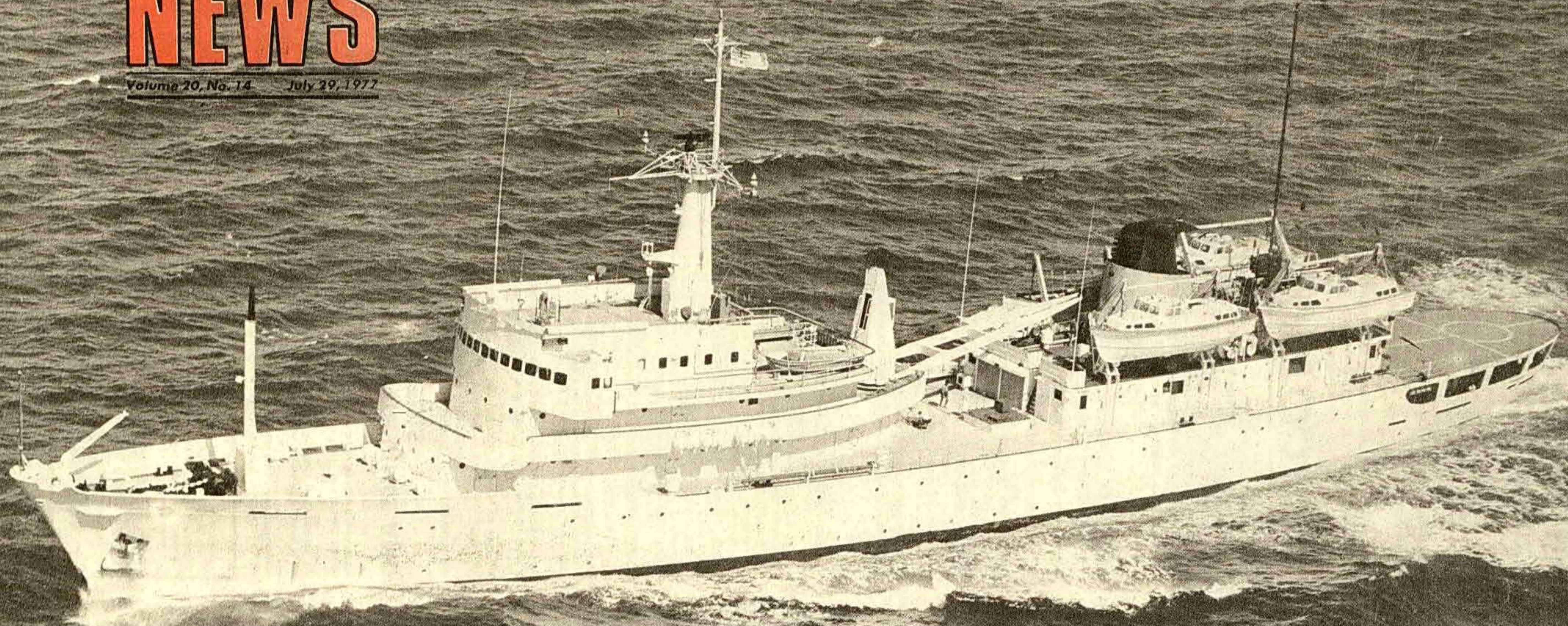


ROYAL AUSTRALIAN  
**NAVY  
NEWS**

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**HMAS MORESBY AIDS VIETNAMESE  
REFUGEES' "VOYAGE TO FREEDOM"**

The Royal Australian Navy hydrographic survey ship HMAS MORESBY this month escorted a 70ft steel-hulled Vietnamese boat carrying 47 refugees from York Sound to Broome in north-west Australia.

For the 27 adults and 20 children, aged from 60 down to 2 years, it ended a 9½ weeks "voyage to freedom" and hopefully, a new home for the refugees. STORY AND PHOTOS ON PAGE 3.

# FAMILY LAW

The following article, made available by the Council for Civil Liberties, explains the provisions of the Family Law Act which came into force in November 1975.

## THE FAMILY LAW ACT

### DIVORCE

Under the Family Law Act, there is only one ground for divorce — that of irretrievable breakdown of a marriage.

Under the new law, a marriage has irretrievably broken down if the husband and wife have separated and have lived apart from each other for 12 months, and there is no reasonable likelihood of their reconciliation.

A court may accept evidence that the parties lived separately and apart in the matrimonial home.

This is difficult to prove and would entail sleeping in different rooms and leading completely separate lives.

On resumption of cohabitation for a period of not more than 3 months does not bring the separation to an end.

Thus two periods of separation with an intervening period of resumed cohabitation no greater than 3 months can be added together to make the necessary 12 months separation.

The court hearing is held in private.

If the proceedings are uncontested only the applicant or a legal practitioner need appear except in the case of children under 18 years when the person having actual control of the children must attend.

After one month a decree becomes absolute and the parties are no longer regarded as husband and wife and are free to remarry.

The main change is that fault is no longer taken into account as a ground of divorce.

Under the new law there are no more divorces on the grounds of adultery, cruelty or desertion.

If people have already begun divorce proceedings under the old law, they can continue to have their cases heard under that law.

However, if they have been separated and have lived apart for 12 months up to January 5, 1976, the applicant for divorce can switch to the new ground of irretrievable breakdown.

If the parties applying for divorce have been married for less than two years, the Court will not normally hear proceedings unless it is satisfied that the parties have considered reconciliation with the assistance of a marriage counsellor.

### PROCEDURE

An application (Form 4) for divorce is lodged with the Family Law Court.

Application forms may be obtained from the Court or from law stationers.

The forms must be completed either with typing or printed longhand.

A certificate of marriage must be lodged with the Court.

The Application sets out the particulars of marriage, the period of separation, the children if any of the marriage and the applicants proposals for their welfare.

A short affidavit attached to the application must be sworn indicating that the contents of the application are true.

A copy of the application is served on the other party by post or by someone other than the applicant handing the document to the other party.

If served in post, the other party should sign and return an acknowledgement of service.

If served in person the other party should be identified by appropriate questions and asked to sign and acknowledgement.

An affidavit of service must be filed with the Court with a copy of the application annexed.

It is important to ensure that service is effected properly and it is advisable to use the County Court Bailiff or a licenced process server for personal service.

If the other party cannot be located it will be necessary to obtain an order for substituted service.

### CHILDREN

The Court has the special task of protecting and promoting the welfare and rights of dependent children.

The paramount consideration which will guide the Court in these matters will be the welfare of the child.

Although the Court is not concerned with fault, the conduct of the parties will be relevant in awarding custody.

A feature of the new law is that both parents of a child have custody of the child as a matter of law.

However one parent can ask a Court for sole custody of a child.

In disputes over custody, the child may be separately represented. The wishes of children over 14 will be given special consideration.

### MAINTENANCE

The right to maintenance under the new Act is based on the needs of the party seeking it and the ability of the other partner to pay.

There are specific matters for the Court to consider when it is dealing with maintenance applications.

These include the age and state of health of each of the parties, the income and financial resources of each of the parties and their financial obligations whether either party is entitled to a pension or superannuation and the length of the marriage and what is an appropriate standard of living for each party.

In deciding what payments should be made, the Court will consider whether persons seeking maintenance have to care for children, and also the extent to which a marriage has affected the earning capacity of the marriage partners.

It will also look at the possibility of the persons concerned taking on training courses or further educational courses to improve employment prospects.

Both parties are liable to maintain their children according to their respective means, and the Court is to be guided by similar considerations in deciding what order to make.

### MATRIMONIAL PROPERTY

The Court has power to settle disputes about the family assets.

## THE PERSONNEL PEOPLE'S COLUMN

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

After a divorce, and in certain other cases where the parties are unable to agree how the family assets should be split-up, the Court can order how it should be done.

When doing this, it will consider the interest each of the parties has in the property and the contribution made by each party during the marriage.

The new law directs the Court to look at the financial contributions made by the parties and at the contribution made by either party in the capacity of homemaker or parent.

### CUSTODY, MAINTENANCE AND PROPERTY MATTERS

Custody, Maintenance and Property Matters need not be resolved before a divorce is granted.

However a Court can grant a divorce whether or not custody, maintenance and property have been resolved between you and your spouse.

However, the divorce decree will not become final unless the Court is satisfied that proper arrangements have been made for the children of the marriage.

When seeking a divorce you may have already reached agreement with your spouse on arrangements for your children, on the division of property between you and on the payment of maintenance by one of you to the other.

This would avoid the need for a contested case.

An agreement between the parties on these issues can be registered with the Court.

If you have not reached agreement on these matters or some of them, either you or your spouse can apply to Court for an order for custody of or access to your children, maintenance, and the transfer of property, by one to the other issuing proceedings (form 6) supported by affidavit.

The application can be made before or after the divorce.

However, in the case of maintenance or property, if you have not made such application before the divorce becomes final, and you wish to do so, you should make it within 12 months of the divorce being granted.

Either you or your spouse can apply for a variation of a maintenance order on the ground that the financial circumstances of either of you have changed or there has been a change in the cost of living.

After a divorce the Court is, as far as it can, to make a final order between you.

### LEGAL AID

The new law recognises that even with the simplest procedures, many people will not be able to afford the legal costs associated with Court proceedings.

Specific provision is made in the Act for legal assistance to be given to people who are unable to afford legal representation.

The Australian Legal Aid Office, which has regional offices in each State and Territory, is specially equipped to deal with problems under the Family Law Act.

A means and needs test is applied by the ALAO and a financial contribution may be required.

If you need legal advice and assistance contact the branch of the Office closest to you.

Where there is no local legal aid office information can be obtained from the local Magistrates Court.

The Family Law Association may also be of assistance especially in simple divorces.

### COUNSELLING

The Family Court aims to be a 'helping' court. Welfare officers and marriage counsellors are assigned to each branch of the Court to help parties sort out their problems.

Then help is available to people who are not even contemplating divorce proceedings but who may be experiencing some problems in their marriage and need counselling assistance.

These services complement the services already being provided by voluntary agencies.

## CUSTODY and ADOPTION

When a family is broken through the death of one or both of the parents or through their divorce or separation, provision may have to be made for the custody of the children.

Normally the arrangements for the care of children in these circumstances is left up to the family and it is only when there is some dispute between members of the family or when children are left without any family, that the law steps in to protect the child.

Various statutory provisions have given courts wide powers to make orders for the care and custody of children, and to arrange for visiting rights when dealing with the matrimonial relief of the parents.

In each case the interests and welfare of the child is of paramount importance in the considerations of the Court.

Adoption proceedings are more or less uniform throughout Australia. The consent of the parents or guardians of the child is required before any adoption order can be made; in the case of an illegitimate child the consent of the father is not required unless he is guardian of the child.

Consent may be revoked within 30 days, the consent of a mother is ineffective if it was made before the child's birth, and an order will not be made relying on a mother's consent given within five days after its birth unless the court is satisfied that she was capable of giving a proper consent.

In some situations the court may dispense with consents, for instance, if the appropriate person has abandoned or ill-treated the child.

In the case of the adoption of a child over 12, an order will not be made

## CHOICE OF THE WEEK



LOVELY CAROL LANE is back as our "Choice of the Week" by popular demand. It seems that since her TV spot at 7 pm on Channel 10 went off the screen, her sailor-fans have missed her charming smile, etc., etc! — Photo by Vince Hayes.

The new law increases greatly the opportunities for people with marriage problems to make use of counselling and to obtain help not only in reconciliation but also to put an end to a marital relationship with a minimum of bitterness and recrimination.

Many problems arising out of dissolution of marriage and concerning custody and access to children can be helped by counselling.

Where proceedings have been started, the Court must consider from time to time whether there is a possibility of reconciliation and, if so, it may refer parties to counselling.

People may approach the Court counselling service directly — in person, in writing, by telephone — or through a legal adviser.

The addresses of the Family Court counselling service and the telephone numbers are set out in the following paragraph.

**LOCATION OF FAMILY COURTS.** The Family Court of Australia is located at the following addresses:

**VIC MELBOURNE:** Marland House, 570 Bourke Street. Phone 67 6973.

**NSW SYDNEY:** 220 George Street. Phone 241 3801.

**QLD BRISBANE:** 294 Adelaide Street. Phone 228 2505.

**SA ADELAIDE:** 25 Grenfell Street. Phone 212 2400.

**WA PERTH:** Supreme Court, Barrack Street. Phone 25 9433

**TAS HOBART:** MLC Building, Liverpool Street. Phone 34 2466.

**ACT CANBERRA:** 21-23 London Circuit. Phone 45 3666.

without the consent of the child itself unless special circumstances exist to enable the court to dispense with such consent in the child's own interest and welfare.

During the period after consent has been given and before an order is made the Director-General of Social Welfare is the guardian of the child.

Once an adoption order is made the child becomes for all purposes the child of his adoptive parents.

### OTHER HELP

The Navy is very much aware of the hardships and strain which can be imposed on human relationships by the demands of Service life.

Against the framework of the Family Law Act, the Navy provides assistance through the Personal Services Organisations in your area.

Navy Social Workers are readily available for marriage guidance counselling and members of the Naval Reserve Legal Panel are available at certain times to give advice on matters concerning the Law.

Appointments for either forms of aid can be made through your local Personal Services Organisation.

# MORESBY ESCORTS REFUGEE BOAT TO BROOME

## VIETNAMESE IN LONG VOYAGE TO FREEDOM

The RAN Hydrographic survey ship HMAS MORESBY was diverted from a survey task in the Yampi Peninsula area this month to escort a 70ft steel-hulled Vietnamese boat carrying 47 refugees from York Sound to Broome in north-west Australia.

The two vessels arrived at Broome on July 15 where the Vietnamese who had spent nine-and-a-half weeks onboard the boat, were handed over to Immigration officials.

MORESBY was diverted following a combined search operation, involving an RAAF Orion long-range maritime reconnaissance.

On reaching the boat, MORESBY anchored close and an RAN medical officer went aboard the refugee boat to carry out medical checks on its passengers.

The health assessment was reported good.

The refugee boat, carrying the registered number 0694KC, and with "SOS" painted on the fore-castle, had 47 people on board comprising 11 families.

There were 13 male adults, 14 female adults and 20 children, with ages ranging from 60 down to two.

When found, the boat was without food and water and provisions were ferried across from HMAS MORESBY.

Refugees reported that they had left the Island of Phu Quoc, off the

west coast of Vietnam, on May 5, and arrived in Thailand on May 20.

Subsequent ports were Singapore, June 14, Billaton, June 16, Surabaya, June 18, Sawa, no date given, and York Sound, July 12.

The refugee boat was first sighted on the morning of July 12 by the Motor Vessel "NYANDA" while on passage south to Koolan Island in the Yampi Sound area.

"NYANDA" reported its sighting to the Marine Operations Centre in Canberra and early that afternoon an Orion, which was carrying out a routine mission off the west coast, was diverted to the general area.

It was on task by 4 pm and 26 minutes later sighted the refugee boat.

A waterproof cannister was dropped containing a message, in both English and French, instructing the boat to remain in the area until a naval vessel arrived.

The naval patrol boat HMAS ADVANCE was first ordered to proceed to the area, but mechanical problems forced her to be withdrawn from the task.

HMAS MORESBY, carrying out a hydrographic survey job some 120 miles south, was then deployed. MORESBY's helicopter, a Bell

Kiowa, took off soon after first light and pinpointed the position of the refugees.

The two vessels arrived in Broome after a three-day passage from York Sound.

### PERMITS

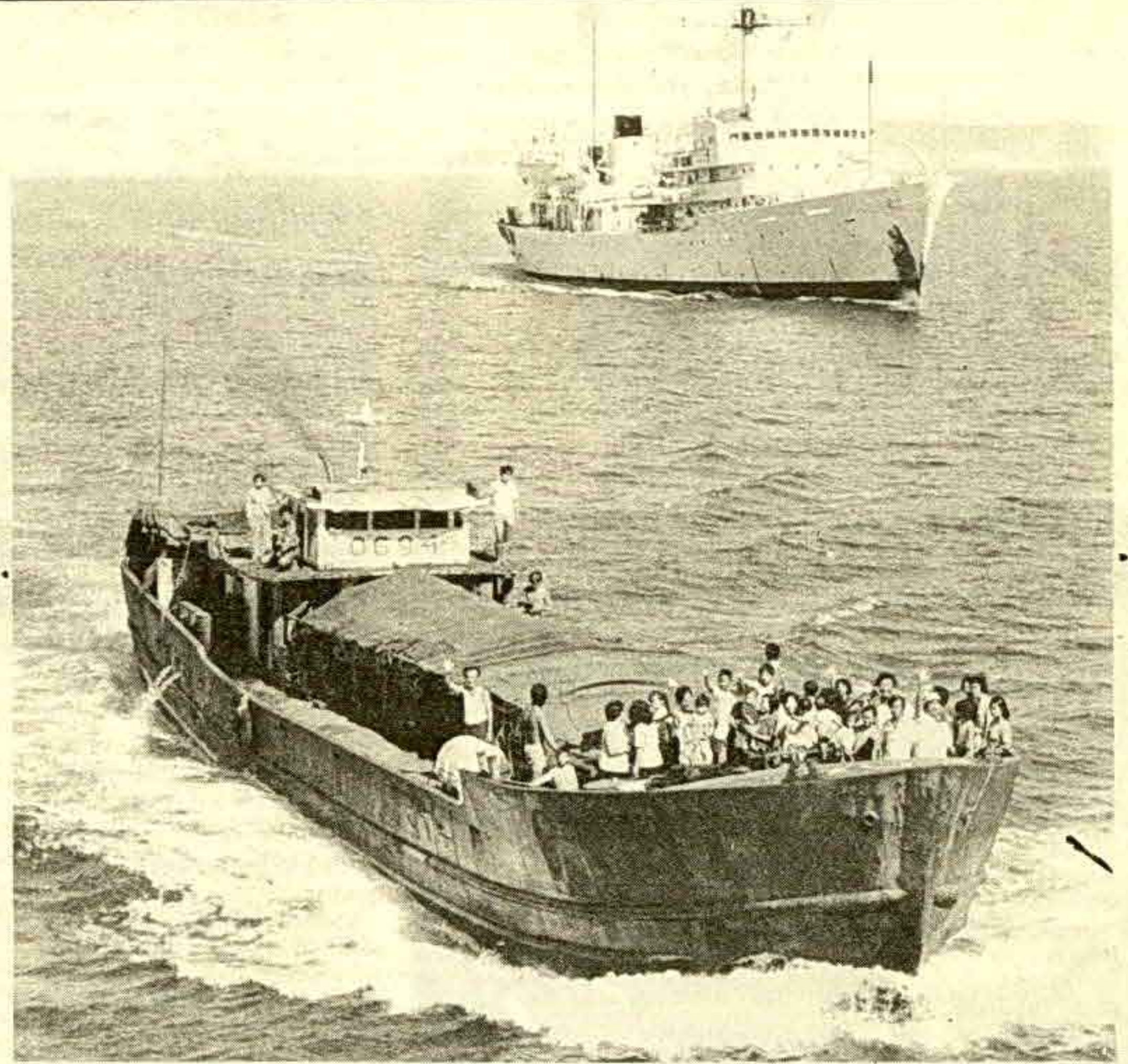
It was later reported that the 47 Vietnamese refugees would be given temporary permits to stay in Western Australia.

The WA regional director of the Department of Immigration and Ethnic Affairs, Mr J. B. Mackay, said that the permits would allow the refugees to stay for a month.

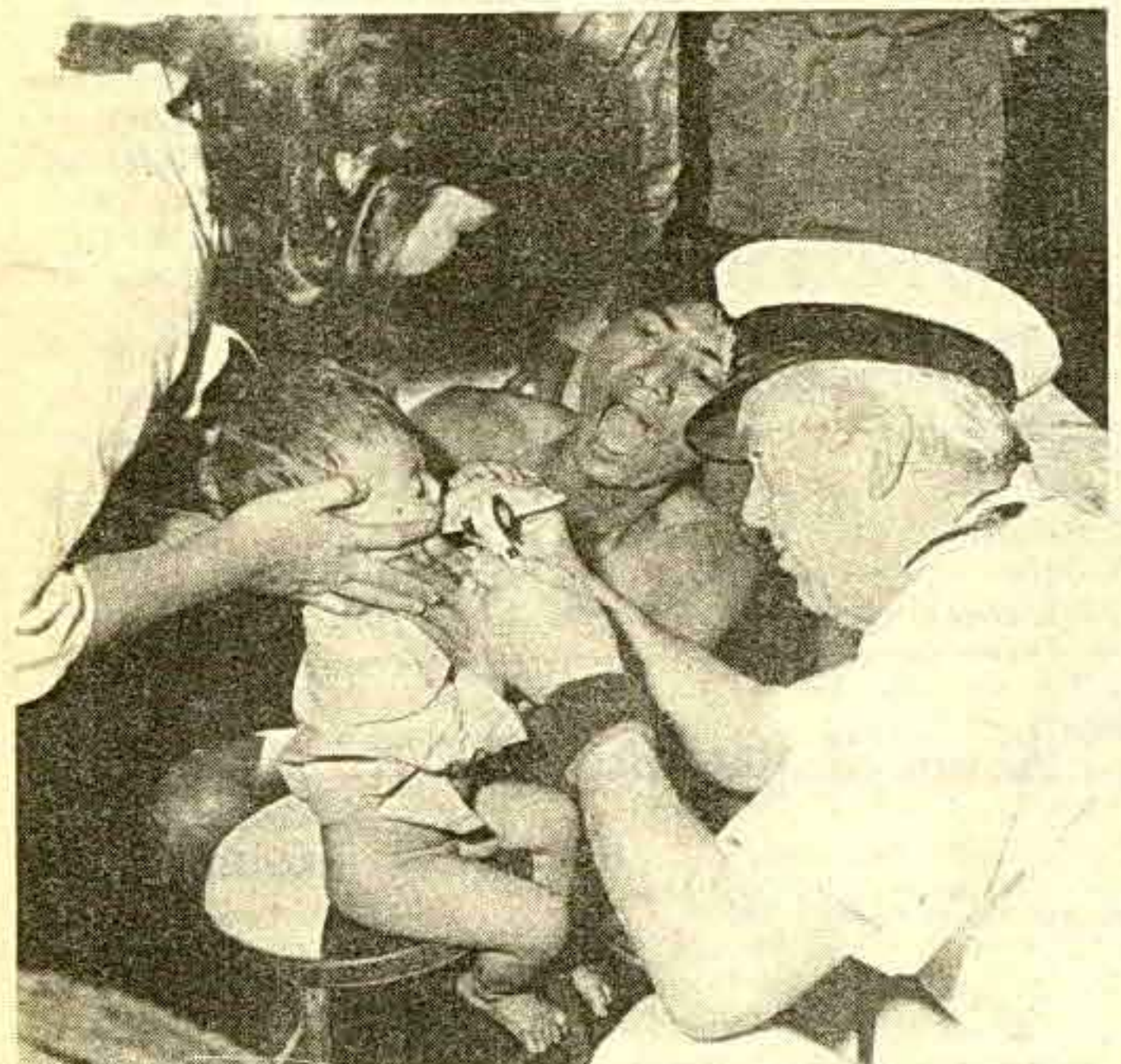
If they were found to be genuine refugees and suitable residents, they were likely to be given permanent residence.

It would have to be an extreme case before a refugee was not allowed to stay permanently, he said.

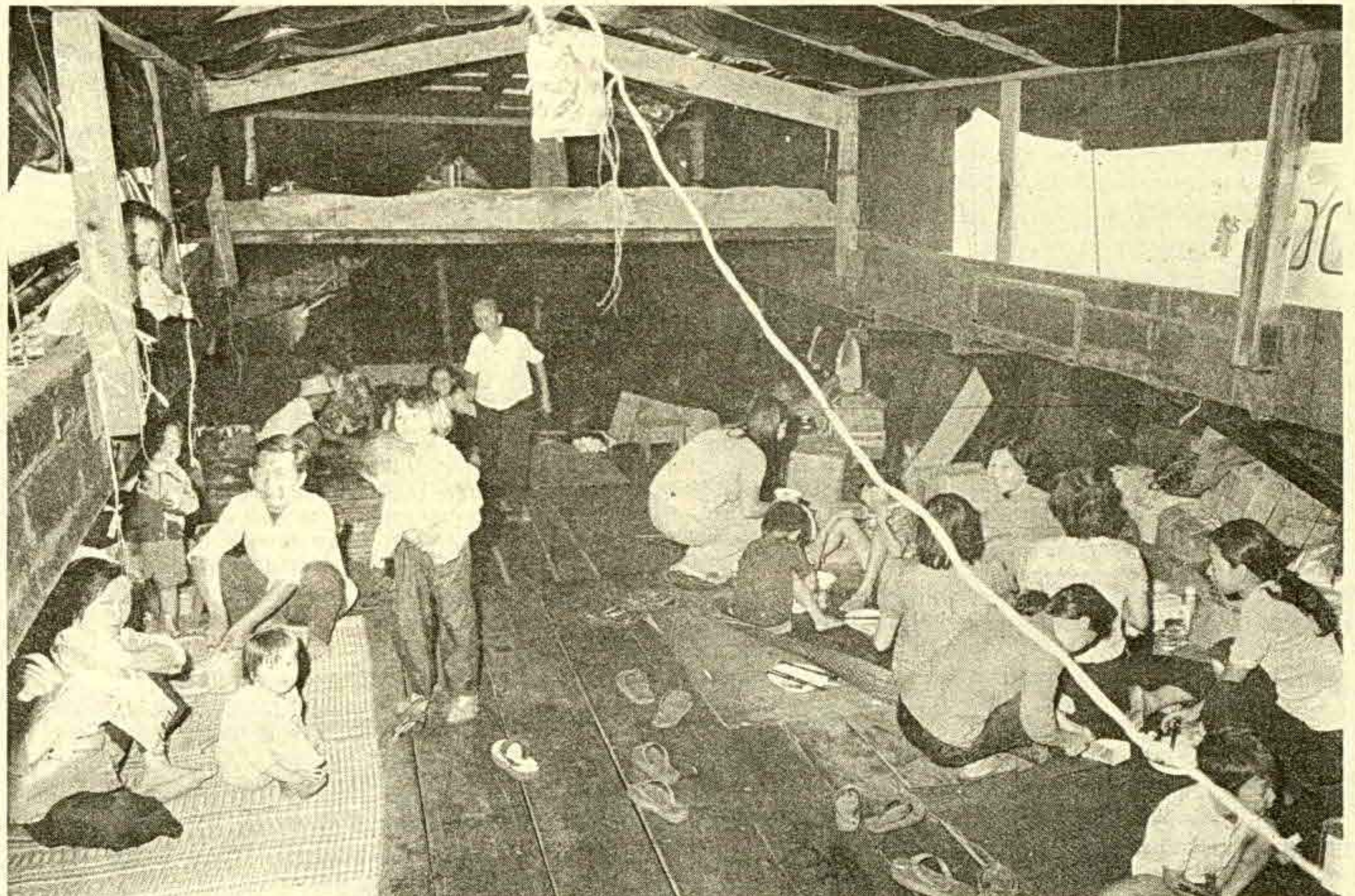
About 273 refugees have reached Australia in nine small boats.



