as the Liaison Officer.

As with our arrival in Apia, first ashore were the parade platoons participating in what we discovered to be a police graduation parade to mark the Queen's Birthday.

DUCHESS was again represented by two platoons in a parade

that was much more formal than that in Apia; it included a slow march past by the Police Guard, an inspection by the British Resident Commissioner, the reading of the Queen's Birthday Honours List and a perfectly timed 21-gun salute by DUCHESS at anchor in the harbour.

Full marks to LEUT Bonser and POWM Steve Town for the salute which began immediately after the national anthem.

VILA, in the New Hebrides, is especially interesting for its political system - a co-Dominion or condominium Government as it is called, of British and French Resident Commissioners.

One wonders how decisions are ever arrived at with two governments (it seems difficult enough with only one) but apparently the system works.

However, within this system, significant groups have been agitating for independence and self-government and this movement seems to be gathering momentum.

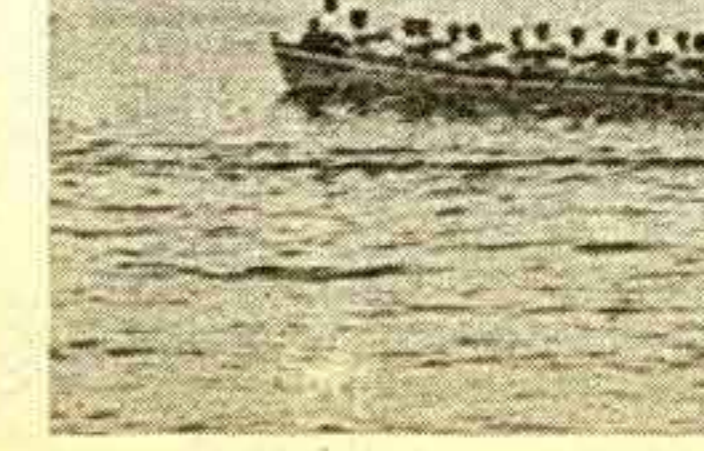
Arriving at Vila from seaward, the harbour presents a beautiful sight (even at 0600) and the surrounding hills, we subsequently discovered, had many scenic views.

The locals looked after us particularly well, especially as far as sport was concerned, and showed much interest in the visit.

Open Day attracted 1267 visitors and there were even crowds on the wharf to welcome and farewell us.

DUCHESS departed Vila that Monday morning, June 13, and set sail for Sydney.

It was again an uneventful passage but the weather held good for SBLT Chris Peck (the passage



and may have stolen some of our thunder.

DUCHESS FOR 'CASTLE as it looked before the official reception in Apia, Western Samoa, and standing in the distance, pictured with his pride and joy, is POQM Sampson. (For'sle P.O.).

BELOW: The party in full swing, closest to the camera is the seated King of Tonga.



of activity and really did look a picture.

Both cables were broken to provide more room for the 150 guests expected and all afternoon, several of the locals decorated the ship with palm saplings and potted plants transforming the for'castle into what resembled a jungle reserve.

Senator Cotton, Minister for Secondary Industry and Development, hosted the reception.

Heading the guest list which read like a diplomatic "Who's Who", was the Samoan Prime Minister and Cabinet Minister, the King of Tonga, New Zealand Prime Minister and other visiting dignitaries including Ambassadors and/or High Commissioners from Fiji, India, Belgium, Israel, Canada, Netherlands, Nauru, Cook Islands, United States, United Kingdom, Federal Republic of Germany, United Arab Republic, China and Papua New Guinea.

All in all, it was an excellent public relations exercise, one the DUCHESS was proud to be associated with.

Public inspection of the ship was also a great success the following day when 1352 visitors were received onboard, despite the fact that the day before USS MARVIN SHIELDS was open to the public

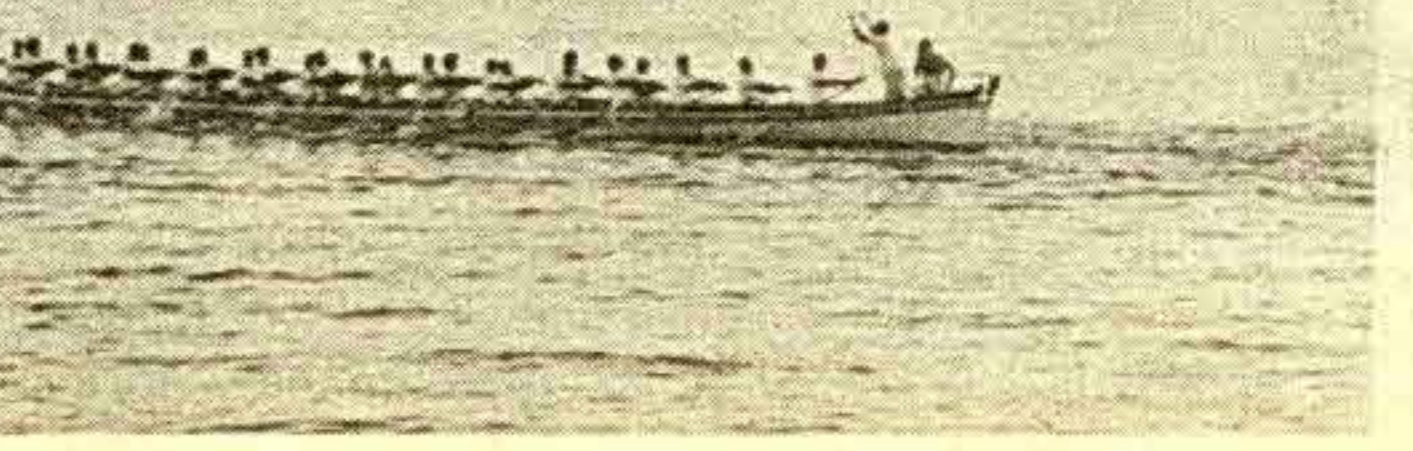
and may have stolen some of our thunder.

The remainder of the visit was a little less hectic and provided opportunity for us to meet some of the local people and see some of the sights of the island, including Valima, the historical residence of Robert Louis Stevenson and now that of the Head of State, Mulimua, the traditional burial ground of Samoan Royalty and the night clubs/hotels Aggie Gray's and Tustala.

The Samoans are a very conservative and unspoilt people with a reputation of being upright and dignified.

They have many customs we found a little strange but they do share much in common with us such as a love of sport, singing, dancing and ceremony.

DUCHESS departed Apia in Procedure Alpha on Saturday morning and after exercising OOW manoeuvres with MARVIN



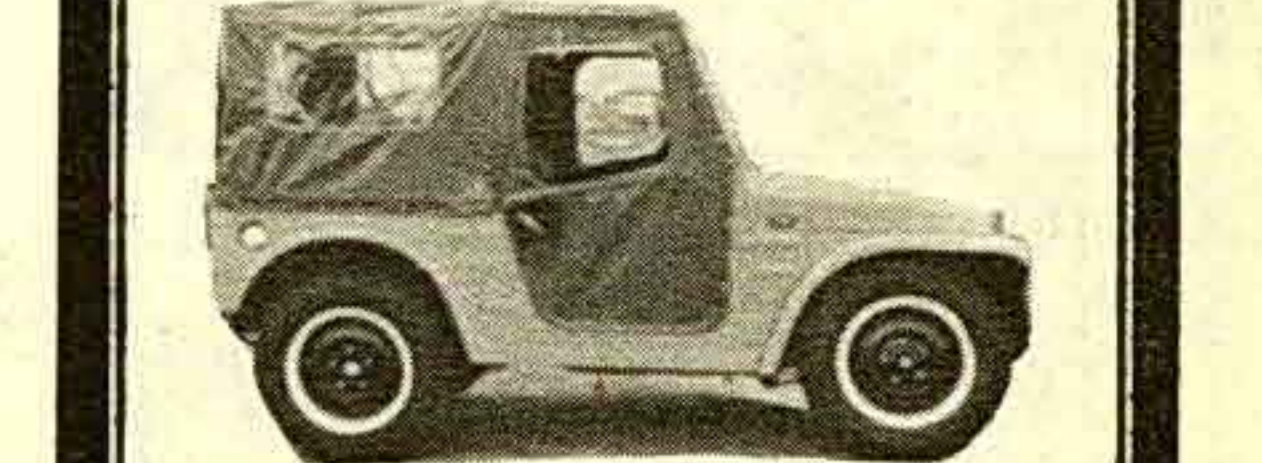
and may have stolen some of our thunder.

# Pre-loved cars GREAT SALE

YOU CHOOSE: Buy any car from us - get a brand new colour TV Free OR get an equivalent money discount on the car you buy!



Top selling TORANA HATCHBACK 3300 motor, 4 speed floor shift. Nice little sporty. \$4990. HXG-345.



SUZUKI 4 wheel drive, soft top 74 mod. The car for the man who likes to get away from it all. \$2790. JEM-545.



MINI "S" 74. This little car does not have to prove a thing. Green with brown interior. \$2990. GSP-149.



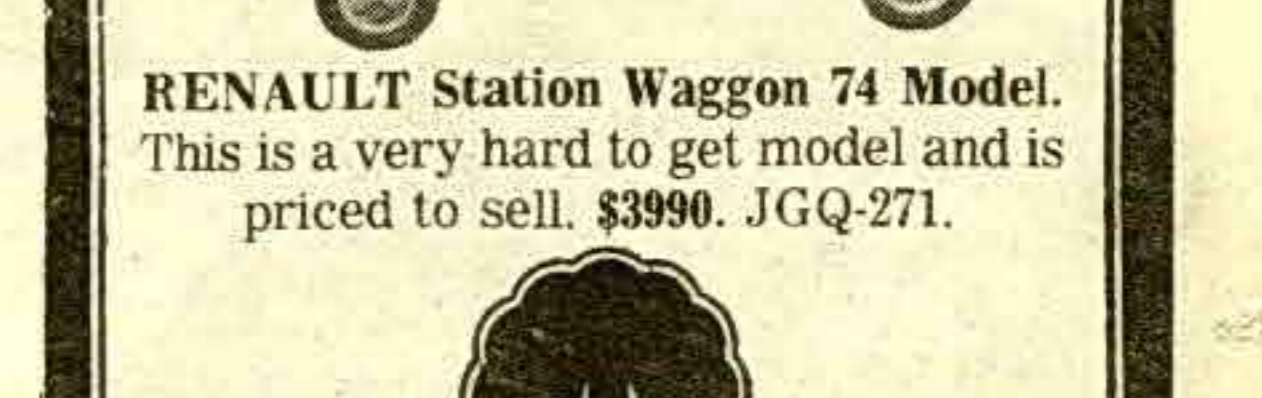
CORTINA XL 6 cyl auto T-bar. Green with white vinyl roof and chamios interior. \$4390.



VW SUPER BUG. 1600 motor, radio tape player. Goes really well and value at \$2790. BJI-947.

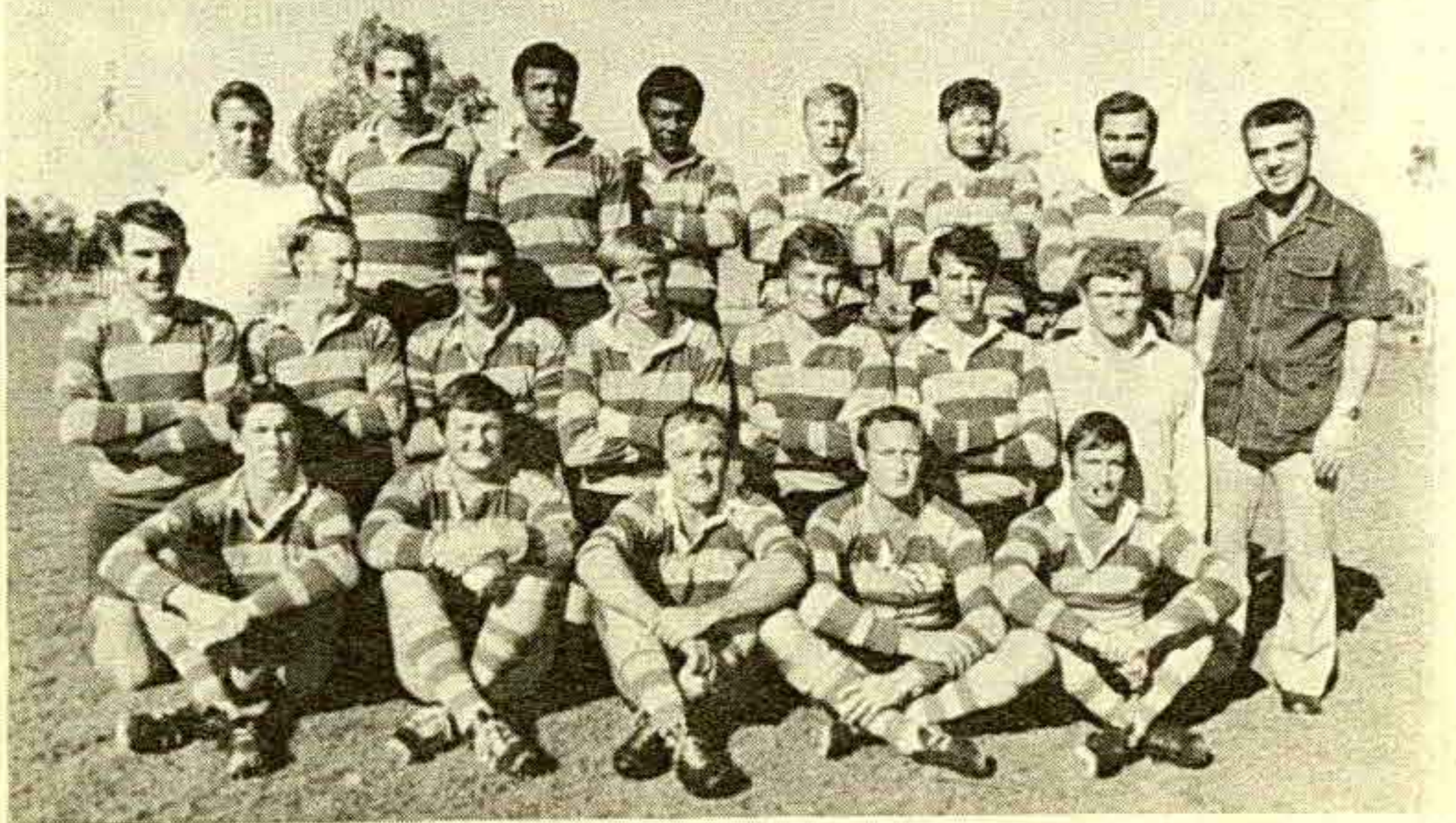


FAIRMONT 75 XB GS 250 motor T-bar, auto, mag wheels, radio. Yellow with black interior. \$4990. JFW-303.



