

ROYAL  
AUSTRALIAN

**NAVY NEWS - NAVY WEEK EDITION**

Sept. 23-Oct. 7  
1977



# PROGRAM

SUNDAY, OCTOBER 2

Special Navy Week Church Services to be held at Garden Island Dockyard Chapel, HMAS NIRIMBA and the Chapel of St. George the Martyr at HMAS WATSON.

TUESDAY, OCTOBER 4

NAVY DAY, 64th anniversary of arrival of first RAN ships in Sydney Harbour, 4 Oct, 13.

● SHOPWINDOW off the NSW coast involving HMAS MELBOURNE, HMAS BRISBANE, HMAS PERTH, HMAS SUPPLY, HMAS STALWART, HMAS VAMPIRE and HMAS SWAN.

● 12 Noon approx, Four Skyhawk jets and four Macchi jets from Naval Air Station, HMAS ALBATROSS overfly Sydney then ships at sea.

● 12 Noon-2.00 pm, East Australia Area Band, Physical Training Instructors and Naval Display caravan in Hyde Park North, near Archibald Fountain.

● 12.00-12.30 pm, Farm Cove. Navy Clearance Divers will give spectacular display of drop and pick up procedures using fast boats and helicopter.

● Static display in Wynyard Branch, Bank of NSW.

● Officers and sailors give talks on NAVY DAY in selected schools.

● Navy Week function at TRESKO.

WEDNESDAY, OCTOBER 5

● 12.00-12.30 pm, Farm Cove. Display of drop and pick up techniques by Navy Clearance Divers using fast boat.

● 12.00-2.00 pm, Hyde Park North, East Australia Area Band, Physical Training Instructors, Naval Display caravan.

THURSDAY, OCTOBER 6:

12.30 pm, Changing of the Guard ceremony at the Cenotaph involving the East Australia Area Band and sailors from the shore establishments, HMAS PENGUIN and HMAS KUTTABUL. Band and Guard on completion march through City to Pool of Reflection, Hyde Park South for further ceremony.

● 6.00-8.00 pm, North Rocks Shopping Centre, East Australia Area Band plays for late night shoppers.

● Naval Display Team at North Rocks Centre.

FRIDAY, OCTOBER 7:

● 12.00-12.30 pm, Farm Cove. Display of drop and pick up techniques by Navy Clearance Divers using fast boat.

● 12 Noon-2.00 pm, East Australia Area Band gives lunch time concert in Australia Square.

SATURDAY, OCTOBER 8:

Naval Reserve Cadet Units in city and country areas will hold open days generally between 2.00 and 5.00 pm.

# NAVY WEEK '77

October 2 to 8

"NAVY WEEK '77", the 64th anniversary of the entry of the first units of the Royal Australian Navy into Sydney Harbour on October 4, 1913, will be held in the Sydney area from 2-8 October.

This year, "NAVY WEEK" in Sydney will have a "silver touch" - it coincides with the start of "OPERATION JUBILEE SALUTE" in New South Wales, the combined Armed Forces tribute to The Queen's Silver Jubilee.

During the week there will be special church services, a fly past by Fleet Air Arm Aircraft, Diving displays in Farm Cove, displays by the East Australia Area Band and Physical training instructors and the Naval Display caravan.

NAVY WEEK starts on SUNDAY, OCTOBER 2 with Church services at the Garden Island Dockyard Chapel, the Chapel of St. George the Martyr at HMAS WATSON and at HMAS NIRIMBA, at Quakers Hill.

There are no activities on MONDAY, OCTOBER 3, the public holiday in New South Wales.

NAVY DAY, the actual anniversary of the entry of the first RAN ships into Sydney, will be the busiest day of the week.

Four ships will enter Sydney Harbour early in the day to take on board guests for the "OPERATION JUBILEE SALUTE SHOPWINDOW" exercise off the coast.

The ships are the destroyer tender HMAS STALWART, the guided missile destroyer HMAS PERTH, the Daring class destroyer HMAS VAMPIRE and the destroyer escort HMAS SWAN.

The aircraft carrier HMAS MELBOURNE, flagship of the Australian Fleet, will remain off the coast and guests will join the ship by Naval helicopter. HMAS BRISBANE will also remain at sea.

The exercise "SHOPWINDOW" off the coast featuring flying operations, at sea replenishments and other activities, will not be seen from the shore.

The ships will make a Fleet entry into Sydney at approximately 2 pm on completion of SHOPWINDOW, moving to berths and buoys at or off Garden Island Naval Dockyard, allowing HMAS MELBOURNE to berth at 2.30 pm.

For HMAS MELBOURNE and HMAS BRISBANE the entry will take the form of a welcome home. The Ships have been away for more than five months and took part in Silver Jubilee celebrations in the United Kingdom including the spectacular Spithead Naval Review.

About 12 noon, four Skyhawk jet-fighter bombers and four Macchi jets from the Naval Air Station, HMAS ALBATROSS at Nowra on the South Coast will fly over the city.

Between 12 noon and 2.00 pm in Hyde Park North, near the Archibald Fountain, the East Australia Area Band will provide entertainment for lunch-time crowds.

At the same time a team of Navy Physical Training Instructors will give a gymnastics display including diving through a blazing hoop while a Naval Display team caravan with information about the Navy will be in the park.

Another Naval display will begin at the North Rocks Shopping Centre and will remain there until SATURDAY, OCTOBER 8.

In Farm Cove between 12.00 and 12.30 pm, Navy Clearance Divers will give a spectacular display of drop and pick-up techniques using a fast boat and a helicopter from the Naval Air Station.

A static display will be mounted in the Wynyard branch of the Bank of New South Wales.

Also on that day, NAVY DAY, officers and sailors will visit schools throughout the Sydney area to talk about NAVY DAY.

On WEDNESDAY, OCTOBER 5, the Clearance Divers will be back in Farm Cove with another display while the East Australia Area Band, PTIs and Display caravan will again be in Hyde Park North between 12.00 and 2.00 pm.

The following day, THURSDAY, OCTOBER 6, the Navy will take over the Changing of the Guard ceremony at the Cenotaph in Martin Place - a weekly ceremony normally carried out by the Army.

The ceremony will begin shortly before 12.30 pm when the East Australia Area Band and the 13-man guard from the shore establishment, HMAS PENGUIN at Balmoral marches into Martin Place from Angel Place.

After the ceremony the Band and Guard will then march off moving along Pitt, King and Elizabeth Streets into St. James Road and Hyde Park marching through the centre of the Park to the Pool of Reflection in Hyde Park South where another ceremony will be held.

Between 6.00 and 8.00 pm that night the East Australia Area Band will join the Naval Display team at North Rocks Shopping Centre and play for late night shoppers.

On FRIDAY, OCTOBER 7, the Clearance Divers will again give a display in Farm Cove between 12.00 and 1.30 pm while the East Australia Area Band will give a lunchtime concert in Australia Square between 12.00 and 2.00 pm.

"NAVY WEEK '77" concludes on SATURDAY, OCTOBER 8 with a series of Open Days at Naval Reserve Cadet Units in the Sydney and country areas. The units will be open generally between 2.00 and 5.00 pm.

They are TS PARRAMATTA at Rydalmere, TS CAMPBELLTOWN at Ingleburn, TS ALBATROSS at Wollongong, TS HAWKESBURY at Gosford, TS TOBRUK at Newcastle and TS VENETTA at Coffs Harbour.

## OUR COVER...

Our coverpiece for this "Navy Week" edition of "Navy News" is a reproduction of a magnificently detailed painting by well-known artist and author John Bastock of the First Australian Fleet's arrival in Sydney on October 4, 1913. It shows in the foreground, the Flagship HMAS AUSTRALIA (Rear Admiral Sir George Patey, RN, Flag Captain Stephen H. Radcliffe, RN), then HMAS MELBOURNE (Captain M. L'E Silver, RN), HMAS SYDNEY (Captain J. C. Glassop, RN). At the far left in the distance is HMAS ENCOUNTER and in the right background is Garden Island.

The painter, John Bastock, who also is the author of that comprehensive illustrated reference book "Australia's Ships of War", was trained in the cradle of the RAN, HMAS TINGIRA, and spent many years in the Navy. His deep interest in ships and the sea virtually started that day in October 1913, when on the shoulders of his father, positioned at Farm Cove, he watched the First Australian Fleet Unit arrive in Sydney. "Navy News" invited him to pen these background notes on the "Birth of the RAN"...

Up to the mid-19th Century the importance of Seaborne Trade between Great Britain and her colonies in the South Seas had not warranted the maintenance of a strong naval force in Australian waters.

However, following such important events as the discovery of gold in the 1850s, coupled with growing alarm at reported sightings of Russian warships in the Pacific, the Australia Station was established in 1859, and Captain W. M. Loring, RN, was appointed Commodore 2nd Class and hoisted his blue pennant in HMS "IRIS".

"IRIS", a 26-gun sailing frigate, was the first of a long line of stately RN flagships which included such names as "CHALLENGER", "PEARL", "NELSON", "ORLANDO", "ROYAL ARTHUR", "POWERFUL" and "CAMBRIAN".

Notwithstanding the Royal Navy's presence in these waters, voices were raised from time to time advocating the formation of a naval force owned and manned by Australians.

This concept gained momentum with the proclamation of the Commonwealth of Australia in 1901, and was supported by such prominent figures as Alfred Deakin, Andrew Fisher and Captain William Rooke Creswell.

In August, 1909, at an Imperial Defence Conference in London, the British Government, stimulated no doubt by an alarming increase in German naval shipbuilders, agreed to the formation of an Australian Fleet Unit which could be integrated into the broad framework of Empire defence in time of war. AND SO THE RAN WAS BORN.

The battle-cruiser "AUSTRALIA" and the light-cruisers "MELBOURNE" and "SYDNEY" were laid down in Britain. Three destroyers (PARRAMATTA, WARREGO and YARRA) were already under construction for Australia, two submarines were ordered and further building was planned.

On July 10, 1911, King George V granted the title ROYAL AUSTRALIAN NAVY to the Commonwealth Naval Forces.

In April, 1912, HMAS TINGIRA commissioned as a boy's training ship and in July the cruiser "ENCOUNTER" was acquired on loan from the RN.

The small cruiser "PIONEER" was presented by Britain as a gift. On October 4, 1913, HMS CAMBRIAN, last British flagship of the Royal Navy's Australian Squadron, lay close inside Farm Cove, Sydney, and not at the traditional Flagship moorings - for this was the end of an old era and the beginning of a new.

The First Australian Fleet Unit was about to make its initial entry into Port Jackson.

It was a gala occasion and a public holiday had been declared. The streets were gay with bunting, the foreshores were lined with spectators and hundreds of flag-bedecked small craft dotted the harbour.

Expectancy was at its height when, at about 10.30 am the first grey shape - the great battle-cruiser "AUSTRALIA" rounded Bradley's Head, followed by the light-cruisers "MELBOURNE", "SYDNEY" and "ENCOUNTER" and the destroyers "WARREGO", "PARRAMATTA" and "YARRA".

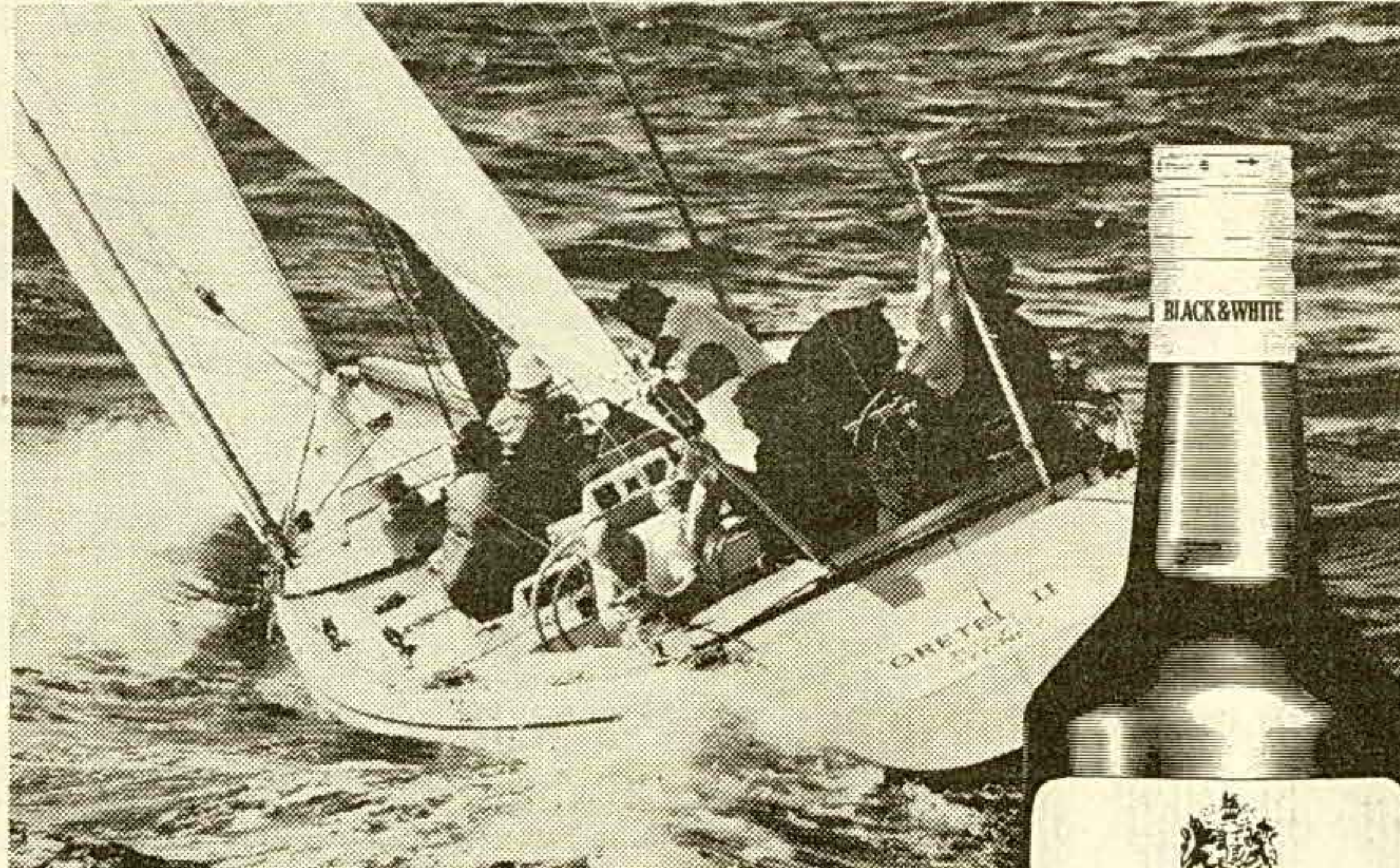
As HMAS AUSTRALIA approached Farm Cove she exchanged a gun salute with "CAMBRIAN". She tied up at No. 1 Buoy, off the present site of the Opera House. "MELBOURNE" and "SYDNEY" made fast to two other buoys to the eastward of the flagship.

"ENCOUNTER", already familiar to Sydneysiders as an ex-unit of the RN Squadron, occupied a less conspicuous anchorage off Neutral Bay, while the destroyers found a haven in inner Farm Cove.

Shortly afterwards the Fleet dressed ship overall, to the accompaniment of sirens and whistles shrilling, people cheering and hats and flags waving.

## Great classic

The America's Cup. Yet another attempt to lift the 'Auld Mug' is on. An event of skill and judgement, matched by the qualities of Black & White. A classic way to celebrate.



## Great Scotch

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563.P.073



**AUSTRALIA'S Armed Services are combining in a nationwide tribute to Her Majesty, Queen Elizabeth II for her Silver Jubilee year.**

The tribute, "OPERATION JUBILEE SALUTE", is the largest display ever mounted by the Royal Australian Navy, Army and Air Force.

Planned so as to reach nearly every centre of population in Australia, OPERATION JUBILEE SALUTE is the Services' contribution to the programme of activities arranged by the Silver Jubilee Commemorative Organisation during 1977.

Mr Harry M. Miller, the Chairman of the Jubilee Organisation, said: "On an Australia-wide basis the Jubilee Salute will amount to a massive operation involving tens of thousands of Service personnel as well as ships, planes and Army vehicles.

"I am confident it will result in a spectacular tribute to Her Majesty as well as providing a great deal of interest and enjoyment for the people of Australia."

Mr Miller said the Jubilee Organisation was extremely grateful to the Armed Services for their tremendous contribution to the Jubilee celebrations in Australia.

"Obviously it is not possible to mount major displays by all three Services in every centre," he said. "However, by the end of the year there will hardly be a part of the nation which has not been included in the Jubilee Salute."

**IN NSW**

In New South Wales, "OPERATION JUBILEE SALUTE" will be launched on 'NAVY DAY', Tuesday, October 4, when seven ships of the Australian Fleet take part in a spectacular 'SHOPWINDOW' off Sydney Heads.

Two of the ships - HMAS MELBOURNE and HMAS BRISBANE - will be returning from England where they took part in the Jubilee year Spithead Review.