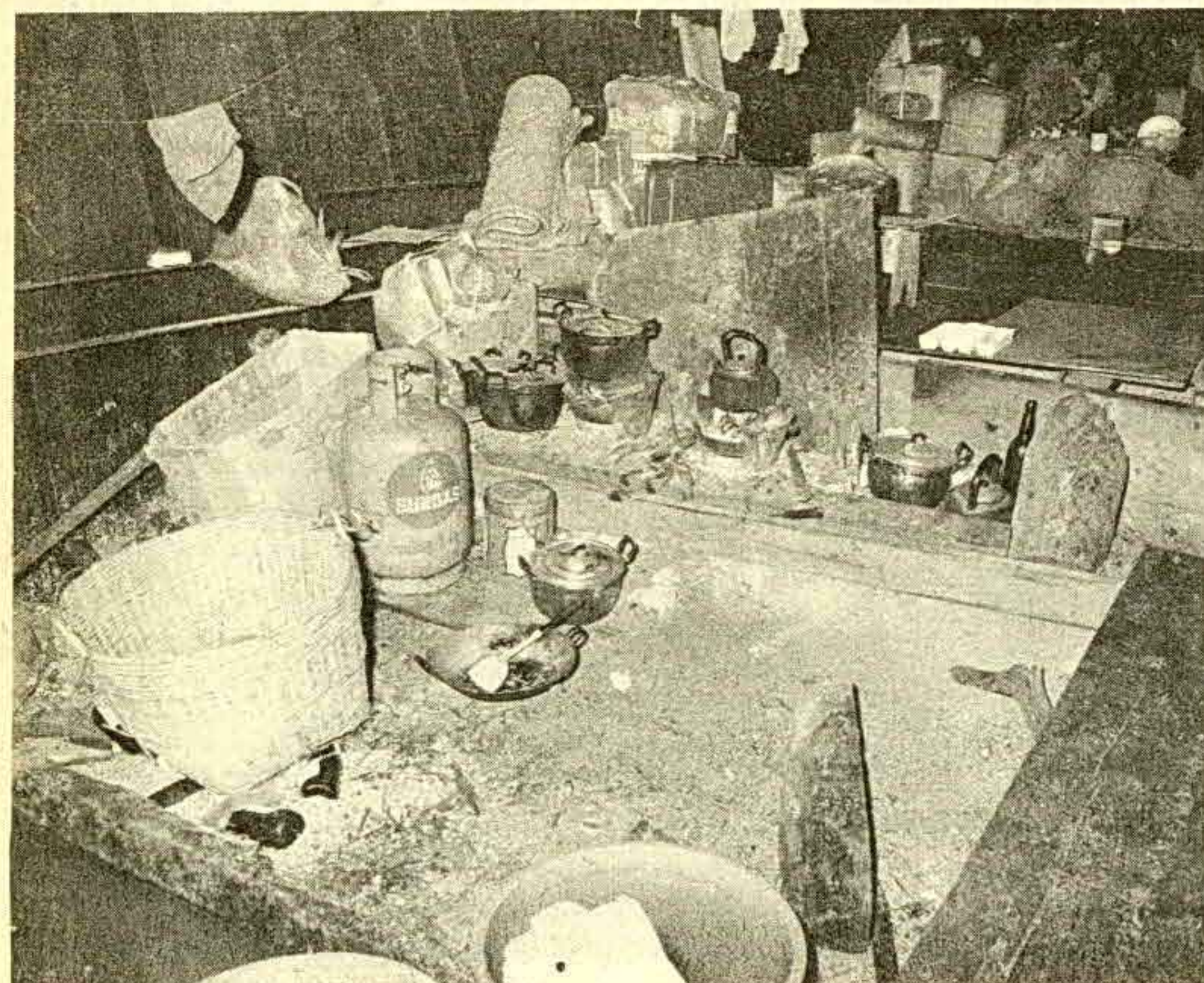
UNDER COMMAND OF A NAVAL BOARDING PARTY and closely escorted by the RAN Hydrographic survey ship HMAS MORESBY, the Vietnamese refugee boat with 47 men, women and children aboard steam down the north-west coast towards Broome. The Vietnamese, who fled from the island of Phu Quoc on May 5, reached York Sound in the north-west on July 12 and took three days to make the passage south to Broome.



SURGEON LIEUTENANT COMMANDER KEN SHEPHERD of the Royal Australian Naval Reserve, presently serving aboard HMAS MORESBY, examines one of the 20 children found aboard the Vietnamese refugee vessel when it reached York Sound. The general health of the children, and the 27 men and women aboard the 70ft steel hull vessel, was assessed as good.



THE LIVING AREA FOR 47 ADULTS AND CHILDREN for 9½ weeks aboard the Vietnamese refugee vessel.



THE COOKING AREA onboard the refugee boat.

## EXCHANGE POSTINGS

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

RANK	NAME	P/NO	PRESENT SHIP	SHIP FORECASTED	SEA/SHORE POSTING DATE	PREFERENCE
AEWTP	P. W. J. MCKENZIE	R110376	VENDETTA		SEA SEP 76	ANY DG/SHIP REFITTING SYDNEY. CANBERRA AREA
LSETW	S. D. FULHAM	R104089	CERBERUS		SHORE JUL 76	DE, DDG, DD OR ANY SHIP GOING OVERSEAS
POQMG	J. R. PARKER	R63307	CRESWELL	AWAKE AUG 77	SHORE FEB 76	CERBERUS/LOWSDALE ANY SYDNEY BASED SHIP NIRMBA/SYDNEY AREA COMAUSPIT
AEWTH	T. A. COLLINS	S112310	WATERHEN		SHORE SEP 74	HOBART/ANY SYDNEY BASED SHIP. S. E. QUALIFIED.
ABRO	K. ROBINSON	R116560	DUCHESS	MORESBY	SEA AUG 76	STUART/ANY OPERATIONAL SHIP. MORTON
LSATA	G. S. SEALY	R107017	ALBATROSS(V0851)		SHORE APR 77	CERBERUS/TORRENS ANY SYDNEY ESTABLISHMENT
AEWMM	A. WEBB	R112285	CURLEW	KUTTABUL	SEA DEC 73	
ABUC	G. R. MCDUGALL	R114187	STUART		SEA JAN 74	
LSSTG	P. D. BURDETT	R105438	DUCHESS	CERBERUS	SEA OCT 75	
ABRO	D. L. PATTERSON	R118182	DUCHESS	AGTOY	SEA SEP 76	
LSUC	M. D. BAIN	R105092	VAMPIRE	PENGUIN	SEA DEC 74	
LSETP2	R. D. SNEEL	R95973	PERTH		SEA DEC 75	
LSCK	D. L. BURKINSHAW	R103539	PERTH	CRESWELL AUG 77	SEA SEP 74	
LSETP	P. A. IJUMSKI	R111905	VENDETTA		SEA JUL 75	ANY DDG OR DE
AEWTP	T. B. WIDORN	S114902	WATERHEN		SHORE MAR 77	HMAS MORESBY
ABSTS	E. J. BURCHELL	R110575	WATSON	SEAN JUN 77	SHORE SEP 75	WATSON/ANY SYDNEY SHORE ESTABLISHMENT
ABQMG	W. J. STEPHENSON	R114669	SUPPLY	HARVAN AUG 77	SEA AUG 74	PENGUIN/WATSON
AEWTR	F. W. DE KONING	R114336	COCOA/ARRA		SHORE FEB 76	CANBERRA AREA
CPORP	A. RISELEY	R54168	MELBOURNE	CERBERUS OCT	SEA SEP 75	SYDNEY AREA
AEWTP	R. E. JENNINGS	R104003	DERWENT	CRESWELL OCT	SHORE OCT 77	KUTTABUL/NIRMBA
ABCK	R. S. RUTTERFORD		VENDETTA		SEA MAY 75	ANY SHIP REFITTING MELBOURNE
LSMTP2	T. M. SMITH	R96248	CERBERUS	MELBOURNE NOV	SHORE MAY 76	ANY MELBOURNE BASED SHIP (PARRAMATTA)
DORS	B. J. BAKER	R58946	DUCHESS	CERBERUS OCT	SEA SEP 76	SYDNEY/CANBERRA AREA
LSETP3	T. HAYWARD	S114750	PERTH		SEA DEC 76	SYDNEY SHORE ESTABLISHMENT/HOBART
LSSTG	F. T. CHAPMAN	R65468	VAMPIRE		SEA FEB 77	SHIP REMAINING S.A.A.
ABCK	A. D. P. LUVISI	R114541	SUPPLY	CRESWELL DEC	SEA MAY 76	ANY SYDNEY ESTABLISHMENT
AEWTR	C. F. HANLEY	R115523	MELBOURNE	PLATYPUS NOV	SEA FEB 76	MELBOURNE AREA
ABETC	J. I. RICHARDSON	S114017	MELBOURNE	HAFMAN OCT	SEA FEB 76	SYDNEY ESTABLISHMENT
ABRP	G. I. FRITH	R115958	MELBOURNE	ALBATROSS JUN 77	SEA OCT 74	SYDNEY ESTABLISHMENT
ABCK	A. E. HYDE	R113792	MELBOURNE	ALBATROSS JUN 77	SEA OCT 74	SYDNEY ESTABLISHMENT
POQMG	P. SOENS	R120034	MELBOURNE	STALHART	SEA 16 FEB 76	ANY WESTERN AUSTRALIA BASED SHIP/PATROL BOAT.
CPOMTP3	R. A. F. GERDTE	R54664	MELBOURNE	CERBERUS NOV	SEA DEC 74	ANY SYDNEY ESTABLISHMENT OR NAS NOWRA.
POAVN	J. D. WYNN	R65053	MELBOURNE	CERBERUS OCT	SEA APR 74	SYDNEY AREA OR NAS NOWRA
LSSTG	C. L. THOMAS	R109140	PERTH	CRESWELL OCT	SHORE OCT 77	ANY SYDNEY ESTABLISHMENT

# HMAS ORION COMMISSIONED

The Royal Australian Navy's newest warship, the Oberon-class submarine HMAS ORION which commissioned in Scotland on June 15, will spend six months in British waters before commencing its delivery voyage to Australia.

ORION — the fifth submarine of its class in the Australian Fleet — is the first new "fighting ship" to join the

RAN since the River-class destroyer escort HMAS TORRENS commissioned in 1971.

The new submarine, with its ship's company of 62 and under the command of Lieutenant Commander R. H. Woolrych, RAN, is expected to arrive in Australia in April next year.

Building of the submarine commenced in April, 1972, and it was launched on September 16, 1974, by

## NAVAL BROTHERS HISTORIC(?) "HAND-OVER" OF SUBMARINE

Was Naval history made at the commissioning of Australia's newest submarine HMAS ORION in Scotland last month?

Authorities present at the commissioning believe that the "handing over" of the submarine by one Naval brother to another, may well have been a unique occasion in the history of all navies.

At the ceremony which took place at Customs House Quay, Greenock on June 15, the commissioning warrant was read by the Commanding Officer of ORION, LCDR R. H. Woolrych RAN. The warrant being authorised by the Australian Naval Representative in the U.K., Commodore G. J. H. Woolrych RAN (elder brother of the C.O.) on behalf of the Chief of Naval Staff.

Those present at the ceremony could not recall a similar occurrence of Naval brothers having a warship "donated" one to the other on commissioning.

From Scotland comes this report of the commissioning, highlights of activities leading up to and following the ceremony, and some background notes on ORION's predecessors.

"On commissioning day, we were indeed fortunate to have with us our "launching lady", Mrs J. Armstrong, the wife of an ex-Australian High Commissioner to the United Kingdom.

Mrs Armstrong arrived in the U.K. the day before the ceremony planning her trip around the commissioning and we welcomed her special toast to the ship and her future.

The Ships Company was inspected at the ceremony by Rear Admiral A. J. Robertson, DSC, Head of the Australian Defence Staff, London.

Another distinguished guest present was Captain Heathcote DSO RN (Ret'd) who was captain of the previous ORION at the end of World War II.

An attempt was made to have present Vice Admiral Sir Harold Kinahan, who was the commissioning Captain of the last ORION and also the Admiral 3rd Cruiser Squadron, Mediterranean in 1947.

At this time Captain Heathcote was his Flag Captain and deputised for Admiral Kinahan as he was unable to attend due to ill health.

Captain Gornall DSO RN (Ret'd) is another ex-Commanding Officer still residing in the U.K. but he was overseas on the day and we hope to catch up on him later.

The music at the ceremony was provided by the Royal Marine band belonging to Flag Officer Scotland and Northern Ireland, and afterwards, during the commissioning luncheon, their 5-piece "combo" provided soothing background music as we washed

lunch down with a rather excellent Australian wine.

**Sixth to bear the name**

HMAS ORION is now the sixth ship in a line of Commonwealth Man-o-Wars to bear the name.

The crest which HMAS ORION now carries, was first carried unofficially as the crest of the first

ORION which was launched on 1st June, 1878.

Mottos beneath our ships crest only became official in the early 1900's as did our crests, and our motto "ORBE CIRCUMCINCTO" is the motto which was first introduced to a 22,500-ton Battleship bearing the name ORION.

The translation of the Latin is difficult for we "non-Latins" but the nearest we have got is 'ENCOMPASS THE WORLD' or 'OVER THE WORLD'.

ORION is said in Greek Mythology to be the Son of Hypieus or Poseidon (Lord of the Sea). He is a mighty hunter of great beauty and gigantic strength. He was beloved of Eos the Greek Goddess of Dawn, who carried him to Delos, an island of the Greek coast.

Previously he had been struck blind by Dionysus, the Greek God of Wine (he gave comfort to man by giving power to the grapes). His eyesight, however, was restored by exposing his eyeballs to the rays of Eos.

Her task was to open the gates of the East for the sun, so she must have indeed been a lady of great beauty.

Being a mighty hunter he is alleged to have known Artemis, the

Maiden Huntress, the sister of Apollo.

Artemis became ORION'S companion and so Apollo became jealous and deceived Artemis into making a mistake and then shot Orion.

After his death, ORION was changed into a constellation in the form of a warrior wearing a girdle of three stars and a lion's skin carrying a sword and a club.

The constellation of Orion contains the major stars of Betelgeuse, Aldebaran, Sirius, Rigel and Bellatrix.

This ORION is now the sixth in a long line to carry the name of a God of gigantic strength, great beauty and who was a mighty hunter 'to boot'.

The first was a 74-gun ship launched on the Thames on 1st June, 1878. She served in the French wars.

In a long fighting career she won Battle Honours of "1st June 1794" under Lord Howe: "Grox Island" under Lord Bridesport in 1795 and "St Vincent" under Sir John Jervis against the Spanish Fleet in 1797.

Under Nelson she fought at "The Battle of the Nile" 1798, and at Trafalgar in 1805.

In the final phases of the Napoleonic wars, she served in the Baltic,

# IN SCOTLAND

the wife of the then Australian High Commissioner in London, Mrs. John Armstrong.

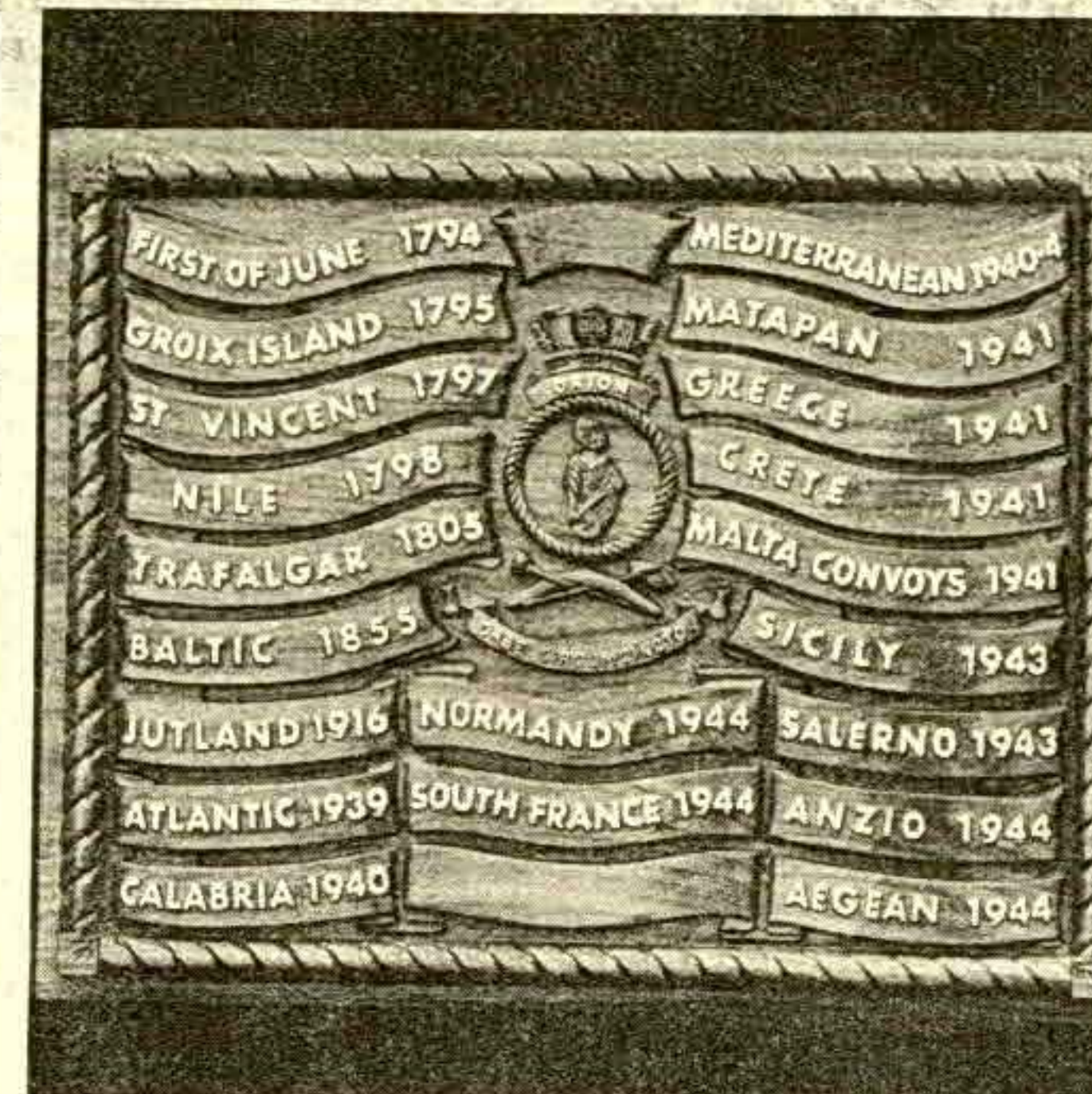
HMAS ORION is equipped with a new type of passive range-finding sonar, a modified "snort" system, and a radio antenna system of improved design. It is 90m long, displaces 2070 tonnes, and is armed with anti-shiping and anti-submarine torpedoes which are fired from six tubes in the bow.



CDRE G. J. H. WOOLRYCH (ANRUK)



LCDR R. H. WOOLRYCH (CO ORION)



ORION'S BATTLE HONOURS Board showing the many Honours awarded.

before paying-off and being broken up in 1814.

The second ORION was a line of battleship of 3281-tons laid down in 1850 as a sailing ship but was converted on the stocks to a screw steamer mounting 91 guns. The engines produced a massive 600hp.

Completed in 1855, she served in Lord Dundas' fleet in the Russian War, earning the Battle Honour "Baltic 1855". She was sold out of service in 1867.

ORION three was a 4830-ton 'Ironclad' laid down as BURJIL ZAFAR for the Turkish Navy but transferred to the Royal Navy and re-named ORION while still under construction in 1879.

She served with distinction in the Egyptian wars in 1882-1883.

In 1901 she became a depot ship for Torpedo Boat Destroyers in the Mediterranean and in 1901 whilst still serving as the depot ship, she was re-named ORONTES.

The fourth ORION was a 22,500-ton Battleship, mounting 10 x 13.5" and 16 x 4" guns. She was commissioned at Portsmouth on 2nd January 1914 as the Flagship to Rear Admiral 2nd Battle Squadron, Home Fleet, Rear Admiral H. G. King Hall CB CVO DSO.

She served with the British Grand Fleet as Flagship throughout World War I, earning during this period, the Battle Honour "Jutland 1916". She was finally decommissioned in 1922.

In 1934, the fifth ORION, a Cruiser of 7215-tons, mounting 8 x 6" guns was completed at Devonport. This Ship famous for her part in the Mediterranean campaigns earned 13 Battle Honours.

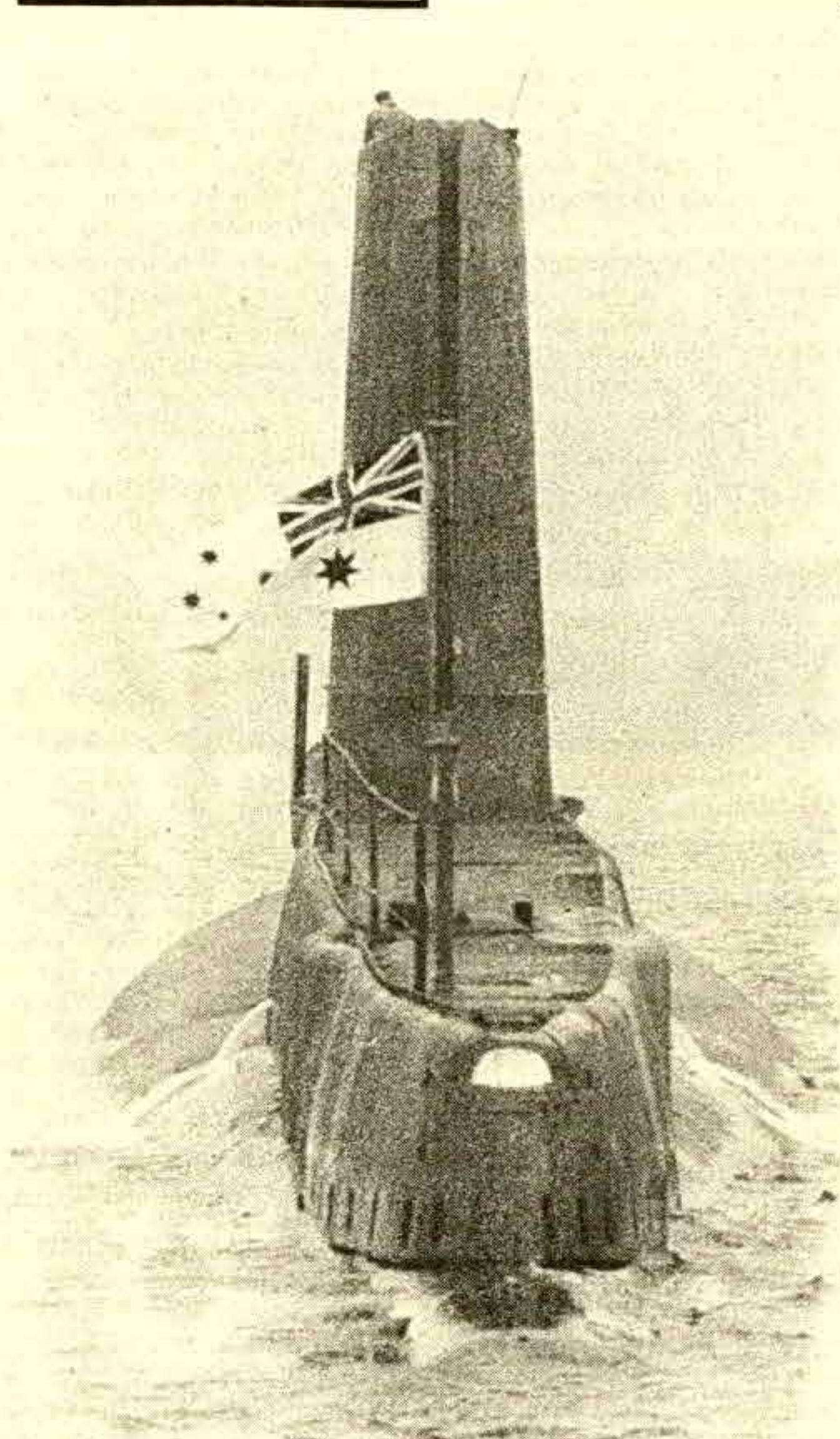
She was at the Battles of Calabria and Matapan, the evacuations of Greece and Crete, Malta Convoys, the Sicily-Italy campaigns and the landings in Normandy.