RENAULT Station Waggon 74 Model. This is a very hard to get model and is priced to sell. \$3990. JGQ-271.

**Park Motors Ashfield**  
143 Parramatta Road, Cnr. Dalhousie Street & Parramatta Road, Haberfield, 2045. Just opposite Ashfield Park.  
Ring 7994311 LD4121



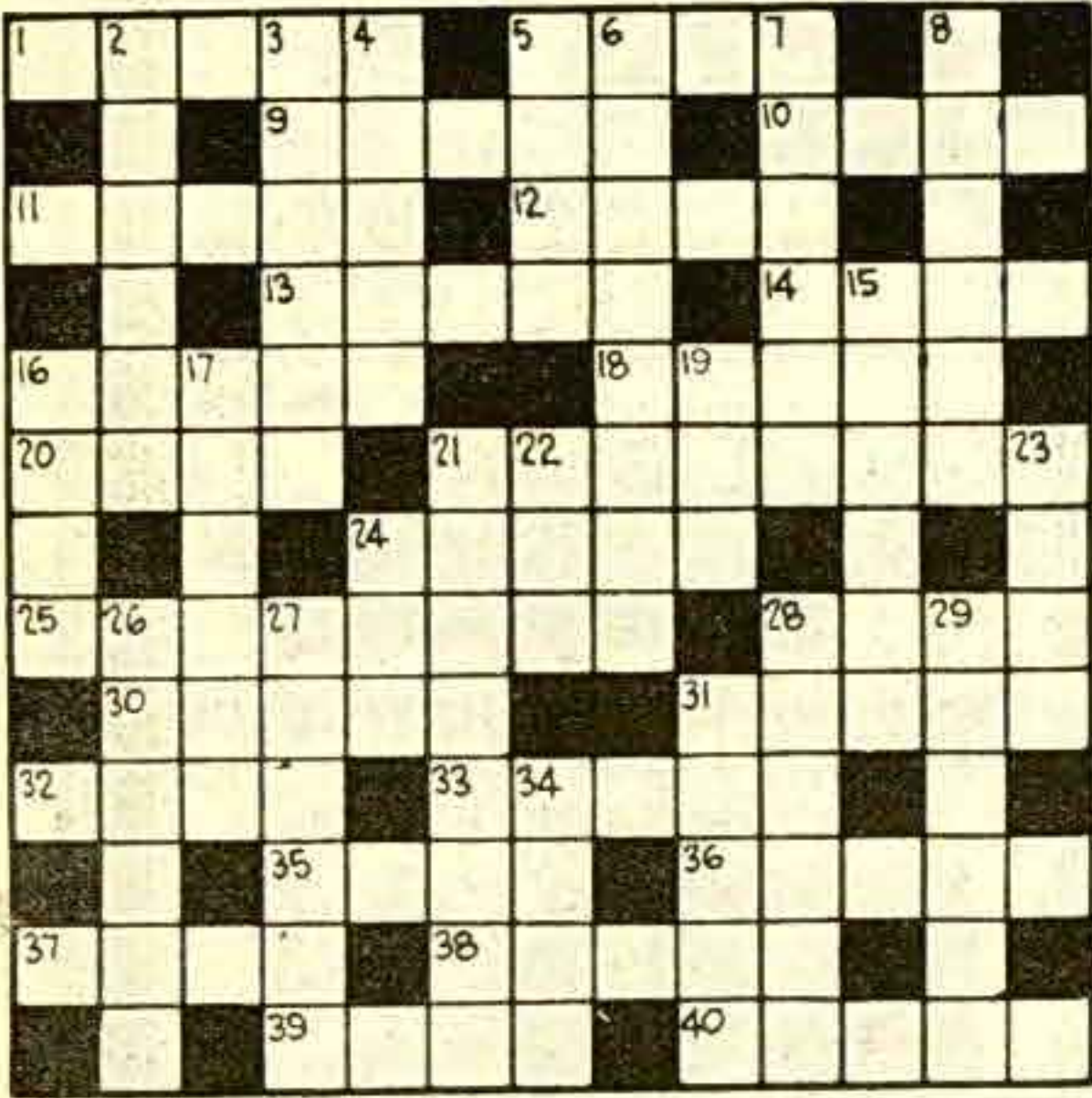
DUCHESS' RUGBY 1st XV: (Standing left to right): "Bull" Steer (manager), Phil Collins, "Telo" Telini, "Changa" Cagi, Ted Gallister, "Dixie" Lee, John Brandner, "Pincher" Martin (Coach). (Kneeling): Col Wilshire, Roger Stewart, John Moss, Gary Bull, Murray Watson, Ray Irvine, "Christmas" Carroll. (Sitting): Wayne Buckley, "Sandra" Hill, Bob Mault, "Bones" Sutton, Bob Mitchell.



# CROSSWORDS

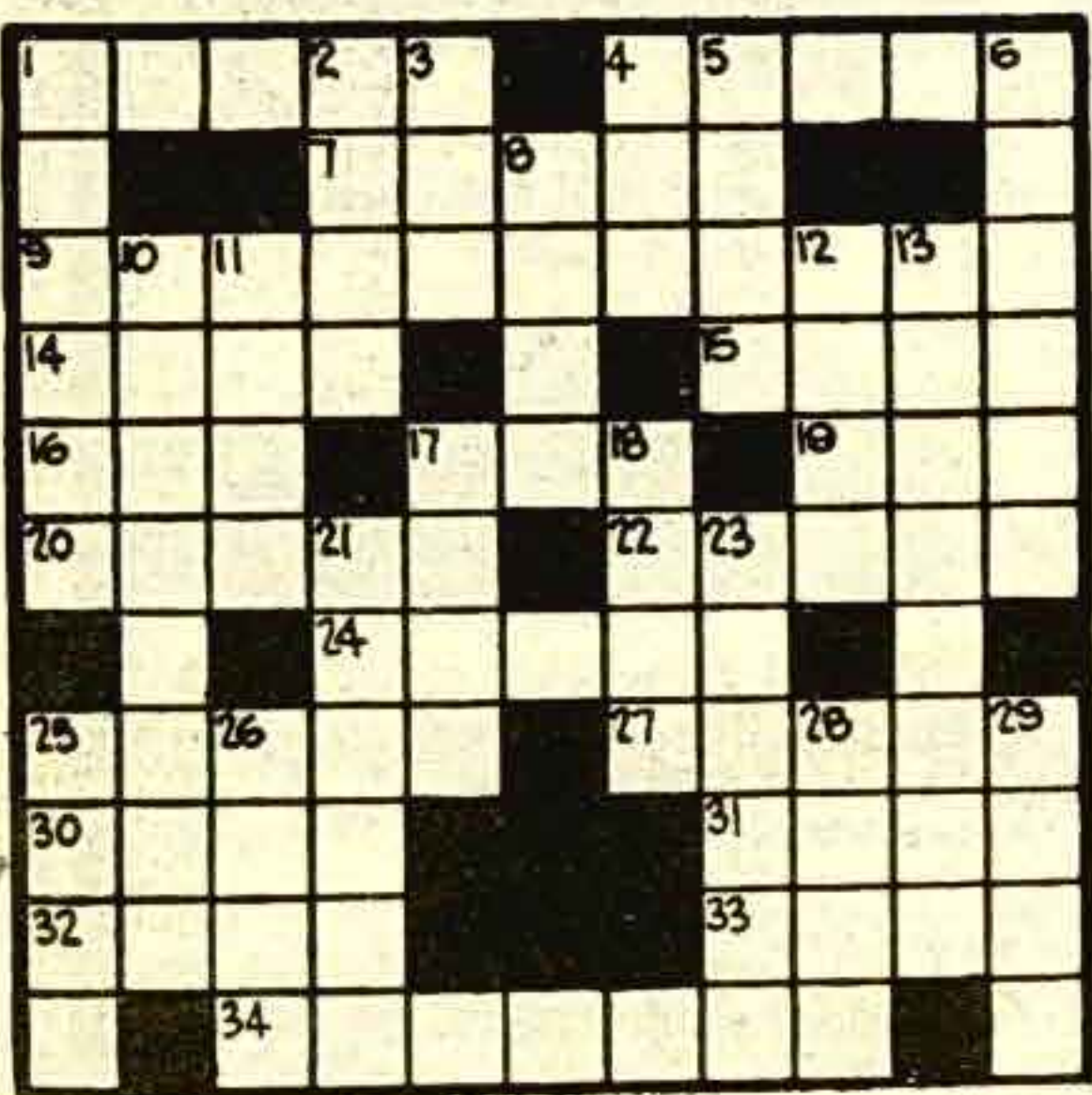
14,599

- ACROSS**
- 1 Excuses
  - 5 Region
  - 9 Type of car
  - 10 Gratis
  - 11 Mongol
  - 12 Disparagement
  - 13 Affray
  - 14 Goals
  - 16 Yields
  - 18 Indirect effort
  - 20 Seaport (Asia)
  - 21 Not migratory
  - 24 Disease
  - 25 Taken for granted
  - 28 Scheme
  - 30 Senseless
  - 31 Pauses
  - 32 Whirlpool
  - 33 Undersea worker
  - 35 Wading bird
  - 36 Red color (heraldic)
  - 37 Press
  - 38 Assumed name
  - 39 Strong wind
  - 40 Is ahead
- DOWN**
- 2 Plundered
  - 3 Quickness of perception
  - 4 Parts of shoes
  - 5 Church recess
  - 6 Set free
  - 7 Struck with fear
  - 8 Sailors
  - 15 Standards of perfection
  - 16 Fish
  - 17 Protect
  - 19 Form of address
  - 21 Tending to cure
  - 22 First woman
  - 23 Weights
  - 24 Merriment
  - 26 Jockeys
  - 27 Maxim
  - 28 Read critically
  - 29 Wait on
  - 31 Royal
  - 34 Island



## THE HARD WAY

- ACROSS**
- 1 Joke.
  - 4 Light food.
  - 7 Removed squeaks.
  - 9 Officers.
  - 14 Country.
  - 15 Means of defence.
  - 16 Child.
  - 17 Long shoe.
  - 19 Supplement.
  - 20 Follow.
  - 22 Dish.
  - 24 Language.
  - 25 Part of the body.
  - 27 Indian crane.
  - 30 Jot.
  - 31 Figure.
  - 32 River.
  - 33 Seaweed.
  - 34 Name.
- DOWN**
- 1 Refined.
  - 2 Name of anything.
  - 3 Tools.
  - 4 Cyst.
  - 5 First of his kind.
  - 6 Corroded.
  - 8 Vegetable.
  - 10 Timber.
  - 11 Consumes.
  - 12 Christmas.
  - 13 Suburb of Auckland.
  - 17 Huge waves.
  - 18 Wife of Osiris.
  - 21 Opposite the ulna.
  - 23 Pineapples.
  - 25 Quadruped.
  - 26 Part of a program.
  - 28 City.
  - 29 One in modified slavery.



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

## THE EASY WAY

- ACROSS**
- 1 Heavenly food.
  - 4 Head of an abbey.
  - 7 Greek letter.
  - 9 Somnambulist.
  - 14 Visit.
  - 15 Gaming cubes.
  - 16 Furnish with weapons.
  - 17 Period of time.
  - 19 Definite article.
  - 20 Meeting-place.
  - 22 Bowl.
  - 24 Stiff question.
  - 25 Flock of wild geese in flight.
  - 27 Domestic grass plots.
  - 30 King of beasts.
  - 31 Lover.
  - 32 Girl's name.
  - 33 Recess.
  - 34 Statesman.
- DOWN**
- 1 Kind of wine.
  - 2 Christmas.
  - 3 Unit of current. (abbr.)
  - 4 Turkish commander.
  - 5 Hairless.
  - 6 Large soup dish.
  - 8 Pitcher.
  - 10 Hoodlum. (Austr.)
  - 11 Abounding with elms.
  - 12 Sets of tools.
  - 13 Spiny anteaters.
  - 17 Public school.
  - 18 Biblical character.
  - 21 Instrument like a harpsichord.
  - 23 Tatars' heavy screened wagons.
  - 25 Cabbage salad.
  - 26 Vast ages.
  - 28 Cried.
  - 29 Canal.

SOLUTIONS — INSIDE BACK PAGE

# PROMOTIONS

The undermentioned Sailors/Wrangs/Naval Police have been promoted from the dates indicated.