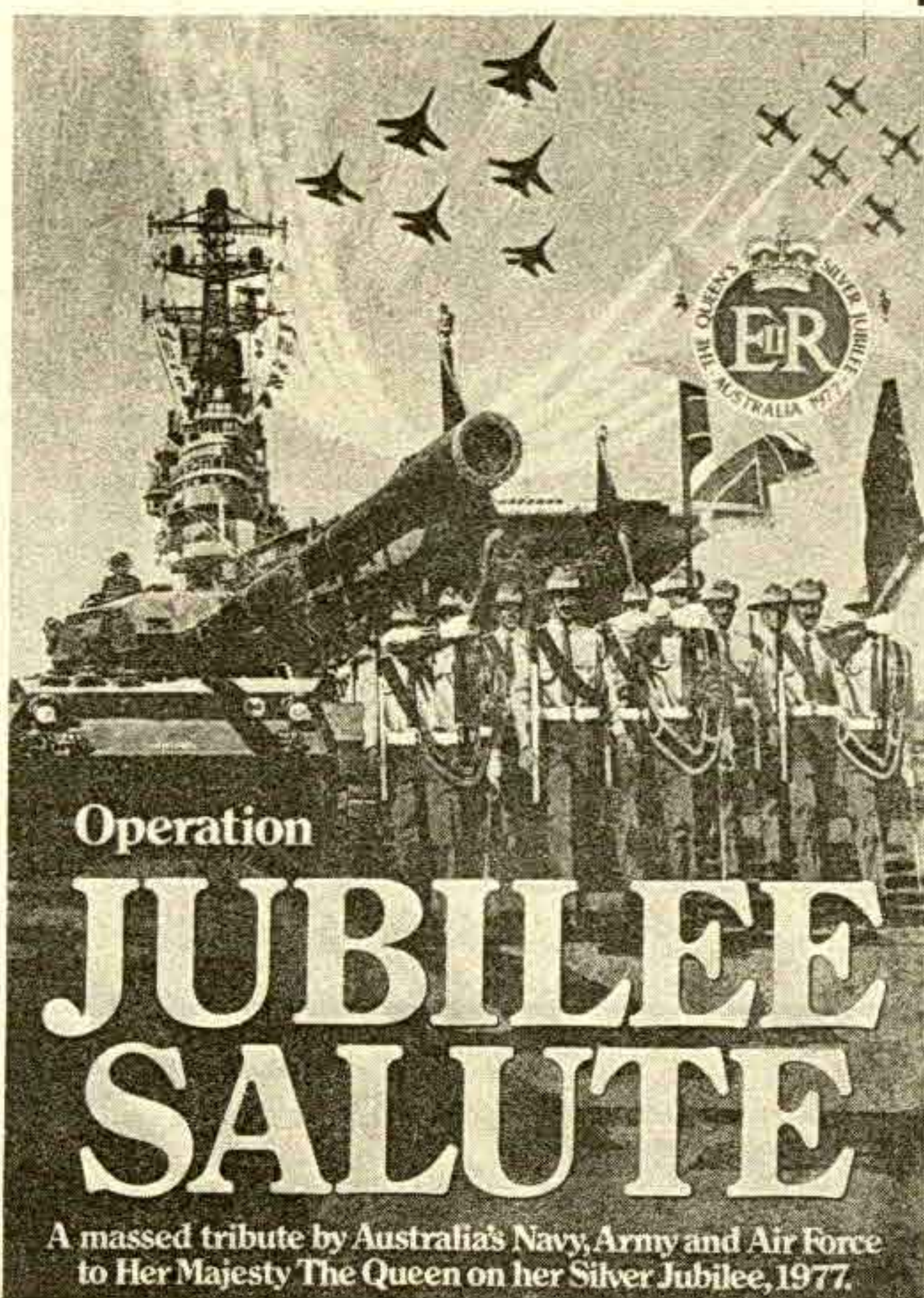
The other ships in the fleet - HMA Ships PERTH, SWAN, SUPPLY, STALWART and VAMPIRE - sailed to Western Australia to accompany MELBOURNE and BRISBANE on the last stage of their voyage home.

The arrival of the fleet in Sydney also marks the beginning of "NAVY WEEK" which this year is being held in conjunction with Silver Jubilee celebrations.

Guests from business and commercial life as well as senior officers from the Armed Forces will witness the "SHOPWINDOW" in Sydney from the participating ships.

Included in the guest list will be four young children from Sydney who will be selected as the result of an essay competition being run in conjunction with the Silver Jubilee organisation and News Limited.

They have to write an essay on why they would like to spend a day at sea with the Navy.



"OPERATION JUBILEE SALUTE" in Sydney and New South Wales was announced at a special Media conference held in HMAS STALWART and attended by media representatives from newspapers, radio and television. Details were given to the media by the head of the Silver Jubilee Organisation, Mr Harry M. Miller, Captain A. R. Horton representing FOCAF, Lt Col D. Gillies representing Hq 2 Military District and Wing Commander B. Squires representing AOC Operational Command.

Mr Miller told the media "OPERATION JUBILEE SALUTE" in NSW would begin with "SHOPWINDOW" and end with a spectacular parade through Sydney streets on December 3 with a series of Open Days at Service establishments the following day.

"The December 3 parade involving more than 6000 personnel, vehicles and floats with flypasts by Navy and Air Force planes will be the biggest parade since VJ Day," Mr Miller said.

"It will take 1½ hours for the parade to pass a given point and interest all who witness it," Mr Miller said.

In mid-October planes of the Royal Australian Air Force will take part in special formation aerobatic displays over a number of NSW provincial centres.

The displays, to be flown by the RAAF's "Roulettes" team, will be seen over Muswellbrook, Orange,

Bathurst, Goulburn, Griffith, Wagga, Albury-Wodonga and Gundagai.

Mr Miller said: "As a national operation, Jubilee Salute is an exciting concept and I'm sure it will prove entertaining."

"I sincerely hope that people will join with the three services in this tribute to The Queen in the 25th year of her reign."

**IN WA**

In Western Australia, "OPERATION JUBILEE SALUTE" began on August 27 with



Seventeen prominent Adelaide citizens were given a special tour of the four RAN ships visiting Adelaide during the weekend of September 9-12 as part of the celebrations for the Silver Jubilee of the Queen. In addition, 8503 visitors toured the four ships, SUPPLY, VAMPIRE, PERTH and SWAN, during their four-day stay. Among the VIP visitors was the new Governor, Rev Keith Seaman. Rev Seaman is shown over the bridge of HMAS VAMPIRE by the Commanding Officer, Captain Norman Lee (second left) and LEUT Nigel Carson (left) and LCDR Christ Bolton.



**CHOICE OF THE WEEK**

Our "Choice of the Week" and "Outdoor Girl" cameraman Vince Hayes is not enjoying the best of health and at the moment is under treatment at Concord Repatriation Hospital, Sydney. However, before going into hospital, Vince did not want to disappoint his many thousands of goggle-eyed "Navy News" readers (who, by the way, best know each edition by the nudes rather than the news ... a battle no editor these days can expect to win) and he kindly sent us another selection from his bevy of beauties collection. This swell looking young lady is Kathy Jones and you're right again - it's not her first exposure in "Navy News" but will readers remember our front page in a few weeks' time? You should, it's historical! On behalf of your followers Vince, "chin up".

the first of a series of flypasts and displays by RAAF Macchi aircraft over the north-west of the State.

The main part of the Jubilee Salute programme for Western Australia took place between Saturday, September 17 and Thursday September 22.

It included a major city march by more than 1500 sailors, soldiers and airmen, plus armoured personnel carriers, five service bands and a pipes and drums corps.

During the march there was a flypast by at least 20 Macchi jet trainers and two F111s flying in the

formation of the letters 'ER'.

Other activities included Open Days at HMAS LEEUWIN, and Campbell Barracks, and the visit of the "Jubilee Fleet" comprising HMA Ships MELBOURNE, SUPPLY, BRISBANE, PERTH, VAMPIRE and SWAN.

**NSW PROGRAM AT A GLANCE**

- Oct. 4: RAN SEA-GOING DEMONSTRATIONS off Sydney followed by Fleet entry to Sydney and RAN flypast.
- Oct. 4-7: RAN BAND RECITALS, physical training instructors' displays, and display caravan in Hyde Park. Static displays Bank of N.S.W., Wynyard, and North Rocks.
- RAN DIVING DISPLAYS at Farm Cove.
- Oct. 6: RAN CHANGING OF THE GUARD at the Cenotaph and the Pool of Remembrance.
- RAN BAND RECITAL North Rocks Shopping Centre.
- Oct. 10-15: RAAF "ROULETTES" AEROBATIC TEAM DISPLAYS at Orange, Bathurst, Goulburn, Griffith, Wagga, Albury/Wodonga, and Gundagai.
- Nov. 28-Dec. 4: RAN DISPLAYS-RECRUITING TEAMS at Newcastle, Mudgee, Bathurst, Goulburn and Wollongong.
- RAN FLEET AIR ARM FLYPASTS over country areas to co-incide with the above.
- Nov. 29: RAAF FLYPASTS over country towns.
- Dec. 3: SYDNEY TRI-SERVICE CITY MARCH and RAAF and RAN Flypast.
- NEWCASTLE CITY MARCH and RAAF Flypast.
- WAGGA CITY MARCH by Army and Air Force.
- ALBURY/WODONGA ARMY DRIVE PAST.
- Dec. 4: SYDNEY-AREA NAVY, ARMY & AIR FORCE OPEN DAYS.
- NOWRA OPEN DAY HMAS ALBATROSS.
- RAAF BASE WILLIAMTOWN OPEN DAY, flying displays, with Army parachute demonstrations and displays.
- WAGGA OPEN DAY at RAAF Base, with Army participation.
- ALBURY/WODONGA OPEN DAY at Army Barracks, Bandiana.

**NAVY WIVES**

**ANSETT AIRLINES OF AUSTRALIA** has put together a special, 7 nights, 8 days package especially for wives of RAN Ships Company's on those ships visiting Singapore early in November.

**COST** - \$710 includes return economy class air travel from Sydney, Brisbane or Melbourne, flying Qantas. Also, double room (sole use) accommodation for 7 nights at the Hotel Singapura on "bed only" basis, free transfers between airport and hotel on arrival and departure, plus a limited number of sight-seeing tours.

And don't forget, the chance to do your pre-Christmas shopping duty free.



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# CLOSER DEFENCE AND INDUSTRY LIAISON

A Federal Government-appointed defence committee has expressed concern that in some areas the capability of industry to provide defence needs is "not keeping pace with the changing requirements for equipment and technology."

The Minister for Defence, Mr. D. J. Killen, has received the report of the Defence (Industrial) Committee and has described it as "important".

The report, received from returning committee chairman, Sir Ian McLennan, was on the "Capability of Australian Industry to Meet Defence Needs".

Mr. Killen said the report provided a detailed examination of the adequacy of defence industrial capability.

The government had been appreciative of the effort put into the study by the study leaders.

Mr. Killen said that he had commissioned the study last year, after discussions with Sir Ian.

At that time the Committee was expanded by the appointment of six prominent industrialists each of whom became Leader of a Study Group examining a sector of industry.

The study leaders were Mr. J. A. L. Hooke, Chairman and Chief Executive, Amalgamated Wireless

(A'sia) Ltd; Mr. J. H. Leard, Managing Director, Australian National Industries Ltd; Mr. B. T. Loton, Executive General Manager, Steel Division, BHP Co Ltd; Mr. W. D. McPherson, Chairman, McPherson's Ltd; Mr. J. W. Utz, Chairman and Chief Executive, Wormald International Ltd; and Mr. D. R. Zeidler CBE, Chairman and Managing Director, ICI Australia Ltd.

Mr. Killen said that Sir Ian McLennan, in presenting the report, had indicated that the Committee expressed concern that in some areas the capability of industry to provide defence needs was not keeping pace with the changing requirements for equipment and technology.

It had identified a number of proposals which could provide industry with practical encouragement to develop to meet defence needs.

In addition, Mr. Killen noted that the Committee had already acted to establish Defence - Industry

panels to assist in improving liaison between Defence and Industry and to seek ways for placing suitable defence research and development projects in industry.

The report would be considered in detail by the Government as soon as possible.

## COMMITTEE RETIREMENTS

Mr. Killen also announced the retirement of two Committee members - Chairman Sir Ian McLennan and Sir Charles McGrath, chairman of Repco Ltd.

Sir Ian, chairman of the BHP company, was appointed chairman of the Defence (Industrial) Committee, then known as the Joint War Production Committee in 1956 and had served in an honorary capacity in this position continually for 21 years.

In paying tribute to Sir Ian, Mr. Killen said that such long service to Government was surely unique.

Sir Ian had made himself freely available over the years to render advice on many complex problems of Defence Industry, so necessary to the needs of the services.

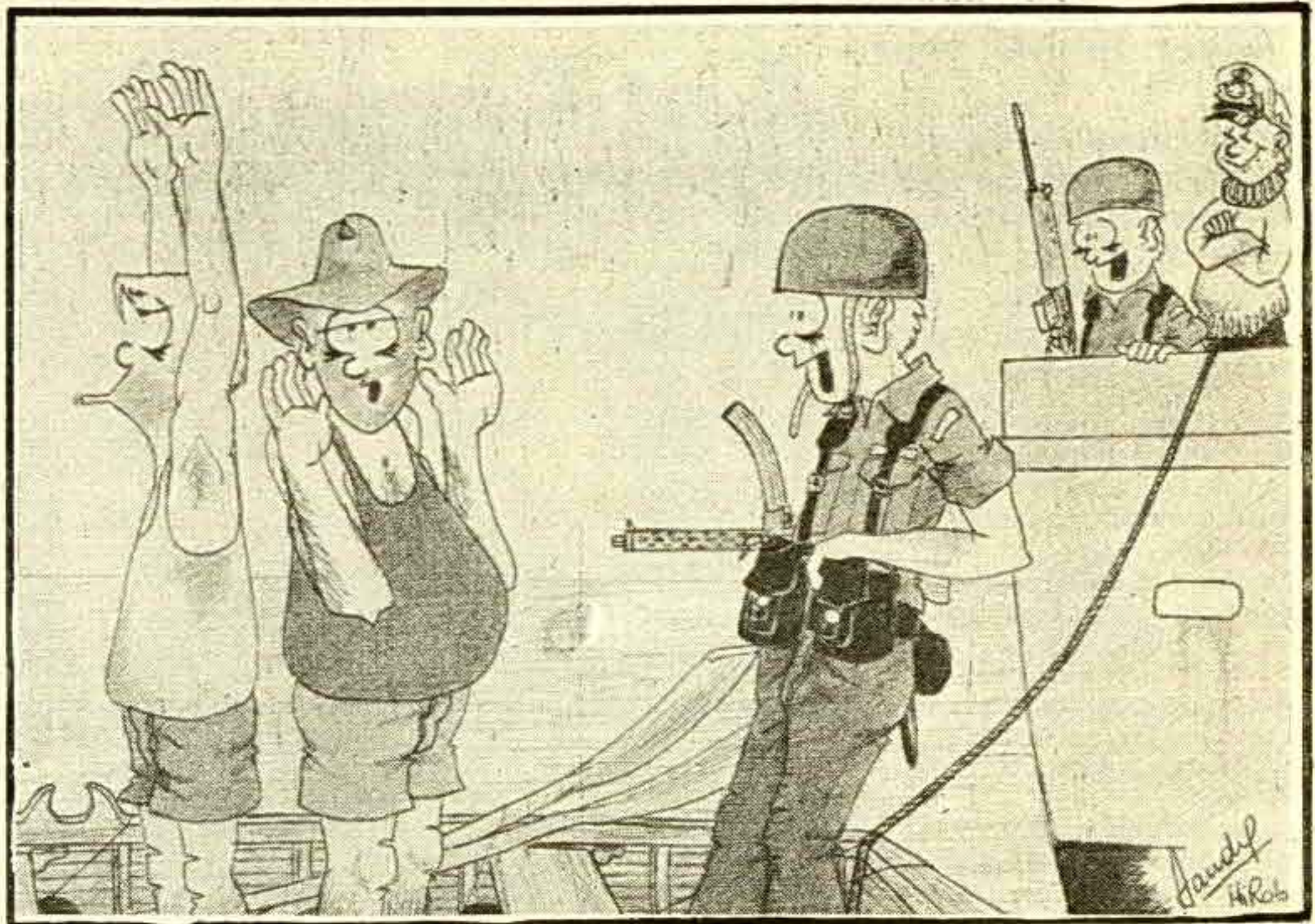
His contribution has been invaluable in these vital matters. Sir Ian's advice had not been confined only to Defence preparedness.

He had willingly made his wealth of business experience available to successive governments over a wide spectrum of important issues.

Mr. Killen said that Sir Charles McGrath, Vice-Chairman of the Defence (Industrial) Committee, has served in this position since 1969.

His vision and energy had contributed greatly to the launching of the Australian-designed and manu-

# "SANDY" . . . and the 200-mile fishing limit



"I HAVEN'T THE HEART TO TELL THEM WE'RE ONLY 500 YARDS OFF BONDI..."



Sir Ian McLennan, retiring Chairman of the Defence (Industrial) Committee.



Mr. B. T. Loton.

## Total strength of Defence Force

The total strength of the Defence Force was 70,081 at the end of June, or 415 above the target strength for the three services, according to figures released by the Minister for Defence, Mr D. J. Killen.

Mr. Killen said that there had been a net loss of 288 to the Defence Force during June and a net increase of 1307 for the financial year as a whole.

Individual service strengths were: NAVY 16,390, ARMY 31,988 and AIR FORCE 21,703.

Permanent Force: There was a total of 360 enlistments recorded during June, bringing the total enlistment entry to the Services for the financial year to 8996.

Recruiting operations throughout the year had been characterised by a buoyant enquiry response and application rate for most categories of entry.

Mr. Killen stated that recruiting achievements for the year had been successful, particularly in the officer and technical specialist categories.

A total of 416 officers resigned from the services during 1976/77.

Of these, 270 had completed the required length of service to qualify for pension.

Mr. Killen said that these figures represented a substantial drop from the equivalent figures for 1975/76 which were 581 resignations and 417 who qualified for pension.

Re-engagement rates for male other ranks had been maintained at a satisfactory level throughout the year.

Rates for individual services were: NAVY 63%, ARMY 74% and AIR FORCE 78%.

Reserve Force: At the end of June, the Reserve Force with training obligations totalled 23,084.

This figure comprised: NAVY 970, ARMY 21,641 and AIR FORCE 473.