In the words of her ex-captain, 1943-45, Captain Gornall DSO RN (Ret'd), "She was always being shot at. Shot up, and never being sunk". She was paid-off into the reserve fleet in 1946 and finally scrapped in 1949.

Now there is HMAS ORION which started operational work-up on July 11, with all the Battle Honours displaying our predecessors long and proud service.

Now to hark back to the days past in the building programme.

ORION commenced Contractor's Sea Trials (C.S.T.'s) on March 1, 1977. For the members



HMAS ORION underway in the murky mists of Scotland.

of the Ship's Company it was the start of 17 days hard work. Suitable C.S.T.'s weather was supplied by the Scottish weather bureau, the bridge and casing party being sea-sick before the submarine left the wharf!

The photograph taken of the submarine prior to the first trial turned out to be even more of a problem than any part of the initial trials period, as you cannot argue with "Scot's Mist" on the Clyde at that time of year.

The submarine did not remain at sea every night of the trials period, so various Ports of call were familiar to various members of the Ship's Company who commissioned previous RAN submarines on the Clyde.

ROTHESAY was our first visit, and after securing to a buoy the Ship's Company proceeded ashore for a bath at the local Hotel, to be followed by a Dram or two of the National drink. (For the uninitiated, the home of good Scottish Whiskey is the Highlands and Islands, of which approximately 2000 various blends originate.)

The Hotel bath facilities left much to be desired, as none of the baths had plugs! (The Hotel had two baths).

Good submarine improvisations followed however, and it was a somewhat cleaner, although decidedly frustrated Ship's Company that headed for the Bazaars that night.

The next port of call on the

agenda, after successful completion of further trials, was CAMPBELLTOWN, where luckily the Hotel had plenty of hot water and bath plugs.

As the submarine was ahead of trials scheduled at the time, ORION spent two nights in this delightful, if not remote, part of the Western Islands of Scotland.

After a successful completion of Contractor's Sea Trials, ORION returned to Greenock on March 17, one day ahead of the planned itinerary, to recommence the next programme of the construction.

Although we are a somewhat remote part of the Submarine Arm at present, it is good to know that we are not forgotten in the promotion field.

Since joining, various members of ORION have been promoted, and congratulations go to the following sailors... POUK Michael White, LSMTP Mick Carew, LSUC Ross Walters, CPOMTP Dennis Buck and LSUW Mick Close.

Since our last appearance in "Navy News", more of us have managed to venture out of the country with LEUT Kim Pitt, ABUC Shaun Edwards, ABMTP Jimmy Dorante and ABMTP Dave Gregg leaving for Ireland to kiss the Blarney Stone and trying to drink Ireland out of Guinness, and even more going across the channel to mainland Europe.

CPOMTP John Johnson, LSUW Goldie Horne, and ABUW Mick Close visited various topical points of Hamburg, Copenhagen, Oslo, Stockholm and Amsterdam.

LRO Dave Harrison also visited Amsterdam and strongly denies it was for anything more than sightseeing.

LEUT John Hodges ventured even further afield to the Casbahs of Morocco, and denies reports that he tried to sell his wife into a Harem.

On a more cultural note, ABUC Mitch Mitchell, LSUC Wombat Walters, LCK Micka Masterson and ABUW Mark O'Neill took in some Western European cities including Brussels, Paris, Zurich, Cologne, Rome and St Moritz.

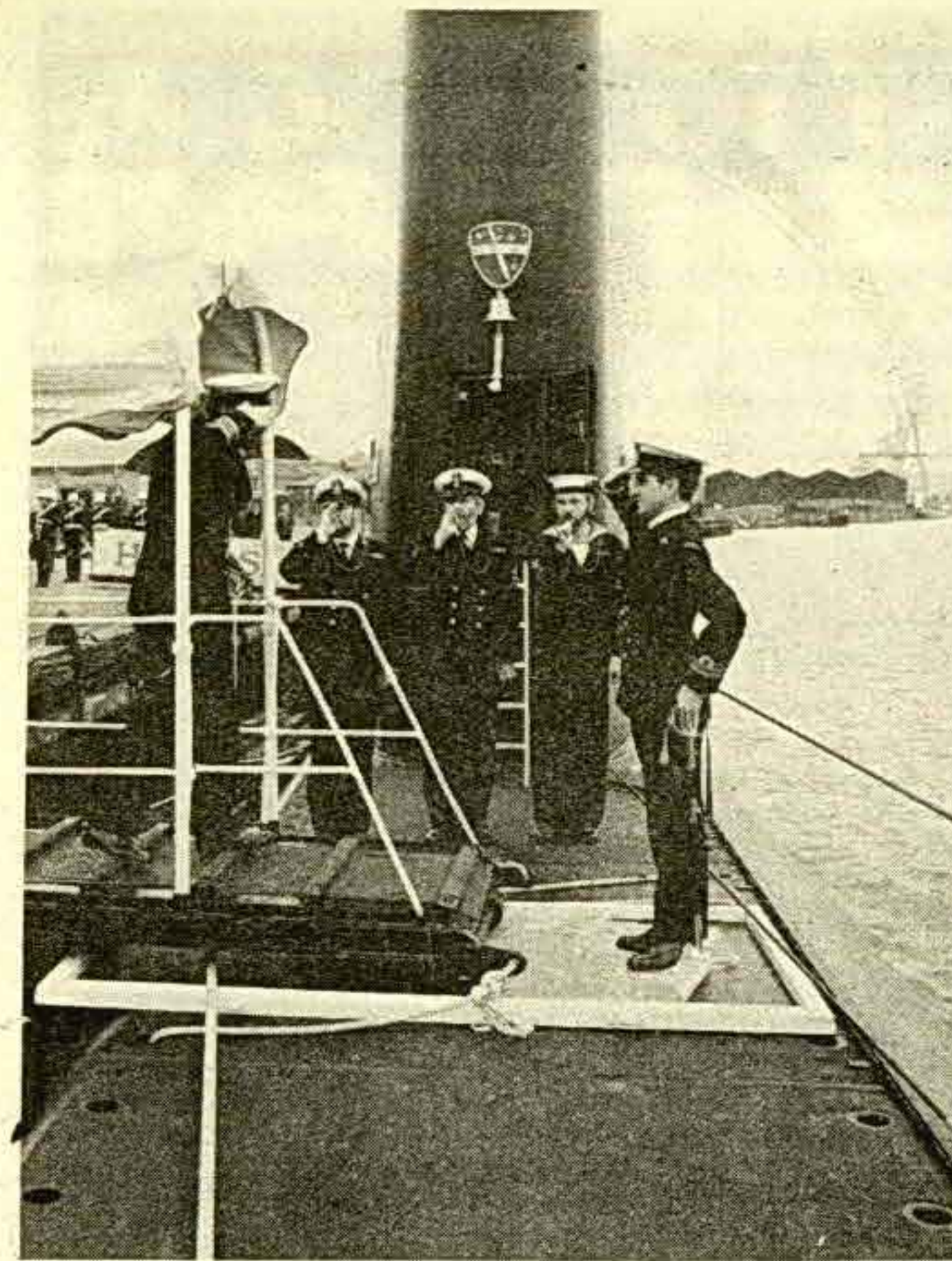
Meanwhile LSRP Donkey Bray is still savouring the delights of Inns and Pubs of the Clyde area.

With plenty of time to ourselves in the Building Group, we have lost one of our staunch bachelors in the shape of ABMTP Ian Prodder and the possibility of still more falling for the charms of the Scottish lassies.

Now that we are assured that winter is behind us we are venturing outside and the ritual of the Australian barbecue has begun, much to the horror and amazement of the locals, with POUW Tony Wootton, CPO John Johnson and ABETP Don Currell setting the pace.

Our adventurers and sportsmen are also excelling themselves. LSMTP Bob Ross, LSMTP Pete Passmore, LSUC Fred Bylett and LSUW Goldie Horne took part in an EXPED from Lands End to John O'Groats by braving the elements and hitch-hiking and camping out all the way.

We haven't restricted ourselves to sports we are familiar with... our thanks to LSMTP Connie Francis and LEUT Frank Van der Berg for organising a game of Lacrosse against a local ladies team, but even so we managed to go down 5-2.



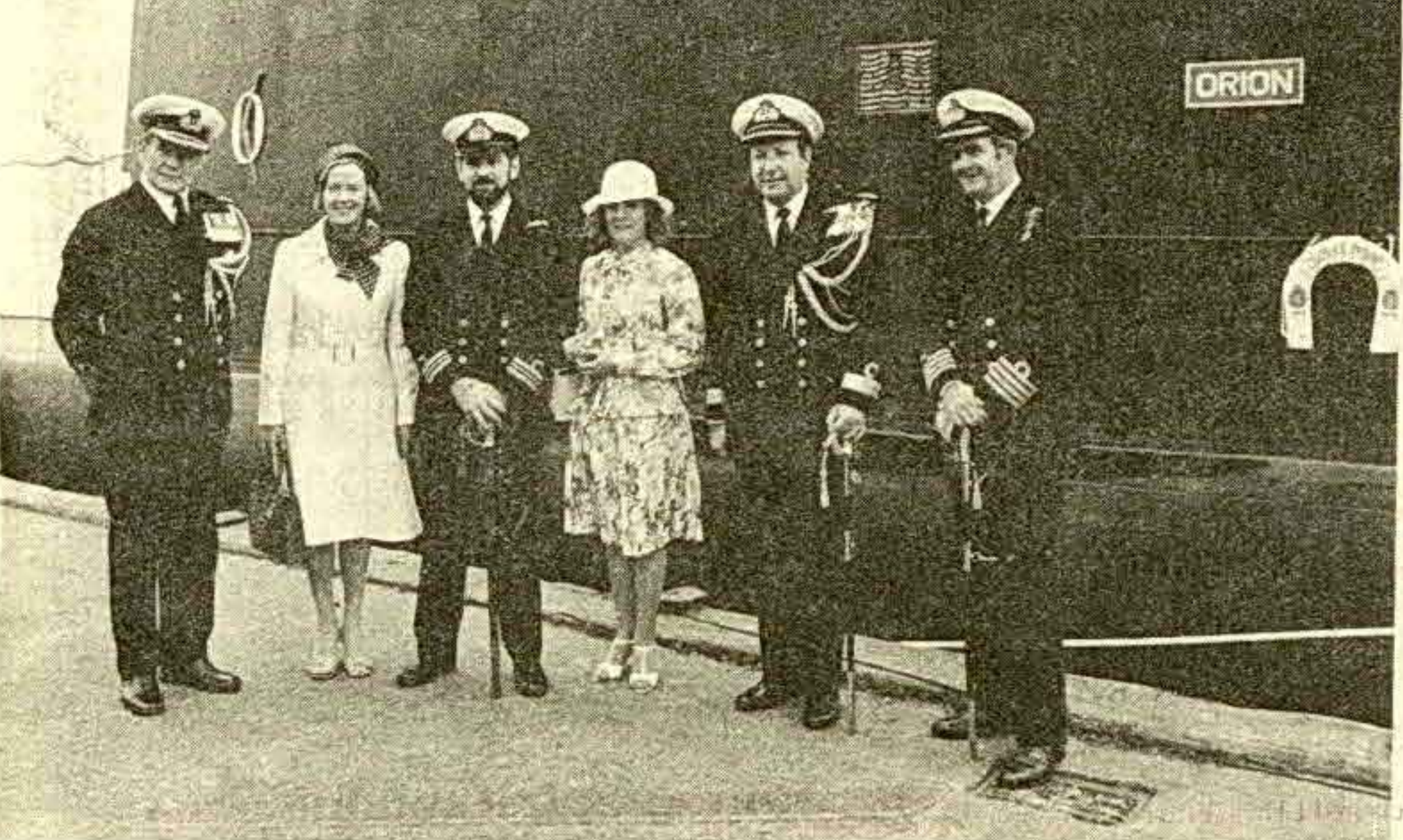
THE COMMANDING OFFICER LCDR R. M. Woolrych being received onboard by Lieutenant K. Pitt (Executive Officer) and the piping party consisting of CPOCX K. Mills, POUW A. Wootton and LSUCE. Bylett.



ADM A. J. ROBERTSON, head of the Australian Defence Staff in London, inspects the ships company. In the foreground are LSUC Walters and LSETP Phelan.



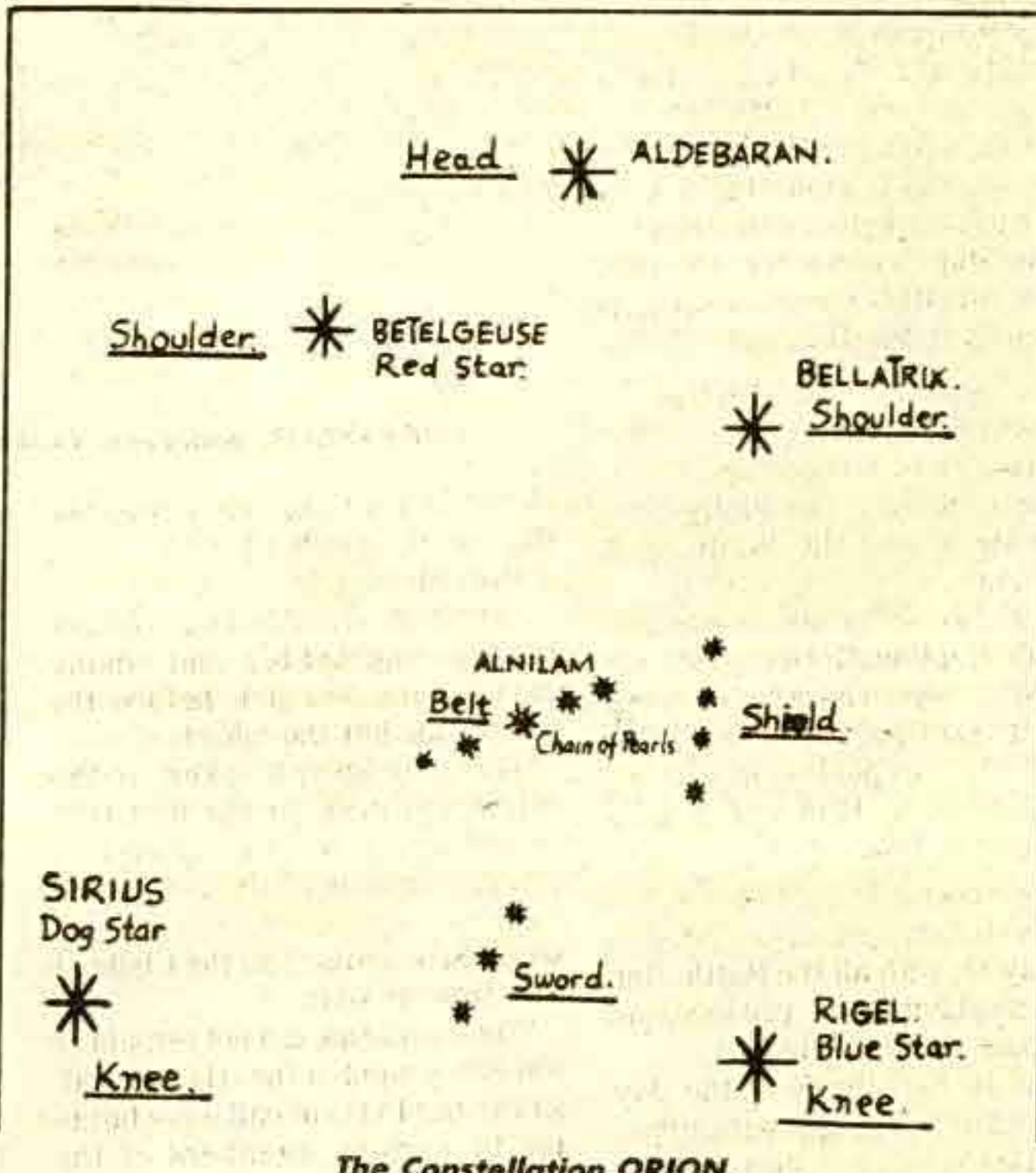
ORION'S Ships Company mustered on the wharf prior to official guests being received onboard.



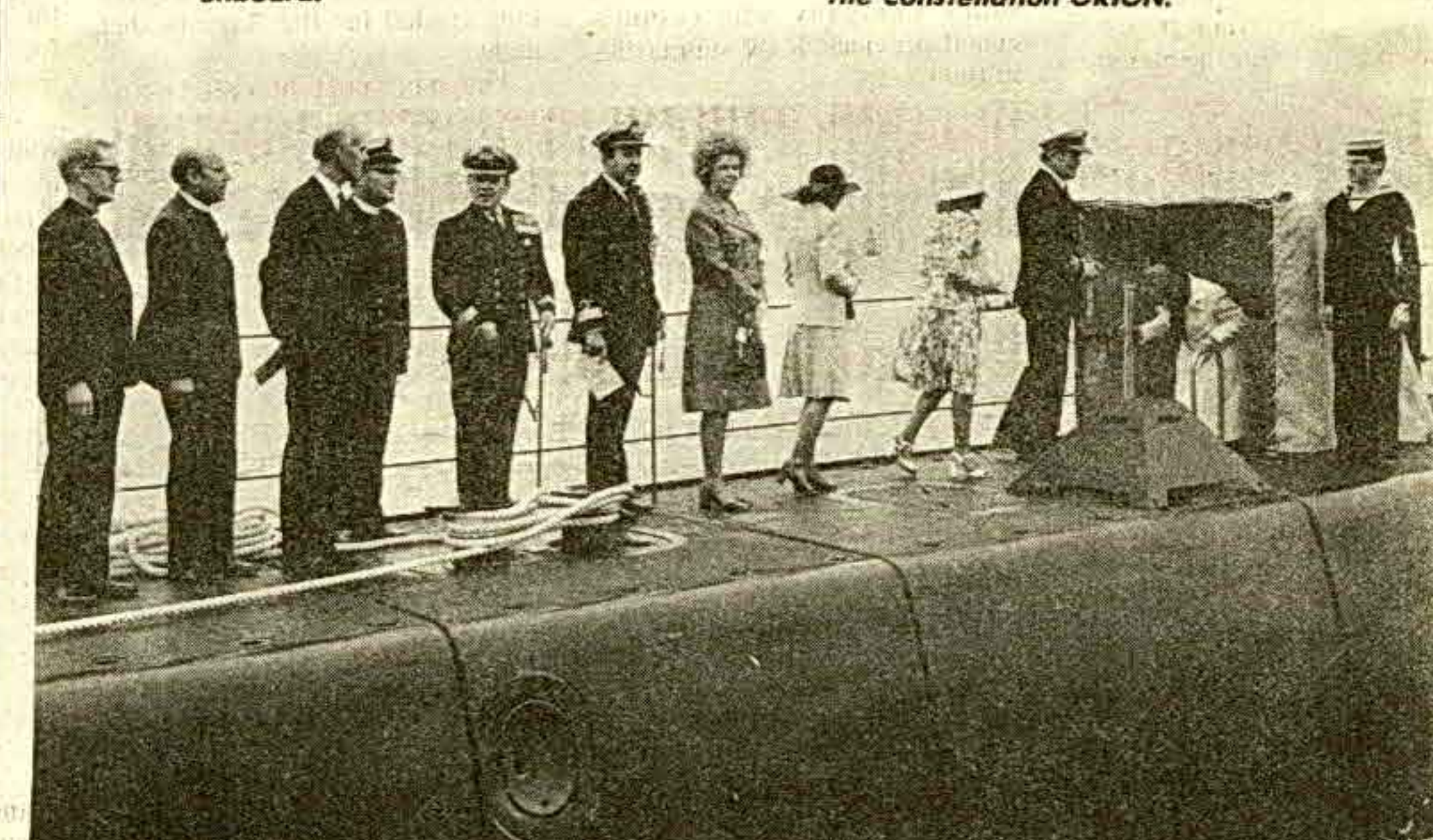
THE OFFICIAL party after inspecting the submarine; ADM A. J. Robertson; Mrs Armstrong; LCDR R. H. Woolrych; Mrs Woolrych; CDRE G. J. H. Woolrych and CAPT Greenier, RN, (Captain SM3).

4 (180) NAVY NEWS, July 29, 1977

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The Constellation ORION.



THE OFFICIAL PARTY preparing to enter the submarine for their first visit.

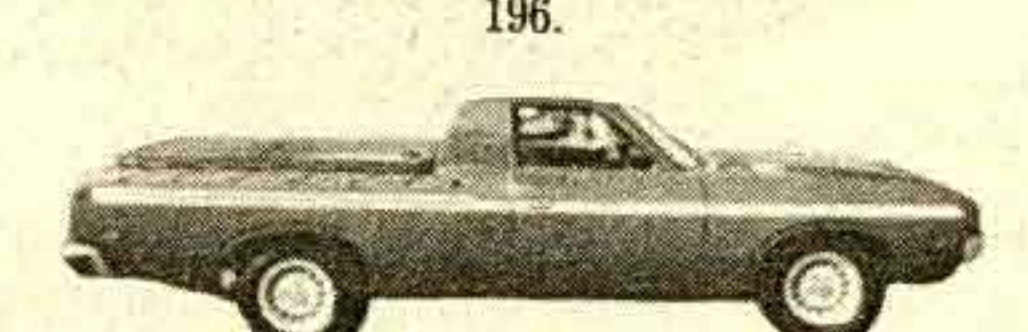


OUR UNFORTUNATE LACROSSE TEAM and the opposition; Glasgow Ladies. Although it was a hilarious game maybe it was only the sheer size of their team that beat us. ABUC Shaun Edwards (back-row, far left) played goalie for the ladies.

# Pre-loved cars GREAT SALE



MAZDA 929 Coupe, 4 on the floor, Silver with Back trim, TOP CAR. \$3990. HZZ-196.



UTILITY V.J. 1974 Auto. Bright red with Saddle trim. Enormous value for only \$3990. HBJ-296.



HOLDEN HQ Station Wagon Vacationer 1973. Bench seat with armrest, Chrome roof rack, carpets, a really nice unit for only \$3890. HDB-805.



TORANA V8, 4-on-the-floor, Lime Green with Houndstooth Cloth inserts, an immaculate unit. Low km, Log Books, Radio, Stereo. \$4990. GYH-166.



GTS H.X. Current Model, 4 on the floor, a beautiful unit with lots of extras. \$6995. HZF-250.



HOLDEN H.J. 1975 Station Wagon, White with saddle Trim cloth inserts. Radio Stereo. \$3990. HIG-992.

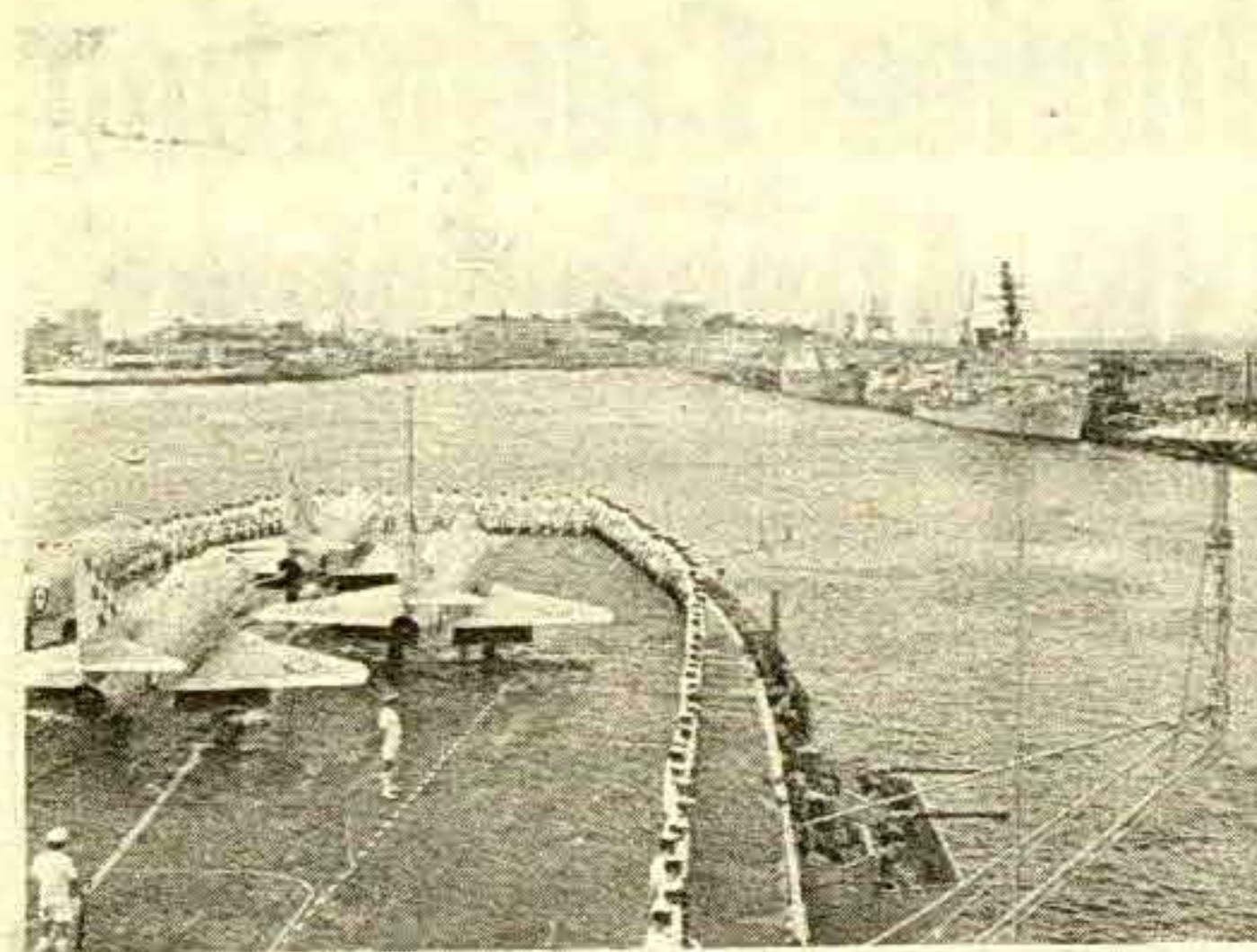
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Just 5 minutes from Parramatta.