### TO WARRANT OFFICER:

WOSTD	FROST	P.L.	27MAY77
WOWTR	HIGGINS	D.J.	10JUN77
WOCOX	SMYTHE	J.	13MAY77
WOWTR	TUCKER	B.J.	15APR77

### TO CHIEF PETTY OFFICER:

CPOAI	ASPLIN	A.	29APR77
CPOCOX	CARROLL	G.W.	13MAY77
CPOMTP3	COOKE	G.R.	1APR77
CPOMTP3	EVANS	A.F.	1APR77
CPOAI	EVANS	D.R.	13MAY77
CPOCK	EVANS	W.L.	1APR77
CPOQMG	GALLAGHER	P.F.	13MAY77
CPOWTR	HAMILTON	A.L.	15APR77
CPOSY	HARDING-COLLISS	I.K.	15APR77
CPOQMG	HATELY	E.O.	29APR77
CPOATW3	JAMONTS	A.	10APR77
CPOCOX	JONES	C.E.	13MAY77
CPOATC3	KEELING	S.R.	10JAN77
CPOATA3	KELLY	R.H.	15MAY77
CPOATA3	LEWIS	W.F.	10MAY77
CPOQMG	LONGDON	P.A.	13MAY77
CPOMED	PHILIPPSON	C.A.	27MAY77
CPOATA3	WADE	T.J.	10APR77
CPOQMG	WALKER	C.J.	27MAY77
CPOCOX	WARREN	F.J.	13MAY77
CPOCK	WATTERS	D.J.	15APR77
CPOUC	YOUNG	R.N.	29APR77

POQMG	SOENS	P.	18MAY77
POFC	SPEARS	G.P.	1APR77
POMTP3	STOKES	J.F.	1APR77
POWTR	STONE	P.M.	13MAY77
POMED	STUPPLE	J.P.	27MAY77
POSY	THOMAS	P.R.	15APR77
POCK	WERNERT	K.S.	13MAY77
POUC	WHITE	C.D.	10OCT76
POMTP2	WRIGHT	J.A.	1APR77

### TO LEADING SEAMAN:

LSWTR	AVERY	D.M.	13MAY77
LSAVN	BASTON	A.E.	15APR77
LSETW1	BENNETT	J.P.	1APR77
LSRO	BOWDEN	S.B.	13MAY77
LSRO	BULLIVANT	M.	15APR77
LSWM	BURGESS	D.R.	18MAY77
LSMTPD3	BURT	S.C.	1APR77
LSSN	CANT	T.D.	13MAY77
LSMTP2	CAPLE	A.J.	7JAN77
LSSIG	CHAMBERLAIN	G.W.	1APR77
LSETC2	COLES	D.A.	1APR77
LSETW3	COOPER	S.J.	1APR77
LSETW3	DACK	T.R.	1APR77
LSETP1	DALE	G.W.	1APR77
LSETP3	DOW	A.R.	1APR77
LSETP3	DOWNES	B.W.	1APR77
LSETC2	DUNBAR	I.J.	1APR77
LSUW	EATON	R.F.	4MAR77
LSETP1	GAYNER	W.S.	1APR77
LSUC	GRANT	R.G.	4MAR77
LSETP3	GRAY	I.R.	1APR77
LSMED	GREENWOOD	R.J.	13MAY77
LSMED	HABLEWAITHE	B.	13MAY77
LSSV	HALL	S.G.	15APR77
LSSTD	HANCOCK	E.F.	15APR77
LSMTP2	HANSON	M.E.	1APR77
LSETW3	HAYWARD	W.	1APR77
LSMTP2	HEEB	P.M.	1APR77
LSETP3	HEWITT	C.J.	1APR77
LSSV	HINE	R.A.	13MAY77
LSWM	HOBBS	R.J.	1APR77
LSWTR	HOGGETT	F.S.	21JAN77
LSUC	HOLLAS	G.J.	4MAR77
LSCK	HOPE	J.A.	15APR77
LSSTD	HUNTER	A.J.	15APR77
LSMTP2	JEFFREY	I.R.	1APR77
LSSTD	JOHNSON	T.E.	27MAY77
LSSN	JONES	E.G.	13MAY77
LSMTPD3	JONES	M.E.W.	1APR77
LSSV	JONES	R.K.	1APR77
LSCK	JONES	M.J.	1APR77
LSMTPD3	LANE	V.W.	1APR77
LSMUSN	LATHAM	A.O.	13MAY77
LSWM	LENARTAS	K.D.A.	1APR77
LSSN	MACLEAN	D.J.	4FEB77
LSMUSN	MARSHALL	P.E.	15APR77
LSUW	MARTIN	E.F.	10DEC76
LSUC	McEVOY	N.R.J.	29APR77
LSUC	McLEAN	W.J.	23JUL76
LSRO	McVEY	F.S.	4MAR77
LSSIG	MILLAR	H.K.	15APR77
LSMTP2	MITCHELL	R.A.B.	1APR77
LSCK	MONAGHAN	G.	1APR77
LSWM	MURPHY	R.R.	13MAY77
LSUC	NOE	H.J.	4MAR77
LSRO	O'HARE	H.H.	1APR77
LSSV	OLIVER	R.N.	15APR77
LSRO	PEARSE	T.J.	15APR77
LSWTR	PERKINS	A.R.	18MAY77
LSCK	PLANT	E.J.	1APR77
LSRO	QUINLIVAN	D.H.	29APR77
LSMTP2	RICHARDSON	M.J.	1APR77
LSCK	RILEY	M.D.	4MAR77
LSRO	ROBINSON	R.W.	15APR77
LSMTHD3	ROWE	C.G.	7JAN77
LSMTPD2	RUDD	A.B.	15APR77
LSWM	SELWOOD	L.H.	29APR77
LSETC2	SHERRY	R.L.	1APR77
LSCK	SMITH	L.G.	1APR77
LSMTP3	STEBBING	M.R.	1APR77
LSCK	STOCKALL	K.L.	15APR77
LSMUSN	STUCAS	L.A.	13MAY77
LSMTP2	SUITER	K.J.	1APR77
LSETC2	THOMPSON	B.E.	1APR77
LSETP1	THOMPSON	K.G.	1APR77
LSWTR	TRANTER	S.V.	15APR77
LSATA3	VARCOE	D.N.	4FEB77
LSCK	WEEKES	M.P.	1APR77
LSSIG	WILSDON	G.N.	1APR77
LSCK	WOODWARD	G.R.	1APR77
LSMTPD2	WOOLLARD	G.A.	7JAN77

### TO LEADING WRAN:

LWRR0T	MOORE	C.A.	13MAY77
--------	-------	------	---------

### TO WARRANT OFFICER:

WONP	AYLOTT	W.P.	29APR77
------	--------	------	---------

### TO SERGEANT:

SGT	GILL	B.J.	1APR77
SGT	HOARE	E.G.	1APR77
SGT	OLIVER	S.J.	1APR77
SGT	SPARKS	A.W.	1APR77

### TO SENIOR CONSTABLE:

SNRCONST	AHERNE	B.L.	1APR77
SNRCONST	CLAYPOLE	J.C.	1APR77
SNRCONST	LAURENCE	G.M.	1APR77
SNRCONST	MISCAMBLE	J.L.	1APR77
SNRCONST	THOMPSON	M.G.	1APR77
SNRCONST	TORRENS	K.K.	1APR77





Chief Ball organiser LWTR Shane Redenbach obviously enjoyed himself...



PERTH's Commanding Officer Captain Eric Johnston and his lovely wife Joan.



... and Shane's wife Maureen made sure he did!

# PERTH HAD A 'BALL'!

"It was the ship's social event of the year," reported our correspondent onboard PERTH. He was of course referring to the Ship's Ball held at the AJC Centre, Randwick recently, at which some 160 members of the ship's company, their wives, girlfriends and "blind-dates", had a real ball. "Navy News" photographer Garth Johnston attended and put together this montage of happy snaps.



Gordon and Michelle O'Brien.



LSRO "Checkers" Aldridge and wife



LSWTR Steve Love and girlfriend.



POUC Bob Spring and wife, POSV Bob Hart and wife.



LSMTF Peter Maslin and girlfriend.



PO Greg Hammer and girlfriend.



PORP Paul Cobb and wife.



LS George Dix and wife.



LSMTF Peter and Vicki McKeown.



ABMTP Terry Stafford and girlfriend.



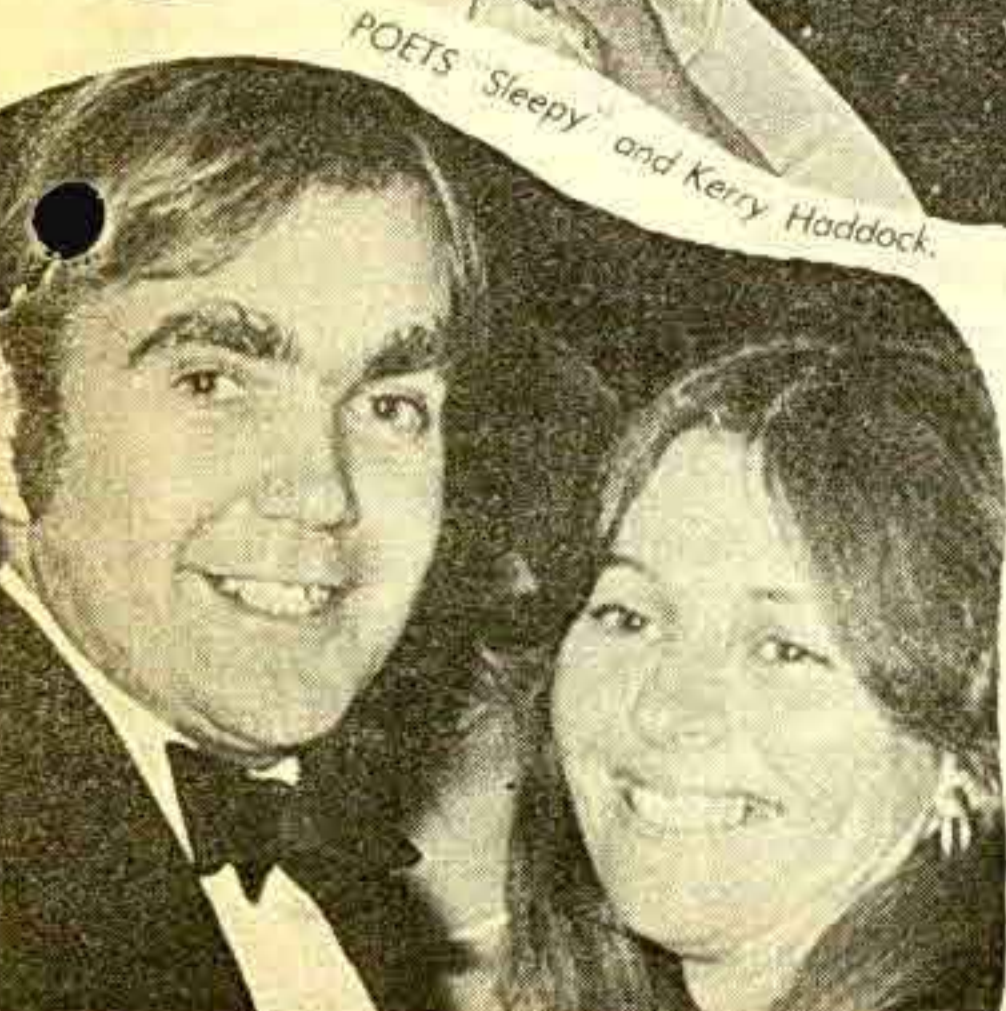
POETS "Sleepy" and Kerry Haddock.



LSMTF "China" and Mrs Hammak.



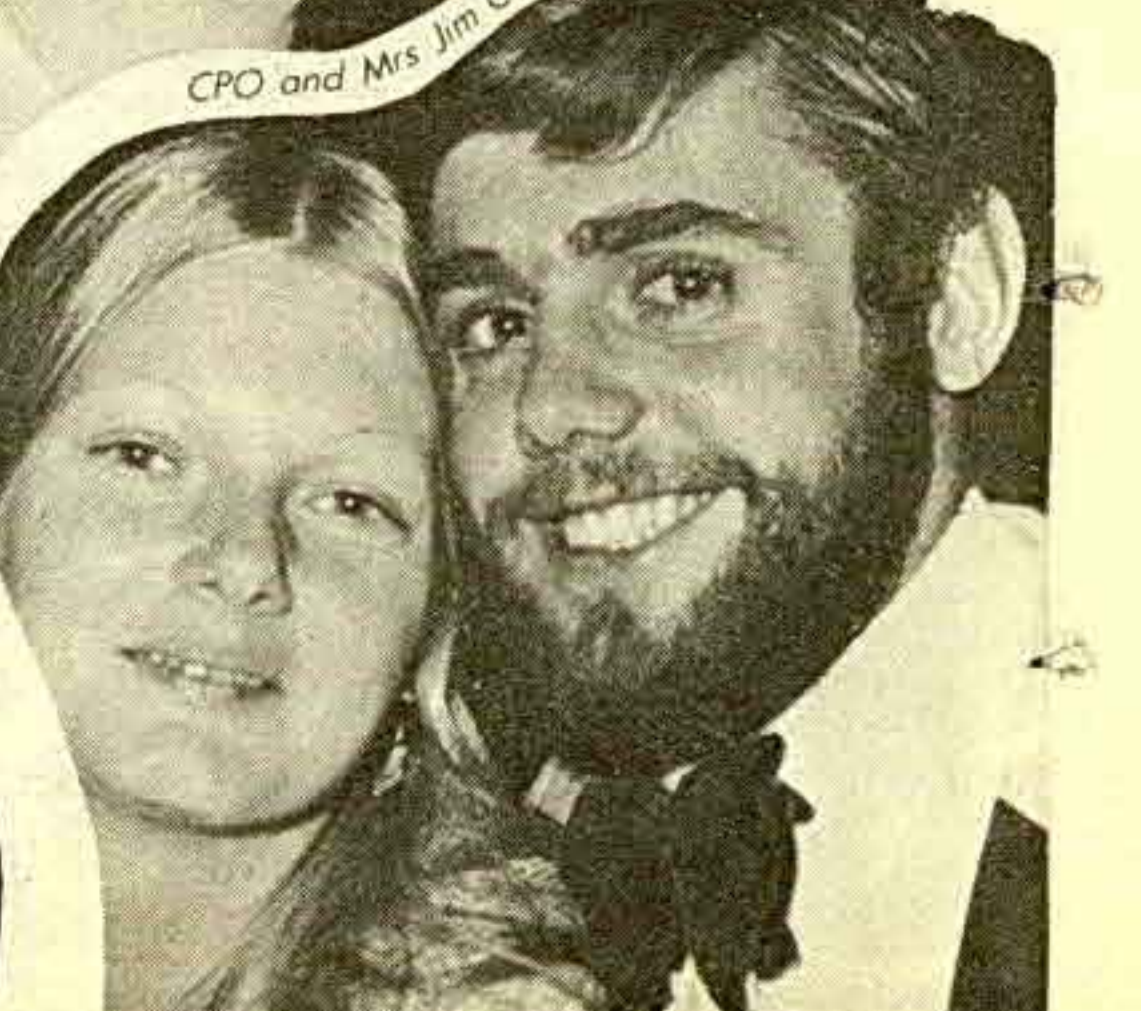
CPO and Mrs Jim Cassidy.