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RANK	NAME	P/NO	PRESSENT SHIP	SHIP FORECASTED	SEA/SHORE ROSTER DATE	PREFERENCE
LSBTW3	W. HAYWARD	3114750	PERTH		SEA DEC 76	SYDNEY SHORE ESTABLISHMENT/HOBART
LS310	P. T. CHAPMAN	R65468	VAMPIRE		SEA FEB 77	SHIP REMAINING E.A.A.A.
ABCK	A. D. F. LUVISI	R114541	SUPPLY	CRESWELL DEC	SEA MAY 76	ANY SYDNEY ESTABLISHMENT
ABWTR	C. P. HANLEY	R115523	MELBOURNE	PLATYPUS NOV	SEA FEB 76	MELBOURNE AREA
ABETC	J. I. RICHARDSON	R114017	MELBOURNE	HARMAN OCT	SEA FEB 76	MELBOURNE AREA
ABBP	G. I. FRITH	R115958	MELBOURNE	ALBATROSS JUN	SEA OCT 74	SYDNEY ESTABLISHMENT
ABCK	A. Z. HYDE	R113792	MELBOURNE	CERBERUS DEC	SEA OCT 74	ANY WESTERN AUSTRALIA BASED SHIP/PATROL BOAT
POQMG	P. SOBNS	R129934	MELBOURNE	STALWART	SEA FEB 76	SYDNEY ESTABLISHMENT/NOWRA
CPOMTP3	R. A. F. GERDZ	R54664	MELBOURNE	CERBERUS NOV	SEA DEC 74	SYDNEY ESTABLISHMENT/NOWRA
POAVN	J. D. WYNN	R65053	MELBOURNE	CERBERUS OCT	SEA APR 74	SYDNEY AREA/HAS NOWRA
LS3TD	C. L. SIMMONS	R109140	PERTH	CRESWELL OCT	SHORE OCT 77	ANY SYDNEY ESTABLISHMENT
SWRMTD	J. P. BROWN	R116554	ALBATROSS	DUPRESS	SEA MAR 76	ANY SYDNEY ESTABLISHMENT
POSH	C. W. BELAKNY	R94619	LONGDALE	ALBATROSS OCT	SHORE JUL 75	ANY SHIP REFITTING MELBOURNE
ABSTD	F. J. RUSSELL	R112147	MELBOURNE	MCRESHY DEC	SEA JUL 75	ANY SYDNEY BASED SHIP NOT DEPLOYING AWAY FROM SYDNEY AREA IN 1978.
LSRO	G. R. OWENS	R49547	MELBOURNE		SEA SEP 76	LESLIE
ABWTP	M. J. PEARSON	R114987	MELBOURNE	CRESWELL	SHORE NOV 77	ANY SHIP (PREFER DARING)
LSWTR	B. ROCHFORD	R109720	MELBOURNE		SEA AFR 77	LONGDALE/ANY AUST AREA
ABST	B. J. FITSON	R114250	MELBOURNE		SHORE OCT 78	ANY SYDNEY ESTABLISHMENT
ABSN	P. H. ZELLER	R112740	MELBOURNE		SHORE OCT 77	ANY SYDNEY ESTABLISHMENT
ABETS1	P. H. DEHLICH	R115581	VAMPIRE		SHORE APR/MAY 78	ANY SHIP REFITTING MELBOURNE
ABUC	D. N. COMERFORD	R116926	HOBART	NIRIMBA	SEA AUG 74	KUTTABUL/PLATYPUS
POCOXN	P. B. CONSTABLE	R62044	DUCHESS	KUTTABUL OCT	SEA JAN 77	ANY OTHER SHIP/ESTABLISHMENT
CPCOXN	J. H. KING	R48287	DUCHESS	LONGDALE OCT	SEA OCT 75	ANY SYDNEY ESTABLISHMENT
ABSN	W. D. POOCK	R114194	MELBOURNE	ALBATROSS OCT	SEA OCT 75	SYDNEY AREA
LSNN	C. J. HUGHES	R65987	MELBOURNE		SEA JAN 77	ANY SYDNEY BASED SHIP
ABWTP	R. A. BUSHLEY	R114379	DUCHESS	MELBOURNE OCT	SEA FEB 77	ANY OTHER SHIP
ABSTD	M. J. GORDON	R116208	DUCHESS	CERBERUS OCT	SEA NOV 75	WATSON/NIRIMBA/KUTTABUL/PENGUIN
ABCK	B. PATRICK	R104886	PENGUIN		SHORE 77	MORPTON
ABUC	D. C. DILLWAY	R112807	DERWENT		SEA 19 JUL 77	ANY SYDNEY BASED SHIP (NOT DEPLOYING)
LSUC	G. W. ANDERSON	R106182	DERWENT		JAN 75 (DUE	ANY SYDNEY BASED SHIP (NOT DEPLOYING)
CPOMTP	D. J. SHIRVILL	R42876	BRISBANE	CERBERUS NOV	SEA 14 OCT 74	NIRIMBA/ANY SYDNEY ESTABLISHMENT
ABUC	G. R. E. BENHAM	R115792	STUART	ALBATROSS	SEA 26 JUL 75	WATSON
ABUC	A. HUGHES	R11175	STUART	FENGLIA	SEA 21 MAY 74	ANY OTHER N.S.W. ESTABLISHMENT
ABQMG	P. RODE	R114267	STALWART	LONGDALE DEC	SEA MAY 74	ANY SYDNEY ESTABLISHMENT
POMTP5*	P. W. VERNON	R94752	DERWENT		SEA 15 JUN 77	ANY SYDNEY BASED SHIP (NOT DEPLOYING)
ABRP	D. C. PLUMLEY	R112317	PERTH	WATSON JAN 78	SEA 3 NOV 75	MELBOURNE AREA
ABRP	C. H. COX	R115512	DUCHESS	CERBERUS OCT	SEA JUL 75	WATSON/ANY OTHER SYDNEY ESTABLISHMENT
ABW	G. R. MAHERU	R115887	DUCHESS	ALBATROSS OCT	SEA NOV 75	ESTABLISHMENT
CPOMTP4	D. B. CHAMBERS	R42592	DERWENT		SEA 22 SEP 75	CERBERUS/LONGDALE
LSQMG	R. W. WRIGHT	R110155	DERWENT		SEA 6 JAN 76	ANY SYDNEY BASED SHIP (NOT DEPLOYING OR L.C.H.)
POCOXN	S. A. ZAHRA	R109765	CERBERUS		SHORE 15 AUG 77	KUTTABUL
LSBT35	A. M. RANKINS	R113338	DERWENT		SEA 10 NOV 75	ANY SYDNEY BASED SHIP (NOT DEPLOYING)
LSBTC1	S. R. HARDING	R95884	DERWENT		SEA 17 NOV 75	ANY SHIP (NOT DEPLOYING).
LSQMG	I. C. UNDERWOOD	R107075	DERWENT		SEA DEC 74	SYDNEY BASED SHIP (NOT DEPLOYING)
POQMG	T. H. WALKERDEN	R65349	SUPPLY	MORPTON JAN	SHORE JAN 78	NIRIMBA/WATERHORN/KUTTABUL
LSWTR	T. J. HATTEY	R112906	KUTTABUL		SHORE OCT 76	ECOUTER
ABUC	D. G. HARRIS	R115524	CERBERUS		SHORE AUG 77	WATSON OR ANY SYDNEY SHORE ESTABLISHMENT
LSWM	T. J. BROOKE	R66554	DUCHESS	TARRA OCT	SEA OCT 75	ANY SHIP REFITTING MELBOURNE



## UK PATROL CRAFT FOR THE RAN

The British PCF 420 patrol craft, designed by Brooke Marine of Lowestoft, UK, and fitted with MTU main engines manufactured in the Federal Republic of Germany, has been selected as the new patrol craft for the RAN.

Fourteen of the 15 new patrol craft — part of a \$115 million project — will be built in Australia. Brooke Marine has been awarded the contract for the lead craft.

Announcing selection of the British PCF 420 during a Defence Review in the House of Representatives on September 22, the Minister for Defence, Mr D. J. Killen, also said:

● Moves would be underway this financial year on the replacement of the replenishment ship, HMAS SUPPLY, the aircraft carrier HMAS MELBOURNE and the trials and research ship, HMAS KIMBLA.

● The destroyer escorts HMA ships SWAN and TORRENS would undergo a modernisation program.

● A third missile frigate may possibly be acquired.

● The practicability of refurbishing NAVY's Wessex helicopters would be assessed.

● Examination of tenders from three Australian shipyards for construction of an amphibious heavy-lift ship, HMAS TOBRUK, were nearing completion.

● Electronic warfare equipment would be fitted to the RAN HS748 aircraft.

● HMAS STIRLING's commissioning would continue to be 1978 but three instead of the proposed seven naval units would initially be deployed at the Western Australian establishment.

Mr Killen said the 1977/78 defence budget outlay of \$2343m, an increase of one per cent in real terms over actual outlay in 1976/77, represented a departure from the provisional allocations projected in last November's White Paper on Defence.

"There will be some selective postponement of some of the objectives we set for ourselves last November.

"But the stated objectives in the White Paper of what defence capabilities we intend this country to have in sight in the early 1980's remain."

Mr Killen said the nation's security must always command a high priority on its resources.

"This does not mean that in peace we must be fully prepared for war," he said.

"But it does mean that in peace we must maintain the manpower, equipment, skills and supporting infrastructure that will allow us to be ready in time to defend ourselves should this ever become necessary.

"This means the maintenance of a substantial force-in-being even in time of peace."

Mr Killen said the Government's major review of the international security outlook last year had noted "certain unfavourable developments and the uncertainty of the future.

"But we judged our prospects on balance to be favourable," he said.

"Developments since then which have been closely watched by our intelligence community and by our senior service and civilian advisers, do not call for change in our basic assessment.

"However, we must keep developments under continuous, close review and maintain insurance against changes that might be adverse to our interests."

Mr Killen said surveillance operations were of basic importance to national defence, both in peace and war.

He said the establishment of the 200-mile fishing zone would raise new requirements for surveillance.

"At this stage we cannot say what the dimensions of this expanding task will be.

"This will depend on development of the regulatory regime established for the zone, and assessment of activity in the zone once established.

"The task should not be underestimated — but neither should it be over-estimated.

"The civil authorities do not conduct regular surveillance in all areas of Australia's jurisdiction even now.

"There is no requirement for this.

"It would be expensive and without justification.

"I myself believe that the managerial task will increase appreciably.

"The question of surveillance is one which has been put to close study by the Defence Department and procedures are being improved by the Chief of Defence Force Staff.

"We have a unique geography. As a consequence we have unique surveillance problems.

"Substantial defence resources will continue to be made available for surveillance.

"The defence force will continue to be closely involved in this task."

### EQUIPMENT:

Mr Killen said the Government was maintaining the central thrust of Defence Force equipment programs announced in the Defence White Paper.

Decisions taken earlier would result in a range of new equipments entering service during 1977/78. These included:

● Six P3C long-range maritime patrol aircraft of the ten on order. These new aircraft would greatly expand Australia's surveillance and patrol capability;

● Two of the ten Hercules C130H aircraft which would enhance strategic and tactical transport capability;

● The first of two new Oberon submarines additional to the four now in inventory; and

● Continuing deliveries of Nomad aircraft, Leopard tanks, fire support vehicles, trucks and bridging equipment for the Army.

"Equipment acquisitions planned for this and later years of the five-year defence program express principally our need for new and improved communications, better operational mobility and improvement of technological level and expertise in a variety of areas," he said.

### COMMUNICATION

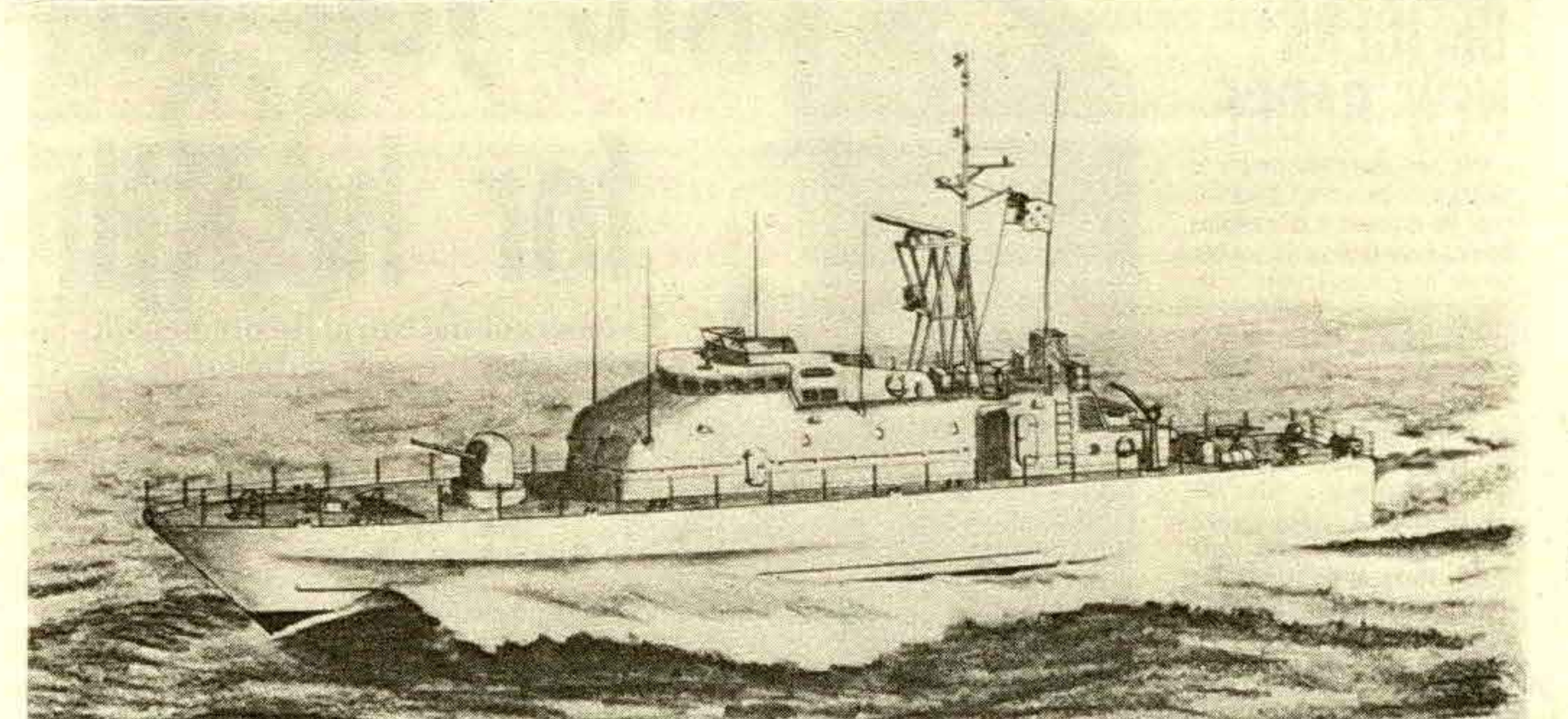
Mr Killen said the Government had approved in principle a new multi-purpose secure strategic communications network to replace existing single-service networks.

"The complete system is estimated to cost more than \$100m, spread over a period of about 10 years," he said.

"As a first stage, a fully functional regional system, with some basic facilities of system-wide application, will be established in Queensland.

"It has also been decided to acquire five high-power long-range radio terminals for use by the Army and the Air Force and 24 medium-power shorter-range radio terminals for the Army.

"The Government has also ap-



An artist's impression of the Brooke Marine PCF 420 patrol craft which will be built for the Royal Australian Navy. A Total of 15 of the craft are to be bought at an all-up cost, including spares and support equipment, of \$115 million. The lead craft will enter service mid-1979 with follow on craft due to begin entering service 12 months later. All but one of the craft will be built in Australia."

proved the purchase of an additional 200 Land Rovers fitted for radio as communications vehicles."

### NAVAL CAPABILITIES:

Mr Killen said various improvements to Australia's naval capabilities were provided for in the Budget.

"HMAS SUPPLY, which provides an oil replenishment facility to ships at sea, must be retired in the relatively near future," he said.

"A new underway replenishment ship will be acquired.

"This new ship will be able to supply not only fuel, but ammunition and a variety of stores and weapons to ships at sea.

"This will enable them to remain on task longer and at greater range.

"A program to modernise the hulls, machinery, weapons and sensor systems of the destroyer escorts HMA Ships SWAN and TORRENS will be undertaken.

"Possible enhancement of our destroyer fleet by the acquisition of a third missile frigate for the RAN is still being investigated.

"I expect this matter to be further examined by Government later on in this financial year.

"In connection with the eventual retirement of HMAS MELBOURNE we shall move this year to investigation of modern aircraft-carrier types, while continuing our study of alternative capabilities that might possibly meet our requirements.

"Organisations in Australia and overseas will be invited to register interest in investigating possible aircraft-carrier designs as a basis for considering the funding of the investigations.

"It will be clear that major operational, financial and manpower considerations are involved in this study.

"The ultimate decision will have far reaching implications in the shape and size of the RAN in the future.

"The evaluation of cost and design options for a new trials and research ship to replace HMAS KIMBLA will start in this financial year.

"The practicability of refurbishing NAVY's Wessex utility helicopters is to be assessed, with a view to improving their capability and extending their effective operational life."

### LAND CAPABILITIES:

Mr Killen said that in addition to new communications projects to be initiated to further improve land-warfare capability included:

● Acquisition of medium trucks for evaluation as part of a major program for the replacement of Army's medium-truck fleet.

● Approval of a limited purchase of electronic warfare equipment.

● An assessment of options for a self-contained field hospital system to be started.

"The system envisaged could provide a controlled environment for patients' care, surgical, pathological, X-ray, intensive care and

sterilisation services for the Army in the field.

"Such equipment could have an important secondary role in relief of natural disasters," he added.

### AIR CAPABILITIES:

Mr Killen said that after considering the evidence developed from fatigue testing and analysis, final modifications and cost investigations, the Government had accepted that replacement of the Macchi trainer, used for advanced jet training, was not called for at this time.

"The life of this aircraft for the RAAF and RAN can be considerably extended with structural and equipment refurbishment," he said.

"The aircraft will remain a most effective jet trainer for some years to come.

"Work is continuing regarding the tactical fighter force.

"The present Mirage fleet provides a substantial capability that will continue to meet our assessed requirements for some years."

### DEFENCE FACILITIES:

Mr Killen said major facilities proposed for commencement during 1977/78, subject to parliamentary consideration, included:

● Modern outfitting and refitting of workshops in Williamstown Naval Dockyard. This represented stage 2 of the modernisation of our capability for building warships. Modernisation of Williamstown Naval Dockyard commenced in 1974 after many years of careful planning. The stage 1 development, which was providing new hull-construction facilities, was currently in progress. Stage 2 involved new workshops and engineering facilities to improve the outfitting and refitting capabilities of the dockyard. When complete it would be the NAVY's primary destroyer-building yard, capable of building destroyers up to 4500 tons using modern equipment and techniques.

● Maintenance facilities for Sea King helicopters at Nowra.

● Army personnel and support facilities at Randwick, NSW.

● Development of RAAF base Edinburgh for No. 10 Squadron, which was to be equipped with Orion P3C Maritime Patrol Craft.

● A modern RAAF headquarters for operational control of aircraft at Glenbrook, NSW.

● Provision of new workshops, headquarters, training and control facilities at the Flying Training School, Point Cook, Vic.

● A purpose-built laboratory for explosives and ammunition research at the Materials Research Laboratory, Maribyrnong.

Mr Killen said that on 17 February, this year, he had announced that HMAS STIRLING, the new Naval support facility in Western Australia would be commissioned in 1978.

"I also announced that seven naval units would be based at HMAS STIRLING," he added.

"Budget priorities will not allow all seven Naval units to be based at HMAS STIRLING at time of commissioning.

"Initially, three naval units will continue to be based there.

"The build-up of personnel to man the base and the construction of houses for them will be carried forward, but at a slower rate than earlier planned.