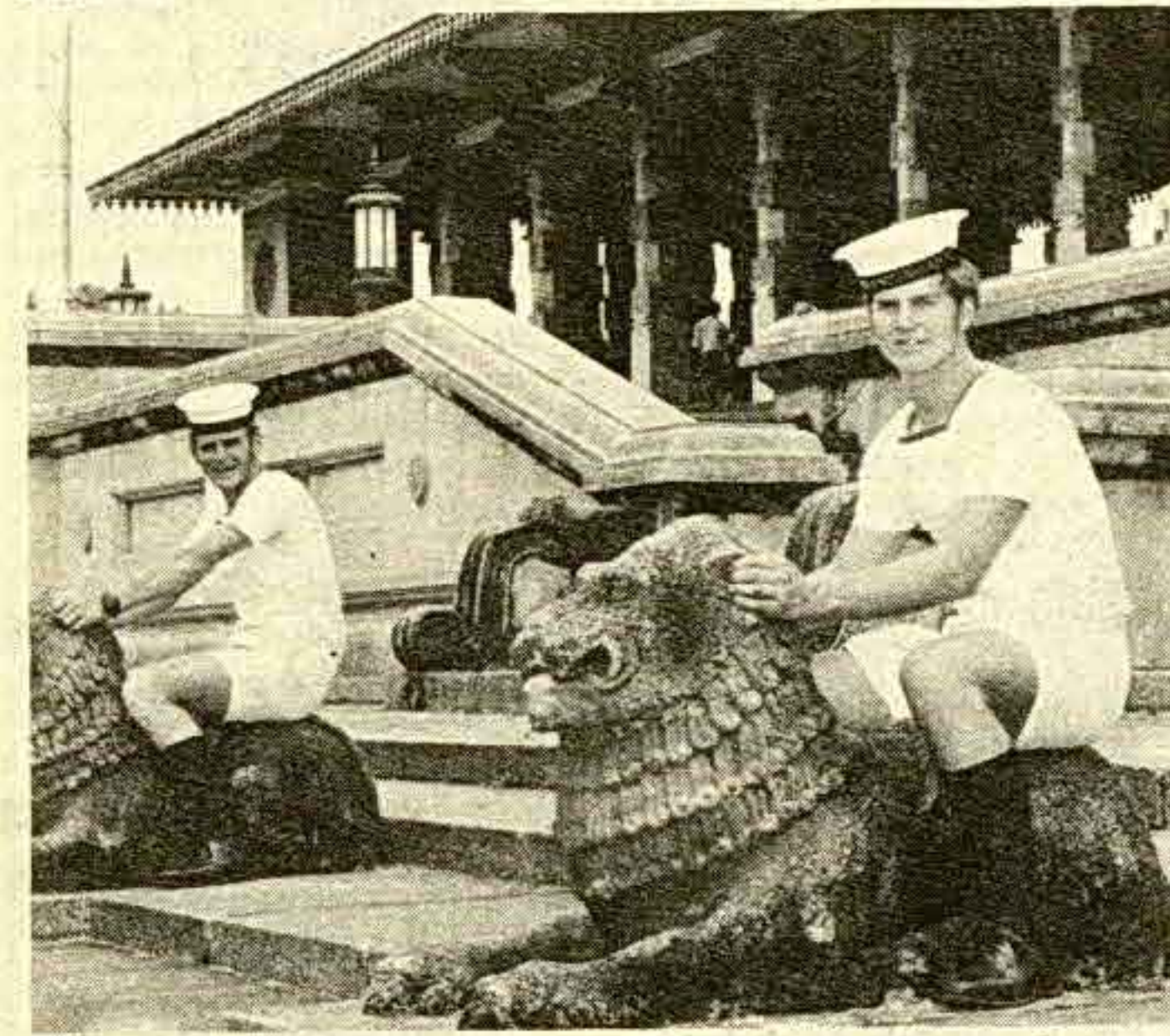




HMAS MELBOURNE arriving in Colombo. Pictured right is HMAS BRISBANE.



The Suez Canal entrance.



LSATW Peter Dore (left) and ABATC Glen Gibson at Independence Hall, Colombo.



At the Image of the Lord Buddha, Municipal Council Park, Town Hall Road, Colombo. (L to R) LSATW Peter Dore, ABATC Glen Gibson, ABATA David Beattie, ABATA Ross Fitzgerald, ABATA Trevor Angel.

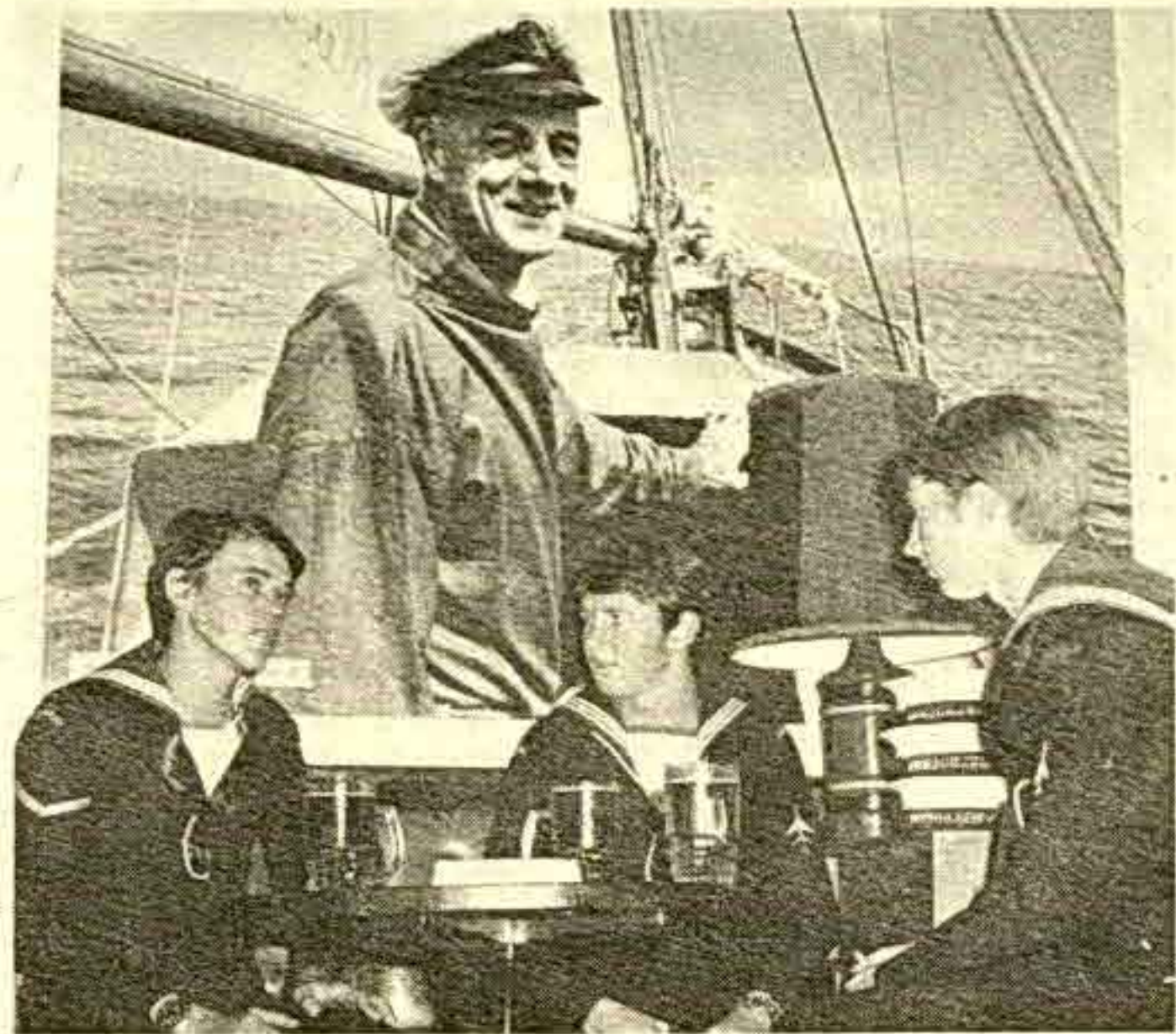


"COLOURS WITH A DIFFERENCE"

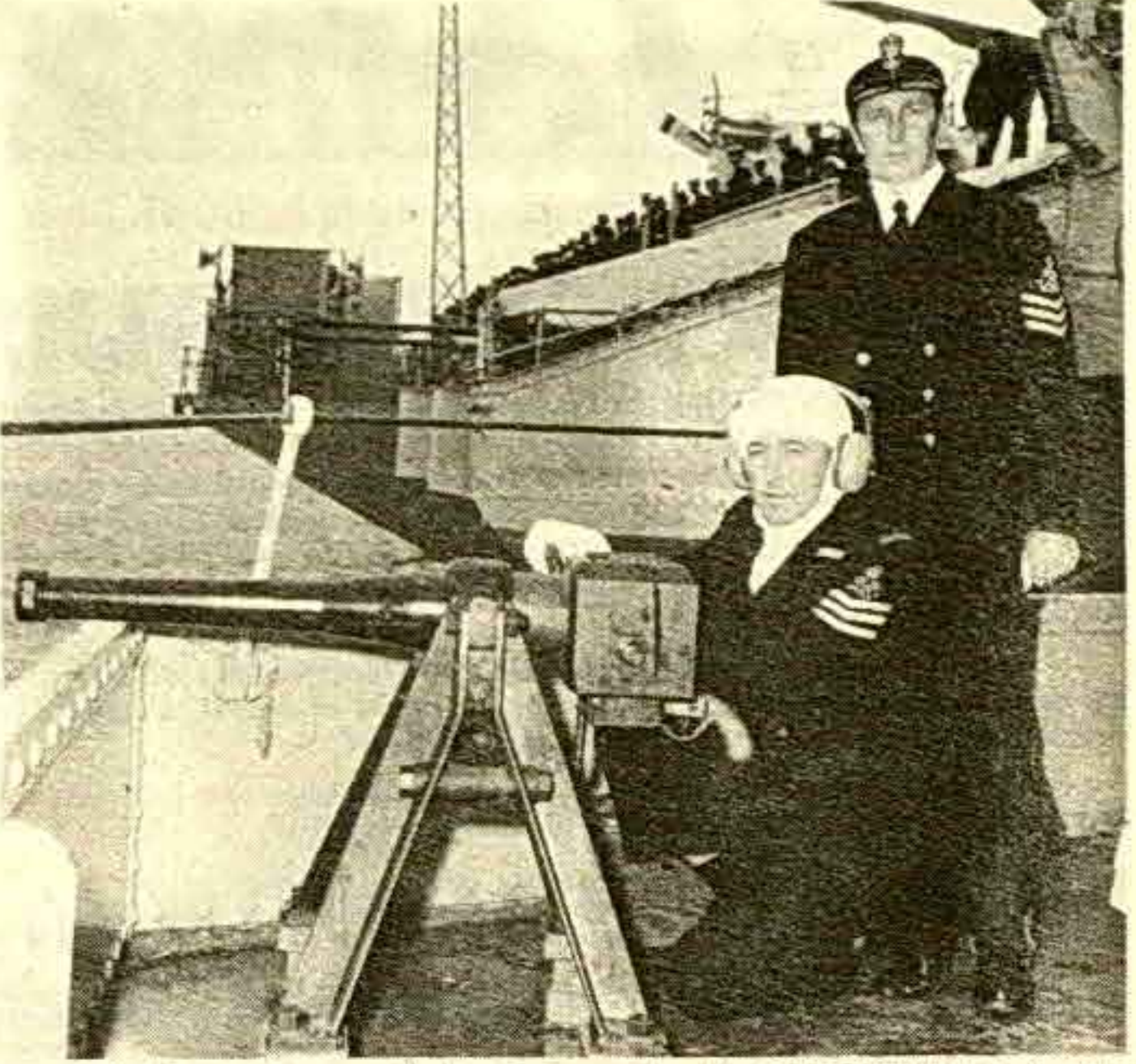
LEUT Kevin Scarce reports "Ascot detail for your inspection" to CDRE R. C. Swan, CBE, on the flight deck of HMAS MELBOURNE in Portsmouth Harbour on the morning of Gold Cup Day at Ascot. The elegantly attired officers are (left to right) LCDR Lee Wells, LEUT Ross Sampson, SBLT Glen Robinson, LEUT John Dolan, LCDR Alan Smith, LEUT Peter Jacobson, LEUT Paul De Graaf, LEUT Ernie McIntyre, LEUT Roy Christie, and LEUT Dave Gaul. (The masts of HMS VICTORY are visible in the centre of the photograph).



HMAS MELBOURNE "at night" with other Silver Jubilee Task Group ships.



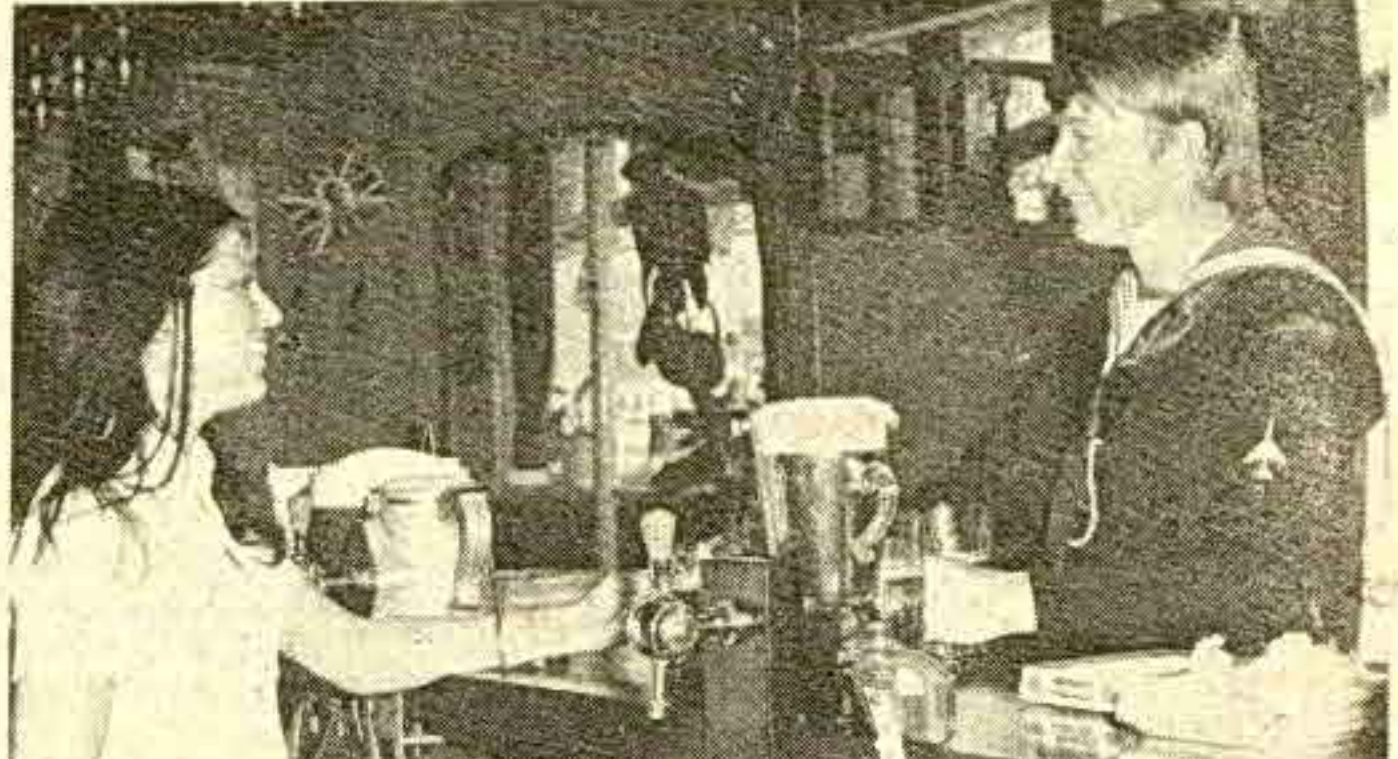
It wasn't all work in preparation for the Spithead Review. (L to R) ABATC Wayne (Steve) Stephen, ABATA Lee Schleusener and ABATA Paul (Cogg) Coggins relax with a pint under the photograph of Sir Alex Rose in the 'Lone Yachtsman', a landmark in old Portsmouth. From that point, Sir Alex Rose departed England on his single-handed voyage around the world.



Colin Betts, who travelled to Portsmouth with MELBOURNE to look after Australia's Admiral's Cup yachts is seen here dressed in a Petty Officers rig, about to fire the saluting guns on entering Portsmouth Harbour. He is under the instruction of POOMG Trevor Stark.



While in Portsmouth, one of the local radio stations had a live show, interviewing a few of the ships' company. The radio station was Radio 2 Victory and LEUT "Jack" Kinross is shown being interviewed by Christine Pollard, who has her own show called "TRENDS".



Even a "half" tastes better when served by a pretty face. ABATC Wayne (Steve) Stephen, of South Grafton, NSW, buys the beer for his mates in the Lone Yachtsman pub in Old Portsmouth, England.



The SRI LANKA navy put on a ceremonial dancing display for MELBOURNE's ship's company on the forward lift.



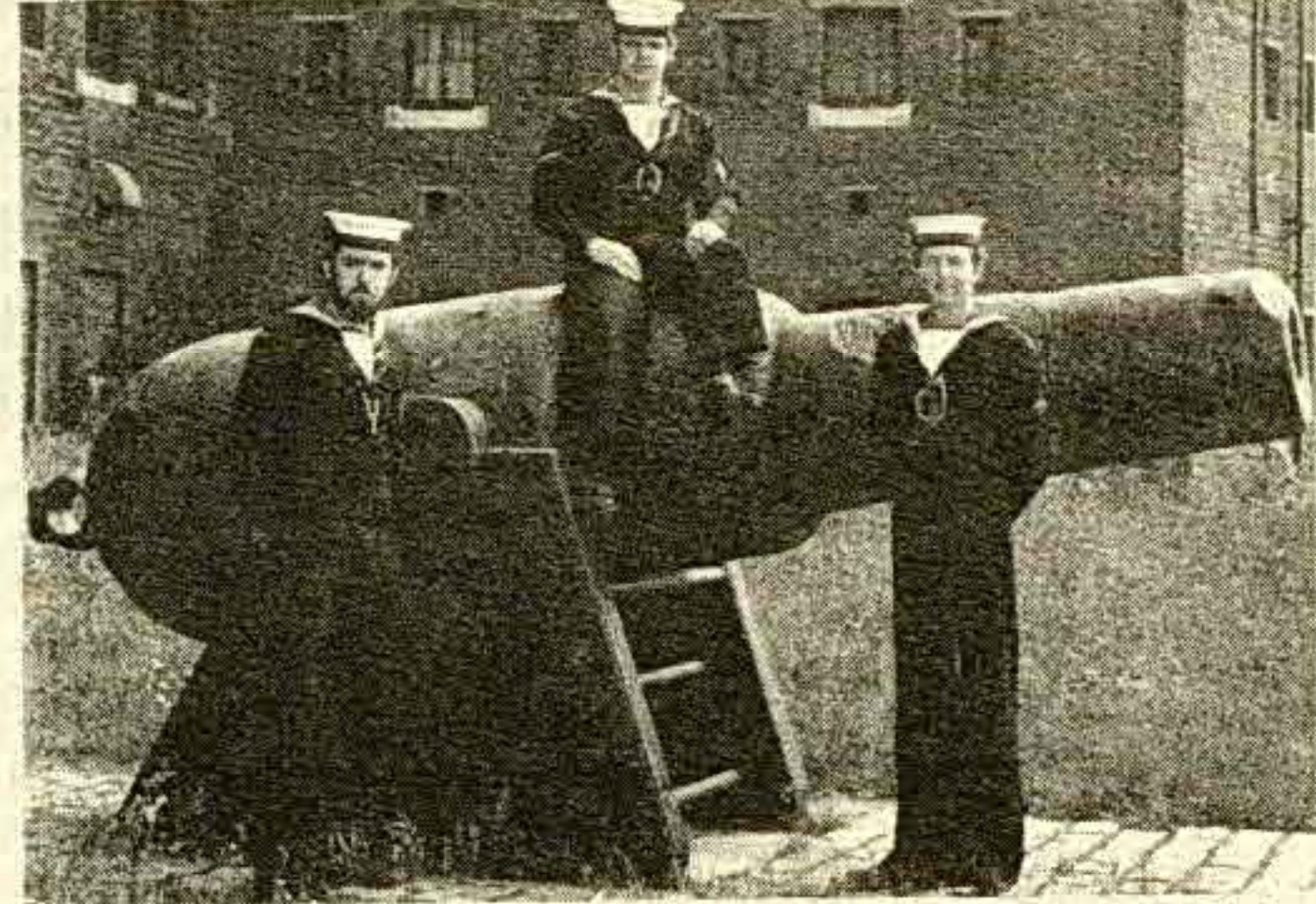
Closely watching a snake charmer at Hyde Park Corner, Colombo, are (L-R) ABATA Ross Fitzgerald, ABATA Trevor Angel, ABATA David Beattie and (front) LSATW Peter Dore and ABATC Glen Gibson.

# OUR SAILORS 'LOOK AROUND' OVERSEAS

Pics from HMAS MELBOURNE PHOTOS

## Fort Widley protected UK

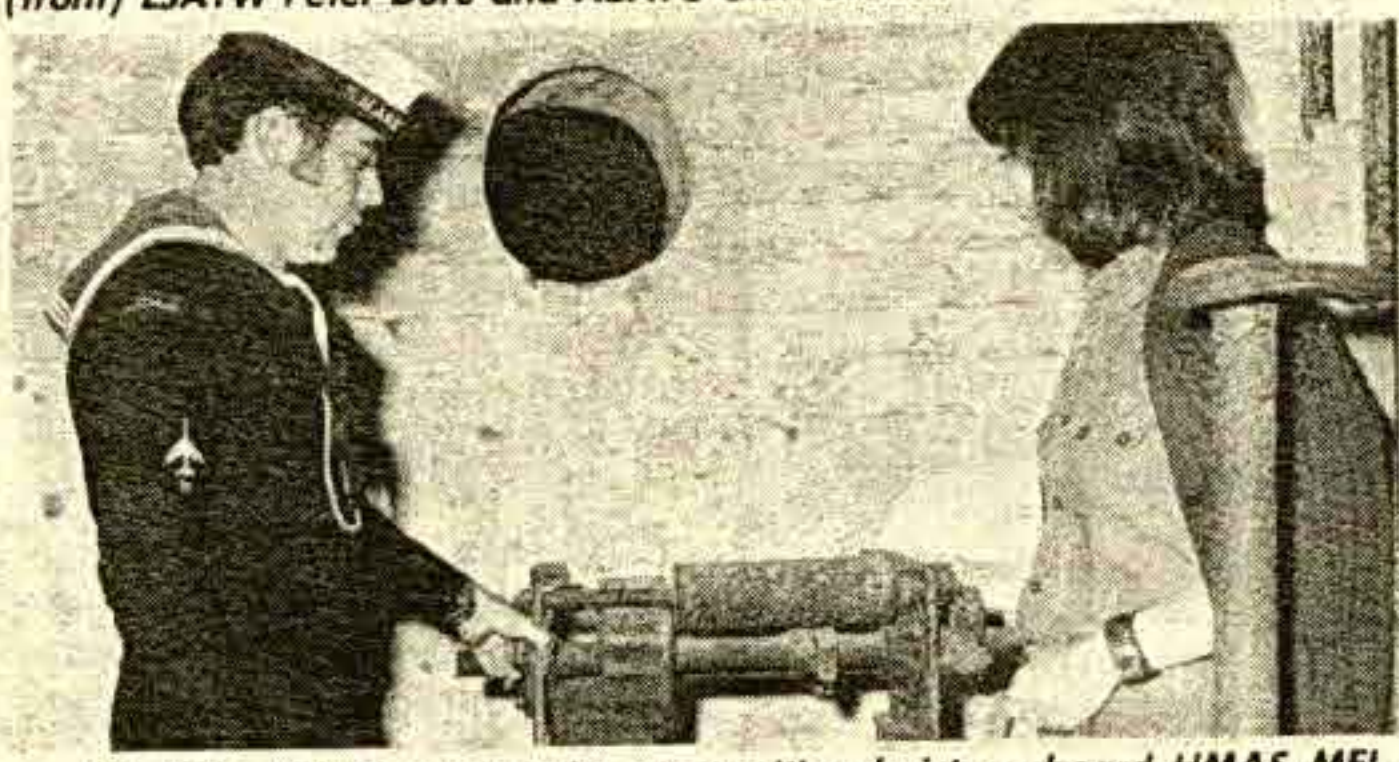
Fort Widley, visited by ship's company of HMAS MELBOURNE and HMAS BRISBANE, is one of a series of artillery forts built around Portsmouth in the 1860s on the recommendation of a Royal Commission set up to "Consider the Defence of the UK". In 1859-60 there was a sudden crystallising of the long dormant fear that France, under the leadership of a third Napoleon, would attempt to avenge the defeat at Waterloo. France's supremacy, in terms of the numbers of the newly developed ironclad warship she possessed, turned this fear into almost panic proportions, and this panic coincided with the development of a gun which doubled the range of heavy artillery from 400 to 800 yards. Portsdown Hill, 7000 yards away from the country's premier naval dockyard, was an obvious weakness, as was Spithead if it could be penetrated by an enemy fleet. Work on the Portsdown Forts began in 1860 and carried on in the face of a political storm over the value of such defences. Fort Widley remains as a monument to what some have called a "folly" and what was certainly the last and greatest overhaul of Britain's coastal defences.