LEUT Andy Bolton and wife.



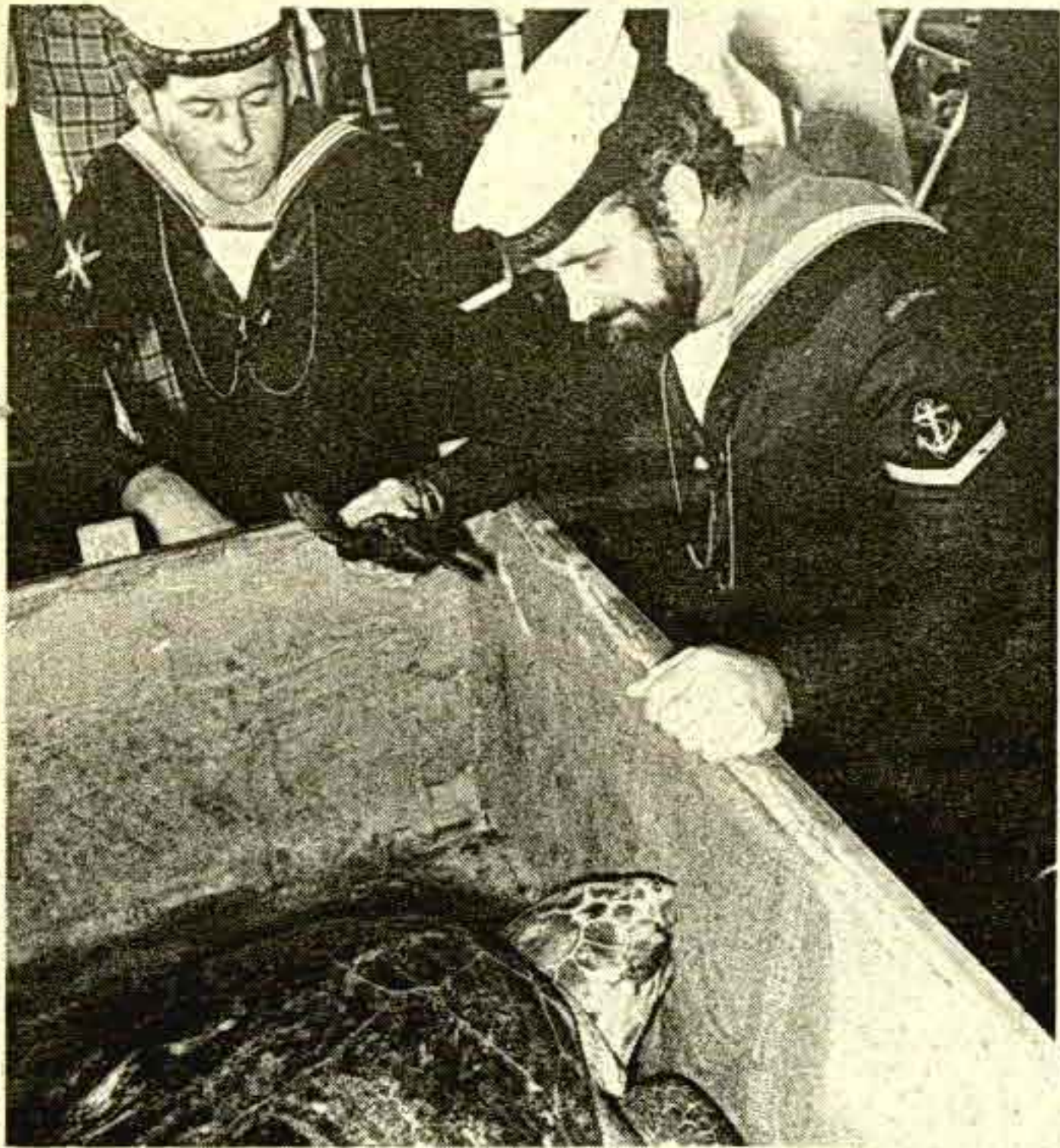
LEUT Peter and Rose Caldwell, PORP Mike and Mrs Perry.



ABRO Mike Leahy and girlfriend.



# STUART — with 'Nelson' and 'Tiny Tim' onboard — on way "Up-Top"



Two unusual "passengers" were embarked in HMAS STUART when the destroyer escort departed Sydney on July 5 for a five-months' deployment in South East Asian waters.

The "passengers" — a 100kg (200-pound) one-eyed loggerhead turtle, appropriately named "Nelson", and a baby turtle of the same species, also suitably named "Tiny Tim" because of his size — are bound for their natural environment . . . the warmer climes of North Queensland.

"Nelson" had been a guest at Sydney's Taronga Zoo Park since last November but outgrew the Zoo's main turtle enclosure.

Zoo officials felt he should return to his natural home and sought the assistance of the Navy to return him to the warmer coastal waters off Cairns.

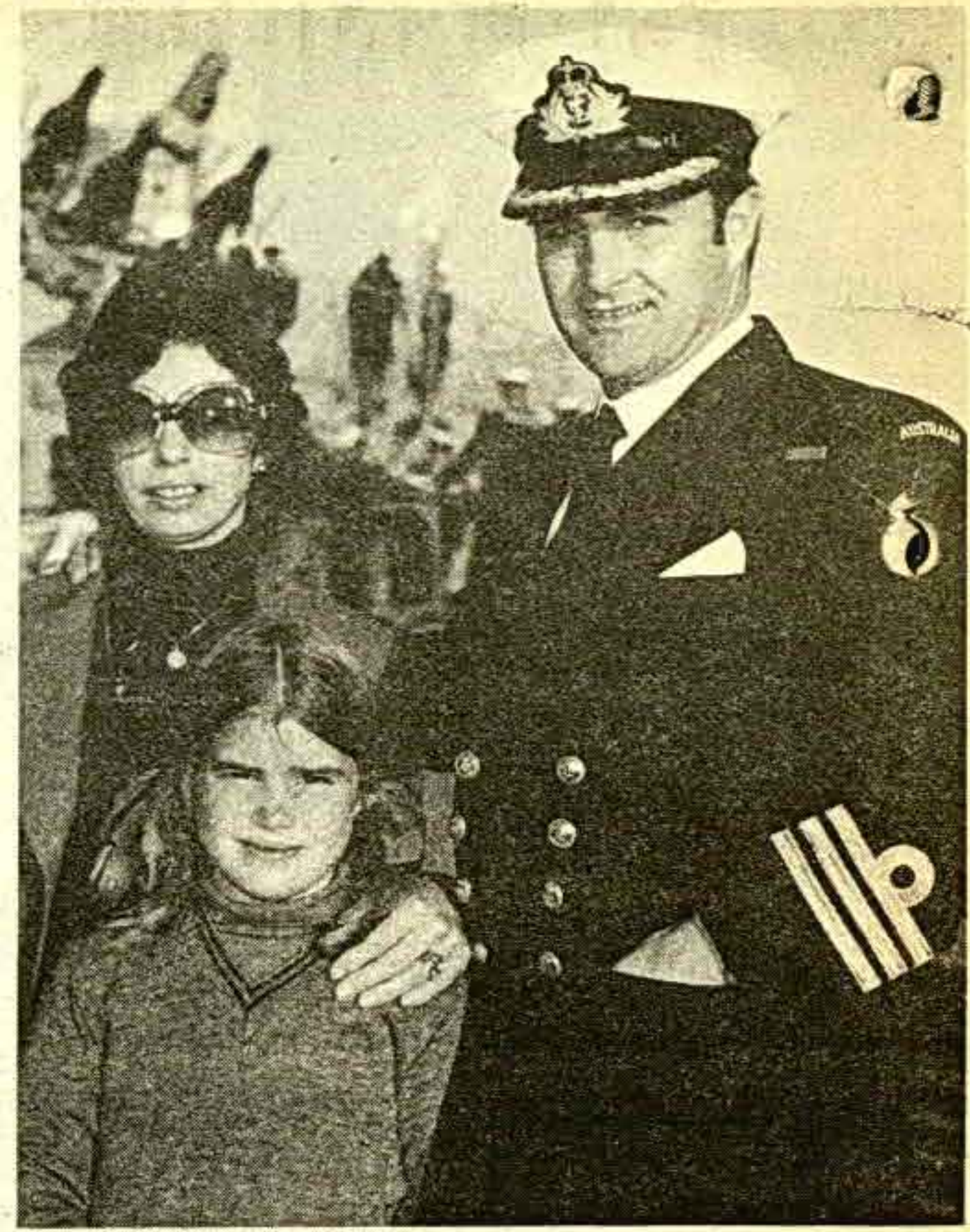
Just before STUART's arrival in Cairns, "Nelson" and "Tiny Tim", who is travelling in a bucket which more befits his size, will be placed back in the sea.

During the trip the ship's company had only to ensure that the pair were doused regularly in sea water to keep them happy and alive.

A large gathering of families and friends of the ship's company were at Garden Island to farewell the DE and "Navy News" photographers snapped these scenes.



The picture shows Able Seaman Kris White of Whyalla, SA (left) and Leading Seaman Jim O'Connor of Artarmon, NSW with the two turtle passengers on board STUART. "Nelson" dozed in his special crate while "Tiny Tim" enjoyed the attention of all.



THE Commanding Officer of HMAS STUART, CMDR Wally Rothwell with his wife Jenny and daughter Nicola (8 years) of Turramurra, NSW.



LSUC Max and Sue Mansfield of Bankstown, NSW.



SMNMTP David Smith (Taree) being farewelled by girlfriend, Michelle Gray of Marayong, NSW.

## STOP PRESS: TURTLE TAILPIECE

The two hitch-hikers "Nelson" and "Tiny Tim" were set free off Bramble Bay in the Barrier Reef off Cairns on July 11.

This area is a noted favourite of turtles and perhaps "Nelson" will now find his "Lady Hamilton".

A curious phenomenon was noticed concerning "Tiny Tim" in that irrespective of the ship's heading, he continued to point northward for the duration of the passage.

The study of this apparent north-seeking property of "Tiny Tim" has been the cause of much debate.

It is unresolved as yet if this property has any direct connection with his being housed in a water filled metal portable ice box.

On completion of "Operation Turtle", STUART berthed in Cairns overnight to fuel before proceeding on passage to Darwin for a three-day visit.



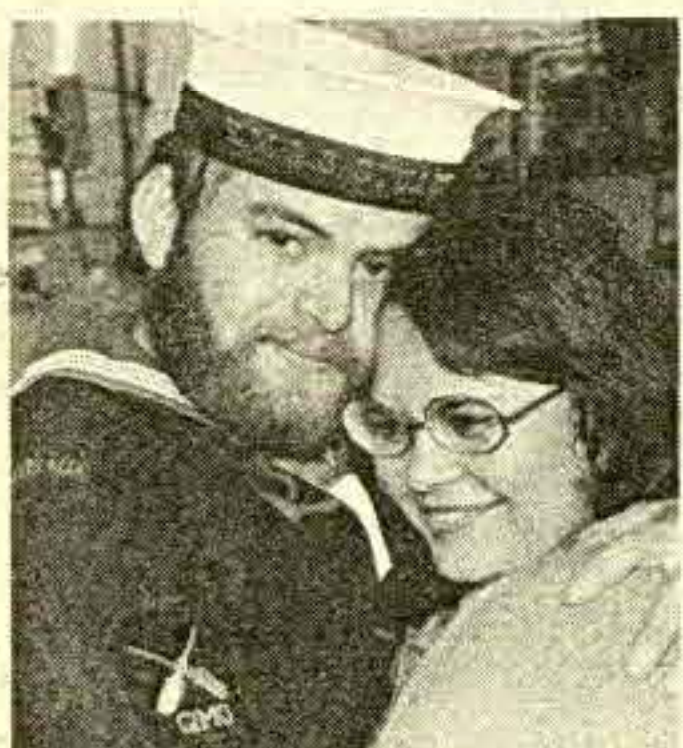
ABETP Phillip Moran of Port Augusta, SA, being farewelled by girlfriend, Doreen Righetti, also of Port Augusta.



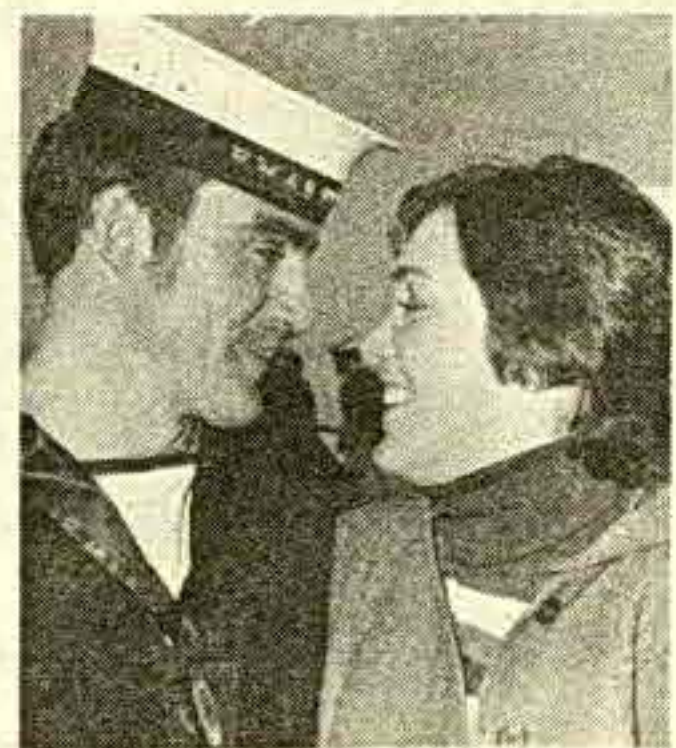
LSWM Col and Elizabeth Core from Kingsford, NSW.