"It is still the Government's intention, however, that the base be commissioned in 1978, as planned.

"The additional four ships will be deployed as soon as resources permit, probably early in 1980.

"The base will, of course, be used by visiting ships from our own and allied navies."

### MANPOWER

Mr Killen said regular service manpower target levels had been increased during 1976/77 by 500.

"During 1977/78 an increase of 375 (from 69,666 to 70,041) in the target strength is planned for the permanent defence force (NAVY 165, ARMY 110, AIR FORCE 100).

"Target strengths for each service for June 30, 1978 will therefore be:

NAVY.....	16,380
ARMY.....	31,910
AIR FORCE...	21,751
TOTAL	70,041

At June 30, 1977, actual strength was 70,081, or 40 above the target planned for June 30, 1978 — wastage in the latter months of 1976/77 was lower than anticipated.

### DEFENCE CO-OPERATION

Mr Killen said, "The appropriation of \$25.9M for defence co-operation reflected continuing concern to promote mutually advantageous working relationships between Australian and regional defence forces.

"The programs provide for combined exercises, training, technical advisory assistance and joint projects," he added.

"Assistance to south pacific states will be increased significantly."

### PATROL CRAFT

Mr Killen said the British PCF 420 Patrol Craft designed by Brooke Marine of Lowestoft, UK, and fitted with MTU main engines manufactured in the Federal Republic of Germany, had been selected as the new patrol craft for the RAN.

"This project, estimated to cost about \$115M for 15 craft and associated support, was announced last November in the White Paper on "Australian Defence," he said.

"A contract has been awarded to Brooke Marine for the construction of one lead craft.

The lead craft is planned to enter service with the RAN in mid-1979 and the follow-on craft will begin entering service about a year later.

"Although, as an interim measure, the lead craft might be fitted with an existing Bofors 40/60 gun, an evaluation of modern close range guns is under way.

"Building all but one of the 15 craft in Australia is in accordance with defence industry policy for increasing self reliance in the supply

and support of equipment to the defence force.

"Furthermore, the Australian build program will provide a significant workload to local industry and I expect to make an announcement soon on when these craft will be built.

"Following an exhaustive evaluation of proposals received from Carrington Slipways Pty Ltd, Dillingham Shipyards (WA) Pty Ltd, North Queensland Engineers and Agents Pty Ltd, and Vickers Cockatoo Dockyard Pty Ltd, it has been decided to decline the offers of Carrington and Dillingham and limit further consideration to the remaining tenderers.

"The PCF 420 patrol craft, length 42 metres with a top speed of about 30 knots and displacement 220 tonnes, is well suited to the task of patrolling Australia's long coastline and will substantially increase our surveillance and control capability in Australia's areas of defence and economic interest.

"The new patrol craft will include much Australian sourced material and equipment.

"This will ensure that the craft can be supported with minimum reliance on overseas sources.

"To this end an agreement has been reached with the main engine manufacturer to establish, in Australia, engine overhaul and repair facilities.

"Departmental examinations of tenders from three Australian shipyards for the construction of an amphibious heavy-lift ship, HMAS TOBRUK, are nearing completion.

"I shall also be announcing the award of a contract for this ship in the near future.

"The ship, which is planned to enter service in 1980, will provide the ship-building industry with a significant workload over a three-year period.

"It will add significantly to our ability to transport military equipment and troops to areas lacking normal port facilities and be particularly useful for civil aid and natural disaster relief.

"It has been decided to proceed with the fitting of electronic warfare equipment to RAN HS748 aircraft.

"A contract will be awarded to the successful tenderer when agreement is reached on satisfactory terms and conditions.

"The aircraft will be available in 1979 and will provide an important training capability for the NAVY in exercising the Fleet's electronic-warfare capabilities — and also for the Air Force and the Army.

In the more sophisticated areas, the locally designed Barra Sonobuoy is now reaching the early production stage.

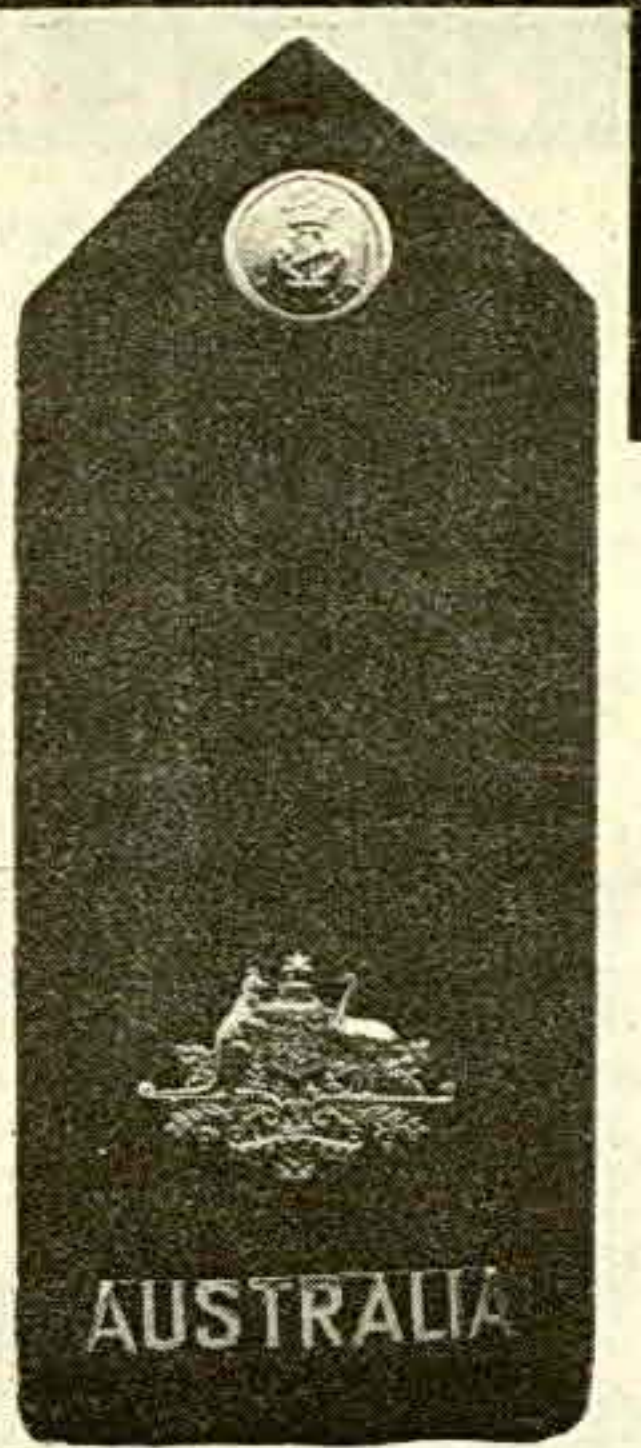
"This has involved expenditure of some \$14M in the electronics industry to June 30, 1977, and should protection proceed as we expect, will mean a continuing workload for the electronics industry.

"In connection with Barr, local firms were awarded contracts for \$15M covering integration of the system into the P3C aircraft, and a mission-analyses facility," Mr. Killen added.



# WARRANT OFFICERS NEW BADGE

CNS has approved changes to badges worn by Warrant Officers to avoid the confusion in differentiating between senior sailors which had been evident since re-introduction of the Warrant Officer rank. Summarised the changes are, introduction of shoulder straps for white and some working uniforms, removal of branch badges on all uniforms and removal of the metal cuff badge. The new shoulder straps are blue cloth with a metal 'AUSTRALIA' flash and a collar size rank badge above (see attached photograph). Stocks of the new shoulder straps are expected to be available in October when gratuitous issues will be made, DI(N) published and ABR B1 will be amended.



# Are you paying too much for health insurance?

Members of the Naval Health Benefits Society will be interested in the table reproduced below which shows what they are getting from the NHBS and what each segment in their health insurance "package" costs.

All Australian residents must have some form of protection against the cost of illness. A person may insure privately or if they choose not to they are automatically covered by Medibank standard and are liable to pay the Medibank levy.

Service personnel are fully covered by an arrangement with the Defence Forces and for this reason service personnel without any dependants are exempt from the levy.

Service personnel with dependants need pay only one half of the levy up to one half of the ceiling, which is \$300.

That is, service personnel with dependants pay a maximum of \$150 per year or \$2.90 per week maximum levy.

Exemption from the levy is obtained by taking out both basic hospital and basic medical cover with a private health insurance fund, NHBS.

However, as we shall see, in the case of service personnel, because of the privilege afforded them with the half-levy, it is cheaper to accept liability for the levy and insure with NHBS for additional supplementary cover.

The cover provided by payment of the levy is Medibank standard. This means free accommodation in a public hospital but with no choice of doctor, and in respect of medical services a rebate of 85 per cent of the specified fee.

Nevertheless, a choice of doctor can be obtained by taking out basic hospital cover with NHBS.

This enables the hospital to raise fees against the patient and in return the patient is allowed to choose his or her own doctor.

It is not necessary to contribute for private basic MEDICAL benefits to choose your own doctor.

Basic medical benefits provided by the NHBS and Medibank standard medical benefits are identical.

A typical "package" chosen by naval members of the NHBS is made up as follows:-

For his wife basic hospital cover costs \$2.00 per week. An extra \$20.00 per day can be obtained for an additional 34c.

The 15 per cent of the medical fee which is not covered by either basic medical of Medibank standard, plus a range of "extras" and dental benefits, can be claimed from NHBS for the payment of a further \$1.00 per week.

Now to make the "package" economical it is necessary to decide whether to pay the levy or substitute private basic medical benefits.

On a purely cost basis it will be seen from the table that as the NHBS charges \$2.90 for basic medical cover the levy can only be the same or cheaper.

For a Naval member with children, the levy is always cheaper.

As another example we will take a civilian member of the NHBS. For himself and his wife basic hospital cover costs \$2.90 per week. An extra \$30 per day can be obtained for an additional \$1.26. If he adds to this a further \$1.50 he can get extra medical, ancillary and dental benefits.

Now look at the economics of this package. If he and his wife have a combined taxable income of less than \$168 per week, it is cheaper to pay the levy.

If taxable income is more than \$168, the basic medical benefits contribution provided by NHBS is cheaper.

If the readers of this article can now see a cheaper way of effecting health insurance (without detriment to the benefits provided) they should take immediate steps to change their allotments/pay deductions by contacting their pay office. Pay offices have been advised of the steps necessary to effect the changes.

# PROMOTIONS

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

TO CHIEF PETTY OFFICER:			
CPOSTD	ARMOUR	F.W.	10JUN77
CPOMTP3	BAWDEN	D.R.	23AUG77
CPOETC3	CAMPBELL	B.M.	08AUG77
CPOMTP3	HALE	P.J.	08AUG77
CPOMTPD3	HAMILTON	M.D.	05AUG77
CPOMTP3	MADSEN	E.J.	15AUG77
CPOATA3	NEASBEY	G.J.	18MAY77
CPOUW	ORPIN	M.L.	08JUL77
CPOMTPD3	SLAATS	J.H.M.	01JUN77
CPOCK	STRACHAN	I.D.	08JUL77

TO PETTY OFFICER			
POMED	DYBALA	R.F.	19AUG77
POMTP3	HAMMAL	R.C.	22JUL77
POMTP3	HEALEY	W.J.	08JUL77
POMED	MCKENZIE	K.W.	08JUL77
POATA3	REEVE	J.M.	22JUL77
POMTP3	SANKEY	R.	08JUL77
POSTD	STUBBS	M.J.	05AUG77
PORSS	WILLEY	B.J.	08JUL77

TO LEADING SEAMAN			
LSWTR	BASSET	B.J.	24JUN77
LSMTP2	BROWN	K.J.	08JUL77
LSETP3	BROWN	R.E.	08JUL77
LSAVN	BURGESS	C.J.	05AUG77
LSROEW	BURNETT	W.G.	10JUN77
LSETP3	ENTWISTLE	S.R.	08JUL77
LSRO	FULTON	L.S.	08JUL77
LSSNSM	GREY	A.J.	05AUG77
LSWTR	HAYTER	T.J.	19AUG77
LSMTP3	HIGSON	P.A.	08JUL77
LSROS	JAMES	R.W.	22JUL77
LSSNSM	MARCHANT	C.B.	05AUG77
LSROS	OATS	J.S.	10JUN77
LSCK	OSBORNE	R.V.	08JUL77
LSATC3	PASKEVICIUS	P.A.	08JUL77
LSMTP3	SCREAIGH	P.L.	08JUL77
LSCK	SMITH	R.W.G.	08JUL77
LSROS	STEVENS	A.	08JUL77
LSCK	WILSON	M.J.	08JUL77

TO CHIEF PETTY OFFICER WRAN:			
CPOWRSS	SIMPSON	B.	05AUG77

# CROSSWORDS

**ACROSS**

1 Hesitates  
5 Void  
8 Furniture item  
10 Web  
12 Fairy folk  
13 Stand for  
14 And so forth (abbr.)  
15 Pillar-like ice mass in glacier  
17 Football scores  
20 Less polite  
22 Actual  
24 Turf  
26 Extinct bird  
27 Work for  
29 At no time

**DOWN**

2 Vigilant  
3 Hit with open hand  
4 Plo's  
5 Wrongdoer  
6 Stick out  
7 Restrained by force  
9 Matures  
11 Tutorial discourse

**14 Newts**  
16 Worshipping  
18 Made known  
19 Male child

**21 Wander**  
23 Suite  
25 Blotted out  
28 Goes in  
31 Tolerable  
33 Hoard  
35 Deserve

**SOLUTION**

PAUSES SPACE  
L L CHAIR O  
T E L A H G N O M E S  
R E P R E S E N T R  
E T C M S E R A C  
F T R I E S R U D E R  
T R U E S O D D O D O  
S E R V E N E V E R A  
T E E N S L I S M  
I A T O N E M E N T  
A N G L E S T A G O S  
L I G E R O S E R R R  
N E E D S D A N G E R

# WEEKLY RATES (effective 1st October, 1977)

	NAVAL MEMBERS		CIVILIAN MEMBERS						
	WIFE ONLY	NAVAL FAMILY	CIVILIAN SINGLE	CIVILIAN FAMILY					
<b>BASIC HOSPITAL COVER</b>									
Shared ward accommodation in a Public Hospital									
OR									
\$2.00	\$2.50	\$1.45	\$2.90						
\$56.00 per day in a Private Hospital. NO EXTRAS.									
<b>SUPPLEMENTARY HOSPITAL COVER (PLUS \$20.00)</b>									
Single room accommodation in a Public Hospital									
OR									
\$2.00 + 0.34c	\$2.50 + 0.41c	\$1.45 + 0.24c	\$2.90 + 0.48c						
= \$2.34	= \$2.91	= \$1.69	= \$3.38						
\$76.00 per day in a Private Hospital, PLUS									
Theatre/Labour Ward fee of \$60.00 per admission.									
<b>SUPPLEMENTARY HOSPITAL COVER (PLUS \$30.00)</b>									
Single room accommodation in a Public Hospital									
OR									
\$2.00 + 0.87c	\$2.50 + \$1.06	\$1.45 + 0.63c	\$2.90 + \$1.26						
= \$2.87	= \$3.56	= \$2.08	= \$4.16						
\$86.00 per day in a Private Hospital, PLUS									
Theatre/Labour Ward fee of \$60.00 per admission.									
<b>SUPPLEMENTARY MEDICAL, ANCILLARIES &amp; DENTAL</b>									
Basic Medical Benefits - the levy is NOT paid	\$1.00	\$1.40	\$0.75c	\$1.50					
	\$2.90	\$3.55	\$2.10	\$4.20					
or	or	or	or						
Medibank medical benefits - the levy IS paid									
	1.25% Taxable income	1.25% Taxable income	2.5% Taxable income	2.5% Taxable income					
	(the maximum levy for servicemen is \$2.90 pw)	(the maximum levy for servicemen is \$2.90 pw)	(the max levy for civilians is \$5.80 pw)	(the max levy for civilians is \$5.80 pw)					
<b>Full Private Cover</b>	Weekly	(Fortnightly)	Weekly	(Fortnightly)	Weekly	(Fortnightly)	Weekly	(Fortnightly)	
PC1	\$5.90	(\$11.80)	\$7.45	(\$14.90)	\$4.30	(\$8.60)	\$8.60	(\$17.20)	
PC2	\$6.24	(\$12.48)	\$7.86	(\$15.72)	\$4.54	(\$9.08)	\$9.08	(\$18.16)	
PC3	\$6.77	(\$13.54)	\$8.51	(\$17.02)	\$4.93	(\$9.86)	\$9.86	(\$19.72)	
<b>Levy &amp; Supplements</b>	LS1	\$3.00	(\$ 6.00)	\$3.90	(\$ 7.80)	\$2.20	(\$4.40)	\$4.40	(\$ 8.80)
	LS2	\$3.34	(\$ 6.68)	\$4.31	(\$ 8.62)	\$2.44	(\$4.88)	\$4.88	(\$ 9.76)
	LS3	\$3.87	(\$ 7.74)	\$4.96	(\$ 9.92)	\$2.83	(\$5.66)	\$5.66	(\$11.32)

# "HOW TO CALCULATE THE LEVY"

Recent increases to the NHBS contribution rates for basic medical benefits has raised the cost of this form of insurance above the cost of the Medibank levy.

The basic medical benefits table, which replaces the standard Medibank table when the levy is not paid, now costs the Naval family \$7.10 per fortnight and the member insuring his wife only \$5.80 per fortnight.

Therefore, until a family has a taxable income of \$568 per fortnight it is cheaper to pay the levy and insure with the NHBS for additional hospital cover and for the gap medical, ancillary and dental benefits.

For a member insuring his wife only the tax level is \$464 per fortnight.

To calculate the levy for Naval families, simply multiply your fortnightly taxable pay by .0125.

When the result is subtracted from \$7.10 or \$5.80 you discover the extra amount you are paying for health insurance.

For civilian members of the NHBS the basic table now costs \$8.40 (per fortnight) for family

cover and \$4.20 (per fortnight) for single persons.

The basic table is cheaper than the levy when the family's taxable income reaches \$340 per fortnight or for single persons, \$168 per fortnight.

For civilian members the multiplicand is .0250.

For example, an AB level 4 has a taxable pay of \$366.96 per fortnight which attracts a levy of \$4.59. This is \$2.51 less than the cost of basic medical benefits for a Naval family.

LS level 4, \$380.07 P/F x .0125 = \$4.75 - \$7.10 = \$2.35. PO level 5, \$427.10 P/F x .0125 = \$5.34 - \$7.10 = \$1.76.