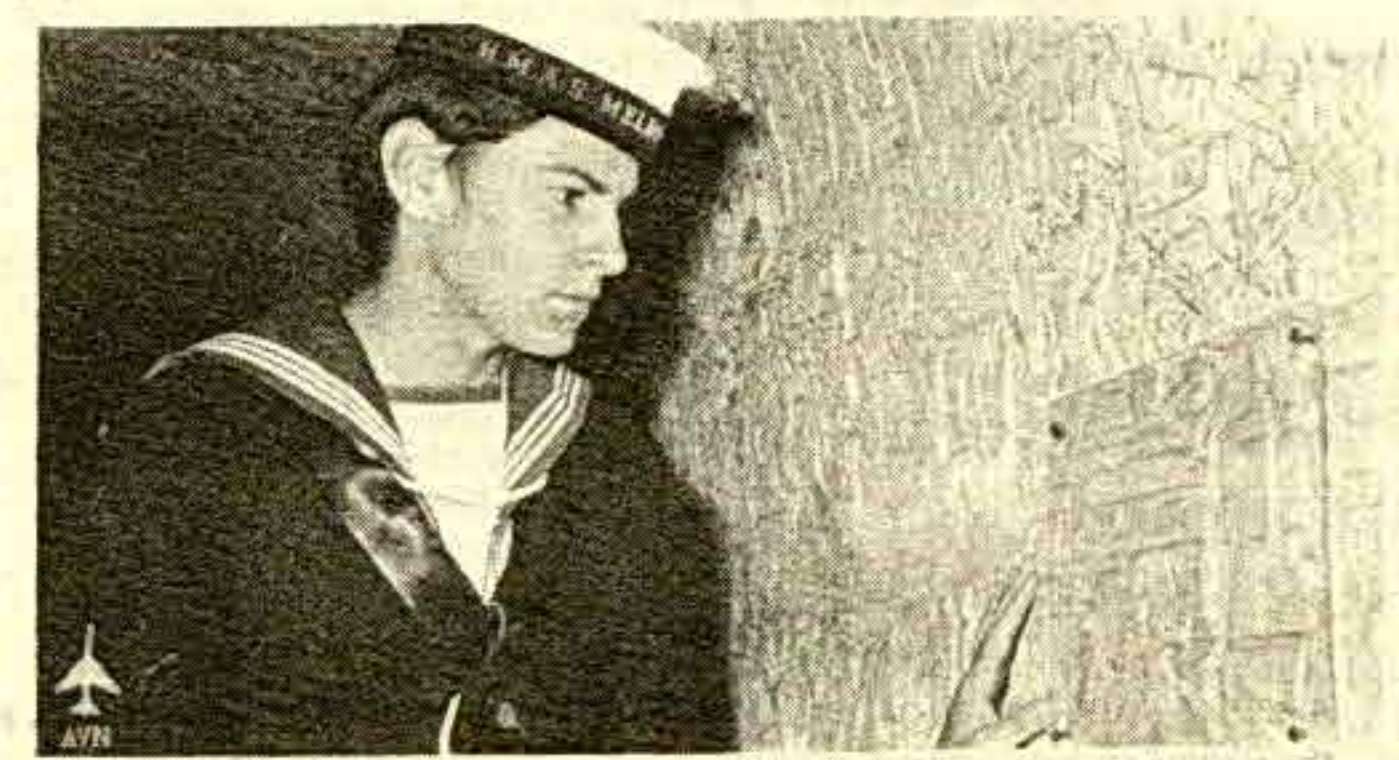
"This would make a great salting gun," according to ABATA Lee Schleusener (L) ABATC David (Wimpy) Mowday and ABATC Graham (Roscoe) Ross. They found this rather imposing field piece in the grounds of Fort Widley.



"I see no Frenchmen," says ABAVN Alan Charles (AI) Ward taking a sight through the gun port of Fort Widley.



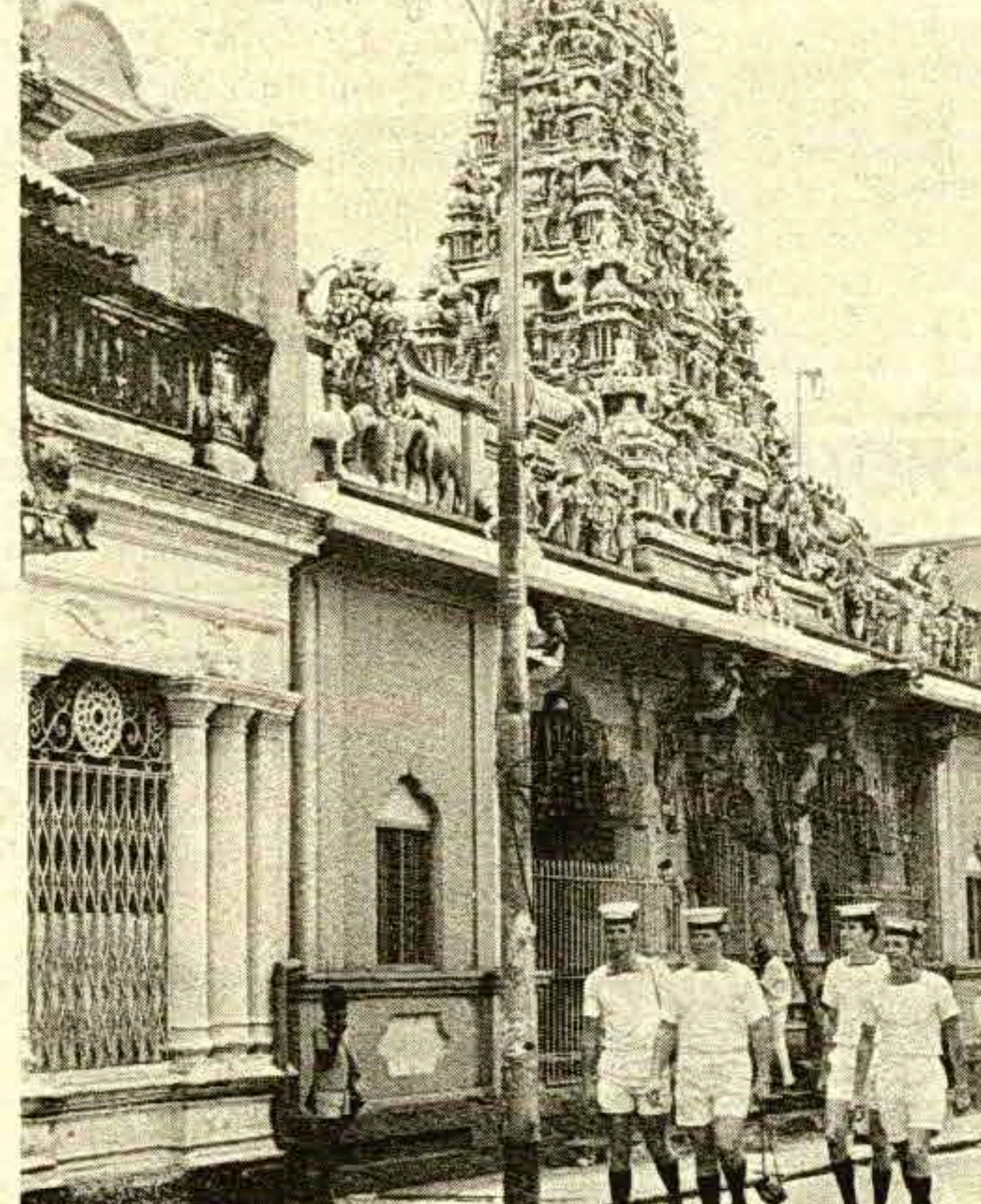
"A little different from the ammunition hoists onboard HMAS MELBOURNE" was the conclusion of LSATW Paul (Alex) Alexander as he examines the ammunition winch in the magazine of Fort Widley.



ABAVN Malcom ("Bucky") Back inspects a carving done last century by one of the garrison of Fort Widley, built on the heights overlooking Portsmouth.



Ships Company from HMA Ships MELBOURNE and BRISBANE visited the Sir Francis Drake Memorial at Plymouth during the Silver Jubilee Celebrations in the United Kingdom. The men are (from left to right): ABRP Hill, ABRP Collett, ABRP Brien, ABFC Collins, LSFC Van Vliet, LSQMG Hearne and ABSIG Shaw.



LSATW Peter Dore, ABATA Ross Fitzgerald, ABATA Trevor Angel and ABATA David Beattie passing a Hindu Temple in Colombo.



The RAN Static Display at the International Air Tattoo '77.



A VF805 Douglas A4G Skyhawk and two RAF Hawk Siddeley Harriers on the flight line at the International Air Tattoo '77, RAF Greenham Common Newbury, UK.



The RAN Band touring the grounds at RAF Greenham Common, the location of the International Air Tattoo '77.



LEUT D. J. Ramsay, RAN, about to "Strap-In" for Skyhawk flying display at the International Air Tattoo '77.



LEUT D. J. Ramsay making a "slow and dirty" pass in a Douglas A4G Skyhawk at the International Air Tattoo '77.

## RAN at UK Air Tattoo

Aircraft from HMAS MELBOURNE's Carrier Air Group and the RAN Fleet Band were welcome visitors to the International Air Tattoo 77 at RAF Greenham Common, Newbury, United Kingdom on June 25 and 26. Acclaimed by the world's aviation press as the "biggest and best military flying display", the Tattoo is held yearly and drew over 260 aircraft from 12 nations for this year's display. The detachment from the Carrier Air Group, consisting of three Douglas A4G Skyhawks, one Grumman S2F Tracker, one Westland Sea King MK50 and 25 aircrew/groundcrew, was commanded by LCDR B. J. Diamond, RAN Commanding Officer VF 805 Squadron. An impressive RAN Static Display of four fully-loaded aircraft, colourful display boards, video tape viewing monitors and broadcast system, attracted large crowds and drew many favourable comments. A lot of interest was shown in the Skyhawk flying display as this type of aircraft is rarely seen in the United Kingdom.

# WATCH IT!

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

## FIRE EXTINGUISHERS

How many of us protect our most expensive assets — homes and cars — with relatively inexpensive fire extinguishers? A survey would show very few!

Yet for an outlay of just over \$20 we can be in a position to extinguish most fires that may occur in house or vehicle provided early action is taken with the right type of extinguisher.

DONS recommends a BCF extinguisher as the best all round aid for fighting a fire. BCF (BROMOCHLORODIFLUOROMETHANE) is a new fire fighting agent which is more effective in action than any other extinguishant.

Apart from being more than twice as effective as carbon tetrachloride and four times better than carbon dioxide, you can apply BCF to all types of petrol, oil and electrical fires and it will handle small carbonaceous (wood, furniture, mattress) fires.

BCF extinguishers are produced under a number of manufacturers names but can easily be identified by the bright yellow cylinder containing the agent.

## HOW TO DEAL WITH AN OIL FIRE IN THE KITCHEN

Here's some advice for the Home Executive (formerly answering to that misnomer "Housewife").

You are heating cooking oil on a hotplate in the kitchen and junior demands attention — or the phone rings — or someone knocks on the front door.

Next thing you know, flames are leaping out of the container on the kitchen stove. Other than call for help, what can you do?

Well, first of all here are three DON'TS . . .

- DON'T PANIC
- DON'T THROW WATER OR USE A WATER EXTINGUISHER ON THE FIRE (THERE WILL BE AN EXPLOSION IF YOU DO)
- DON'T PICK UP THE BURNING CONTAINER (YOU RISK BURNING YOURSELF AND ALSO SPREADING THE FIRE)

Now comes the DOs . . .

- IF YOU CAN SAFELY GET AT THE HEAT CONTROL, TURN IT OFF
- IF YOU HAVE A BCF EXTINGUISHER, DETACH IT FROM THE WALL BRACKET, STAND ABOUT SIX FEET FROM THE FIRE (TO AVOID THE INITIAL BLAST FROM THE EXTINGUISHER BLOWING FLAMING OIL ABOUT), POINT THE EXTINGUISHER AT THE TOP OF THE CONTAINER AND SQUEEZE THE LEVER AND THE FLAMES WILL BE EXTINGUISHED. (A SHALLOW CIRCULAR MOVEMENT OF THE EXTINGUISHER AS IT DISCHARGES WILL HELP.)
- IF YOU HAVE NOT BEEN ABLE TO TURN OFF THE HEAT AS YET, DO IT NOW OTHERWISE RE-IGNITION WILL OCCUR.
- IF YOU HAVE NO BCF EXTINGUISHER, LOOK AROUND FOR A SUITABLE FLAT OBJECT THAT CAN BE PLACED ON TOP OF THE CONTAINER. BY ELIMINATING AIR FROM THE BURNING PROCESS YOU WILL EFFECTIVELY PUT OUT THE FIRE. A LARGE METAL LID OR WOODEN BOARD — BIG ENOUGH TO COMPLETELY COVER THE OIL CONTAINER WILL DO THE TRICK. TAKE YOUR TIME DOING THIS AND DON'T UPSET THE CONTAINER.
- IF YOU CAN NOT FIND A SUITABLE FLAT OBJECT, AS A LAST RESORT, WET A TOWEL, WRING IT OUT, HOLD IT UP TO PROTECT YOUR FACE AND GENTLY EASE IT OVER THE CONTAINER. THIS WILL STOP THE OXYGEN IN THE AIR FROM FEEDING THE FLAMES AND ALTHOUGH THE HOT CONTAINER WILL SINGE THE TOWEL YOU WILL HAVE PUT OUT THE FIRE AND CAN GET THAT HEAT TURNED OFF.

## POSITION VACANT

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## NHBS RATES INCREASED

The committee of management of the Naval Health Benefits Society has decided that medical contribution rates are to be increased to counter the very high claiming rate from its contributors.

The new and old WEEKLY rates of basic medical fund contributions and the increase for each category of member are as follows:

	NEW	OLD	INCREASE
Naval member — wife only	2.90	2.00	0.90
Naval member — family	3.55	2.48	1.07
Civilian — single	2.10	1.38	0.72
Civilian — family	4.20	2.75	1.45

The committee of management is aware that for civilian members these increases bring the NHBS rates up to a level that is only a little below the charges of the major funds.

The surplus reserves which permitted NHBS members to enjoy a contribution advantage have been expended and the society must now charge rates that will produce sufficient income to meet its commitments.

The new rates are effective from July 1, 1977, and pay accounting instructions for allotment changes will be issued separately.

Alterations to civilian salary deductions will be arranged by the Department of Finance. The pay centres for wages personnel employed in the Dockyards will be sent instructions by letter.

## RENTED ACCOMMODATION IN SYDNEY? CALL CPSO!

Owing to an increasing number of calls from members of the general public who have houses/flats to rent, the Command Personal Services Organisation has reconstituted a special roster to deal with such enquiries.

Personnel looking for rented accommodation may contact C.P.S.O. (Sydney) telephone 232 2222 extension 608.

There is no guarantee that C.P.S.O. will always have a large number of suitable dwellings on their books, but as rented accommodation is often hard to find, this service is being provided as an additional aid to assist in their search for somewhere to live.

At the moment the list is very small, but it is hoped that once this service is

known, the roster will expand.

If you or your friends are leaving Sydney and can offer a house/flat for rent, please contact C.P.S.O.

with the details; Expected Rental, Approximate duration of Availability, Number of Bedrooms, whether Furnished/Unfurnished or Partly Furnished etc.

## STUART VISITS SURABAYA

HMAS STUART, commanded by Commander W. E. Rothwell RAN, one of six Australian Destroyer Escorts, forming the Third Australian Destroyer Squadron, arrived in Surabaya on Friday, July 22, for a three-day goodwill visit.

The 2700 tonne destroyer, which left Sydney on July 5 for a six-month deployment to South-East Asia, departed its last Australian Port, Darwin, on Monday, July 18.

During the ship's stay in Surabaya the goodwill and co-operation which exists between the Tni-Al (Indonesian Navy) and the RAN, manifested itself in sporting events and reciprocal social occasions.

## 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.

## "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.

## Fire destroys military landmark in Singapore

Transit Road — a name which will evoke memories of Singapore for thousands of British, Australian and New Zealand servicemen — has been reduced to a shadow of its former self.

In the early morning of June 6, a massive fire swept through shops on one side of the street; ten shops were completely destroyed and goods, estimated at \$51,000,000 in value, were destroyed. No one was hurt in the blaze.

The street, a mere 400 metres in length, leads from the main road north of Singapore City to the gates of the Nee Soon Camp.

The somewhat temporary-looking shops which grew up on either side of the street were extensively patronised during the sixties and early seventies by servicemen from Britain, Australia and New Zealand.

For many years it had been one of the cheapest places in Singapore to purchase electrical equipment, from stereo sets to electrical hair rollers.

With the withdrawal of all but a few British and the Australian servicemen from Singapore, New Zealanders have become the Street's main clientele, along with diplomats from the city and 'in the know' tourists.

It appears unlikely that the shops will be rebuilt and the future for their tenants remains to be seen.



AFTER THE FIRE . . . looking down Transit Road to the main road.

# PROMOTIONS

The undermentioned Sailors/Wrans have been promoted from the dates indicated.

TO WARRANT OFFICER			
WOMED	BERESFORD	N.C.E.	27MAY77
WORSS	DONNELLY	A.F.	8JULY77
WOWTR	O'BRIEN	J.M.	24JUN77
WOETP4	SIRAPNEL	J.	10JUN77
TO CHIEF PETTY OFFICER			
CPOMTP3	BETTS	J.H.L.	29MAR77
CPOETS3	BUDZIENNY	R.A.	1JUN77
CPOMTH3	BULL	P.J.	22APR77
CPOMTP3	BURNS	G.W.	16APR77
CPOETS3	CHAMBERS	J.E.	10MAR77
CPOMTP3	COOMBS	R.H.	26APR77
CPOMED	CRAIG	G.R.	10JUN77
CPOETS3	CURR	E.P.	13MAY77
CPOWTR	EDGELL	G.W.	18MAR77
CPOMTP3	GALLEY	A.P.	6JUN77
CPOATC3	GEVERDING	T.H.	2MAR77
CPOMTP3	HACKETT	W.P.	16MAY77
CPOMTP3	HEARN	J.	27MAY77
CPOSE	HUNTER	J.A.	13MAY77
CPOMTP3	JONES	M.R.	17JUN77
CPOUC	KING	F.	13MAY77
CPOMTP3	McFAWN	I.R.S.	10APR77
CPOFC	McMILLAN	A.B.	13MAY77
CPOCOXN	MULLINGER	W.B.	13MAY77
CPOQMG	WILSON	B.M.	10JUN77
TO PETTY OFFICER			
POCD	BALVERN	L.C.	24JUN77
POWTR	BARTLETT	D.G.	10JUN77
POPT	BOARDMAN	P.E.	10JUN77
POCOXN	BRADSHAW	A.J.	13MAY77
PORP	BRENT	E.D.	10JUN77
POSE	CAREY	D.R.	13MAY77
POMUSN	COUGHRAN-LANE	R.	10JUN77
POWTR	CROSSLEY	A.W.C.	10JUN77
POCK	FARRELL	J.C.	13MAY77
POQMG	FISCHER	J.	27MAY77
POMTP3	FLANAGAN	C.B.	1APR77
PORSS	GADD	W.D.	10JUN77
POSE	GARLAND	R.N.	13MAY77
POWTR	HAMILTON	R.V.	10JUN77
POFC	HARMSWORTH	G.J.	10JUN77
POSE	HITE	B.P.	13MAY77
POSE	JOHNSON	C.S.	10JUN77
POQMG	KIDD	L.A.	10JUN77
POSTD	LAKE	A.O.	13MAY77
POCK	McKEWEN	G.W.	13MAY77
POQMG	MORRIS	R.J.	10JUN77
POMED	MOSS	D.J.	13MAY77
POCK	MOYLAN	S.J.	13MAY77
POCK	NEPEAN	G.E.	13MAY77
POCOXN	OWEN	D.W.	13MAY77
POSTD	PROSSER	P.A.	10JUN77
POCOXN	PUGHE	G.J.	13MAY77
POCOXN	ROWE	L.J.	13MAY77
POWTR	RUSSELL	G.K.	13MAY77
POSY	RUSSELL	V.C.	10JUN77
POWTR	SCULLY	E.T.	13MAY77
POPT	SHEARMAN	A.W.	27MAY77
POMED	SULLIVAN	H.J.	10JUN77
POSTD	SYMON	M.R.	10JUN77
POETC2	WALKER	D.J.	1APR77
POFC	WHITE	G.J.	13MAY77
POCOXN	ZAHRA	S.A.	13MAY77
TO LEADING SEAMAN:			
LSSE	BARTLETT	M.J.	13MAY77
LSRO	BATES	P.L.	10JUN77
LSUC	BROWN	L.C.	10JUN77
LSSR	BUNT	T.P.	1APR77
LSQMG	CHARLES	P.	10JUN77
LSWM	COLLOVA	A.	24JUN77
LSCK	DANELLO	P.A.	10JUN77
LSSN	GLAZNER	W.J.W.	10JUN77
LSATA3	GOLDING	R.W.	13MAY77
LSWM	GORE	C.J.	13MAY77
LSDENM	HOARE	P.W.E.	13MAY77
LSWTR	JONES	C.P.	10JUN77
LSRP	KLEASE	C.C.	10JUN77
LSETS1	MERRITT	T.D.	10JUN77
LSSN	MILLER	A.D.	13MAY77
LSCK	MUDRY	E.P.	10JUN77
LSETC1	NEALE	M.J.	7JAN77
LSMUSN	NEWHAM	G.B.	13MAY77
LSSTD	NEWTON	K.J.	10JUN77
LSMUSN	PAVITT	S.T.E.	10JUN77
LSWTR	PRATT	D.C.	13MAY77
LSSIG	ROBINSON	J.R.	10JUN77
LSWM	ROGERS	R.N.	10JUN77
LSUC	SHORROCK	T.	10JUN77
LSWTR	SWADLING	W.P.	1APR77
LSSIG	THOMAS	T.R.	13MAY77
LSAVN	VIDLER	P.W.	10JUN77
LSRP	WASLEY	W.M.	24JUN77
LSSTD	WHITE	J.	21JAN77
TO PETTY OFFICER WRAN:			
POWRRST	BARTON	B.M.	10JUN77
POWRRST	McCART	C.A.	10JUN77
POWRRSS	WARD	G.L.	10JUN77
TO LEADING WRAN:			
LWRWTR	COPAS	C.A.	10JUN77
LWRROT	HENDRY	D.M.	24JUN77
LWRROT	O'NEILL	A.M.	10JUN77
LWRROS	ROBERTS	M.L.	27MAY77
LWRROT	VAUGHAN	S.E.	10JUN77
LWRROT	WEBB	A.	13MAY77
TO WARRANT OFFICER NAVAL POLICE:			
WONP	AYLOTT	W.P.	29APR77
TO SERGEANT:			
SGT	GILL	B.P.	1APR77
SGT	HOARE	E.G.	1APR77
SGT	OLIVER	S.J.	1APR77
SGT	SPARKS	A.W.	1APR77
SGT	TORRENS	K.K.	1APR77
TO SENIOR CONSTABLE:			
SNRCONST	AHERNE	B.L.	1APR77
SNRCONST	CLAYPOLE	J.C.	1APR77
SNRCONST	MISCAMBLE	E.G.	1APR77

# ADROIT'S FOURTH "CATCH"

Darwin-based Patrol boats have this year apprehended 11 Taiwanese fishing vessels for allegedly operating inside Australia's 12-mile Declared Fishing Zone.

One boat HMAS ADROIT (pictured) "landed" her fourth "catch" this month while on patrol to the north of Arnhem Land. ADROIT (Lieutenant G. C. Biscoe) intercepted the wooden-hull "TAI YIH SHANG" to the north of Cape Stewart.

The TAI YIH SHANG, with a crew of 16, was escorted by ADROIT to Darwin.