ABOVE: SMNMTH Richard Laidler was farewelled by his parents, Mr and Mrs Laidler, sister Cathy and girlfriend Cathy Stowpiuk.



BELOW: LSMTP Ron and Dorothy Evans and Carolyn (3 years) of Sunshine, Victoria.



LSRO Lynton and Debra Michael of Maroubra, NSW, together before STUART's departure.



POQMG Frank Leek was farewelled by his wife, Gail, Rachael (2 years) and Shane (4 years), all from Pagewood, NSW.



ABRO Doug Hannan (21) and wife WRAN Anne Hannan (20) of Waterloo, NSW.



ABPHOT Gerrard Van Drempt with girlfriend Monica, nephew Thomas (4 years) and parents Mr and Mrs Van Drempt, of Gosford, NSW.



## "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.

## HMAS STUART NAVY WIVES TOUR SINGAPORE AND HONG KONG OCTOBER 1977



Following the departure of HMAS STUART to the Far East, Singapore Airlines have organised a tour for relatives and friends of the crew to visit the ship in Hong Kong.

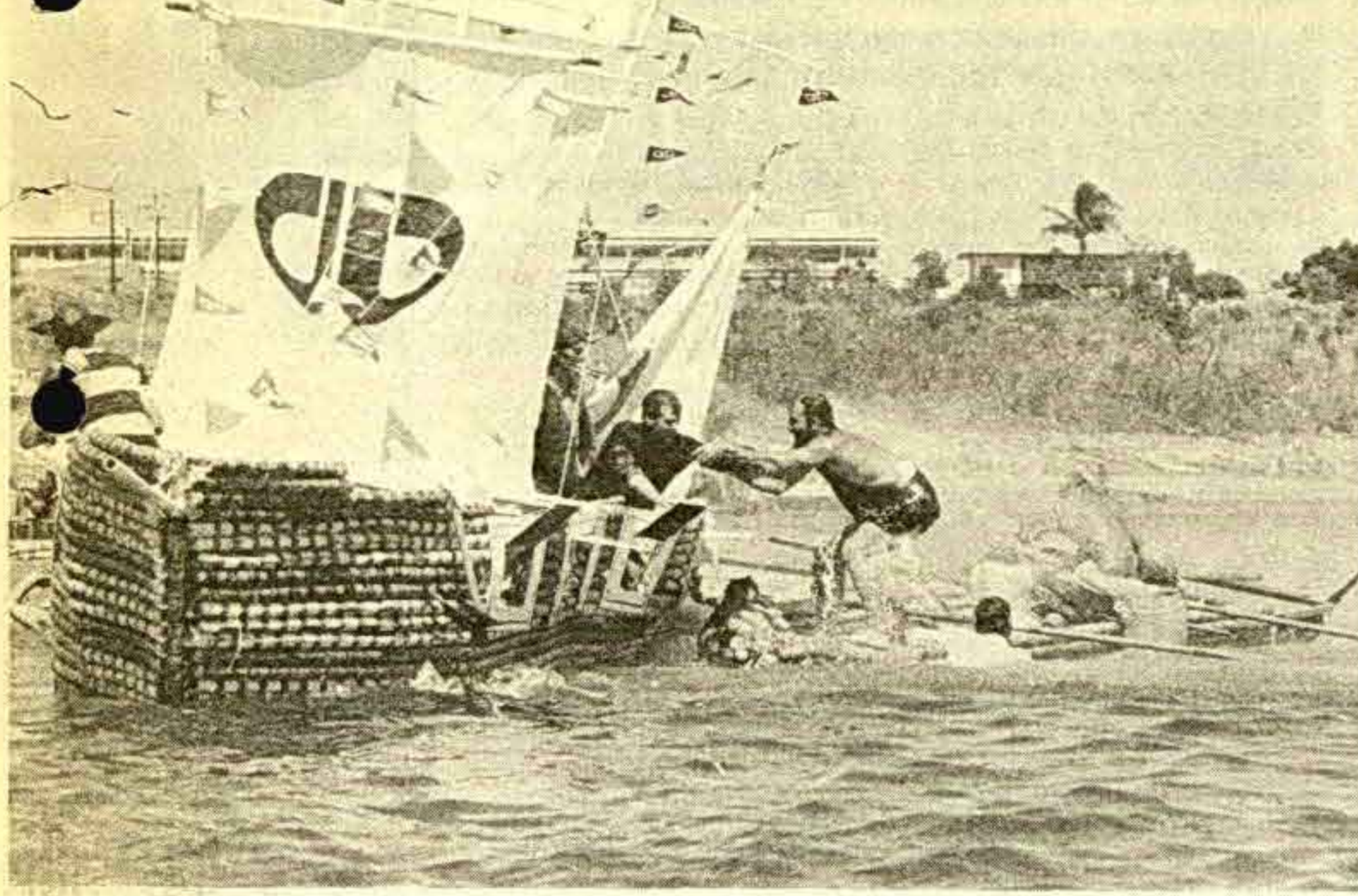
The tour departs Sydney Monday, October 17 for 2 days in Singapore followed by 9 days in Hong Kong.

Included in the tour is air transportation on Singapore Airlines B747 or B707 services, accommodation at the Singapura Forum Hotel in Singapore and the Furama Hotel in Hong Kong, transfers and portorage plus exciting tours in both Singapore and Hong Kong.

Anyone interested in joining the group should contact Singapore Airlines.



# "TOP-END" SENIOR SAILORS "IN THE CAN"



NAVY'S "KARA KARA" attacks Woolworth's pirate ship (Note KARA KARA is pretending to sink in order to confuse the enemy.) — Photo courtesy "Northern Territory News."



KARA KARA during "work-up": (l to r) PORS "Pommy" O'Shea, CPOETC Dave Duffy, CPOMTH "Robby" Robinson, POMED Bob Millhouse and Coxswain Bungy Williams CPOETC.

THERE'S no doubt about it, Darwin-based Navy personnel sure know how to enjoy themselves during a long holiday weekend!

Take the Queen's Birthday holiday weekend for example. During this weekend, festivities included three days of broncbusting and trick-riding at the Circle T Rodeo, a marathon Walkabout, a parade through Darwin of some of the entries in the Annual Beer Can Boat Regatta, led by the Caledonia Pipe Band in which POETC Greg Mason is one of its regular drummers, followed by the **BIG EVENT** of the weekend, the Beer Can Regatta held at Vesty's Beach on the Sunday.

**For this now famous Regatta, Navy produced two of its secret weapons . . . KARA KARA, designed to do battle with opposing forces in three events; and NOCNA'S YELLOW SUBMARINE, which successfully thwarted pirates' attempts to kidnap the Regatta Queen.**

KARA KARA (which is an aboriginal word meaning Yellow) was constructed by DADFA Constructions.

She took approximately 1,000 man hours to build and consists of 2,672 FOUREX beer cans.

She is 17ft long, 3ft 6 inches wide and weighs 650 lbs.

Each can has been sealed, taped, soldered and then fibreglassed to form a very rugged but streamlined hull.

The leading light in the building of KARA KARA, (who also is the General Manager of DADFA Constructions) was CPOMTH Peter "Robby" Robinson from Sydney (by way of UK) and his right-hand man throughout the venture was CPOETC Dave Duffy.

The submarine was something out of the ordinary.

The idea of NOCNA ("Big Daddy of the North") her builders were CPOMTH Rod Rodda, CPOMTP Chris Good, POMTH Reg Brown and CPOMTH Morrie Cornish.

Her construction - four 20 litre drums welded to a bike frame with air outlets on the top of each drum connected to taps.

The air inside the drums was trapped to float the submarine. By opening the taps the air was released and the sub submerged as water displaced the air.

A CO2 bottle provided the necessary air to pump the water out of the drums and bring the sub back to the surface.

Pedals were fitted to the frame and a Mini Moke differential, a chain tensioner from a motor bike and a four-bladed prop with a ratio of 5.1 provided propulsion.

The coxswain was strapped in with a seat belt and used scuba gear for breathing. 800 yellow FOUREX cans covered the frame.

The launching of KARA KARA, some weeks before the Regatta,

## NAVY'S SECRET WEAPONS CAUSE HICCUPS AT DARWIN'S FAMOUS BEER CAN BOAT REGATTA

was attended by the Commanding Officer of COONAWARRA, Commander Harry Josephs, Mrs Josephs, LCDR and Mrs Bruce Weeks, and Mr Lutz Frankenfeld, the man who started the Beer Can Regatta years ago with his own boat built of cans.

Lutz is still slightly astounded at how the event has gathered momentum and is now a major attraction, not only for Australians but also for other Commonwealth countries.

The President of the Senior Ranks Mess, Warrant Officer Ted Watling handled the launching ceremonies, and as the boat slid sedately down the launching ramp into the sparkling water, she was named KARA KARA and christened with the contents of a can of FOUREX beer.

For the big day, KARA KARA was entered in several events which included the male and female rowing event, the sailing event, a children's event and the 50 hp and under-powered event.

The day before the Regatta, the Senior Ranks Mess members transported the boat to Darwin, participated in the Grand Parade, then had KARA KARA inspected and declared fit to enter the various events.

Determined not only to secure a good 'possie' for the Regatta, but also to protect KARA KARA from possible 'nobbler's', CPOMTH Robby Robinson and several other volunteers, plus families, in-laws and various stray dogs, camped on the beach and virtually slept with their boat.

The temperature dropped to a FREEZING 18 degrees during the night and everyone was glad of their thick blankets to ward off the cold.

Sunday, Regatta Day, dawned with a chilly wind from off shore which remained brisk all day, but the sun came up and presented competitors and spectators with a warm start to the races.

Some initial trouble with the 50 hp motor in KARA KARA was overcome when an ex-Greenie, Mr Tim Shakes, who had travelled from Timber Creek to Darwin for the event, offered his expert advice and was able to start, with one pull, a machine which had remained silent during a steady two hours of yanking the rope by several serving members. (These ex-Tarangau boys still know a trick or two!)

### KIDS WIN IN KARA KARA

The first race, a children's event, was won by KARA KARA, mainly due to the fact that the remainder of the contestants sank upon entry into the water!

This however does not detract from the Berrimah Primary School kids' long, hard pull over the 1km course and boy!, were they

tired when they reached the finishing line!

### PO WRAN'S VICTORY

Race 2, an individual female rowing event, was well won by POWREG 'Roz' Kysell paddling a racing shell constructed of white cans.

Roz was running second for half the course with her nearest rival well behind.

She began to flag at the three quarter mark but rallied after many vulgar remarks as to her muscular capabilities from her supporters on the shore line, and crossed the finish-line well ahead of the rest of the field.

Exhausted, she was towed back to the Navy section of the beach, where she thankfully accepted and swiftly despatched an ice cold green can. As Roz remarked later 'It didn't even touch the sides.'

### THIRD IN THE 'BIG ONE' BUT . . .

KARA KARA entered the under 50hp event but was well beaten by Mike Whelan driving ALCOHOLICS UNANIMOUS, a sleek, fast boat built entirely of Swan beer cans.

KARA KARA put up a good fight, refused to let the Army entry pass, and won third place.

Owing to some confusion which was aggravated by the loss of the generator and consequently all loudspeaker announcements, KARA KARA missed participating in the Novelty event.

However, with true naval determination, the crew put on a one boat show and did their own Novelty Thing.

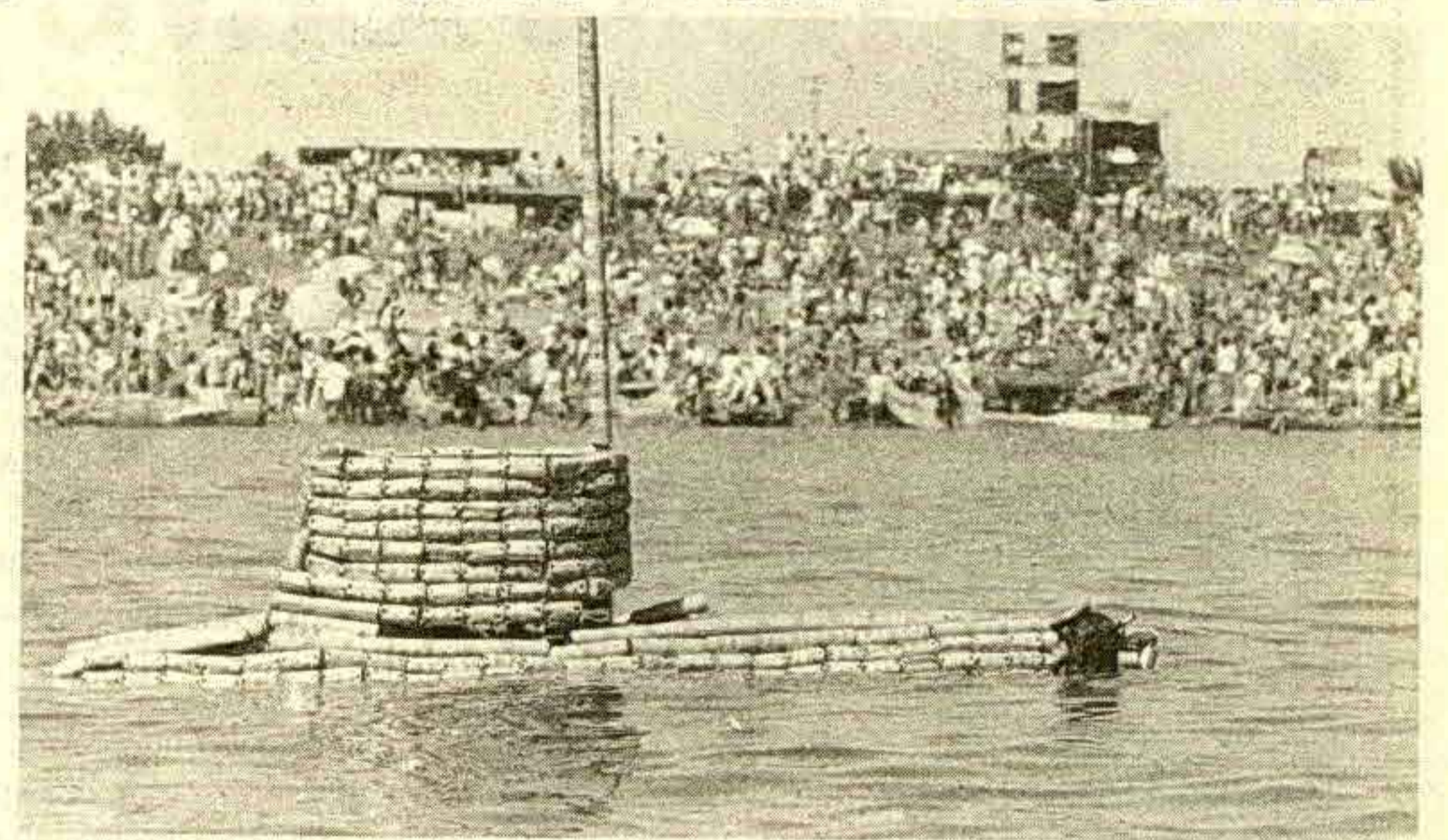
Despite the lack of a PA system to announce this event, not many people out of the crowd of almost 30,000 will forget the sight! There was KARA KARA, sailing past the judges stand as the white sheet on her starboard side fluttered slowly down, to reveal a delightful young lady nonchalantly taking a shower, completely oblivious of the thousands of staring eyes, or the fact that she was completely naked. (Or was she?)