For an AB level 3 family, transfer to the levy results in an annual saving of \$70.

Contributors to the NHBS who wish to take advantage of the savings should transfer to an "LS" allotment rate.

Medibank membership application forms have been issued to pay offices and a member transferring LS cover must complete one of these forms when he alters his allotment from the PC to the LS rate.

Transfer does not alter a member's entitlement to Hospital, gap medical or dental benefits.

Basic medical benefits are simply replaced by Medibank benefits and an LS contributor is required to complete both a Medibank claim form and an NHBS claim form when claiming benefits.

There is also an additional advantage to LS members of NHBS in that a doctor may be asked to bulk bill Medibank and if the doctor charges a patient money this may be claimed on the gap medical.

# NATIONAL WAGE CASE FLOW-ON

The Minister for Defence, Mr. D. J. Killen, has approved the extension to members of the Regular and Reserve Forces of the decision in the National Wage Case, August 1977.

Salary increases for members of the Regular Forces follow the terms of the decision handed down by the Conciliation and Arbitration Commission.

Comparable increases for categories under training such as junior trainees (apprentices) and officer cadets are extended as well.

In the case of the Reserve Forces, the increases maintain established relativities with regular Force rates.

The increases took effect from September 1, 1977 for members of the RAAF and September 2, 1977 for members of the RAN and ARMY.

The cost will be \$14.645m in a full year and \$12.034m in 1977/78.



# STUART'S OVERSEAS DEPLOYMENT REPORT

## FIRST TASTE OF EAST FOR MANY

HMAS STUART, one of six Australian destroyer escorts forming the Third Australian Destroyer Squadron, next week starts the third month of a six-month deployment in South East Asian waters.

Commanded by Commander W. E. Rothwell RAN, the "48" has participated in numerous exercises and has made goodwill visits to SURABAYA, SINGAPORE, BANGKOK, HONG KONG and the PHILIPPINES since leaving Sydney on July 5 last.

This week STUART arrives at SINGAPORE on her third visit of the current deployment, the first taste of the East for many of her ship's company.

Our correspondent takes up the story:

### BANGKOK: Aug 5-9

Having despatched our wandering liaison officer, "Kiwi Air", to Bangkok, the ship sailed from Singapore with all expecting an eventful passage to "THE LAND OF YELLOW ROBES" (Thailand).

The cobwebs were cleared by the ship's participation in various exercises on the three-day transit.

They included not only air defence training with units from the Air Forces of Malaysia and Singapore, but also a period of Naval Gunfire Support training.

To facilitate this "NGSX" at Pulau Aur, a courageous band of expeditionaries, consisting of the Executive Officer, LCDR S. Youll, Midshipman Parsons, the Chief Bosun's Mate, CPOQMG G. Shehan, ABRP S. Tapp and ABPHOT



G. Van Drempt were landed for the period to act as spotters.

On completion of the day's activities, which were hampered by suicidal fishermen intent on plying their trade among the target buoys, the ship anchored overnight, when the spotting team was recovered, before proceeding to Bangkok.

An early start, 0500 on Friday, August 5 was required before proceeding up river to berth at KILONG TOEY (Bangkok Harbour).

The divers were required to place grating covers over the below waterline openings to prevent blockages caused by the extraordinarily heavy pollution of the river.

A pilot was embarked to negotiate the narrow and extremely busy but fascinating, channel to our berth alongside the new wharf.

There to meet the ship were the Assistant Defence Attache, LCDR Brian Courtier RAN and STUART's own liaison officer with

a sporting program that somewhat resembled a mini-Olympics.

The rest of Friday was taken up with fuelling, storing and preparation for an Official Reception.

STUART's first sporting event - golf - virtually encompassed the next three days, the initial match being against the British Club at the DON MUANG course.

Ten of STUART's enthusiastic (but perhaps not brilliant) golfers, fronted, being ably led by LSCK "Doggie" Diehm, and although the ship lost (194-167), the top score went to POCD Braithwaite with 37 stableford points, and the "Bradman score" (7 points) to the "Jimmy".

A team of five players continued the golf carnival at DON MUANG, competing in the Callaway Cup on Sunday.

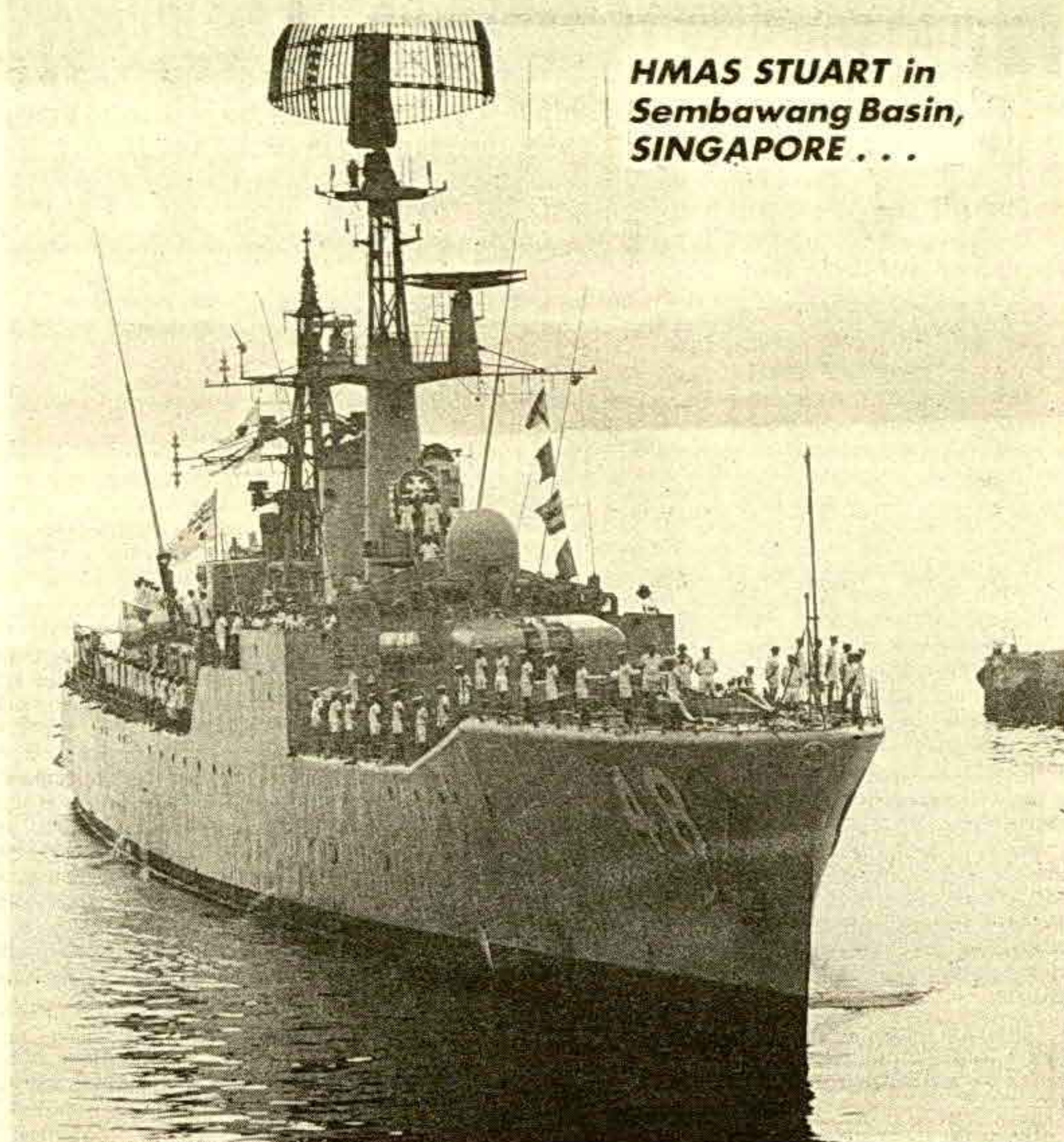
LS Dick O'Halloran took out the major prize on the day with "skipper", Commander Wally Rothwell running third.

STUART's two Squash teams (A & B) had perhaps less luck, being beaten by the British Club on both days despite good efforts by CPO Mal Adams and his boys.

The budding HASA HOUSE Harriers Team (mentioned in our last article) are having sound successes so they say as long as they complete the course.

Team stalwarts include LEUT Howlett, LEUT Sparrow, ABCD Rose and CPO's Tatarinoff and Danse.

The Rugby side, fresh from two confident wins against the KIWI's in Singapore, managed to end up on top once again against the Royal Bangkok Sports Club (14-6).



HMAS STUART in Sembawang Basin, SINGAPORE . . .

The Sports Club side, comprising expatriate Australians and Englishmen and some Thais, had previously enjoyed an impressive record against visiting ships.

Although STUART ran out victors, the team's performance was scrappy and it was far from being one of our better games.

Some good football was displayed at times, especially by breakaway George Fallon, five-eighth Ray Que and scrum-half and captain, LEUT Bob Spencer.

After a rather successful visit in every way (Bangkok is still one of the best "runs" in the Far East), and all smelling like flowers STUART sailed from Bangkok on Tuesday, August 9 for Hong Kong, where the ship berthed in the Basin at HMS TAMAR on Saturday, August 13.

### HONG KONG: Aug 13-24

STUART had last visited Hong Kong in 1974. The most recent RAN visiting ship had been VENDETITA in April this year.

During the 10 days in "Honkers", the ship's company involved themselves in Rugby, Squash, Soccer, Volleyball, Water Polo, Tennis, Golf, Sailing, Cricket and Basketball.

The teams have performed quite admirably with points on the credit side far outweighing those on the debit side.

Visits to places like Bangkok and Hong Kong have also increased ship's company's competence in other sports.

Aside from the pursuit of happiness, a side benefit is a growing ability at darts at which co-visiting Americans have been "easy targets".

Apart from these numerous sporting and social expeditions, the proverbial shopping "runs" have taken much of our time.

However, we are returning to "Honkers" in October and those feeling a little more thrifty have concentrated on "pricing" the wares of the town.

The hospitality extended by our hosts at HMS TAMAR has been thoroughly enjoyed with reciprocal functions being almost too abundant on both sides.

### MANILA: Aug 26-31

STUART's visit to Manila - though short - was most successful with the ship's company participating in sporting events against the Philippines Navy and local clubs.

The success story concerned the Rugby team who ran out champions (undefeated) in the Annual Rugby knockout competition held at the Nomads sporting complex.

Teams included not only those

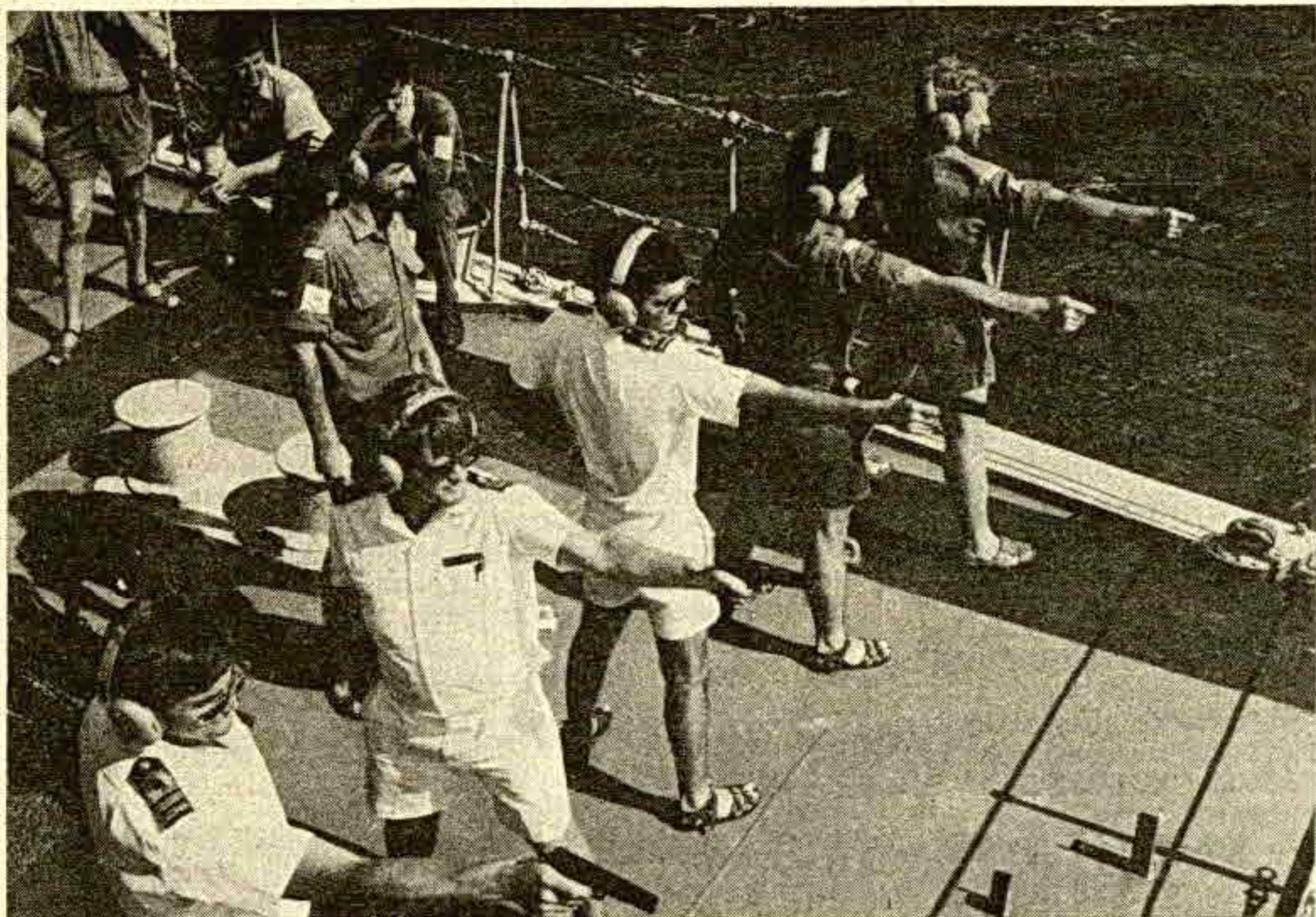
from the local competition but also from Hong Kong.

As a demonstration of goodwill, 40 members of the ship's company donated blood to the Manila Red Cross - a thought much appreciated by the local authorities.

STUART sailed from Manila on August 31 after a three-day goodwill visit, and rendezvoused with

HMA ships MELBOURNE and BRISBANE and HMNZS CANTERBURY for several days of exercises.

STUART, in company with MELBOURNE and BRISBANE, arrived in Singapore on Wednesday, September 7 on a five-day goodwill visit.

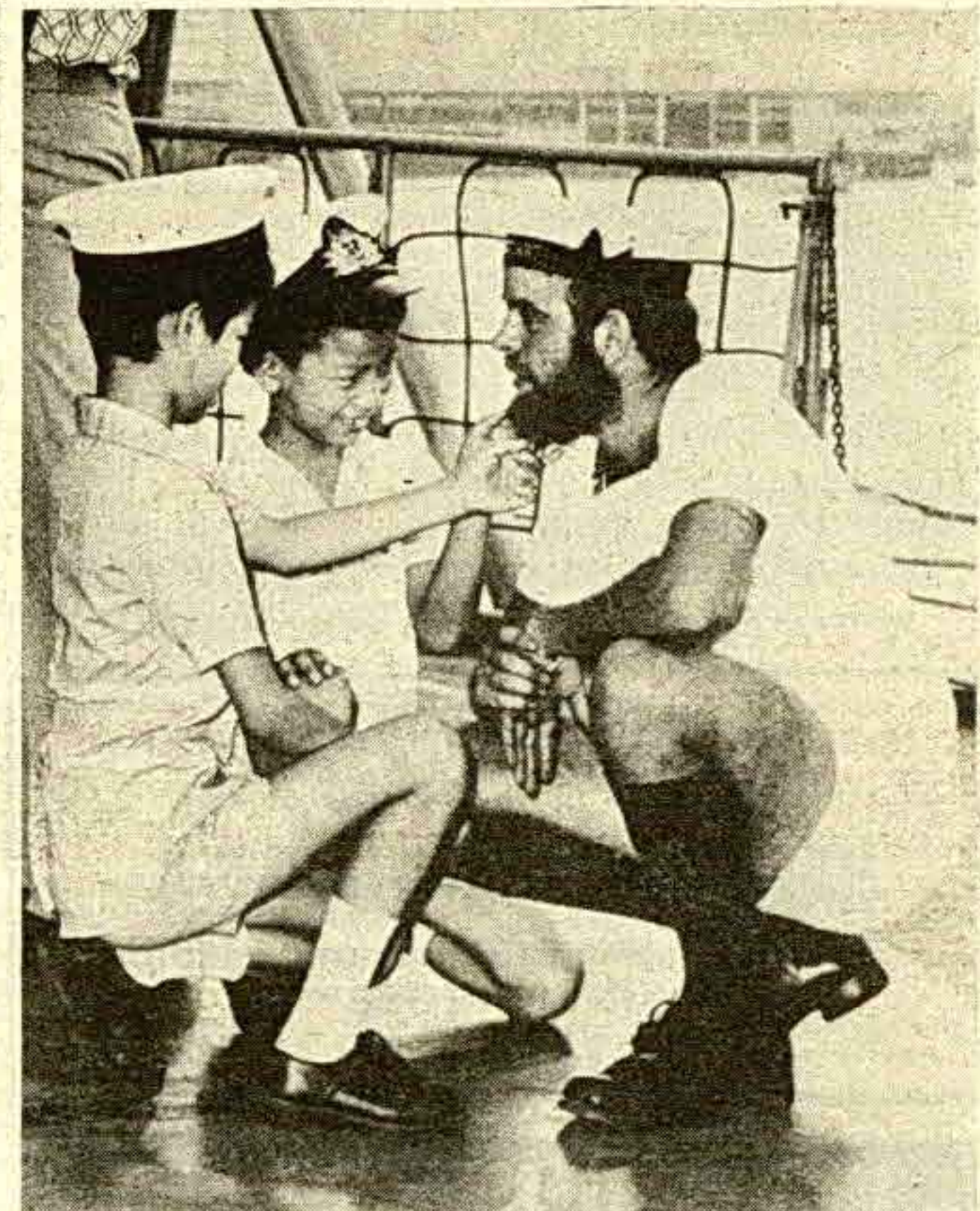


STUART's Commanding Officer (CMDR Wally Rothwell), LEUTS Bob Spencer and Lou Rago, LSQMG Chris McDonald and POUIC Rod Willis attend to pistol practice onboard - under the watchful eye of instructor POQMG Frank Leek.