In Darwin, the fishing boat was handed over to Fisheries Officials of the Department of Primary Industry for further investigation.

ADROIT started her tally of "catches" in January when she apprehended two Taiwanese boats inside the 12-mile limit.

Her third came late on June 27 when she intercepted the 30-metre steel-hull drift-netter "No. 3 DER YUNN" operating off

a small island to the north-west of Melville Island's Cape Van Diemen, almost due north of Darwin.

The "DER YUNN", with

a crew of 16, also was escorted to Darwin by ADROIT where it was handed over to fisheries officials.



## WHAT HAPPENS TO THE FORFEITED BOATS?

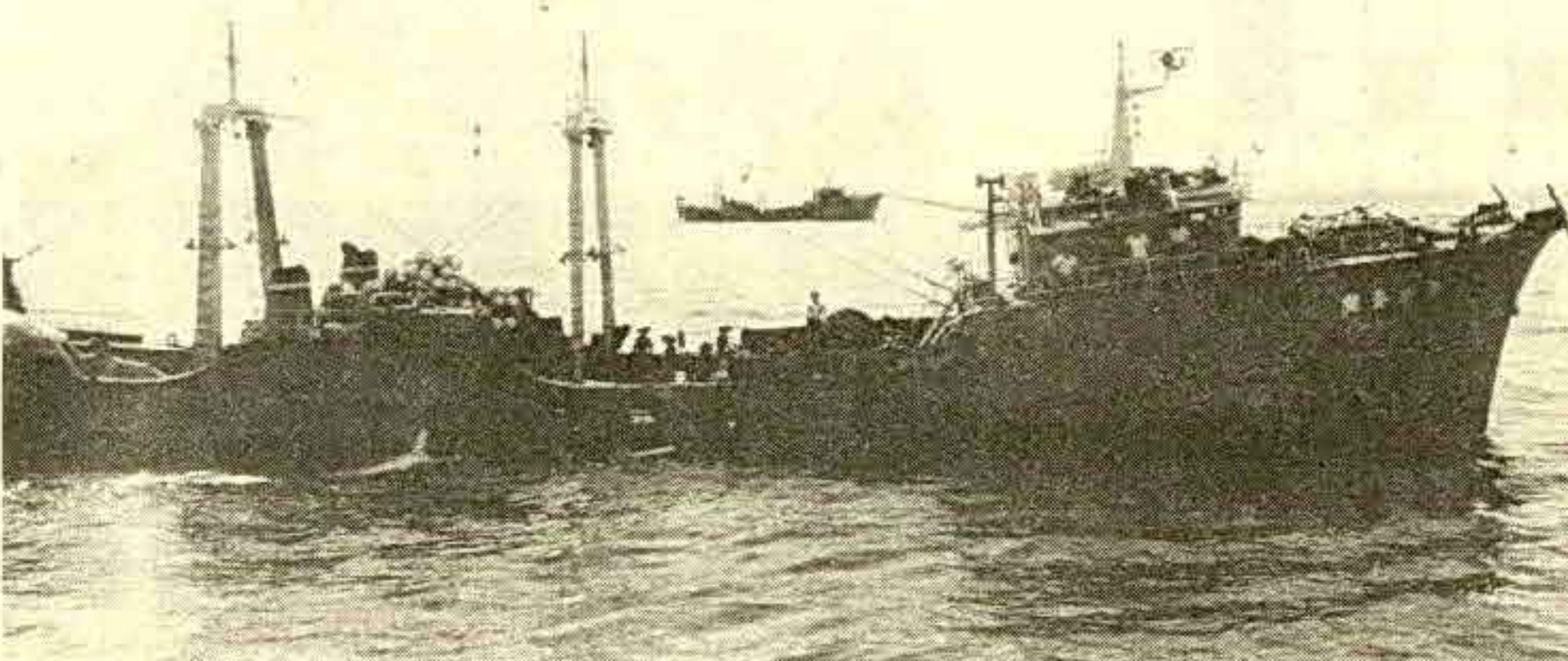
What happens to the Taiwanese fishing vessels once forfeited in Australian courts?

A large number of them are bought by Australians, are resold to Taiwan, some are sunk, and some are ordered by the courts to be returned to their original owners.

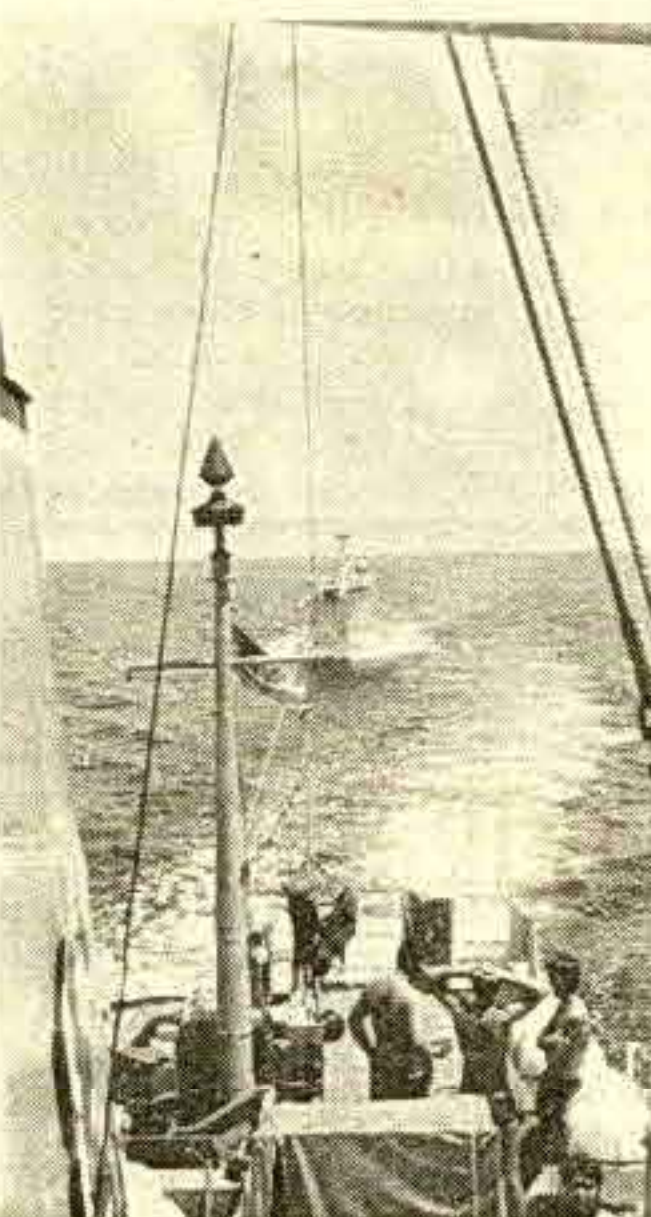
The price varies considerably and depends on the vessel's size, age, general condition, gear onboard and the catch. Money received is paid into Consolidated Revenue.

The catch is dumped if illegal (giant clam meat and so on) or unfit for consumption, or is sold to Australian buyers or the vessel purchasers.

The crews are maintained and repatriated to Taiwan at Australia's expense, or return home on the vessel if it is sold to buyers in Taiwan.



Two of the Taiwanese fishing vessels apprehended by HMAS ADROIT during her patrols "up north".



ADROIT tows one of the vessels into harbour.

## ADELAIDE'S KEEL LAID TODAY

The Keel for the first Royal Australian Navy FFG-7 class guided missile frigate, to be named HMAS ADELAIDE on launching, will be laid at Todd's shipyard, Seattle, USA today (July 29).

The Minister for Defence, Mr D. J. Killen, said HMAS ADELAIDE, which was the first of two FFGs planned for the RAN (the second would be named HMAS CANBERRA), was expected to be ready for handing over to the Navy in about August, 1980.

It was expected that the Keel for HMAS CANBERRA would be laid at the same shipyard early next year.

Attending a brief keel-laying ceremony to mark the physical start of the FFG at Todd's today would be the Australian Naval Attache in the United States, CDRE R. G. Loosli, the FFG Project Director.

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CRESTKNIT CARDIGANS  
'n PULLOVERS \$30 & \$35 ..... **\$20**
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CRESTKNIT, etc \$25 ..... **\$15.50**

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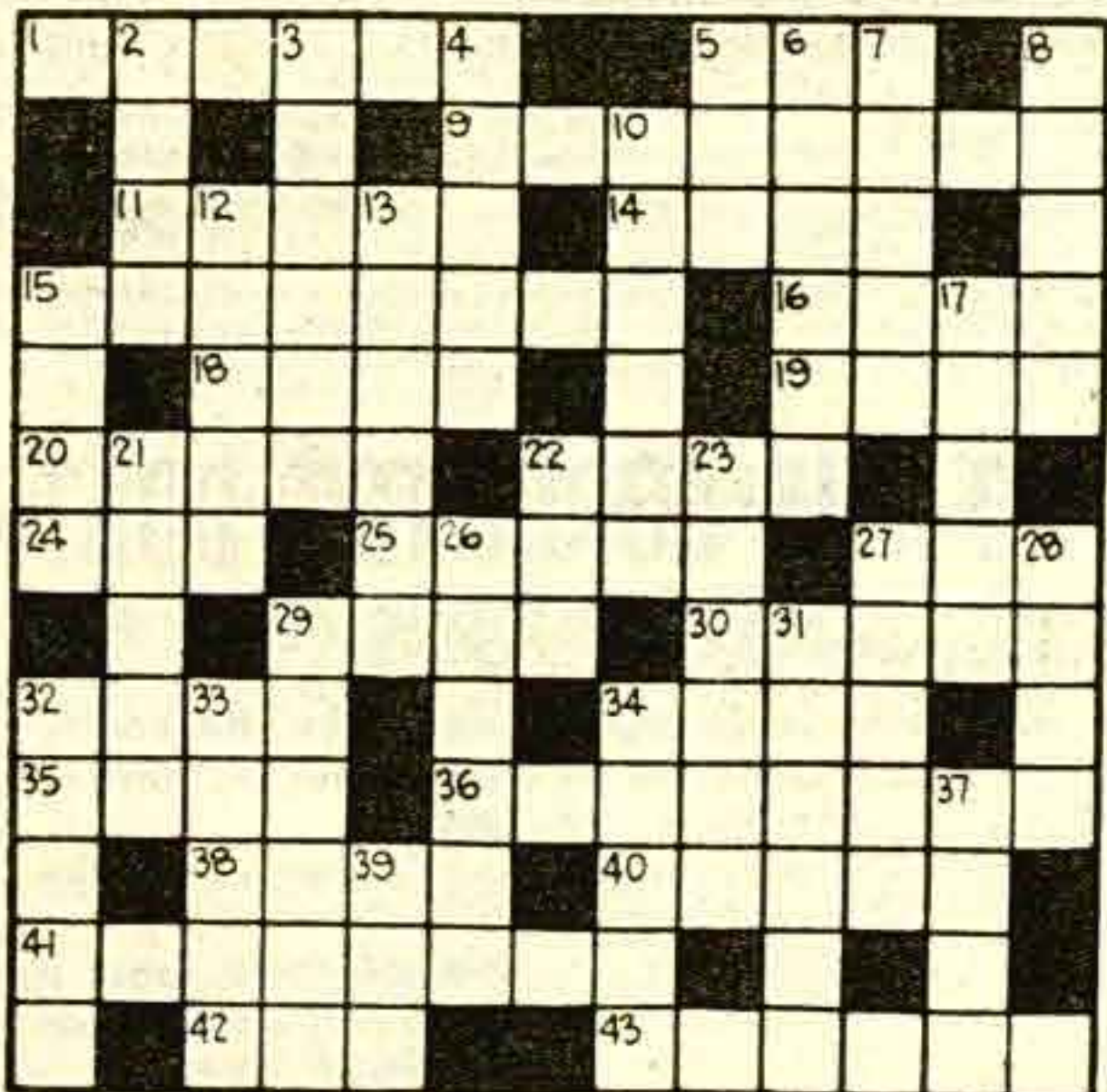
FOR YOUR CONVENIENCE WE ARE NOW  
OPEN THURSDAY NIGHTS



# CROSSWORDS

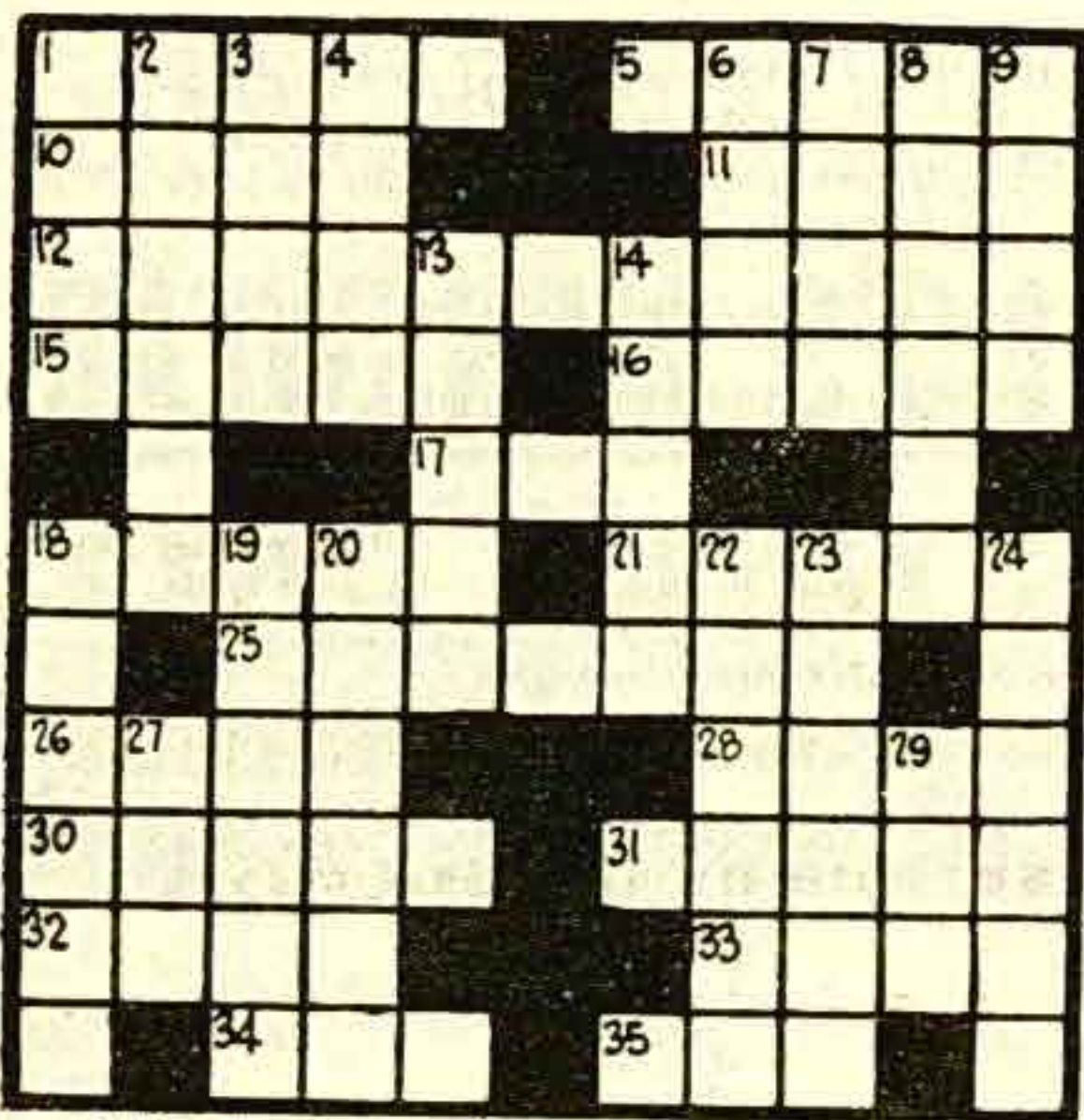
14,598

- ACROSS**
- 1 Ascends
  - 5 Mineral spring
  - 9 Confined within limits
  - 11 Hollow formality
  - 14 Paper quantity
  - 15 Embellish
  - 16 Assist
  - 18 Second-hand
  - 19 Prepare for publication
  - 20 Scolded
  - 22 Horse of mixed color
  - 24 Compass point
  - 25 Passive
  - 27 Drink in small quantities
  - 29 Pace
  - 30 Hack-neyed
  - 32 Preservative
  - 34 Bearing title
  - 35 Eastern title
  - 36 Of the USA
  - 38 Defeat
  - 40 Renovate
  - 41 Goodbye
  - 42 Consumed
  - 43 Most senior in years
- DOWN**
- 2 Conscious existence
  - 3 Sour-tempered
  - 4 Place
  - 5 Pronoun
  - 6 Female peacock
  - 7 Having weapons
  - 8 Completely skilled
  - 10 Vibration
  - 12 Sharp
  - 13 Believe
  - 15 Venture
  - 17 Restrict
  - 21 State (India)
  - 22 Corded cloth
  - 23 Dress
  - 26 Deny
  - 27 After that time
  - 28 Day-laborer
  - 29 Thoroughfare
  - 31 Checked
  - 32 Those in modified slavery
  - 33 Sign of zodiac
  - 34 Blackbird
  - 37 Boring tools
  - 39 Reverential fear



## THE HARD WAY

- ACROSS**
- 1 Staff.
  - 5 Runs before the wind.
  - 10 European river.
  - 11 Painter.
  - 12 Lowest one can earn.
  - 15 Avoid.
  - 16 City.
  - 17 Turf.
  - 18 Wounds.
  - 21 Stone.
  - 25 Regally.
  - 26 Fibre.
  - 28 Congo river.
  - 30 Lies.
  - 31 Spoil.
  - 32 Chieftain.
  - 33 Watched.
  - 34 Animal.
  - 35 Figure.
- DOWN**
- 1 Ditto.
  - 2 Tripod.
  - 3 Name.
  - 4 Cancel.
  - 6 Keeps under.
  - 7 Java tree.
  - 8 Take in.
  - 9 Discovered.
  - 13 Confused.
  - 14 Decoration.
  - 18 Make less glaring.
  - 19 Plant.
  - 20 Dogs.
  - 22 Part of flour.
  - 23 Two affirmatives.
  - 24 Corrects.
  - 27 Hit.
  - 29 Type of detector.



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

## THE EASY WAY

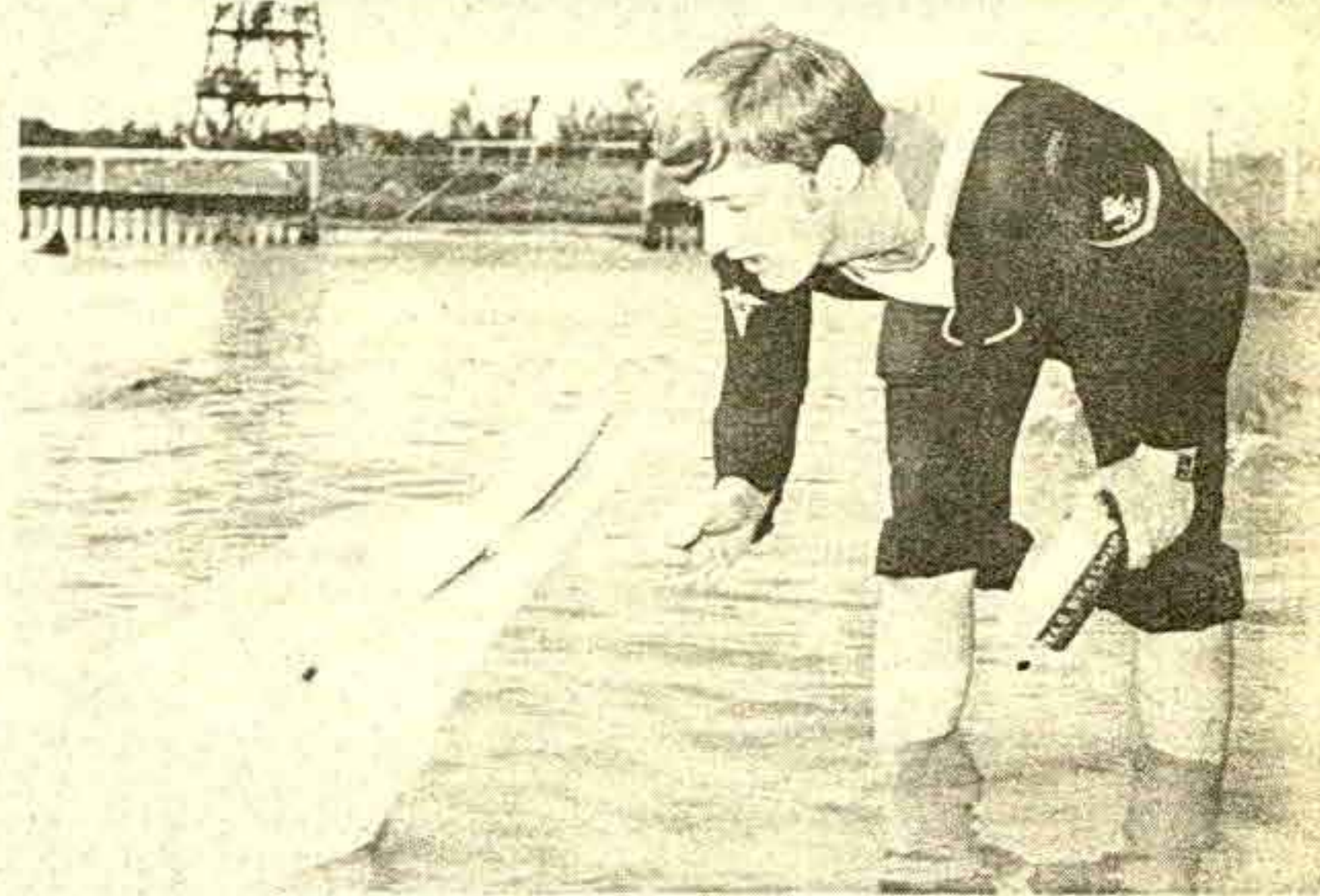
- ACROSS**
- 1 Upper air.
  - 5 Something proclaimed by authority.
  - 10 Hill-slope (Scot.).
  - 11 Superficial extent.
  - 12 Sport of exciting bulls with dogs.
  - 15 Mud volcano.
  - 16 Cosy retreats.
  - 17 Toward the stern.
  - 18 Nipa palms.
  - 21 Bird.
  - 25 Lake (N.Z.).
  - 26 Mimics.
  - 28 False god.
  - 30 Writings not in verse.
  - 31 Newspaper craze.
  - 32 Balsam.
  - 33 On the sheltered side.
  - 34 Unit of current (abbr.).
  - 35 Brother (It.).
- DOWN**
- 1 Recedes.
  - 2 One who absents him self from school.
  - 3 Australian bushranger.
  - 4 Fish.
  - 6 Appointment (coll.).
  - 7 Flag-lily.
  - 8 Middle.
  - 9 Labels.
  - 13 Animal.
  - 14 Bury.
  - 18 Makes suitable.
  - 19 Small area.
  - 20 Australian marsupia.
  - 22 Musical instrument.
  - 23 Mollusc's tongue.
  - 24 Inclined.
  - 27 Professional (abbr.).
  - 29 Single.

SOLUTIONS — INSIDE BACK PAGE  
12 (188) NAVY NEWS, July 29, 1977

# STALWART VISITS BRISBANE



POWTR GRAHAM PARRY is pictured feeding a 3/4 ton sea elephant, one of the 500 lb of fish that is its daily diet.



ABOVE: LSMED Ron Greenwood gets a "thank-you" from one of the dolphins after feeding it.

● Story and photographs POPH Noel Levy.

Much has happened onboard HMAS STALWART since the destroyer tender completed her lengthy refit at Vickers Cockatoo Island Dockyard last month.



SAILORS FROM STALWART enjoyed an outing at "SEA WORLD" on the Gold Coast during the ship's visit to Brisbane recently.



FIRST TIME ONBOARD... CPOSV Geoff Cunnington entertains his family (l to r) Dudley, Jeanne, Chris and Monica Cunnington, all from Wavell Heights, Brisbane, during their first visit to an RAN Ship.



LORD MAYOR'S VISIT... Lord Mayor of Brisbane, Alderman Sleeman, accompanied by CMDR McNamara, chats to POMTP Peter Luxton in STALWART's engine room during his visit.



TRAINING AIDS FOR CHILDREN'S HOMES... During the ship's visit to Brisbane, STALWART's main workshops produced training aids for the children at the Montrose Children's Home. These aids assist in the normal senses that are lacking in their development. CPO "Bluey" Garrick and CPO Mal Castledean visited the Home giving them a chance to see the aids in action. CPOSA Castledean is pictured with two of the children from the Home.



STALWART'S Executive Officer, CMDR D. G. Debus, chats with Pat Wylie, Bruce and Shirley Price during the reception.



BRISBANE RECEPTION... STALWART officers, LCDR Brown (left) and LCDR Kent (right) pictured with two very attractive young ladies, Anne Tosh and Dianne Flemming during the reception onboard.

There has been a change of command, CAPT M. W. Hudson handing over to CAPT D. J. Orr on June 17, various visits by VIPs, and a most enjoyable visit to Brisbane.

The run to Brisbane was a welcome break for the Ship's Company, particularly after the refit, and the hospitality of the people of Brisbane was greatly appreciated by everyone.

The locals showed great interest in the ship... some 4500 visitors toured the ship on the two days she was open to the public.