KARA KARA completed this astounding trip in time to re-crew and sally forth to attack the pirate ship which had kidnapped the Regatta Queen and treasure from the beach and put out to sea with their prize.

KARA KARA's rescue party was made up of a scratch crew of volunteers which included our intrepid dental officer LT DEN Graham Miller, and Mrs Carol Robinson, a last-minute replacement.

Naturally during the ensuing battle KARA KARA was capsized, and just as naturally, Carol cannot swim!

In her own words "It was all dark



NOCNA'S diver-propelled Yellow Submarine. — Photo courtesy "Northern Territory News".

down there and I thought Oh My Goodness, this is it, and then two men grabbed my arms and dragged me into their boat." Good on yer, Carol!

### YELLOW SUBMARINE

Just as the battle was reaching its peak, the Navy launched its secret weapon in the form of NOCNA's Yellow Submarine.

The vessel did not directly approach the dreaded enemy, but her very presence must have struck terror into the pirates' hearts.

They quickly gave up and the Queen was saved, whereupon the yellow submarine commenced to execute a series of unusual dives and surfacings for the benefit of the spectators.

Her skippers, CPOMTH Rod Rodda and CPOMTP Chris Good, stuck with their vessel with a doggedness which would have done credit to any rodeo ride aback a Brahman bull.

On completion of the last race, Navy settled down to a delicious chicken and champagne lunch provided as usual by POCK 'Bull' Strachan and his boys and PORS Gazbo Walker, PORS Marty Hicks and assistants, dished out copious quantities of cool amber liquid to wash the meal down.

It was an extremely hot and tired group of sailors who finally loaded the boat and tent onto the trucks and headed back to home base COONAWARRA.

Thanks are extended to the following people who worked so hard to make the day a success . . . AB Adrian 'Wally' Wapper, LWRMTD Narelle Rodway, AB Danny Dade, Mrs Carol Robinson and Mrs Bernie Duffy who produced the excellent KARA KARA T-shirts, CPOETC 'Bungy' Williams (Camberra), POMED Bob Millhouse (Launceston Tasmania), PORSS

'Pommy' O'Shea from Brisbane, POWRSTD Glenys Griffiths from Melbourne, POWRREG 'Roz' Kysell (Newcastle), POETC Ken Hill (Brisbane), POETC Murray Shepherd (Brisbane), PORS 'Chas' Carleton from Perth and his attractive fiancée SWRROT Denise Stark.

POMTH Gordon 'Barra' Barrington was a tower of strength to the team and although due to leave Darwin, he decided to remain with his wife Margaret and lend his valuable boat and motor to help in the preparation and towing of KARA KARA for each event.

Our thanks also to Commander and Mrs Josephs and our new Executive Officer LCDR Bill Barrett and Mrs Barrett, who added their support and encouragement. Captain T. Dadswell (NOCNA)

was also on hand and assisted the Radio 8DN crew by giving a running commentary on the "sea battle" and the modern naval tactics used by his forces.

The KARA KARA is off to Katherine for the Katherine Karnival - more news of her adventures there in a later edition.

Finally, we farewell some of those who have posted out of COONAWARRA recently.

They include CPOLIN Margy Norton (was she really naked?), POWRSTD Glenys Griffiths, POWRREG Roz Kysell, LWRROT Beth Smiley, LWRSTD Sheila Warren, LWR Latimer, SWRSTD Jo Jacobs, and our popular Unit Officer WRANS 2NDO McVean.

We wish you all well in your new surroundings and hope you will look back on your Darwin posting as at least 'different.' - XRNR

## T. J. WATSON & CO. PTY. LTD.

AUCTIONEERS — REAL ESTATE AGENTS  
FIRE, ACCIDENT, LIFE ASSURANCE

142 Junction St., Nowra. 2540  
P.O. Box 287

Phone 2 0028



HOMES, BUSINESSES  
FARMS, INDUSTRIAL  
LETTING AGENTS  
PROMPT COURTEOUS  
ATTENTION AT ALL  
TIMES

MEMBER REAL ESTATE INSTITUTE N.S.W



## ATTENTION TOP NAVY GOLFERS!

The EAA inter-Service golf series will be played at Nowra Golf Course from September 26 to 29.

Trials for team selection will be as follows:

WED., August 31 - Moore Park - Tee off 1030.

WED., September 7 - Nowra Golf Club - Tee off 1000 (final selection of 20 players will be made).

Nominations of players with handicaps of 16 and below available for the trials and series period are to be signalled (FOCEA INFO NAS NOWRA) by Wednesday, August 10, 1977.

Officials elected are selectors - WO K. Brennan - ALBATROSS (Chairman), CAPT B. Treloar (PENGUIN), LCDR A. Kyd (KUTTABUL), LCDR L. Wilson (ALBATROSS) Manager - CPO D. Varley (ALBATROSS).

In the first games of the second round of the Wills Midweek competition on June 29:

★ KUTTABUL 245 ("Wacka"

Payne 40, Pete Simpson 39 and Harry James 38) defeated DESTROYERS 196 (Jim Digger 35 and Warren Sheard). Destroyers have improved with the return of VENDETTA. With further match play, they'll prove tough opposition in the coming weeks.

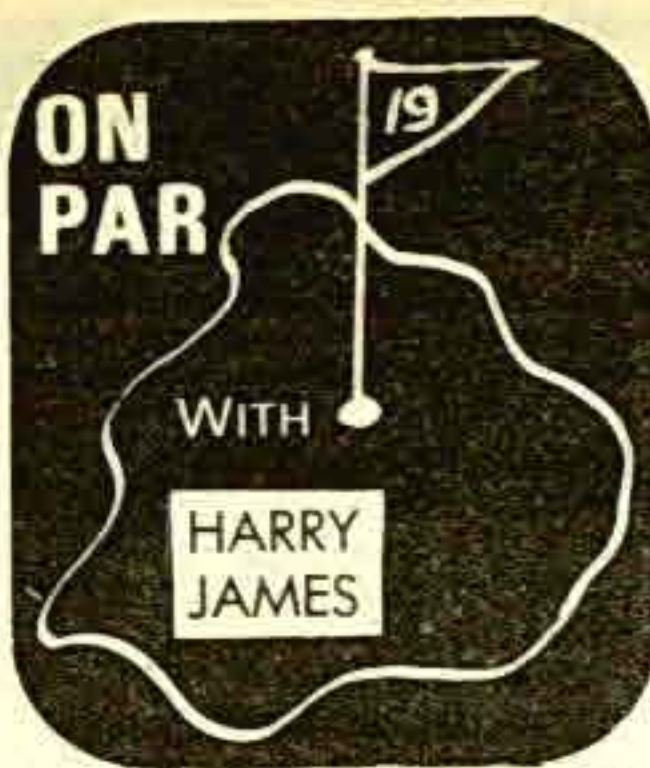
★ ALBATROSS defeated PENGUIN 213-172 at Port Kembla.

★ PLATS/WATERHEN defeated FLEET 1 by 174 to 151.

The NIRIMBA-WATSON match was deferred to July 20.

The ladder sees NIRIMBA (with a match to play) on top on 14 points with KUTTABUL, from ALBATROSS 12, WATSON 8 (with a match in hand), FLEET (1) 6, PENGUIN 4, PLATS/WATERHEN 4, and FLEET (2) 0.

During a recent break in competition, the golfing officers - playing for KUTTABUL XO, LCDR Howard Jones' "eight" -



went down to a sailors' "eight" - playing in Harry James' team - by 283 to 259.

And the sailors were pulling up to save embarrassment!!

Stars for the sailors were Peter Zepner 41, "Wacka" Payne 39, "hole-in-one" J. C. Williams 38 and Ian Stacker (STALWART) 36.

The officers' best were LCDR Allan Kyd 38, Chris Levi 35, SBLT Jack Frost 35 and Commanding Officer of HMAS KIMBLA, LCDR Tom Moyes 33, ably supported by team captain, LCDR Howard Jones, on 30 points.

## SOLID SUPPORT FOR HAFEY

News in that "other game" in Melbourne is certainly hot. Tom Hafey, this year's coach of last year's trouble side COLLINGWOOD has the team firing on all cylinders.

Stirrers against last year's coach Murray Wideman are solidly behind Hafey.

It is almost the same team so you can imagine and know the trouble the stirrers can do.

Former State, COLLINGWOOD and ESSENDON star, Des Toddham, retired recently and wants to coach a VFL side.

He and his solicitor were at the SOUTH MELBOURNE-FOOTSCRAY game and rumour has it that triple Brownlow Medalist, Ian Stewart, may quit SOUTH this year.

★ ★ ★  
On the NAVY Rules scene, CERBERUS mid-week side are not going too well.

They are about fifth. Injuries and postings have decimated the side after a good start.

The Inter-Service series is

coming up and the NAVY side "CERBERUS", LONSDALE and Ships in Refit should make a strong side.

Lindsay Egerton, playing weekends at Dromana, will stiffen the side with his powerful bursts.

Brian Eagles at LONSDALE and Lofty Stewart, "Smoush" Smith (playing with Yarraville Association weekends) are some additions.

Lindsay tells me that CERBERUS has a young player of promise in Greg Doyle, a strapping six foot four inches.

"Blue" Bulger's ability speaks for itself.

★ ★ ★  
Doug Symes, the STARVO at CERBERUS and an organiser of the mid-week side, writes for the "HASTINGS SUN".

Doug's weekends are also taken up as an official with the local Crib Point side.

This side, "Growler" Grimmond tells me, sacked him for eating too many oranges at half-time.

★ ★ ★  
Rumours around the Melbourne Rugby scene is that last year's State and Australian Services full-back, Brian Eagles, has retired.

After talking to Brian at LONSDALE, these rumours are definitely confirmed.

He has represented NAVY this year in Cricket and Rugby and hopes to be selected in the Rules squad.

This is good for Brian but personally I am not in agreement with the selections of well-known performers who for no reason do not play for their ships or establishments.

The BATTLER who plays the whole season should get the honour. I have seen them give up the idea of repping and they lose their dedication.

Sometimes if the BATTLER is given the chance to play with better company he also reaches the top.

BULGER, NOACK, LARSEN and Company were not always stars.

★ ★ ★  
Combined Services Rugby team is also having a torrid time with injuries and postings.

"Blue" Bulger had played only one game and injured a shoulder in the Inter-Service.

Colonel George Newton, the coach, hopes the Club will pick up when his ASRU "reps", Bob Brooks, Joe Josephs, Jeff Adler

## 'SALTY' on sport



## down south

and "Blue" Bulger return from the tour.

"News" Newcombe and the newly-promoted sailor Graham Strangwood are going great guns and will surely help to lift the side with the established Graham Pollock.

"News" was reserve grade non-playing coach until injuries forced the two halves onto the sidelines and now he has a third leg and is one of the best players in the side.

"News" has been rewarded for his services to the game.

He has been appointed baggage manager for the ASRU tour.

★ ★ ★  
Former ASRU players will be pleased to hear that their former team mate Graham Brown has actually made the crew of GRETEL II for the elimination sailing series in NEWPORT, USA.

I do believe that Jock Sturrock, the famous Australian sailing identity, recommended the selection of Graham after the series recently held in Australia.

This part of ship is that of Crancker of the Coffee Grinder (Winch to the ill-informed).