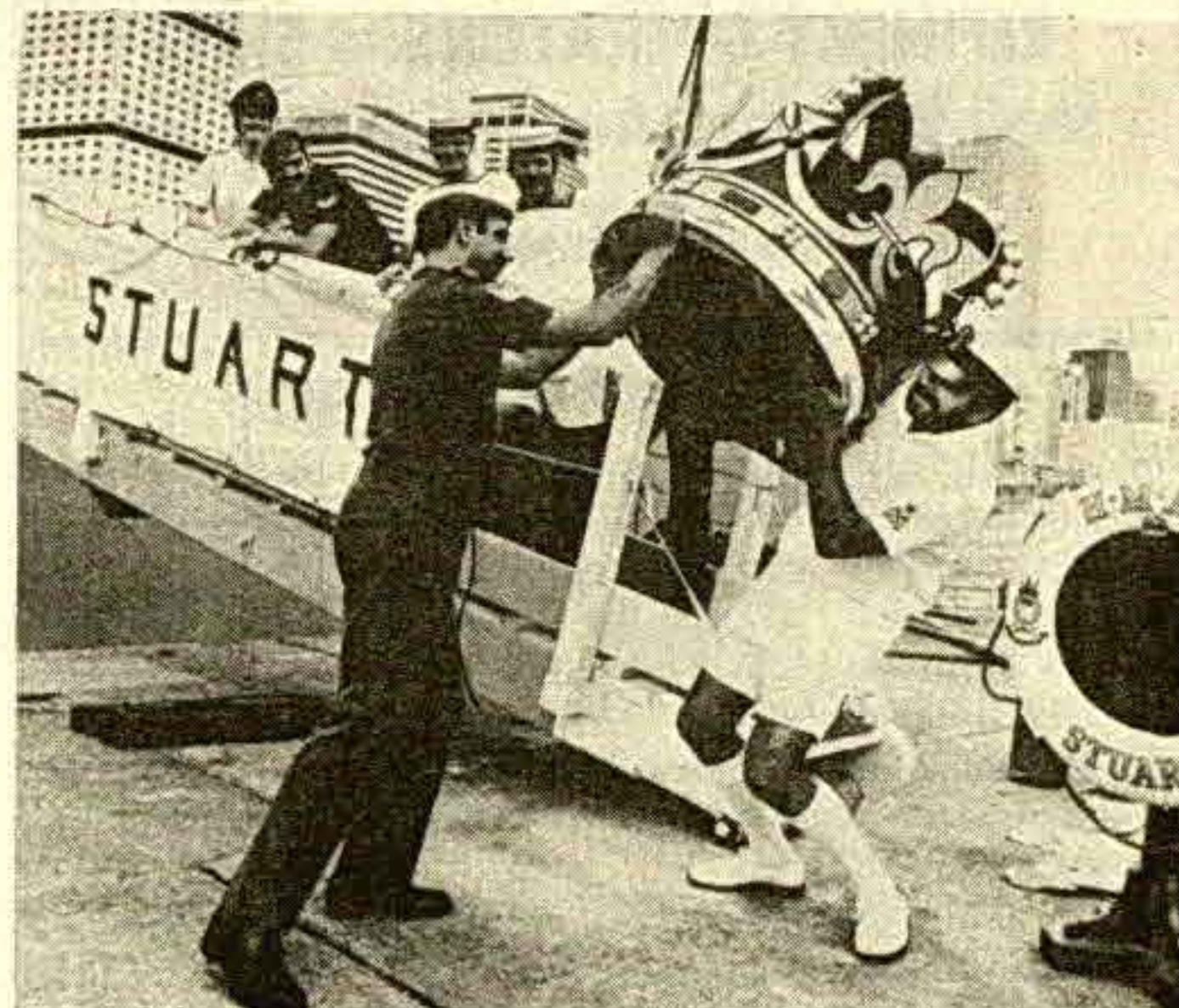
## PRIVATE INDUSTRY TRADESMAN WANTED

We have vacancies for the following positions: Boiler Attendant, Fitter and Turner, Electrician, Carpenter. All applicants must be qualified with at least six years experience, be able to travel, accept responsibility and have initiative. Salary: Commensurate with qualifications to be negotiated.

Further particulars phone Personnel Officer, Sydney 29 5288, for appointment. Application closes 7th October, 1977.



ABQMG "Possum" Freame convincing two youngsters from Chu Yan Sponsorship Scheme that his set is "for real".



As a result of friendship made during both sporting and social activities, a liaison with the Hong Kong Island Detachment of the Royal Military Police was cemented by the presentation by the "Red Caps" of a three-foot high crown. The crown, first made to adorn a float in the Island's Jubilee Procession, was presented as a Jubilee gift by Staff Sergeant Foy, RMP and received on behalf of the Ship by POQMG Alan Small (pictured). It has found temporary and impressive residence atop the visual director on the GDP. All in keeping with STUART's Royal Traditions.



# HMAS MORESBY'S 30,000-MILE SURVEY

THE RAN 2,340-tonne survey ship HMAS MORESBY hove to at 16 knots for 10 minutes . . . whirlpools upset the ship's course . . . and finally the large modern vessel was swept out of Sunday Strait at the entrance to King Sound off the West Australian coast . . .

The above extracts are from MORESBY'S report on her current 30,000-mile defence survey of King Sound and Collier Bay.

"Who says hydrographic survey is boring and repetitious," added our correspondent. At the time MORESBY was attempting to return to Sunday Island via the chartered recommended track past East Roe Island, thence Meda Pass.

"Two generators were connected and power was available for 16 knots," reported our correspondent. "Progress over the ground quickly reduced to nothing as East Roe Island came abeam. The spring ebb tide was at full strength.

"The ship remained hove to at 16 knots for a period of 10 minutes. By this time difficulty in keeping the ship on course was experienced due to the effect of whirlpools. Main engines were used to assist in maintaining heading.

"As this manoeuvre reduced the power available, the ship was swept out of Sunday Strait.

"It was estimated that the overfalls in the Menmuir Rock area were 10 to 12 feet high. As the stream swept past East Roe Island, water was vapourised and a light cloud of steam hung over the island."

MORESBY took up a position off the western end of Salier Islands to observe the stream.

Two hours later the power of the ebb had reduced sufficiently to enable the ship to enter Meda Pass.

MORESBY are confident their survey of some of the most difficult navigational waters on the Australian coastline will alleviate a few headaches for navigating officers.

Our correspondent reviews the deployment:

Since her deployment commenced on April 22, HMAS MORESBY (Commander J. J. Doyle, RAN) has been surveying some of the most difficult navigational waters on the Australian coastline.

The area of the survey was King Sound, Sunday Strait, eastward to Collier Bay and northward to Adele Is.

The survey consisted of approximately 30,000 miles of sounding and will take MORESBY until November to complete.

For the statistically minded, MORESBY spent 97 days out of 111 days at sea before her return to Fremantle on August 11.

On arrival, three HI FIX camps were established in the King Sound area.

The sound being predominantly

## "WHO SAYS HYDROGRAPHIC SURVEYING IS BORING?"

shallow and hazardous is more suited for sounding in the 10m. Survey Motor Boats (SMB).

The boat camp was set up at Point USBORNE in King Sound and the three SMB's detached, operating independently from the ship.

During the initial survey period in King Sound, the ship's BELL 206B-1 helicopter landed surveyors armed with tellurometers and theodolites to various known TRIG stations in the Kimbolten area of the Kimberly Ranges.

Access to these positions by other means was impractical due to the ruggedness of the country and distance from the sea.

Much of the coastline is inundated with miles of mangrove, mudflats, the occasional three metre crocodile and 4-inch scor-

pion, kept the surveyors company during their night vigils.

The Darwin-based Patrol Boats ADVANCE and ADROIT along with BAYONET from Cairns joined MORESBY in May to assist with the survey.

MORESBY provided them with fuel and victuals and it was added interest to have the boats in company.

The patrol boats added many hard-earned soundings to the charts in progress and as usual, did it with great zeal and energy.

LAMBDA camps were set up in Collier Bay at Degerando and Lizard Is, and MORESBY began its soundings among the many islands and reefs in the area.

The helo was used for aerial spotting of rocks and submerged reefs at low tide allowing the ship to manoeuvre closer inshore with a reasonable latitude for safety.

MORESBY visited BROOME and spent a weekend in DARWIN, providing the ship's company with a relaxing break. FREMANTLE WAS VISITED AS A 'half-way' break for six days in June.

On the return passage North, MORESBY surveyed for two days, using the mini ranger transponder off LANCELIN to "finish off" the area expected to be used by the "GREY NAVY" for gun firings and bombardment.

On arrival back at the survey grounds the helo again collected mail and papers from the iron ore mining settlement at Koolan Island, which kept the ship's company in touch with civilisation.

A tidal variation of up to 11 metres during spring tides, made it necessary to establish tide gauges and camps at different locations.

The recordings gathered are of vital importance.

At spring tides the ship with full power on and rudder hard over, has been 50 deg. off course and made no effect against the tidal race. Tidal streams of 10 knots or more are not uncommon.

Added interest was the joining of two members from the Perth Museum - aboriginal research section - for a week in July.

With helo assistance the location of possible historic aboriginal tribal camp sites was conducted.

The museum personnel were then landed in the area south of Collier Bay and searched sites by foot.

The two days in the bush revealed aboriginal paintings, sculpture and artifacts in several caves.

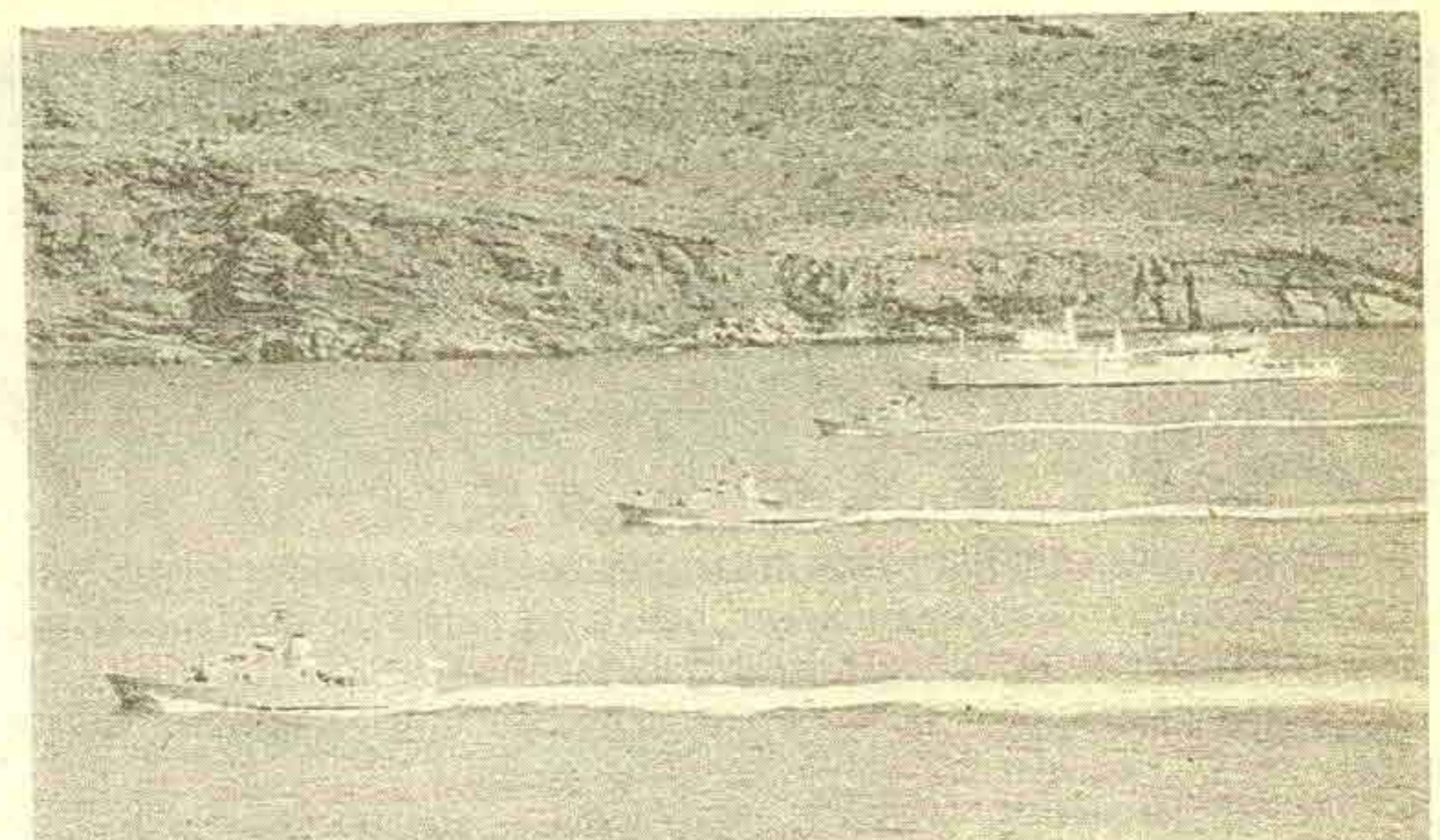
A further search in the ranges at Kimbolten Station proved fruitful and was of much interest for the accompanying helicopter crew.

### Aid for refugees

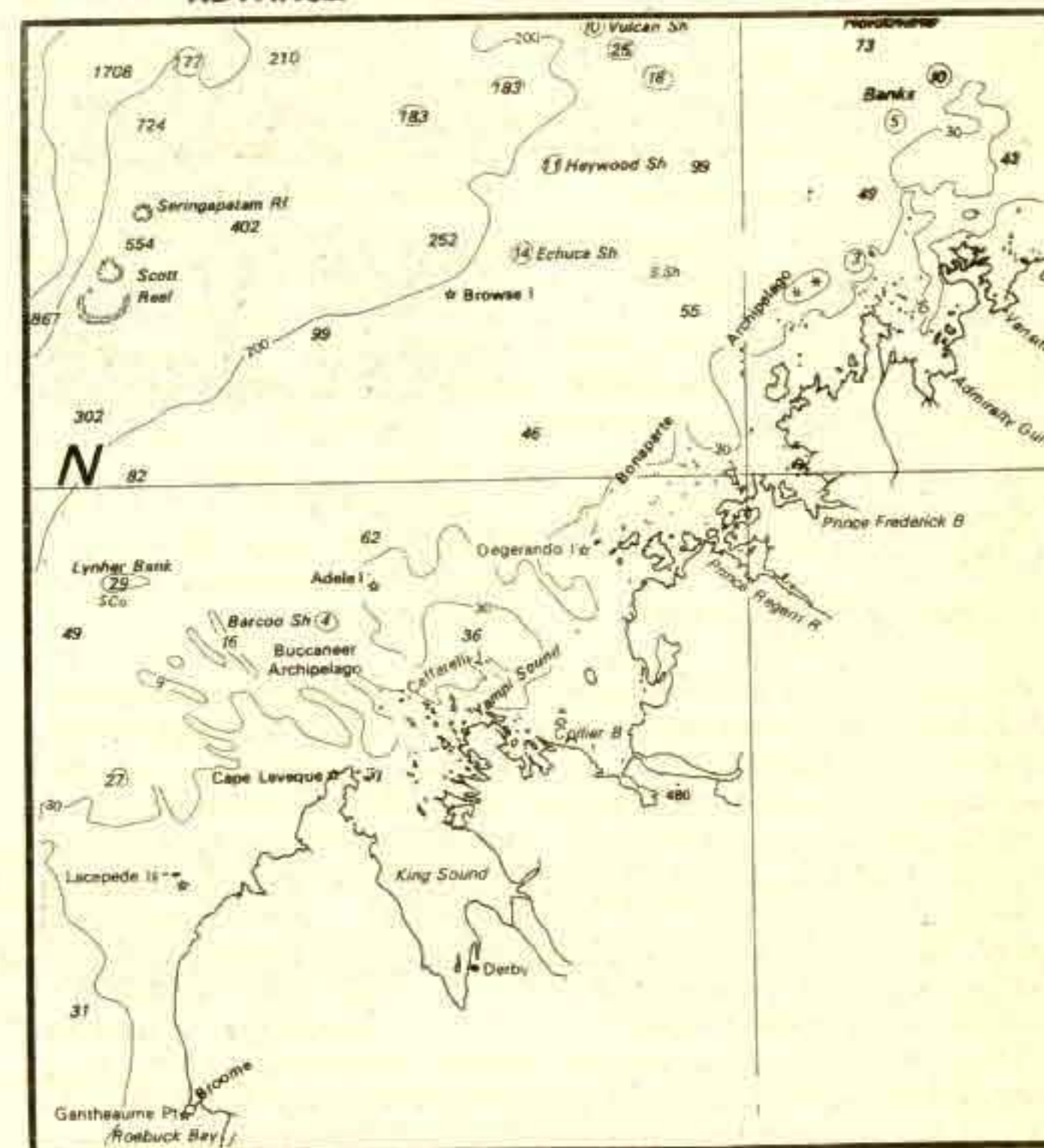
Because much of MORESBY'S work is in remote localities she provides these areas with an added SAR (Search and Rescue) capability.

At 2330H 11 JUL, 77 whilst sounding, MORESBY received information of a reported distressed Vietnamese refugee vessel in the York Sound area.

The ship detached and headed for the reported position given by an RAAF P3 ORION aircraft



HMAS MORESBY is escorted by (left to right) the patrol boats HMAS ADROIT, HMAS BAYONET and HMAS ADVANCE.



THE SURVEY AREA

## 'THE SURVEY NAVY'

This poem by ABQMG Hunt aptly describes MORESBY'S existence in the survey area . . .

It was June the 23rd  
When the white one put to sea,  
Over 49 days to go, till our loved ones with us, would be;  
But we remained undaunted and none looked around  
As the ship was pointed north to Yampi Sound.  
You see, we are the Survey Navy,  
It seems the job comes first;  
And we'll be working through the hours,  
When civvies quench their thirst.  
There is not much to look forward to,  
But we know the job's a must;  
So we'll be hanging in there,  
Through hot wind, and the Northern dust.  
And while Mother Nature carries on,  
With tides and wind and rain;  
We will turn and plot,  
And sound that line again.  
We'll have some relaxation, and everyone hopes soon,  
That's when our ship Moresby ties up alongside Broome;  
Then the troops will step to share another round,  
To forget the barrenness of that northern survey ground.  
And in a month or so - when the job is done,  
Everyone will agree it wasn't really fun;  
But they'll finally push the button, and for the last time  
house the dome,  
The funnel will billow black smoke and we'll head  
the ship for home.  
And then in early August, headed for a berth,  
About two or three in the morning we'll see the lights  
of Perth;  
Off for a spot of leave, spend some Australian Yen,  
For all of us know soon - BLOODY NORTH AGAIN!