Highlights of the visit included: bus tours to the Gold Coast, a visit by His Excellency, Commodore Sir James Ramsay, Governor of Queensland, and the Lord Mayor of Brisbane, Alderman F. Sleeman and Mrs Sleeman, who embarked for the trip down the Brisbane River before commencing the return passage to Sydney.

Onboard STALWART for the visit to Brisbane was the runner-up to the Apprentice of the Year, Kevin Chappelow, an employee of Email Australia.

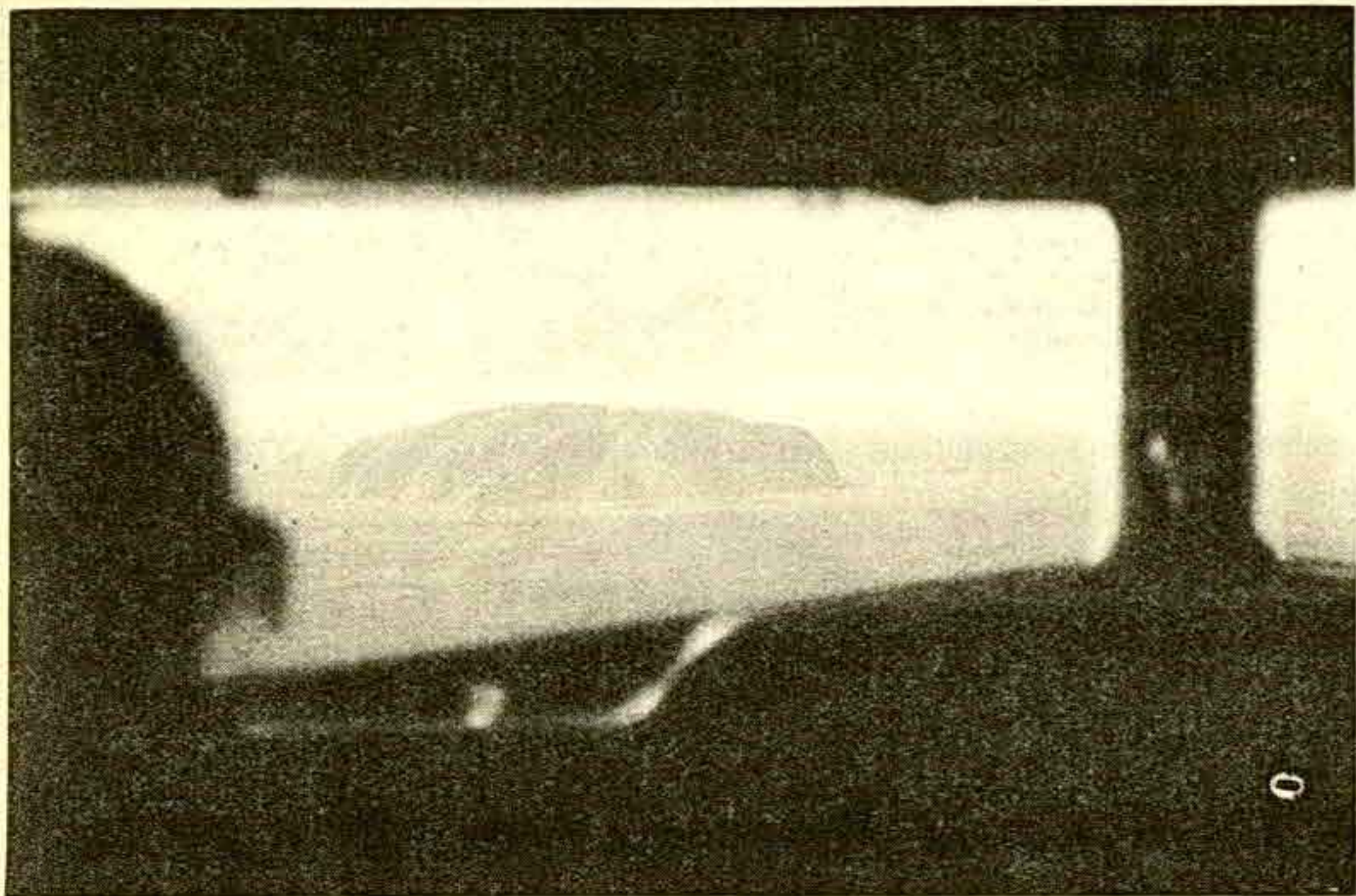
Kevin accepted the Brisbane visit as a prize offered by the Navy, to view his trade from another angle.

He took the opportunity to see STALWART's workshops in action and to taste the life of being at sea in an RAN ship and by all accounts, he enjoyed the experience.

For the return passage from Brisbane, STALWART became Flagship with COMAUSFLT, RADM N. E. McDonald, embarked.

While onboard, RADM McDonald walked around the ship, spoke to a large number of the Ship's Company and viewed the many functions of STALWART in action at sea.

STALWART is now back at her usual mooring at Garden Island preparing for her forthcoming deployment.



PILOT'S VIEW OF AYERS ROCK.

## MANY "FIRSTS" LOGGED WHEN NAVY VISITED CENTRAL AUSTRALIA

A series of "firsts" were established when a Navy HS 748 Hawker Siddley aircraft visited Central Australia recently.

The opportunity to fly to "the Alice" came when LEUT Col Jenkins of VC 851 Squadron, HMAS ALBATROSS, was required to fly a long-range navigation route check as part of the normal progression to Captaincy of the HS 748.

Providing a realistic payload for the flight, the South Coast Australian Rules Football League's representative side, comprising serving members from Albatross and the RAN College, HMAS CRESWELL, flew with the aircraft to play the Central Australian Football League in Alice Springs.

The flight to the "ALICE" went as planned and that evening the crew and team were hosted magnificently at the Alice Springs R.S.L. Club by the local Naval Association.

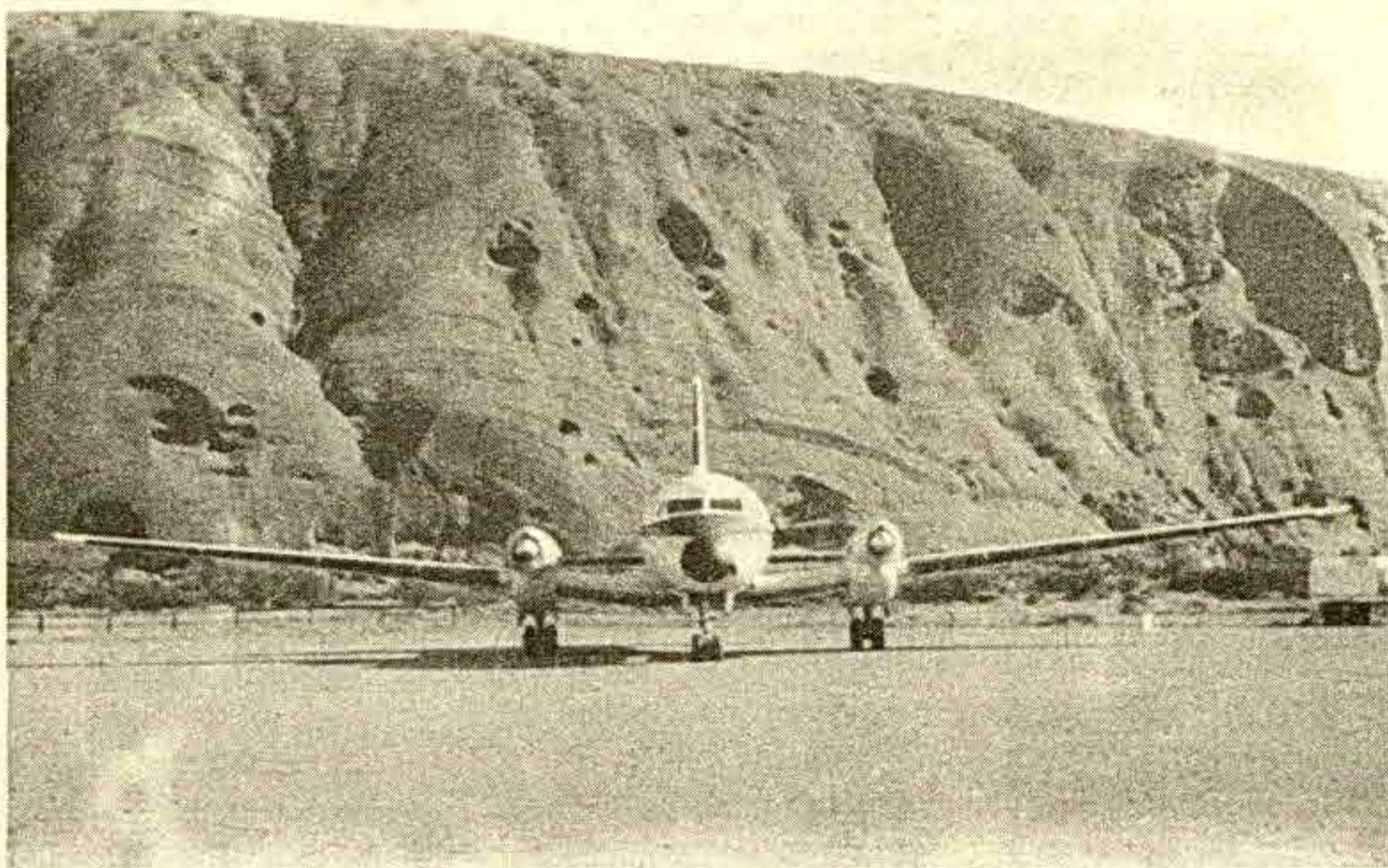
The next day whilst the football side were going through a light training run in preparation for the big game, the arrival of the "NAVY" 748 at Ayers Rock created a certain amount of interest.

Constables Frank Morris and Trevor Bell of the Northern Territory Police Force acted as friendly hosts to the visiting aircrew and took them on a guided tour of the Rock area.

Realising that back at ALBATROSS it was a sports afternoon, our diligent airmen formed into a "ROCK SCALING TEAM" and sallied forth on the 1140 foot, 1.6 kilometre climb to the Summit.

"SHERPAS" Leut Col Jenkins and CPOATA Allen Woodrow were first to the top with a record, (Navy) 35 minutes climb, the rest of the team consisting of, LCDR Peter Adams, LCDR John Le Dieu, LCDR John Wenban, MAJOR Warren Feakes, LEUT Barry Bromfield, LEUT Gary Caldwell, and POATA Chris Ormond, arrived in various physical and mental condition up to 30 minutes later.

Back in Alice Springs, before a



THE NAVY'S HS 748 LANDS AT AYERS ROCK.

crowd estimated at 4500, the South Coast side ran onto Tregear Park football ground quietly confident of knocking-off the local team.

In the meantime local radio station, 8HA had their broadcasting facilities at the ground ready to give a full coverage of the events of the day's play.

At precisely 1530 the ball was bounced in the centre to start the first game of Australian Rules played in Alice Springs, against a Navy and a N.S.W. team.

By quarter time the home side led, 4-6-30 to 2-2-14. The second term saw a revitalised New South Welshmen take the initiative and stage a great fightback to out-score the home side, 6-3 to 4-1.

The third term was a do-or-die effort by both teams as they endeavoured to get on top and by the last change the home side were in front by one goal.

The last term was a fitting finale

to a great game of football that is unique in the history of South Coast and NSW Country Australian Rules.

The large crowd were on their feet for the full 25 minutes, a large number supporting the "sailors" and the majority for the locals.

The lead changed once in that term whilst the scores were locked together three times.

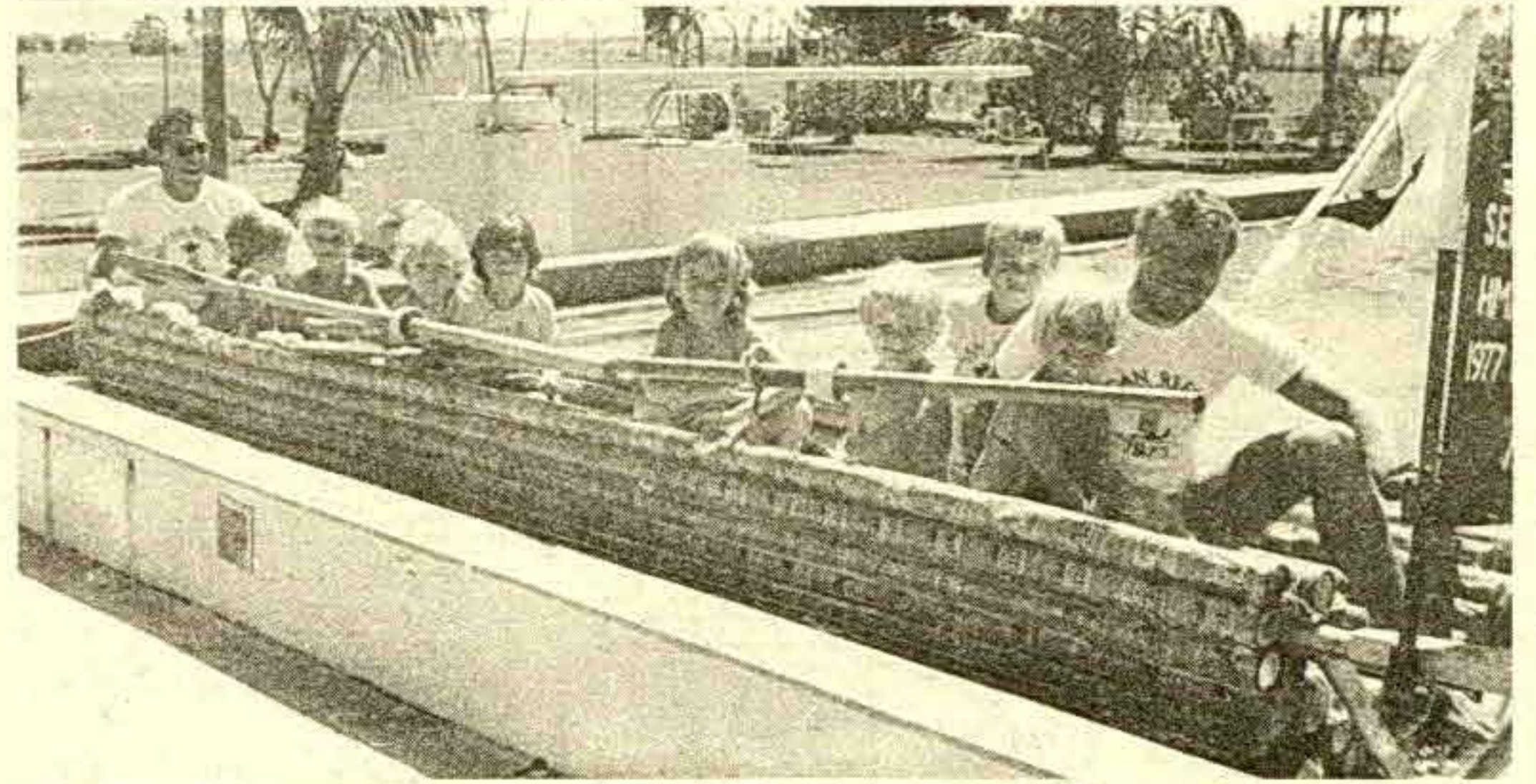
At the 20 minute mark, the visitors lost their star ruckman, LS Glen Taylor at a time when both reserves were on the field.

This was the opportunity the Alice were looking for and ran out winners, 14-19-103 to 14-8-92.

Trophies were awarded to players on both sides in a short ceremony after the game.

Both Central Australia and South Coast Leagues donated these trophies with a jumper from both sides being given to the respective skippers in memory of their encounter.

## COONAWARRA'S BEER-CAN BOAT PRESENTED TO LOCAL SCHOOL



THE KIDS AT COONAWARRA enjoy a ride in the Navy's beer-can boat "KARA KARA" prior to its recent appearance at the Darwin Beer-can regatta and the Katherine Karnival. The boat has since been presented to the newly opened school in Katherine and its presence in the playground should give the local children loads of pleasure.

The completion of Darwin's Beer Can Regatta (reported in the last edition) did not mean the end of adventure for "KARA KARA", the elegant yellow 2672 Fourex Beer-Can flagship of the Senior Rank's Mess COONAWARRA.

## 'Kara Kara' kaptivates Katherine Karnival

Six hectic days after she was carried from the waters of Vestey's Beach in Darwin, scene of the beer can regatta, she was to be found 333 km south taking pride of place in the annual Katherine Karnival.

Katherine Karnival organisers invited the RAN to enter their 17ft long Beer Can Boat in the Grand Parade, which is the highlight of their Karnival weekend.

DADFA once again organised his helpers and their families for the trip down the Stuart Highway.

"KARA KARA" was loaded onto a truck and secured for the long ride and camping gear (and 'survival rations') were loaded into a bus and other vehicles which were to transport the 15 adults and 8 children to Katherine.

The excited convoy set off and after a pleasant drive through the lovely scenery of the Top End, it arrived in Katherine.

By dark camp had been set-up in Katherine Gorge National Park, a tasty bush supper was cooked, and washed down with some of the survival rations.

At the same time, a birthday party was held for David Robinson, son of CPOMTH Robinson, who turned six that day and must have been thrilled to be able to have his party in such unusual and exciting surroundings.

The parade on the Saturday was a varied and colourful event with marching girls, floats, horses and of course, "KARA KARA".

Navy personnel took full advantage of the situation and handed out NAVY stickers and other 'sign-on'

material to the large crowd of sightseers.

Katherine was to be "KARA KARAS" last public appearance.

After the Karnival it was planned to bring her back to Darwin and scrap her.

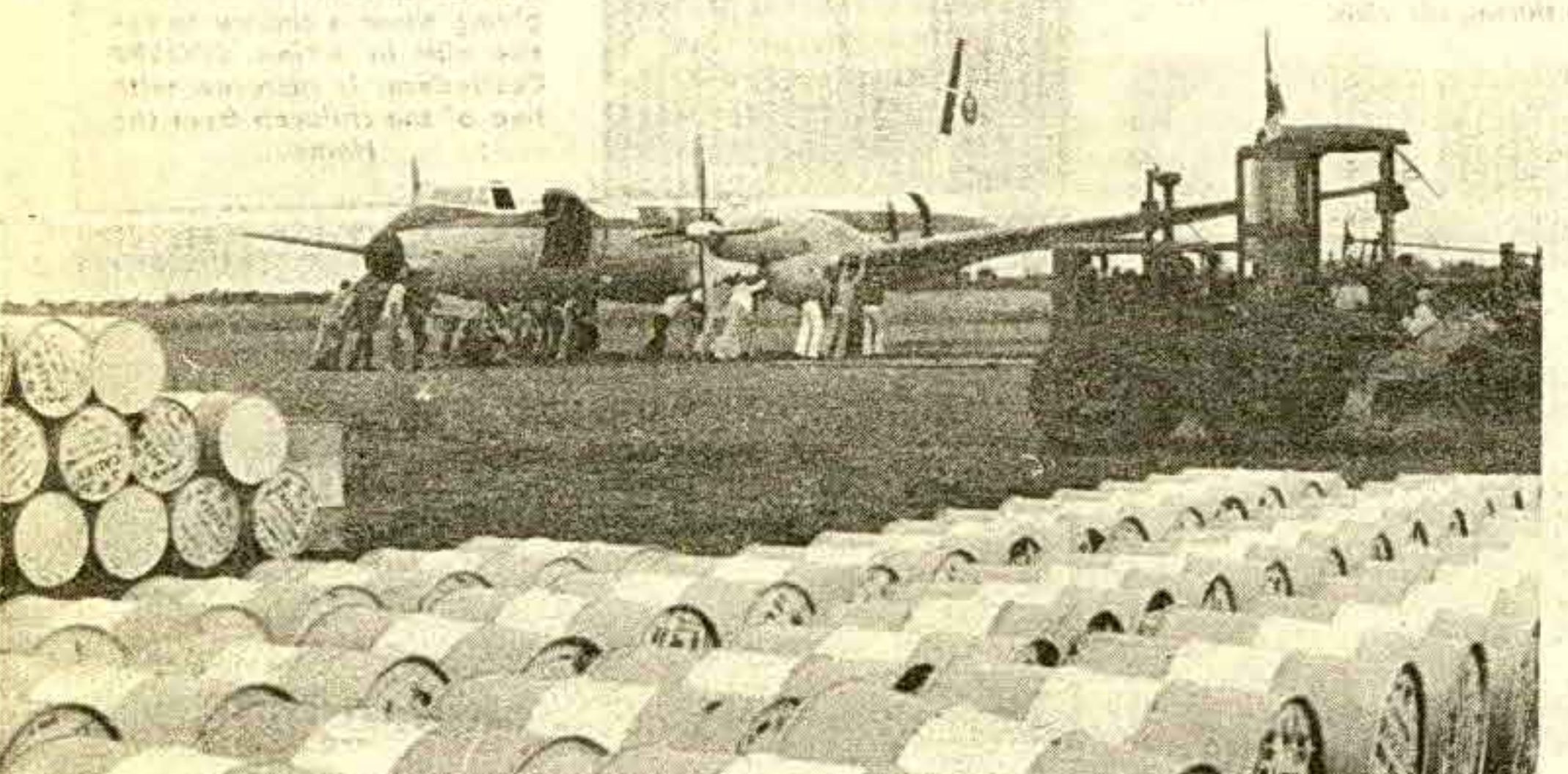
However every story must have a happy ending, and this one is no exception.

The Headmaster of the newly-opened Clive Fenton School in Katherine, requested the boat be left in the school playground and there she was duly deposited.

There is no doubt that she will bring hours of pleasure to the local children as they play their make-believe games aboard her sturdy hull.

The remainder of the weekend was taken up with trips through Katherine Gorge, swimming and boating in the river (keeping a wary eye out for crocodiles) and generally having a good time and it was a weary but happy group who packed up on the Sunday afternoon for the long drive back to Darwin.

The return trip was full of reminiscing... a giggle about the way the children had used POCK 'Bull' Strachan's stomach and sleeping bag as the breakfast table for the local friendly emu... some smiles at the way CPOETC Dave Duffy bravely stared down one of the resident crocodiles face to face... but the northbound party felt strangely lonely without that long slim yellow hull they had worked so hard on and achieved so much with, following them home! - XRNR



THE FOOTY TEAM "earn their fare" by lending weight to the task of pushing 44,000lb of aircraft back after refuelling on the cramped tarmac.

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# NAVY SPORTS COLUMNISTS HAVE THEIR SAY

## "FLEET 2 WILL WORRY WILLS GOLF LEADERS"

Fleet 2 certainly have welcomed the return of top VENDETTA golfers Jimmy Diggerson, Lance Foxon, "Nosey" Parker, Bob Holden and Warren Sheard.

The Destroyers-Escorts team recently notched their first win of the season - at the expense of the experienced PENGUIN combination.

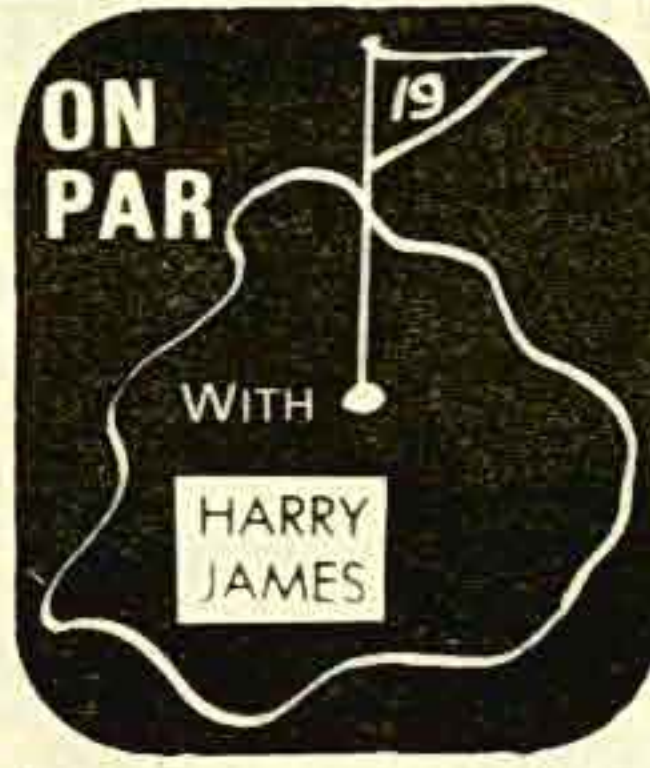
And the Balmoralities were ably supported by Surgeon Captain Brian Treloar, who mustered 38 points from a stableford handicap of five at Gordon on July 13.

The final score was a close 195 to 189 win to Fleet 2.

I'm further tipping Fleet 2 will prove a hand full for other top sides in this second round of matches leading to the semi-finals.

In other Wills Cup matches on July 13, KUTTABUL again defeated arch rivals ALBATROSS 241-227 while NIRIMBA took the points from PLATYPUS/WATERHEN on a forfeit.

KUTTABUL's win was their third in a row against TROSS.



And it again shows just how this seasons' seven-a-side rule has made the competition more even.

KUTTABUL's top scorers for the day were "Wacka" Payne, Harry ("The Handicapper") James, 36, and Neil Shepherd and Alan Kyd, 35 each.

ALBATROSS's best were their new Captain CPO Dave Varley, 37, and Eric Arnell, 36.

Owing to postings, KUTTABUL will sadly miss the services of POCK Dick Denaro, who will soon post out to PLATS/WHEN for HMAS YARRA.

East Australia Area golfers will recall how Dick, in last year's Grand Final, was able to defeat his opponent from ALBATROSS by six points to give KUTTABUL a one-point victory.