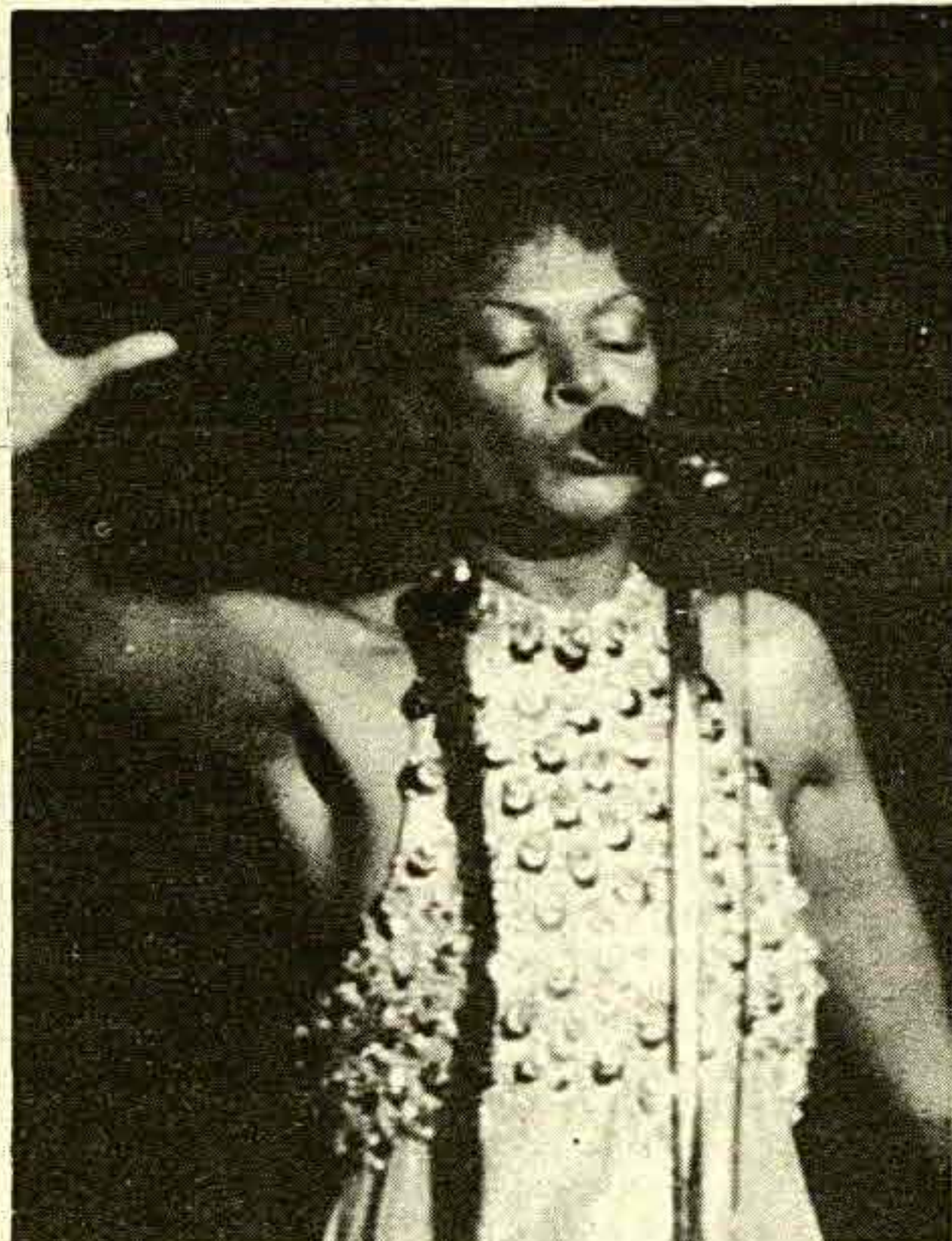
Brownie "repped" ASRU for five years and played three seasons. He also repped WA and Victoria State Rugby sides.

★ ★ ★  
It was with pleasure that last issue of "Navy News", I read that CPOUW Ralph Norman was awarded the MBE.

Ralph, supporter of the "Mighty Rabbits", is one of the few supporters that have stuck through thick and thin.

He has also been known to saddle up in the Dempster Cup. Congratulations, Ralph!

# Let TAA help you live it up on your next leave pass!



Take one of our cut-price 'Weekender' holidays and make a weekend away seem like a week!

If you're not going home on your next leave pass, TAA have some great alternatives - a whole bunch of 'Weekender' holidays that take you to some of Australia's most exciting pleasure places - Sydney, Melbourne, Adelaide, the Gold Coast and Hobart.

Your 'Weekender' package price includes -

- Return Economy air travel to the city of your choice
- Return ground transport from airport to TAA city terminal
- First Class hotel accommodation for two nights on a Friday/Saturday or Saturday/Sunday basis.

Drive-yourself cars, too

For a little extra, you can add to your TAA Weekender. Avis Rent-a-Car offers you a discount off normal rental rates. For licenced drivers over 21, Avis will turn on a Falcon 500 or Holden Kingswood sedan for the weekend, from 5pm Friday until 9am Monday, with unlimited kilometre allowance. Petrol is additional.

When you're ready to make the break from base, just call your nearest TAA Travel Agent or TAA and get full details of the capital city 'Weekender' you want. A colour brochure on all of them is yours for the asking.

Need some weekend ideas?

How about taking a whack at Hobart's Casino? Your choice of six great games, from Roulette to Blackjack. Or how about the Gold Coast? All the night life you want, and two days of sight-seeing and water sport. Then there's Sydney and Kings Cross - lots of action, theatre, night clubs. Something different? Sample Melbourne's great shops, stores, restaurants, old-world charm, or Adelaide's restaurants and nearby vineyards in the beautiful Barossa Valley. It's all waiting! Contact your TAA Travel Agent or TAA.



3198426

## Kawasaki



Z1000

4-STROKE 4-CYLINDER SUPERBIKE

for NSW CALL or WRITE to

BLACKTOWN Sunnyholt Rd, Phone

622 5670

ALLAN AYNLEY for better deals

BROOKVALE 40 Roger St, Phone 938 1014

ALLAN HALES for special requirements

PENNANT HILLS 336 Pennant Hills Rd,

Phone 848 9756

TIM PARRY Specialists in Z1 & Z1000

VILLAWOOD 71 Middleton Rd, Phone

644 7246

G. P. Motor Cycles see MAURICE KING

Service is our Business



# DUCHESS, TOO, IS PROUD OF HER SPORTS RECORD!

WITH VENDETTA claiming so much of the limelight in the sports pages of "Navy News" during their recent deployment, another sports-minded ship in the Fleet, DUCHESS, thought it was time "the old grey Lady" blew her sporty trumpet and let readers know of her proud record on the various fields of sport.

I received this report from our correspondent onboard . . .

Visiting ports on each weekend of our training cruises affords DUCHESS' ship's company opportunities to play many and varied sports.

This year DUCHESS has fielded teams in Rugby, 1st and 2nd XV, soccer, tennis, squash, hockey, rifle and pistol shooting, boat racing, sailing, tug-o-war, cricket, softball, badminton, basketball, golf and even pie-eating.

In one foreign port recently, the ship landed two Rugby teams, a hockey team and teams for five volleyball games, all at the same time. That's not a bad effort for a ship's company which doesn't hit 200 even with JTO's.

## RUGBY RECORD TOPS"

Our 1st XV Rugby side has an excellent record both at home and away.

They defeated HMAS PERTH 30-10, last time in Sydney to win possession of the ASSAULT CUP, and won all but two of their games away on the last cruise.

Details of the ship's performance in the major sports follow . . .

Cruise three started in fine style with DUCHESS DEMONS thrashing Army in Townsville.

The Army side had no appetite



"THE HEAVIES" . . . Duchess's successful Tug-of-War team from Seaman department.



THE SHIP'S Hockey team: (Back row left to right): STD Tapping, ABETP Blackmuir, MIDN Bryant, ABRP Hawthard, CPOMTH Adams, MIDN Chandra, ABETP Stevenson, Coach POSN Davis. (Front row): MIDN Johari, MIDN Ibrahim, ABMTP Nowattany, LCDR Curew, MIDN Yusuf.

for the wet conditions and fell easy prey to the Fleet champions.

The score was 24-3 and the best players were Ray Irvine, Bob Moulit and Cagi.

The next game was in Cairns against the Cairns District Rugby Club.

This is a keen side which often travels hundreds of miles for a game; unfortunately they lacked a little expertise and ability to finish moves and were defeated by DUCHESS 34-0.

The game played in hot conditions but on an excellent ground, attracted a large crowd of supporters.

Best players were Bob Moulit, Phil Collins and Tele Tellini.

Our game against the Royal Fijian Military Forces ended our winning streak. It was certainly a big occasion there was a huge crowd of cheering Fijians and big brass band.

The game was played on a concrete-like surface but excuses aside, the team couldn't handle the fast sometimes bare-footed Fijians unconventional style of play.

The final score was 10-6, our only try being scored by winger "Bones" Sutton and was converted by "Bullant" Bull.

Best players were Roger Stewart, "Changa" Cagi and Bob Mitchell.

Suva also saw the first game of the second fifteen.

Basically a social side, it ran up against a tough speedy side fielded by the Royal Fijians Naval Squadron.

Not surprisingly the team did not fare too well but showed good spirit and all enjoyed themselves, and that surely is a big part of the game.

The next game in Apia was against the Samoan Colts side.

The game was played as a "curtain-raiser" to a representative game Samoa versus Tonga and consequently there was a big crowd laughing and cheering for both teams.

A "thriller" ensued, - you can't get much closer than a 12-all draw, two tries each.

The best players list was led by the "Dynamic Duo" from Fiji Midshipman Tellini and Cagi closely followed by Ted Callister.

A one day fuelling stop in Suva on the return journey from Apia allowed time for the 1st XV to play the Royal Fijian Naval Squadron.

DUCHESS played badly and were just knocked off their game. The final score was 12-6, best players Moulit, Stewart, and "Lolly Legs" Buckley.

In Vila, two games were arranged however the Vila Rugby Club petulantly decided not to field a team when they learnt that the local League boys "Hash House Harriers" had been invited to play our 2nd XV.

Fortunately the "Harriers" turned up and an entertaining game of League was enjoyed by all on a nice soft surface.

The 2nd XIII ran out eventual winners in excellent spirit; the final score was 14-13, a real cliff-hanger.

A special mention must go to "Bull" Steer the Chief Cook (a star re-born?) and to "Sandra" Hilder who did a fine job as referee.

## HOCKEY ALL-STARS MAKE GOOD . . .

During Cruise 3 of 1977, DUCHESS's hockey team comprising of a mixture of trainee foreign officers coming from countries such as the Philippines, Malaysia and Fiji, the remainder being made up from the DUCHESS's crew.

Having virtually no previous experience as a team and a slight language barrier, they played their first game against a Nelson Major A side, winning 3-1, showing they had plenty of hidden talent.

Their next victory came on our first visit to Suva against the ANZ Bank team, which we won 1-0.

But the ANZ team had the advantage of regular team training.

We offered a return match to play a mixed game made up of the Women's Major A team for the first half and second half, holding them to a 2-all draw.

In Apia, West Samoa, we suffered our one and only defeat against the West Samoan President's Eleven, plus the ten reserves which run on in the second half.

Going down 2-1, however our team played surprisingly well, much to everyone's amazement.

Only time prevented us equalizing the score.

# OUTDOOR GIRL

This cheeky chick aptly fills the bill as our "Outdoor Girl" of the moment . . . her name, Barbara Clark, and, as you can see, she has no strings attached!! - Photo by Vince Hayes.



## PAKISTAN SHIELD

Sir,

I am writing in response to your article on the Pakistan Shield competition published in the June 17 issue.

Firstly, I would like to correct an error in the article; it was HMAS STALWART and not PARRAMATTA or BRISBANE which was the nearest of the bigger ships to the winner.

Secondly, I believe that the formula for calculating the final score does not favour any particular class of ship.

This formula was introduced in 1975 to replace one which, by requiring that the largest ship played approximately 77 times as much sport as the smallest ones in order to be on an equal footing (given equal sea time), did in fact favour the small ships.

As you reported, this factor is now reduced to 33.

Using the following logic, it appears at first glance that the tables have turned and the large ships are favoured:

(A) Assume that X percent (say 80%) of the ship's company engage in sport on any one occasion. This represents

- a. for LCH - 14 persons.
- b. for CVS - 720 persons.

## LETTER TO THE EDITOR

(B) Using the factor of 33, the CVS only has to field 462 players to be on an equal footing with the LCH; any more puts the CVS at a distinct advantage.

However, the pure mathematical aspect must be tempered by the fact that the CVS probably could not find the additional opponents or playing venues to capitalise on this potential advantage.

On balance, I believe that the formula,

$$S = \frac{P(1 + \frac{H}{6000})}{\frac{C}{10} + \sqrt{C}}$$

being an almost linear relationship, provides the conditions whereby all ships can compete on a fair and equitable basis for the Pakistan Shield, and will score according to the effort they put into sport throughout the year.

LCDR A. W. Eberhardt,  
Fleet Sports Officer.

## CROSSWORDS SOLUTIONS

### SOLUTION 14,599

P	L	E	A	S	
O	C	O	L	P	E
M	O	G	U	L	A
T	M	E	L	E	A
C	E	D	E	S	I
A	D	E	N	R	E
R	I	F	E	V	E
P	R	E	S	U	M
I	N	A	N	E	S
E	D	D	I	V	E
E	I	B	I	S	G
I	R	O	N	A	L
S	G	A	L	E	L

### EASY WAY

M	A	N	N	A	
L	O	M	E	G	A
S	L	E	E	P	W
C	A	L	L	E	D
A	R	M	E	R	A
T	R	I	S	T	B
I	P	O	S	E	R
S	K	E	L	N	L
L	I	O	N	B	E
A	N	N	E	A	P
W	S	T	A	T	I

### HARD WAY

P	R	A	N	K	W
O	O	I	L	E	D
L	I	E	N	T	E
I	R	A	N	E	M
T	O	T	S	K	I
E	N	S	L	E	S
W	L	A	T	I	N
L	O	I	N	S	B
I	O	T	A	N	I
O	D	E	R	A	G
N	M	E	L	I	S



## USED CARS

**OPEN 7 DAYS  
A WEEK**

**INSPECT OUR FINE RANGE OF USED CARS**

**COME AND TALK TO  
MICK QUINLAN, ex-PO**

Finance arranged to approved applicant

### BOYDED LAKEMBA CHRYSLER

804 CANTERBURY ROAD, LAKEMBA, NSW  
Bus hours 759 4355      Weekends 750 8777



**OPEN A NAVAL ALLOTMENT ACCOUNT**  
with  
**RED ANCHOR TAILORING CO.**  
for all your  
**NAVAL and CIVILIAN  
CLOTHING, MERCERY,  
FOOTWEAR, CAMERAS,  
JEWELLERY and WATCHES**  
Mail Orders Receive Prompt  
Attention  
**75 Macleay St., Potts Point — 358 1518**  
OPPOSITE HOTEL CHEVRON  
And also at HMAS CERBERUS



ROYAL AUSTRALIAN  
**NAVY NEWS**  
Volume 20, No. 13 July 15, 1977

**SUBSCRIPTION FORM Home-Posting**  
CHEQUES, etc., to be made payable to:  
**Editorial Committee Navy News**  
**BOX 706 DARLINGHURST 2010, AUSTRALIA**  
Enclosed please find \$10 to cover 12 months subscription and posting for "NAVY NEWS" within Australia (Air Mail and Overseas postage rates are extra).