Wreckage of the crashed helicopter onboard MORESBY.

**"UPPER CUT"**  
**HAIR CUTTERS FOR MEN**  
Cnr Darlinghurst-Bayswater Roads,  
KINGS CROSS  
Tel 3586128

## POSITIONS VACANT

**REFINERY OPERATORS - SHIFT**  
**Shell Refining (Australia) Pty. Ltd.**  
Clyde Refinery  
UNWIN STREET, GRANVILLE, NSW

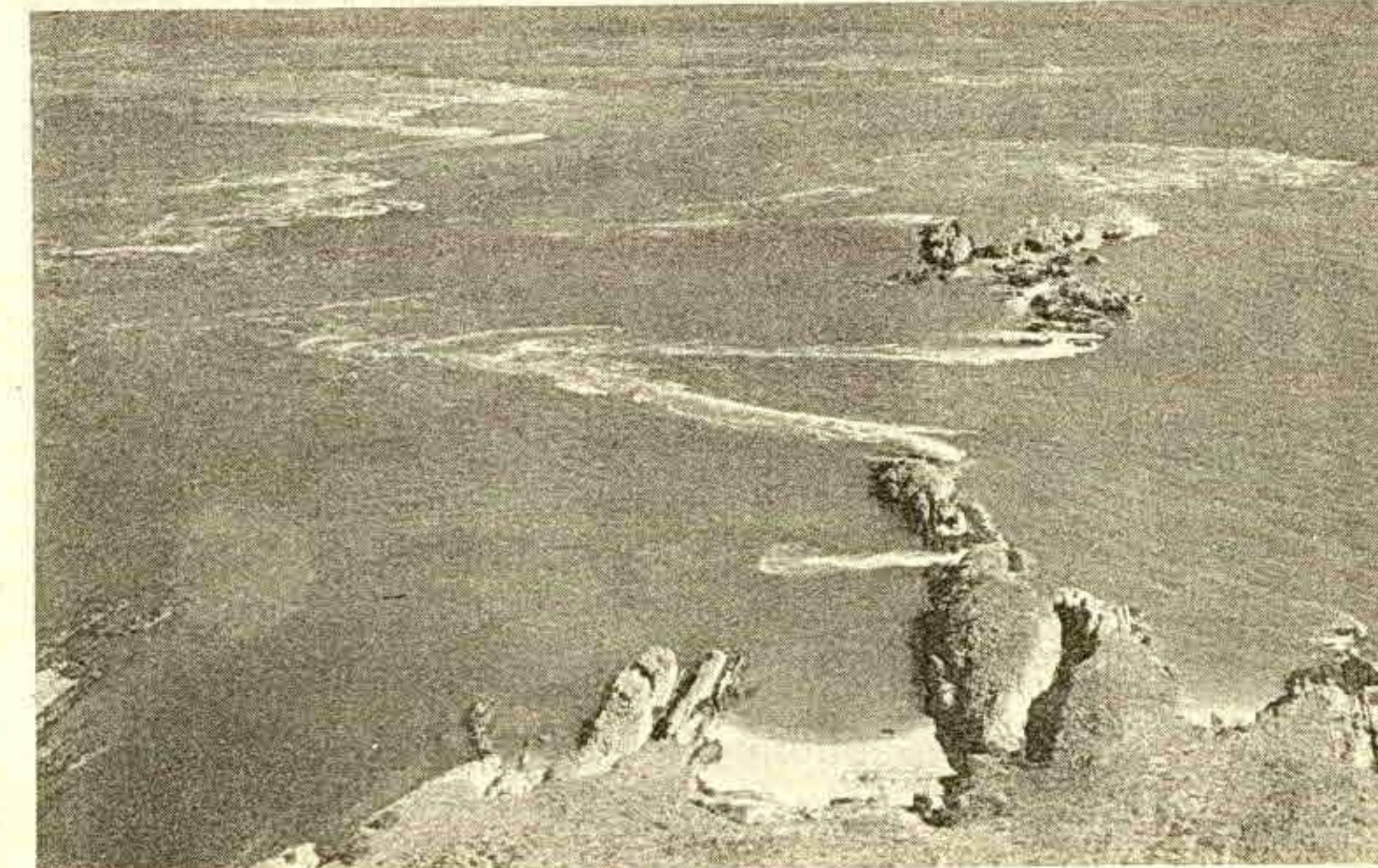
Has vacancies for positions as Refinery Operators to work 7-day rotating shifts.

QUALIFICATIONS: Intermediate or School Certificate or better, D.L.I. Steam Engine Drivers Certificate or Open Boiler Certificate, or having the required experience to be eligible for D.L.I. examination. Successful applicants will be expected to undertake the Chemical Plant Operators Course at Technical College.

Excellent wages and conditions including a 35-hour week (average) and immediate membership in the Pension Fund.

Please address written applications, giving details of previous employment and experience, age, etc, to

**The Employment Officer,**  
POST OFFICE BOX 26,  
GRANVILLE, NSW. 2142.  
Phone inquiries to Mr. Williams, 637 0122, Ext 2585.



Waters in the MORESBY survey area



\*\*\*\*\*  
 This enlightening article, reproduced from the May edition of the popular US Navy magazine, "All Hands", and written by JO2 Dan Wheeler, USN, is based in part on a Soviet Navy publication — 'Life in the Soviet Navy', by V. Mordasov, and interviews with knowledgeable US Navy authorities.  
 \*\*\*\*\*



"It interrupted my civilian career, but I find that inevitable," a Soviet sailor said of his tour in the Navy. Another, more inclined toward the Communist Party line, described his tour of duty as the "selfless taking-up of arms in defence of the Motherland."

Both accept the Spartan life of the Soviet Navyman without complaint, though it's unlikely that either will serve longer than the mandatory three years.

And why should they? It's a demanding, exacting life where basic training begins many years before induction and "morale" means "political reliability". There is little basis for comparison between the Russian navyman and the American sailor. Here are some hard facts about the hard life of a Russian navyman. . . .

## LIFE ABOARD SHIP

Only the most physically fit and best trained go to sea for their initial tour of duty; there is no sea/shore rotation during this period. Living conditions in newer ships are good — by Soviet standards — most have showers, mess decks and some air-conditioned spaces.

Soviet Navy food is about the same quality as that served to workers in Soviet factories. Though selection is limited and culinary beauty ignored, no one complains — they expect no more.

Typically, breakfast is dried fruit heated and softened in water, brown bread and hot tea; lunch is similar — soup, bread and tea; and for dinner, dried fish, potatoes, bread and tea.

Such capitalistic frivolities as chewing gum, candy, cookies and other geedunk are non-existent. They're not even readily available at home, much less at sea.

Compensating for the blandness of daily fare is a tea break each evening at 1930.

Berthing areas are divided into small living compartments, each sleeping about a dozen men.

A single shelf in each space serves as mess, study and operating table in case of emergency.

Warrants, Officers and Enlisted are segregated in this "classless" society, yet none have quarters equal to those in a US Navy ship.

Officers' staterooms are similar to the Officer quarters in US ships of the 1920s. There are a lot of wooden fixtures and they are somewhat cramped.

Newer vessels have "heads" with showers — a luxury not found on older Soviet men-of-war — and while at sea, according to an official Soviet publication, submarine sailors have it better. "The crew can regularly take a shower."

Showers evidently double as laundry facilities since there are none on board, however, their main purpose is nuclear biological decontamination.

It would seem that Soviet sailors rarely wash and never iron their two sets of wool blues though they are worn for liberty, work and inspection. Comfort and habitability are not high on the list of Soviet priorities.

There are no ship's stores comparable to those on US vessels. Uniform replacements are evidently taken care of by the government; toothpaste, soap and other toiletries are issued in the sickbay.

Luxury items such as watches, cameras and jewellery simply are not available — even if they were, few sailors could afford them.

An internal radio system plays popular and classical music as well as an ample supply of political indoctrination material throughout the day, and — on birthdays — the pre-recorded voices of relatives wishing their favourite sailor many happy returns. (Birthdays are no small matter; the ship's cook bakes a cake and the entire crew joins in the celebration.)

Idle chit-chat, card-playing and other frivolous uses of time are frowned on; certain types of approved recreation are scheduled.

Every hour of the seven-day work week is earmarked for some "useful" activity, any free time is usually usurped by the political officer.

Hours not spent doing ship's work are used in learning Soviet history and philosophy (according to Lenin) or studying rating (specialist) requirements.

Underway watches are stood in much the same manner as those in the US Navy and the typical day is not drastically different.

Reveille is at 0600 followed by calisthenics at 0630; breakfast at 0700 and turn-to or political classes from 0800 until 1300 when lunch is served.

Following the noon meal, the crew turns to until dinner at 1800 and taps at 2300, either more political lessons, ship's work or "constructive" recreational time is scheduled.

Much emphasis is placed on learning the history of the Soviet Navy.

Each crew member is expected, and strongly encouraged, to learn about his ship's combat record and honors awarded her.

the-job training is the only hands-on instruction he will receive.)

Every sailor tries to win at least three special badges or pins: one as a specialist (3rd, 2nd, 1st and master); another for the Komsomol, a political achievement pin; and an outstanding conduct award.

Specialist pins are designators of technical proficiency and not indicators of rank (though pay is affected by specialty at least as much as rank).

Rank is determined by time in service and advancement is more or less automatic.

Pay is based on a number of factors but the average recruit earns about \$10 a month to start with and can earn as much as \$35 a month by the end of his three years.

# LIFE IN THE SOVIET NAVY



professional specialist who can handle most maintenance in their departments — enlisted specialists are actually little more than low-level technicians (by US Navy standards).

During his early years of service, each junior officer is evaluated by his Commanding Officer for his potential to assume command at sea.

If not judged to be command material, he will become a career specialist, continuing to rise in rank but limited to one field only. Commanding Officers of Soviet

type of duty, position on board ship, etc.

Pay is considered quite good by Soviet standards, however, and is equivalent to that of any highly paid Soviet professional.

Because of the good pay and social prestige, most officers make the Navy their career.

Soviet warships make maximum use of every mile of every cruise.

Every possible training situation is seen as an opportunity to make the crew more proficient.

It is not unusual for a Soviet ship on a seven-month deployment to

Every Soviet male (few women, it is believed, serve in the armed forces) receives 140 hours of intensive military training during his last two years of high school and is given the opportunity to join a DOSAAF (All-Union Voluntary Society for Assistance to the Army, Air Force and Navy), a military club designed to teach a specialty useful to the armed forces.

His membership and particular interest usually determine which branch of the service he will join.

## TRAINING AND POLITICS

Regular naval officers receive five years of training in one of 12 Higher Naval Schools (roughly equivalent to the US Naval Academy). Selection is based on previous academic and political achievement, and scores on competitive exams.

It is also based on a subjective process ensuring that sons of Navy officers, politicians, prominent bureaucrats and career-enlisted men will have a better-than-average chance for selection.

Thus, by Soviet standards, the Soviet Navy officer is an urban, educated and advantaged youth.

There are more than 100 nationalities within the Union of Soviet Socialist Republic — 15 of them considered major — and the vast majority of Navy officers are Slavs, the elite of Soviet society.

Each November, Socialist Competition begins throughout the service.

Everyone in each ship's company pledges to meet some kind of politically advantageous goal during the coming year.

For instance, a sailor may promise to read 300 pages of Lenin to earn his Komsomol pin — regardless of what is pledged, it will be done even if it has to be fudged for the record.

Political pressure never subsides — each sailor is continually being urged to do something more for the Party.

At the end of each cruise or at the completion of active duty, each sailor is given the opportunity to write for the record his thoughts about the Navy and the accomplishments of his ship. Most read something like. . . .

"I have been deeply moved by the untiring efforts of the officers and men to fill their Socialist Competition quotas in the area of speciality development. Their dedication to the Motherland has made me realise what a great blessing it is to be a Soviet sailor. . . ."

## . . . And we thought WE had it rough!

Frequently the entire crew spends thematic evenings in the ship's martial museum studying their ship's exploits, charts of her past cruises, photo albums and the lives and deeds of heroes drawn from her ranks.

Each is urged to live up to the glory accorded his predecessors (those names are never removed from their ship's roster).

It's traditional for Soviet ships to lower their colors when passing over the co-ordinates where another Soviet warship sank in battle.

During a solemn ceremony, the crew listens to an officer recite the story of the heroic ship's contributions to the Soviet cause and, finally, a commemorative wreath is tossed ceremoniously over the side.

## PROMOTIONS, PAY AND LIBERTY

Every Soviet sailor does a particular job and only that one job.

It may be maintaining a specific piece of gear or painting the ship's side, but that is his only assignment during his initial tour.

Even though the Soviets have begun some cross training in recent years, each sailor is responsible for training his own replacement.

He may not be released from active duty until his replacement can perform satisfactorily.

(Unless a sailor attends an advanced specialist school, this on-



Sailors who are technically proficient, politically enthusiastic and well-disciplined are encouraged to make the Navy their career, though less than 10 per cent do so.

As a re-enlistment incentive, qualified sailors are offered the rank of Michman (Warrant Officer).

Michmans have better quarters, more pay and responsibility and the opportunity to be advanced to regular officer ranks after advanced schooling.

Junior officers do the work normally done by Chief Petty Officers in our Navy.

They are the hands-or pro-

ships usually choose their own successors.

Each selects his Executive Officer from among the department heads; the XO has the opportunity to be tutored by the Captain and take the command of his present ship when the Captain is transferred, or command of a ship of the same class.

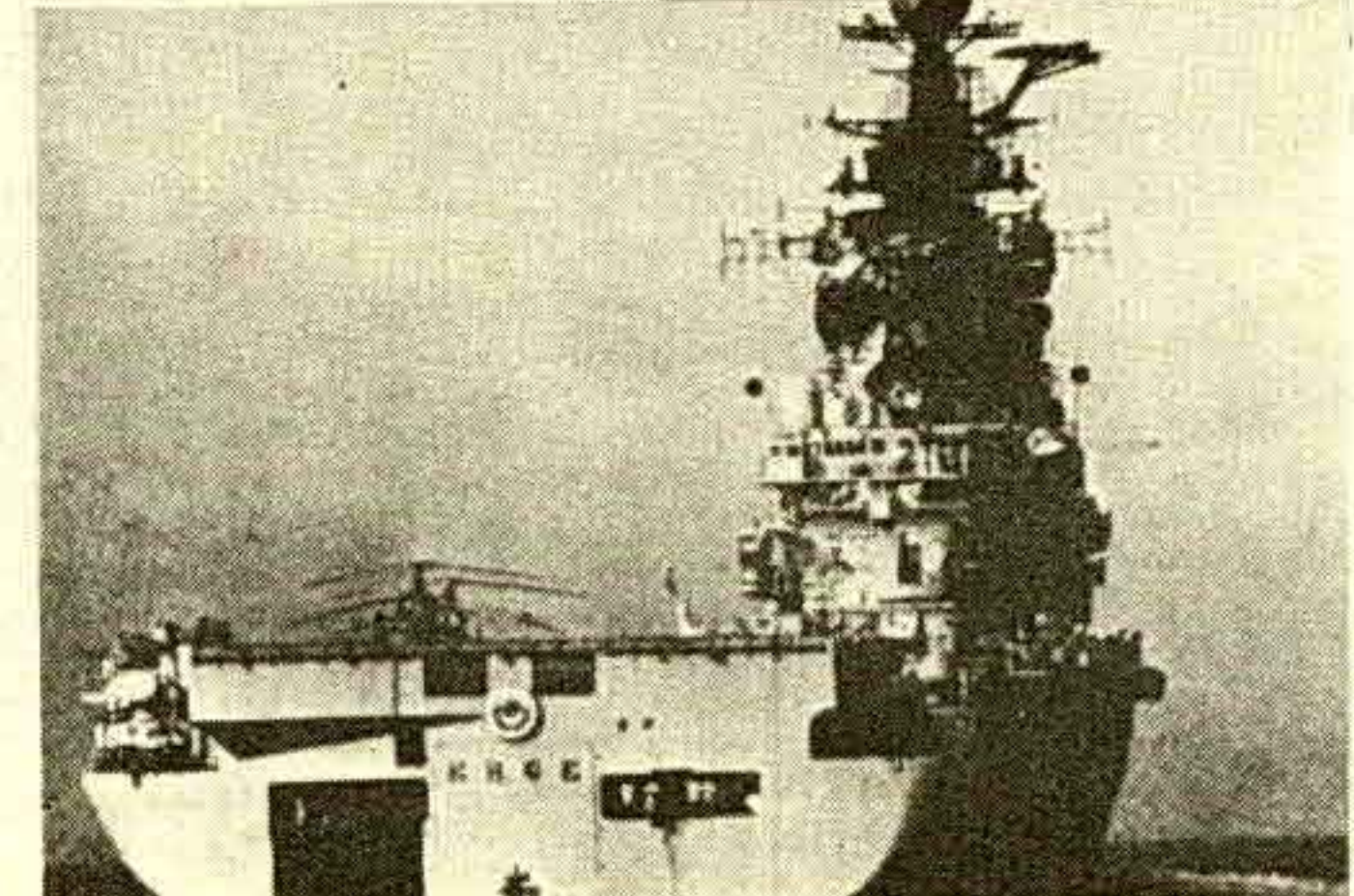
While the Soviet Navy officially endorses "one-man command", the Captain (a line officer) is subject to strict professional and political checks.

For instance, when an officer senior to the Captain and qualified for command at sea rides his ship, the senior visitor may take the con while entering port and conduct training exercises.