In a deferred match played on July 20, fourth-placed WATSON caused an upset by downing leaders NIRIMBA 252-219.

KUTTABUL now join NIRIMBA at the top of the competition ladder on 16 points, both clear of ALBATROSS 12 points, WATSON 10, FLEET 1 (BIG SHIPS) 6, PENGUIN and PLATYPUS/WATERHEN 4, and FLEET 2 (DESTROYERS/ESCORTS) 2.

Well, that's it for another issue. Hurry back from CERBERUS, Pedro, I'm running out of ideas!

As the handicapper will be away for one month, new handicap sheets with revised handicaps will not be dispatched until prior to the scheduled games for Wednesday, August 24.

## "Black Wednesday" for NSW I-S 'Rules team

Wednesday, July 13, 1977, proved to be "Black Wednesday" for the EAA NAVY Inter-Service Australian Football team when they suffered their second loss of the series at the hands of the RAAF.

The scores were RAAF 12 gls 13 bhd 85 points to NAVY 9 gls 6 bhd 61 points.

It was the first time RAAF had beaten NAVY in 10 years and NAVY certainly went down with a lack-lustre performance and without showing the fierce determination that was evident in the two previous years.

The Combined Service selectors were obviously unimpressed with the NAVY's performance.

Only six NAVY players were selected to represent NSW Combined Services.

Congratulations to Archie Dewitt, who also won the trophy for the best NAVY player over the series, Hugh Pattison, Shane Redenbach, Ted Callister, "Squizzy" Taylor, "Sleepy" Haddock and Gary Harman.

Bill Huntriss, who did a sterling job as Manager of the NAVY team, was selected as Manager of the Combined Services team and Tony Heywood (who incidentally is the New South Wales State Trainer), was selected as Combined Services trainer.

The question now arises: In which direction are we going to head in relation to Inter-Service Australian Football or in fact with Inter-Service sport generally?

I can recall when it was deemed to be a great honour to represent the NAVY in Inter-Service competition.

Unfortunately, it would appear that to many, the current level of thinking is "he who has the ability to gain selection to represent the



NAVY in whatever sport he or she excels at, is one who is looking for a method to escape a day's work."

This attitude could be borne out by the fact that out of the 30 members selected in the NAVY Squad, only 13 were released for training.

One member of the victorious NAVY hockey team was forced to take 14 days of his seasonal leave to represent NAVY.

Surely this is not the attitude which encourages people to play sport and keep fit.

Let us not just talk about ways and means of overcoming this way of thinking.

It's high time to act and consider that if we are going to encourage Service personnel to maintain a high level of physical fitness then every endeavour is to be made to encourage sport in the RAN.

And, if we are to retain Inter-Service sport in our curriculum, then those who are selected for representative teams are to be released for such purpose.

A very pleasing aspect of my

visit to Nowra last week was the news of the formation of the South Coast Australian Football Umpires' Association.

Chief architect of the formation of the association is Leigh Costain. He tells me that he is getting solid support from Bill Huntriss and that at the moment he has 11 budding umpires.

This is great news for the code on the South Coast as previously they have had to call on the services of the NSW Umpires' Association and ACT Umpires' Association.

Unfortunately both associations have been short of umpires and have not always been able to help them out.

Keep at it, Leigh, you need all the encouragement and support you can get.

Any followers on the South Coast interested in taking up umpiring and giving something to the game, can contact Leigh at HMAS ALBATROSS.

For a league to go ahead you must have an official umpiring body.

Talking of umpiring, the NSW Australian Football League Umpires Association still requires umpires.

Anyone interested may contact me at HMAS KUTTABUL on ext 3613 and I'll give you full details.

We have a very strong association here in Sydney and I can assure you that one can gain a great deal of satisfaction from umpiring as well as giving something to the game.

## BENCH & BAR WERE BETTER

In the annual golf match at Royal Sydney recently, the Bench and Bar beat the Service Officers by nine matches to four in a four-ball, better-ball contest.

The strong Naval contingent was led by FOCEA, Rear-Admiral Davidson, who proposed the toast to the Bench and Bar at the subsequent dinner.

There was evidence that the hospitality and superb facilities provided by the club were enjoyed to the full by members of both teams.

The brunt of the organisation was once again taken by Captain Bill Cooke RAN (rtd), with his usual friendly and unassuming efficiency.

RADM N. E. McDonald has kindly consented to be President of the RANGS, which now has a membership of 37 officers, with room for many more.

The next society match is at Moore Park on August 19, when the Service Officers meet the Defence Regional Secretaries' team.

Membership of the RANGS can be readily obtained by forwarding \$2 to Stan Coppinger at HMAS NIRIMBA.

## CERBERUS HAVE HIGH HOPES IN C-S RUGBY

CERBERUS continues to go well as the third grade side for Combined Services.

They are equal top in their competition and, barring postings and injuries, should take out the flag.

If my information is correct they have not won the competition since 1971 or 1972 when the team took it out with great services of "Engines" Whaley, "Buck" Rogers (the prop), Ray Hattineel, "Bungy" Williams (the pay bob), Jim Fern and Coy.

Players really firing are "Rocket" Roughan, Jim Fern, "Froggy" French and "Ducky" Drake.

WATSON are withdrawing all stops to make this their year in the Dempster Cup.

Coached by the inimitable, Buck Rodgers, who is taking all before him this year what with winning the Inter-Service and coaching NSW Combined Services.

The manager is Rugby stalwart, Jim Robinson.

The team this year did what I could not do in all my time.

They defeated ALBATROSS at ALBATROSS 12-11.

This, my spy tells me, despite a doubtful try.

The referee awarded a penalty to ALBATROSS and the kicker told the referee he intended to kick for goal.

The referee ordered the touch judges behind the posts.

The kicker noted WATSON had turned their backs.

He tap-kicked and forced the ball over the line.

Quite illegal!!

WATSON are now running third in the Dempster Cup with a very good pack of forwards laying the foundation.

They include Paul Batman, "Bunny" Wilkinson (who recently played Inter-Service in Victoria), Greg Gordon (who was unavailable for Inter-Service), John Gallagher and last but not least Barry Conroy. Some of the toughest and most vigorous forwards in the game.

WATSON certainly showed that individual establishments can have their own "mini olympics".

They recently had a gala day at Randwick, featuring touch Rugby (teams must field two WRANS each), tug-o-war, three-legged races and general rubbishing. The WRANS lent a certain amount of colour to Rugby. WRANS to feature were LWRREG Williams, SWRMTD Cameron (Scot-import), WRRP Joyce, WRRP Cole, Sam Johr, WRRP Devereaux, WRRP Boyle, SWRSV Vaneilbracht, SWRSV Wilson and SWRWTR Theodore. Referees

## 'SALTY' on sport



Cliff Linsdel and Peggy O'Neill contributed to fast games and punctual starts. ADMIN/TECH defeated TTB to the tune of 3-2. I don't know how TTB scored two points, although it may have been the number of tries. ADMIN/TECH took off the tug-o-war, no doubt due to "Spike" Jones, the anchor man, nearly blowing a valve. The three-legged race was won brilliantly by Maddox and Caldwell, the TAS team. Statistician, Sue Barnes, had a busy day and her efforts were appreciated. Keen supporters Bob Morris, Ross McDonald, Jim Kinnear, Rob Hill, "Spunky" Buckhold, Frank King, Frank Ross, George Carpenter and Ken Clements were interested, biased spectators, duly oiled by Jim Robinson, who ran the refreshments section.

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## EAA INTER-SERVICE SPORT ROUNDUP

# NAVY TAKE HOCKEY & BASKETBALL TITLES

NAVY have taken out the 1977 EAA inter-Service men's hockey and basketball series after close competition in both sports.

NAVY's "most outstanding" hockey player of the series, Keith Chay, hit two goals in the last five minutes to give his team a 2-1 win over ARMY.

ARMY went on to down RAAF 2-0.

AIR FORCE made NAVY struggle for their 1-0 win — and the trophy — in cold and windy conditions.

In the women's hockey, WRANS lost to WRAACS 0-1 and to WRAAF 1-2.

Goalie Jenny Washington, who had a busy series, was judged NAVY's best.

In the men's basketball, NAVY's "most outstanding" player, Peter Liderth, shot 14 goals in a strong second half to give NAVY a four-goal win (60-56) — and the trophy —

over RAAF.

Peter in the previous match shot 33 points in NAVY's comfortable 81-52 win over ARMY.

And in a real cliffhanger, RAAF edged out ARMY 77-76.

In the women's NAVY lost narrowly to eventual trophy winners ARMY (30-34) and RAAF (26-50).

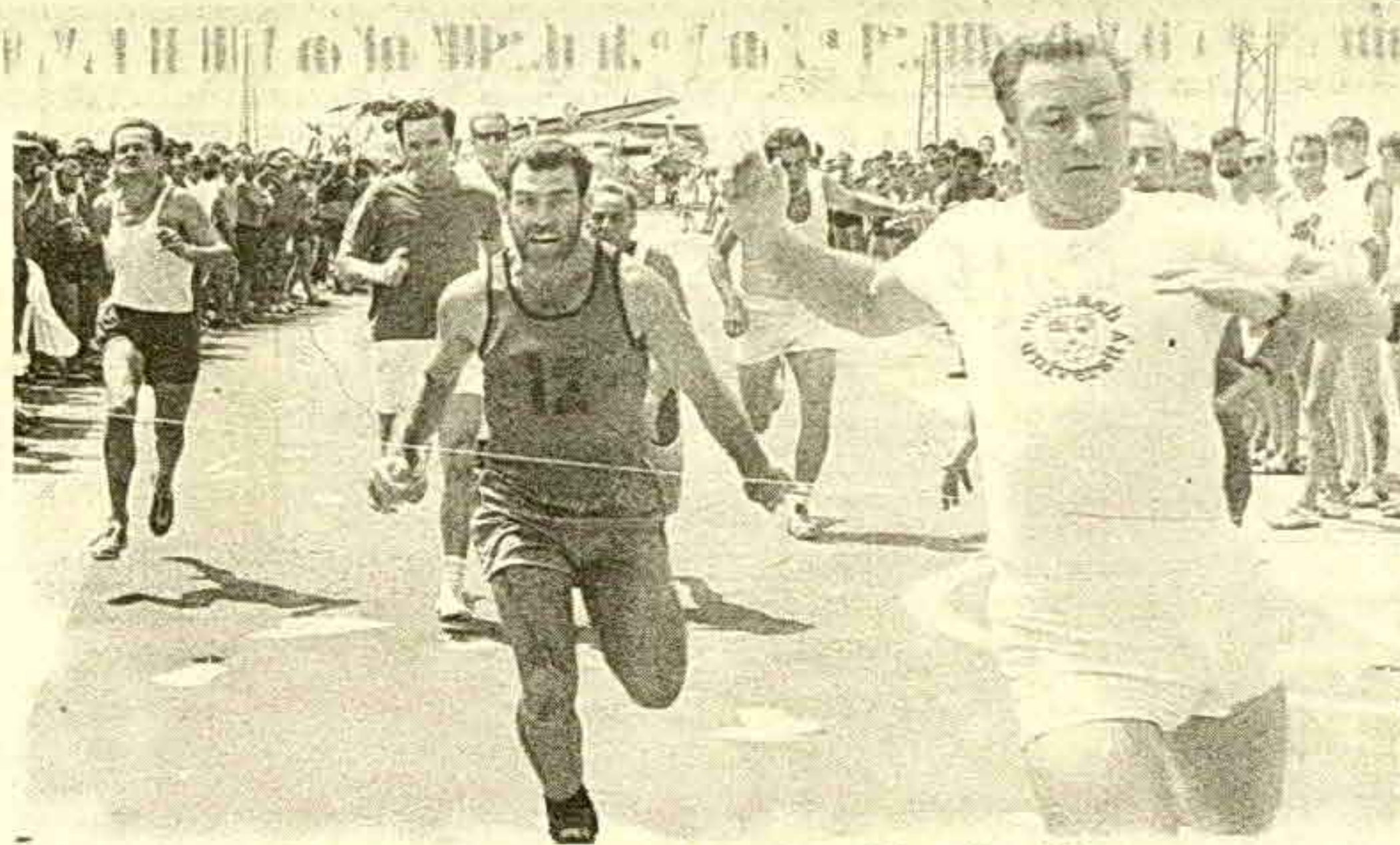
ARMY took the final against RAAF 41-20.



NAVY men's hockey EAA I-S team (1-1): Front row, Bruce Slaper (Coach), Phil Brown, Bryan Stotard, Rahim, "Rusty" Rushton, "Blue" Cumberland, Bob Woodrow, Lee-Shimbel, Con Vilmas. Back Row, Bruce Freeman, "Dutchy" van Doorn, Mark "Lead" Leddy, Ian Cruickshank, Ian Hall, Bruce Dutton, Keith Chay (Captain) Geoff Worth, Jim Egan, "Smiley" Lisle (Manager).



NAVY EAA BASKETBALL TEAMS: The winning men's squad (left): Standing: Mark Hewish, Peter Fox, Peter Liderth, Keith Puyenbrook. Kneeling: Phil Herron, Phil Pryer, Ian Sausverdis, John Cowlshaw. Sitting: Keith Calligan, Laddy Kocz. The women's squad: Standing: Rod Cooper (Coach), Denise Halley, Barbara Gordon, Chris Dare, Terry Carroll. Kneeling: Julie Martin, Margie Longman, Kerry Bergus, Jo Duncan. Sitting: Joy Lynch, Pam Tapim, Ruth Eddington.



CPO MED Barr winning the Veteran's Race, closely followed by a NZ entrant.

## TASK GROUP'S 'MINI OLYMPICS'

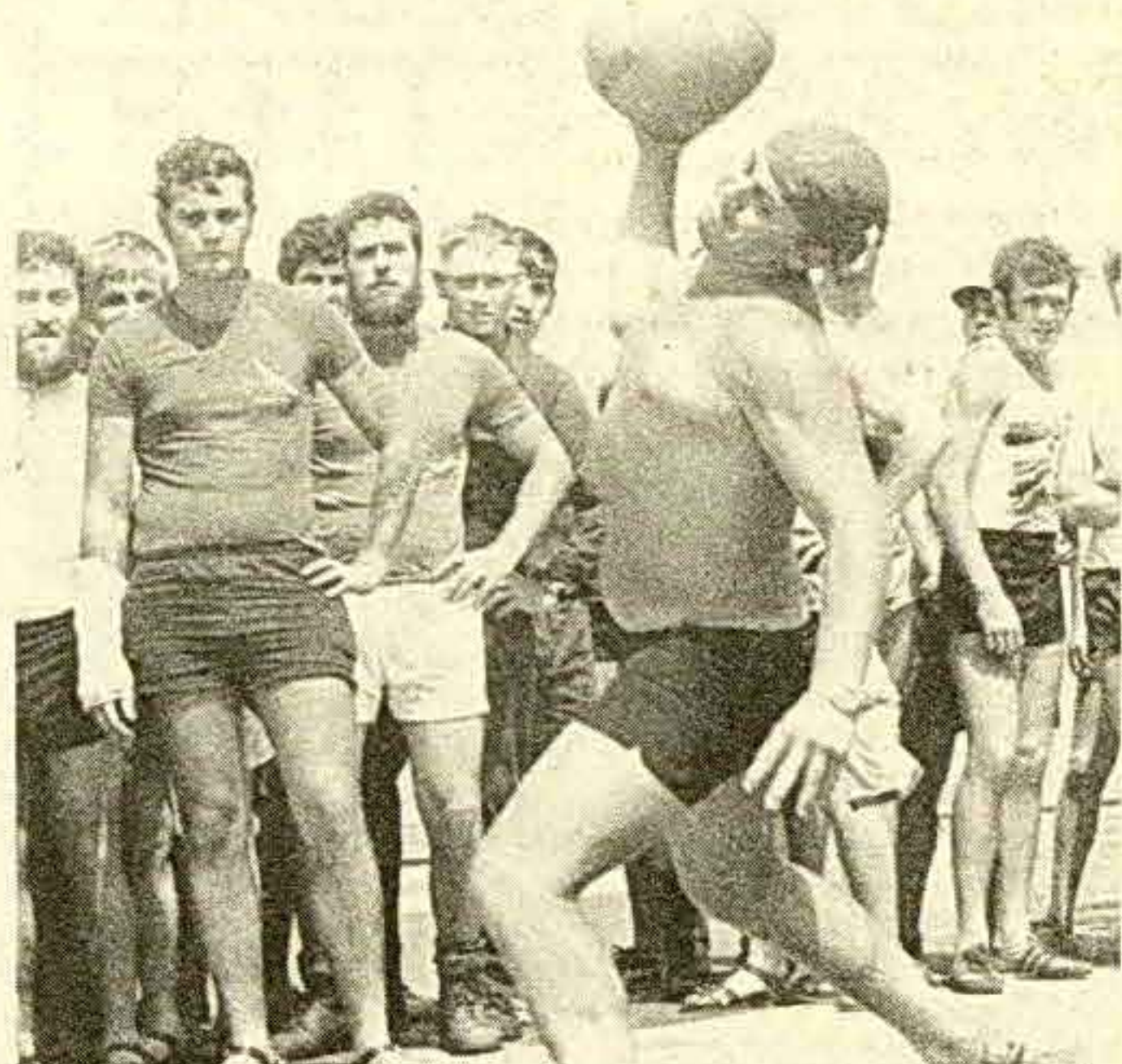
The RAN-NZ Task Group, on deployment to the UK for Silver Jubilee celebrations, recently staged their own "Mini Olympics" in the Red Sea.

Several teams were entered from the aircraft carrier, HMAS MELBOURNE, while HMAS BRISBANE and HMNZS CANTERBURY each entered one team.

A variety of sports were contested.

Overall winners were CANTERBURY, followed closely by CAG with SUPPLY DEPARTMENT third.

ABPH KENNING captured some of the action.



"Shot put with a difference" as ABAVN struggles with a medicine ball.



"They're off" in the 10-lap run.

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### HARD WAY

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NAVY's "most outstanding" basketballers — Chris Dare and Peter Liderth.

## SERVICES' BOWLS AT ROSEHILL

The annual lawn bowls tournament between Combined Services and the Rosehill Bowling Club will be held at the Rosehill Club on Sunday, August 21, commencing at 1300.

Rosehill, one of Sydney's top bowling clubs and 'home' of the prestigious "Golden Slipper" tournament, has hosted this trophy event since its inception in 1971 and intending players can be assured of a high standard of bowls and overpowering hospitality.

High Tea will be provided at the completion of play, followed by the presentation of trophies.

As Navy is Host Service this year, a good roll-up of players is required and those interested should contact Navy Bowls Club President, LCDR Don Meares at WATSON, phone 337 0225 ASAP.

LCDR Meares also seeks players to make up a Navy 'Four' to play at Marrickville Memorial Bowling Club's Services' Day on Sunday, August 28, at 1330. Interested? Then ring him on the above number.

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# ROYAL AUSTRALIAN NAVY NEWS

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## "THE ROCK" IN THEIR SIGHTS . . .

Ships company of the Silver Jubilee Deployment Task Group — comprising the aircraft carrier HMAS MELBOURNE, HMAS BRISBANE and HMNZS CANTERBURY — could not resist the challenge of "The Rock" on their recent visit to Gibraltar.

A team from each ship formed a large contingent at the starting line for what has become a well-known "ROCK RUN".

The overall winner was a New Zealander but team winners were HMAS MELBOURNE.

Their time of 146 minutes 18 seconds was only 13 minutes three seconds outside the record held by HMS ARK ROYAL.

As a matter of interest, the individual record is 19 minutes 30 seconds.

The RAN's closest runner was WO Rossington with a time of 23 minutes 10 seconds.



Members of the Silver Jubilee Deployment Task Group at the starting line for their "assault on 'The Rock'" at Gibraltar.

## RAN lose Egerton for Vic. I-S 'Rules

NAVY have lost stalwart Lindsay Egerton with a leg injury and five other top players but are still determined to retain the Victorian Inter-Service Australian Rules trophy being defended at Sale this week.

Our sports correspondent "down south" — SALTY — reports that the Vic NAVY side was rocked by NSW's poor performance in losing both their recent I-S matches — and the trophy — in Sydney.

The NAVY squad for the Victorian I-S series is:

Capt/Coach Edward "Noddy" Mellish, CPO Andy Blackman, CPO Peter Bull, PO Bob Jeffries, PO Brian Eagles, PO Gordon, POMTH Wilson, LSETS Phil Smith, LSPT Gary Saunders, ABETC "Bungy" Williams, AB John Kennebury, ABSIG Gary McDermott, ABSR "Bluey" Rothacker, ABQMG "Polly" Pollard, ABRO Clark, LSPT Clark, ABQMG Westlake, ABQMG Conway, ABRO McKeown, ABCK Studley, ABCK Stewart, ABCK Maloney, CPO Barry Smith, POETW Chambers, POSY Gallagher, Chaplain Davis — Manager.

## CONSISTENT NIRIMBA SET UP A COMFORTABLE LEAD

NIRIMBA have again emphasised their consistency this season with a tough 9-4 win over in-form WATSON in the July 13 round of Dempster Cup Rugby matches.

They now hold a handy three-point lead on the competition ladder and must be confident of finishing Minor Premiers with six rounds remaining in the run to the semi-finals.

NIRIMBA have won the Dempster Cup on three occasions — on their own in 1960 and 1963 and shared with ALBATROSS in 1966.

Many believe they have the players and all-round strength to take it out in 1977.

WATSON, DESTROYERS/ESCORTS and ALBATROSS also are well-placed at the top with KUTTABUL among the chief challengers for a "semi" berth.

DESTROYERS, the early season "front runners," are undoubtedly missing the solid support from HMAS STUART (on overseas deployment for the remainder of the season).

ALBATROSS are always the side to beat.

They are strong end-of-season finishers and appear to be coasting to the "semis."

In other matches played on July 13, ALBATROSS scored a sound 13-0 win over PENGUIN MSS (BIG SHIPS) accounted for last year's premiers PLATYPUS/WATERHEN 18-0, and the "Gal-

### A DEMPSTER CUP ROUNDUP

loping Greens" KUTTABUL helped their "Semi" chances with a 7-0 upset of DESTROYERS/ESCORTS.

No Dempster Cup matches were played on July 20 and the scheduled ASRU-NZ Combined Services match was cancelled.

(In the only NAVY Rugby on July 20, Fleet went down to Police 3-9 while NIRIMBA Colts took the STORRIE CUP by downing Fleet Colts 6-4).

In the July 13 round, NIRIMBA scored all their points in the first half against WATSON in a very hard-fought game.

Good tight defence by both sides made clean breaks very hard to

come by. NIRIMBA's try came from a good effort by five-eighth Chris Cummings.

He started the movement then backed up to receive the ball 25 metres out.

He stepped his way around four WATSON defenders to touch down adjacent to the posts.

A handling error with the line wide open proved very costly for the WATSON.

WATSONS only points came from a try by their tough little halfback "Peggy" O'Neill.

NIRIMBA 9 (Cummings try Benny Hill conv and pen) defeated WATSON 4 (O'Neill try).

The competition ladder to July 27: NIRIMBA 14, DESTROYERS/ESCORTS 11, ALBATROSS 10, WATSON 10, KUTTABUL 7, M.S.S. (BIG SHIPS) 6, PENGUIN 3, PLATYPUS/WATERHEN 3.

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



By EAA

Navy PRO and Sydney First Grade hooker, STEVE ADAMS.

With only five rounds remaining in this year's EAA Dempster Cup, competition is getting very keen for the final four berths.

Two games coming up next week could go a long way to not only sorting out the "four", but also giving a pointer to form coming into the finals.

Those two games are NIRIMBA vs ALBATROSS at Albatross and WATSON vs Kuttabal at Randwick.

Many are tipping the NIRIMBA-ALBATROSS game as a Grand Final preview following NIRIMBA's impressive win over WATSON.

But let's not get carried away as there was only a try a piece in the game.

The other game I've mentioned in the round should go WATSON's way for two valuable points, but Kuttabal should not be taken lightly now that they have a few wins under their belts.

With the finals approaching it is hoped that a few more spectators may find their way along to some of the games.

Far too often teams lack good support from the sideline, but I hasten to add that had support can be worse than none at all.

The T.G. Milner Field at Eastwood offers excellent spectator facilities and can make a very pleasant afternoon's outing.

NAVY sides will be playing on this ground at least four times between now and the end of the season, so let's try to make larger crowds there the aim from week to week.

The old saying goes, if you enjoyed it, tell a mate, if you didn't!!!

Speaking of spectators, NAVY Rugby patrons are reminded that their support should not just be limited to Wednesday afternoon, but much enjoyment can be had from weekend Rugby viewing either by supporting the NAVY club side, or by attending any of the top First Division games around town.

After all, the best way to learn more about the game is to watch it played at the highest standard available.

Three words that may assist coaches, I know they're the three words we base much of our game at WESTS on: . . . SPACE, TIME AND POSSESSION.

That is a team should try to gain maximum space, time and possession for itself, and just as importantly, deny them to opposition. By Time we mean allowing our backs plenty of time to implement moves and being quick up on the opposition. By space we mean giving our backs room to move, but forcing the opposition into small areas by isolating the ball carrier.

And possession . . . well that's obvious, a team can't win without the ball.

This week's "Spare Rib Award" must go to the whole NIRIMBA side for making this writer eat his words (for one game anyway) when they defeated WATSON after this column lauded it with praise.

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