Renewal  Address Change  **USE BLOCK LETTERS**  New Subscription  
Place cross in applicable square.

NAME.....  
ADDRESS.....

# REP SIDE WITHDRAWALS ALARM RUGBY PRESIDENT

## Rogers "bucks" WATSON along in Dempster Cup

The drive and knowledge of inter-Service coach "Buck" Rogers has injected life into WATSON's Rugby side. They now loom as a definite threat in this year's Dempster Cup.

Their 53-0 win against PLATYPUS/WATERHEN at Rushcutters Bay on July 6 took them into third place on 10 points, behind NIRIMBA (12), and DESTROYER/ESCORTS (11).

The same day, NIRIMBA scored a convincing 30-16 win over MSS (Big Ships) and DESTROYER / ESCORTS SCORED A HARD-FOUGHT 13-6 win over last year's premiers, ALBATROSS.

WATSON showed last year when they finished fifth in the Cup, that the talent, mainly young, was there... it just needed moulding and a little polish which Rogers has obviously achieved.

WATSON now go into the second round having suffered only two defeats, both at the hands of competition leaders NIRIMBA and DESTROYER/ESCORTS 19-13.

In scoring nine tries against PLATYPUS / WATERHEN, WATSON showed they have a well drilled set of forwards and a big, fast backline.

In other matches: NIRIMBA defeated MSS (Big Ships) 33-16 in an entertaining game at NIRIMBA, with navy's seven-a-side representative, Greg Lainge, scoring three good tries for the home team.

Improving KUTTABUL defeated PENGUIN 16-4 in a very tight struggle at Balmoral.

The points table at the end of the first round: NIRIMBA 12, DESTROYER/ESCORTS 11, WATSON 10, ALBATROSS 8, KUTTABUL 5, MSS (Big Ships) 4, PLATYPUS/WATERHEN 3, PENGUIN 3.

East Australia Area Rugby President, Captain J. S. Partington, has appealed to NAVY Rugby players and their superiors to help overcome an alarming rate of withdrawals from Service representative football squads.

He asked them to review their priorities in respect of Service sport which, he believed, was vital to a peace-time NAVY's fitness and morale.

CAPT Partington said the unavailability of key NAVY players had weakened the standard of the Australian Services Rugby Union squad (ASRU).

This had been reflected in results on the field in recent seasons against strong State representative civilian teams.

He said the Services — and particularly NAVY — had to go 'all-out' where their players were wearing the Services' colours.

"We should be right in or completely out," he added.

"This is the worst year for individuals declaring themselves unavailable.

"I know some of them have personal problems and they have given tireless service to NAVY sport.

"Others claim they have had trouble from their superiors... even to the extent, they claim, of being threatened with being written down in their PP1s if they pursue their NAVY sport.

"Some players don't feel much kudos in being in ASRU," he added.

"Others make great sacrifices to play but receive no recognition."

CAPT Partington said a peace-time NAVY had an opportunity to achieve "good public relations"

## "SPORT VITAL FOR MORALE & FITNESS"

in competition with civilian and fellow Services' teams.

"It is also vital for fitness and morale," he added.

"RAN ships on overseas deployment recognise the importance of sport in fostering good public relations.

"This recognition is not always continued on their return to Australia."

He said the growing unavailability of key NAVY sportsmen, for a variety of reasons, was an alarming trend.

"It has got pretty bad with the EAA Rugby this year," he added.

CAPT Partington said NAVY had named a 12-man squad for last Sunday's NSW Rugby Union State Seven-a-Side Gala Day at the T. G. Millner Field.

"Only three of the 12 arrived at NIRIMBA at 0900 on the previous Thursday as instructed to form a squad to prepare for this prestige event," he added.

"In respect of three withdrawals, we didn't even receive replies from the ships to a signal notifying players of selection," he added.

NAVY won their first round match against Sydney First Grade side ST GEORGE and led second-round opponents — the ROYAL MILITARY COLLEGE, DUNTRON — before finally going down 6-10.

RMC advanced to the quarter-finals where they were beaten by NEWCASTLE, 16-4.

Another Sydney First Grade team, RANDWICK, won the title by downing SOUTHERN TABLELANDS 22-17 in the final.

CAPT Partington said NAVY sport was not receiving the full support of sportsmen or their superiors.

"It is time we had a look at our attitude to sport in the NAVY," he added.

## NAVY DOWNED IN EAA INTER-SERVICE 'RULES' 'OPENER'

EAA inter-Service Australian Rules trophy holders, NAVY, suffered a disappointing 50-point loss to ARMY in the opening match of the 1977 series at ALBATROSS last Tuesday.

By JIM SMAIL

At the time of going to press, the ARMY-RAAF clash was to decide the series following NAVY's loss against RAAF last Wednesday.

ARMY finished comfortable victors over NAVY by 12-12 (84) to 4-10 (34) after NAVY had led by three points at the end of the first quarter.

ARMY opened up a 48-point half-time lead (holding NAVY scoreless in the second quarter) and went into the final quarter with a 39-point advantage.

NAVY began in a very confident

fashion, playing fast, open football.

Only bad kicking in the first quarter prevented NAVY from holding a better than three-point lead at the first break.

NAVY had the majority of play and gained drive through captain-coach Shane Redenbach in the centre.

### AUSTRALIAN RULES

ARMY, at this stage, were not playing the ball and were suffering through free kicks and numerous 15-metre penalties.

From the second quarter, the whole pattern of play was reversed.

ARMY's Clark actually go on top of Redenbach and drove ARMY goalwards.

The ARMY players became more determined to get the ball, their followers began to overshadow our smaller ruckmen and generally they were faster to the play.

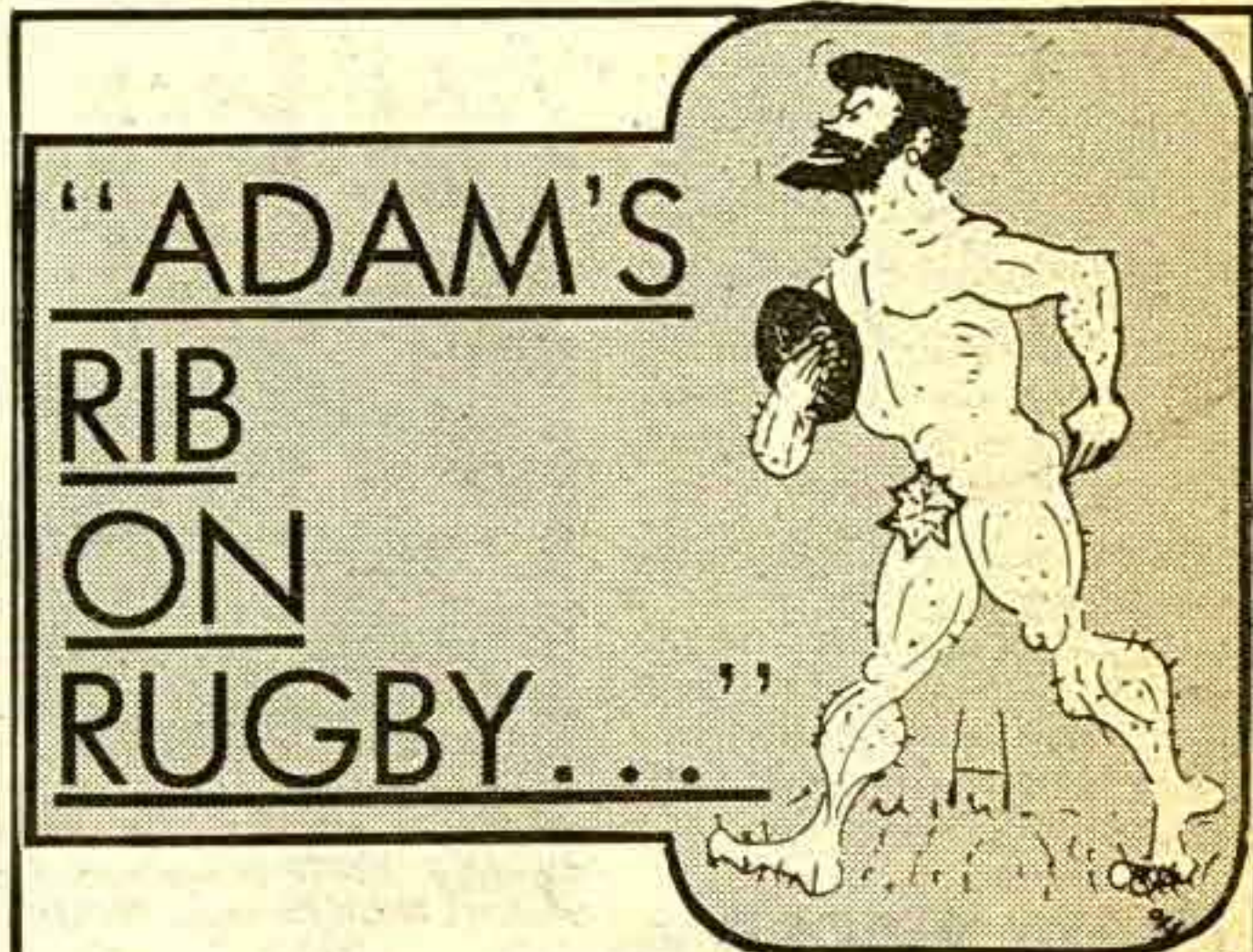
Only a stirring performance from NAVY fullback Archie Dewitt prevented ARMY from opening up an even bigger winning margin.

NAVY's half forward line was completely eclipsed, although Bill Dunn tried very hard against great odds.

Overall, it was a creditable performance by ARMY and a very disappointing effort from a talented NAVY side.

Lack of teamwork was probably a contributing factor in their defeat.

NAVY's best were Dewitt (best on ground), Ted Callister, Hugh Patterson, Graeme Charles and Shane Redenbach.



"... was it all worthwhile?" seemed to be the general comment following NAVY'S performance in last Sunday's NSW Seven-a-Side championships at the Millner Field. A lot of effort had been put into EAA's side's preparation by a handful of people for what seemed to be little result. A number of factors emerge.

Firstly, all the preparation in the world will go down the drain if (as occurred on Sunday) more than half the selected squad are not available.

Secondly, the selected squad should be the strongest team available, as the day presents one of the few occasions when NAVY Rugby is on show to "outside" Rugby patrons.

Thirdly, coaches, players and officials should realise that "Sevens" is a different game, and it is wrong to expect a side to succeed at a game at which it has had no practical experience.

But what concrete steps can be taken to improve the Navy standard so that it can enter a team in future championships? There is apparently a shield in existence that was presented by a once-popular watering hole some years ago for an EAA Seven-a-side championship.

Could this not be revived and made an annual fixture, with either the winning side, or a selected squad, going on to enter the State Championships?

Another alternative would be to make the Sevens Championship an official commitment for EAA representatives.

But let's not be over critical. A good day was had by all at Millner Field, NAVY and RMC put on a very entertaining game, and all players and spectators came away with a better idea of how the game should be played.

It is extremely important that NAVY sides continue to enter such competitions.

If we don't, we'll simply be left behind in all areas of the game.

Tipped to take out this year's Dempster Cup: WATSON. At this stage of the season they seem to be the only side adopting "Modern Rugby" techniques and working as a team.

By that I mean, the practising and perfection of skills such as mauling, setting up the ball from a tackle, ripping or peeling from a maul and backline alignment. When a team perfects these skills and puts them together they play winning Rugby. Unless the other teams start doing the same, I can see WATSON doing a lot of winning.

This issue's "Spare Rib" award goes to CMDR Littlewood, who controlled the recent WATSON-PLATS/WATERHEN fixture.

CMDR Littlewood went to the ground only as a spectator. He was persuaded to referee at the last minute, had to keep up with things as WATSON rattled up 53 points and, on top of that, at one stage faced a bemused "Billy Bunter" figure who wandered on to the field demanding that the game be stopped as it was making too much noise!!!

Food for thought: A comment by an officer from one of the small ships: "My blokes won't play Rugby games any more. They say too many of the opposition just treat them as an opportunity for a good blue."

**S.A. MOTORS PTY. LTD.**  
55-57 PARRAMATTA RD.,  
LIDCOMBE  
**USED CAR SPECIALISTS**  
3 MONTHS WARRANTY  
NO DEPOSIT  
FINANCE TO APPROVED CLIENTS  
Phone 648 1701 A.H. Mr. Deaves  
579 1612  
LD 872

**NAVY WIVES**  
to  
**SINGAPORE**  
**Special flights with reduced fares available.**  
Wives unable to be at Portsmouth for the Spithead Review, now have another chance to join their husbands in Singapore during the return journey.  
**DEPART 6th September RETURN 13th September**  
Cost (includes airfares, accommodation, meeting service and sightseeing) —  
From Sydney or Melbourne **\$648** per person  
**Accommodation cost for husbands — \$70.00 per person**  
**"All Meals" supplement — \$90.00 per person**  
**812 Australia Square Tower, Sydney 2000**  
Phone: 27 1966  
**Sydney Express**