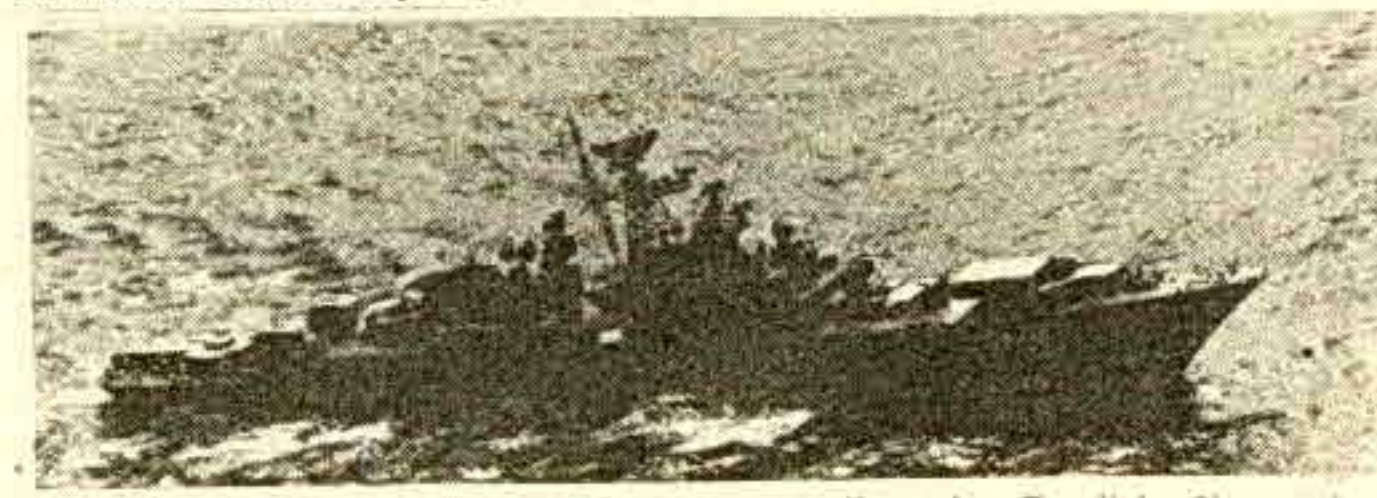
Additionally, the CO, as a member of the Communist Party, is liable to socialist criticism from the lowest ranking seaman in shipboard political officer (ZAMPOL) along with criticism by subordinates tend to undermine the CO's authority and create a situation which stifles innovation, initiative and decisiveness on the part of commanders.

In the past, political officers were not naval officers — now, however, there is a trend toward giving these officers some shipboard duties and experience.

Officers' pay structure is very complicated since it is based on rank, specialty, time in service,

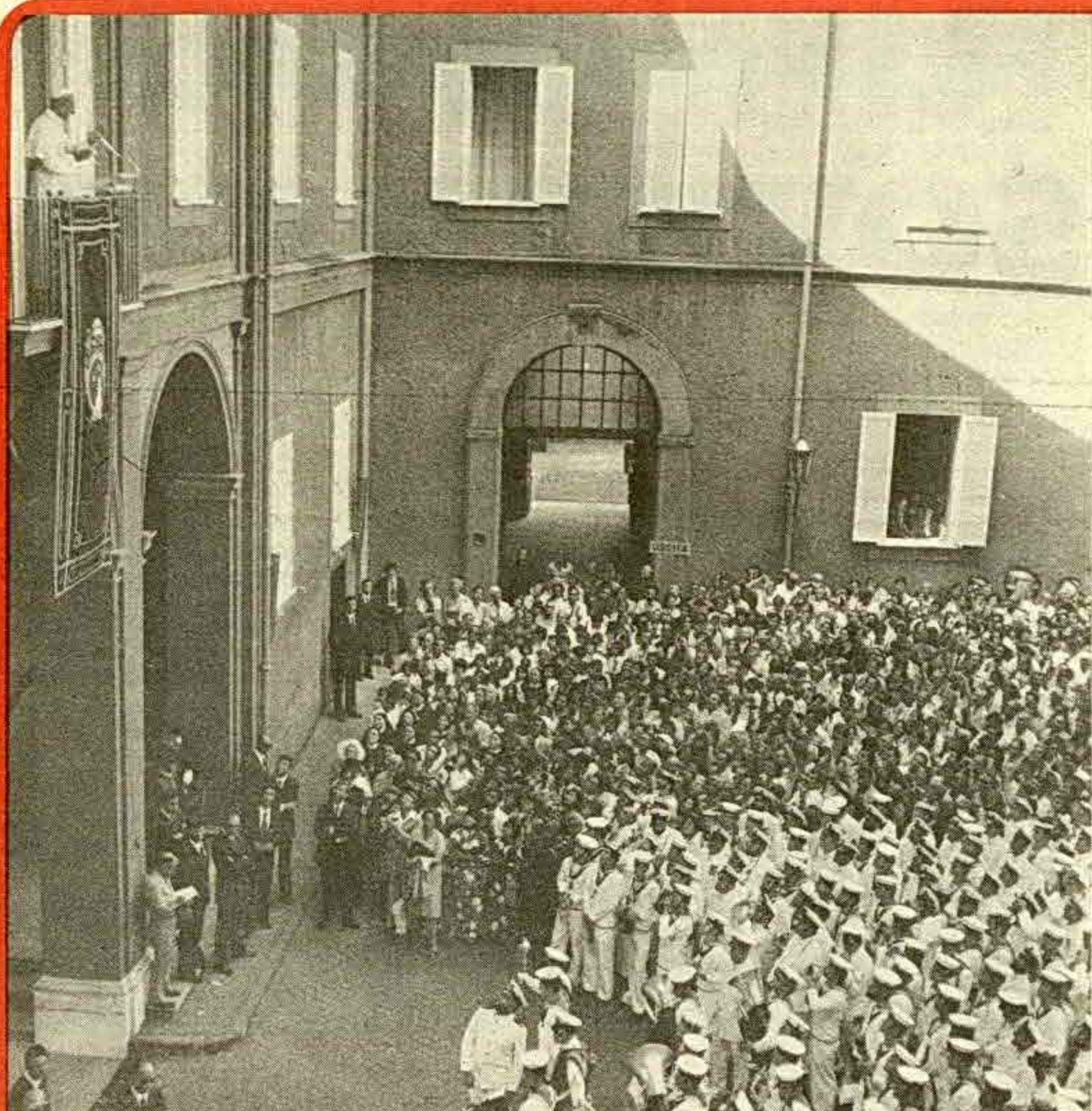


A Moskva class helicopter carrier.



The Krivak class destroyer "Bodry" in the English Channel.

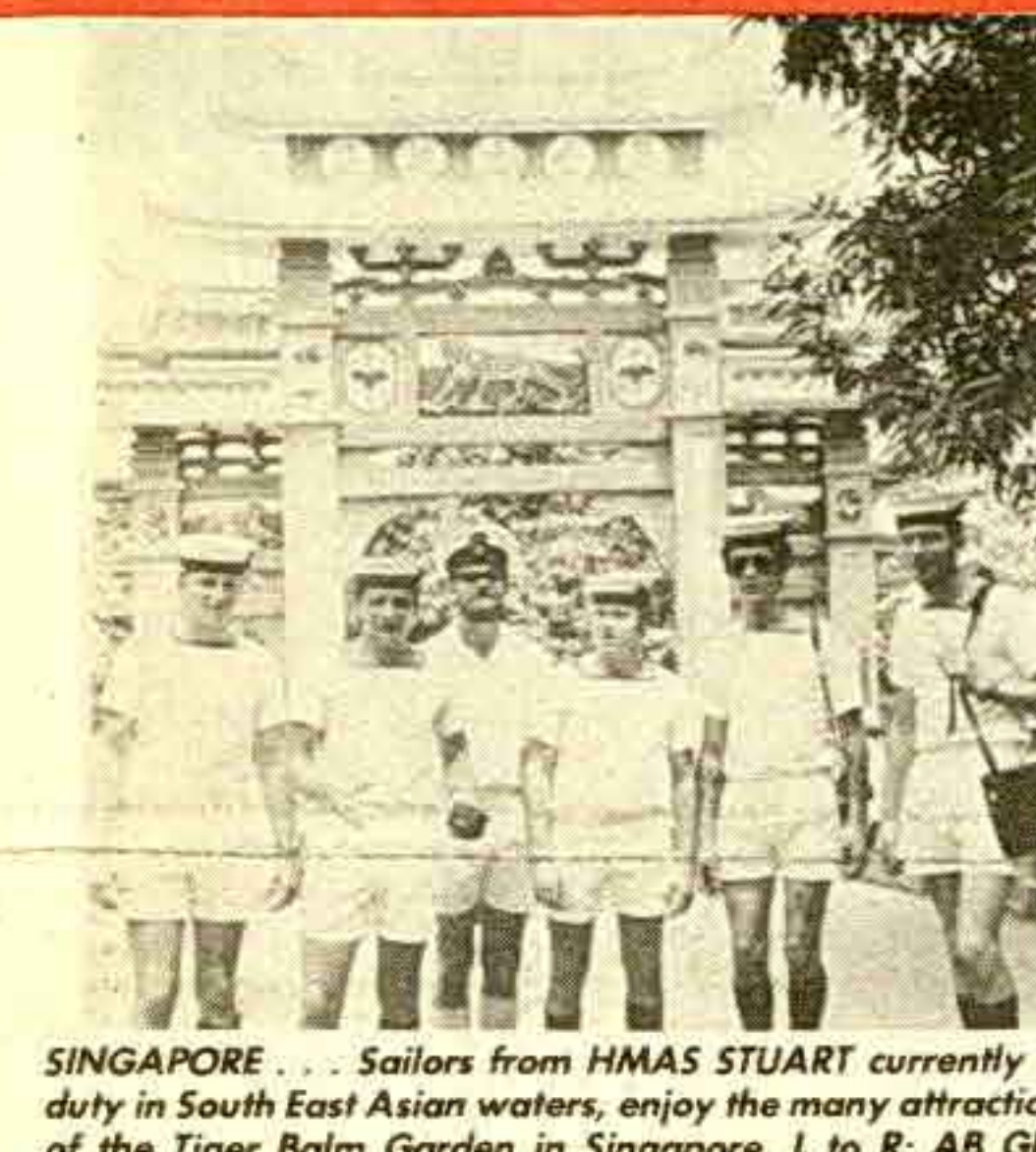




ROME . . . During the RAN's visit to Italy, the Pope greeted Australian sailors at an audience in Castel Gandolfo on August 10 with the following message: "Today we have the great pleasure of having with us the group from HMAS MELBOURNE. We welcome all of you: the Commanding Officer, CDRE Swan, both the Catholic and the Anglican Chaplains, the officers and the men of the ship. Your presence here today makes Australia seem very near, and it brings back many memories of our visit to your country. We send cordial greetings to your families, to all your loved ones. God bless Australia."



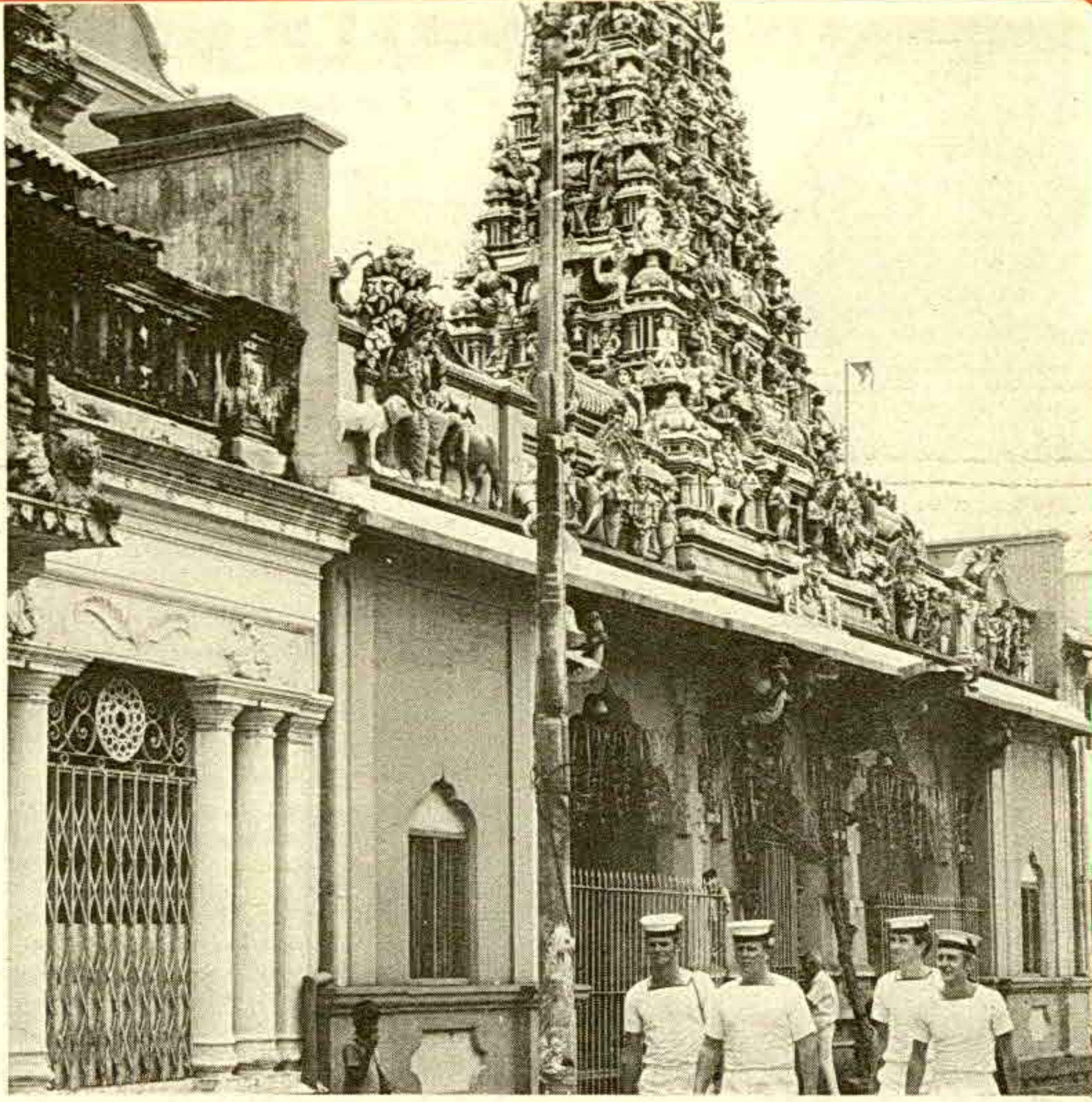
GERMANY . . . Superb architecture, fountains and monuments caught the eyes of these sailors from HMAS BRISBANE during the ship's visit to Antwerp.



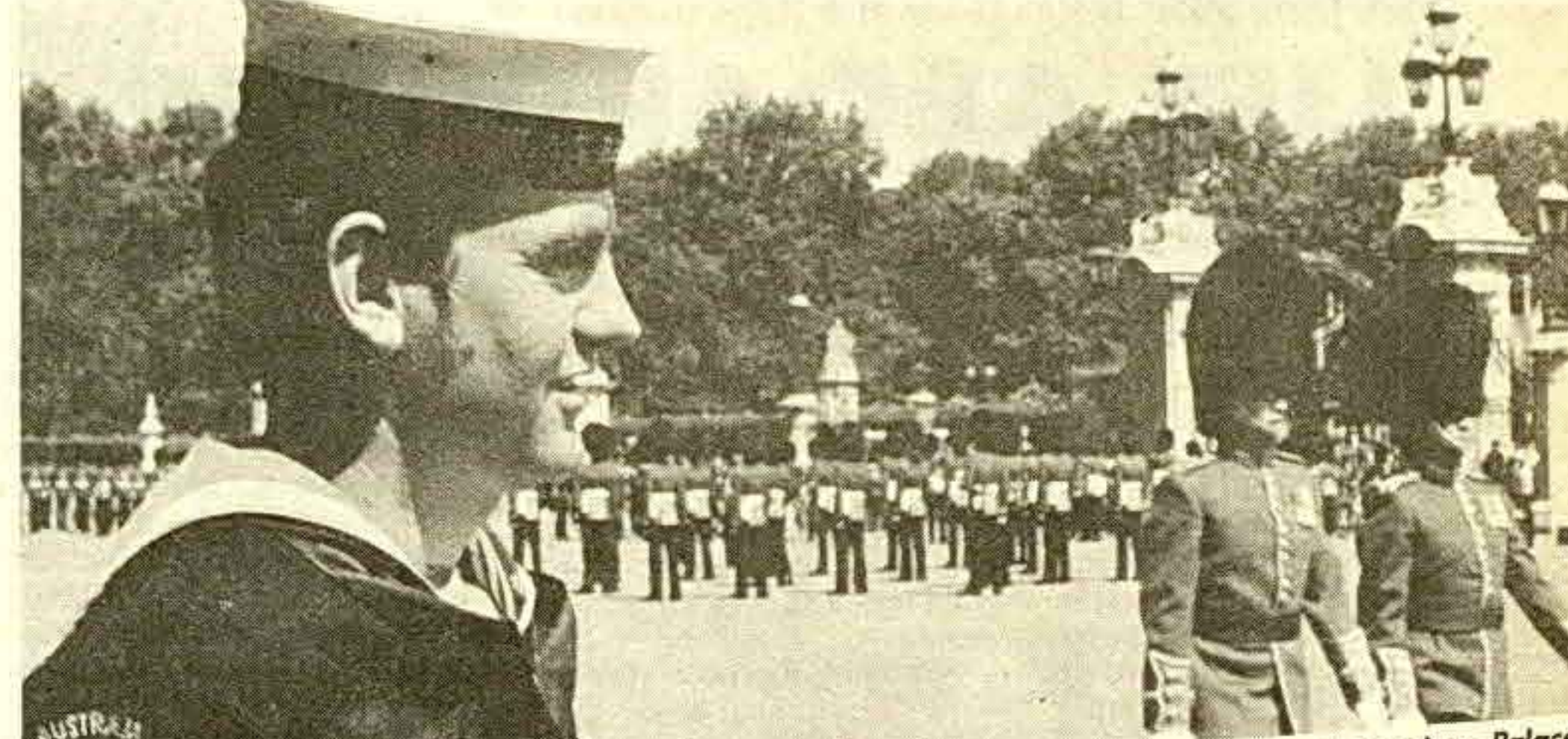
SINGAPORE . . . Sailors from HMAS STUART currently on duty in South East Asian waters, enjoy the many attractions of the Tiger Balm Garden in Singapore. L to R: AB Glen Jacob, LS Chris MacDonald, PO Robert Braithwaite, AB Des Adler, AB Wayne Norman and AB Gerard Van Drempt.



BANGKOK . . . This group of sailors from HMAS STUART enjoy the sights and the charming company in Bangkok.



COLOMBO . . . Sailors from HMAS MELBOURNE (L to R): LS Peter Dore, ABs Ross Fitzgerald, Trevor Angel and David Beattie admire the magnificently detailed figurines above this Hindu Temple in Colombo.



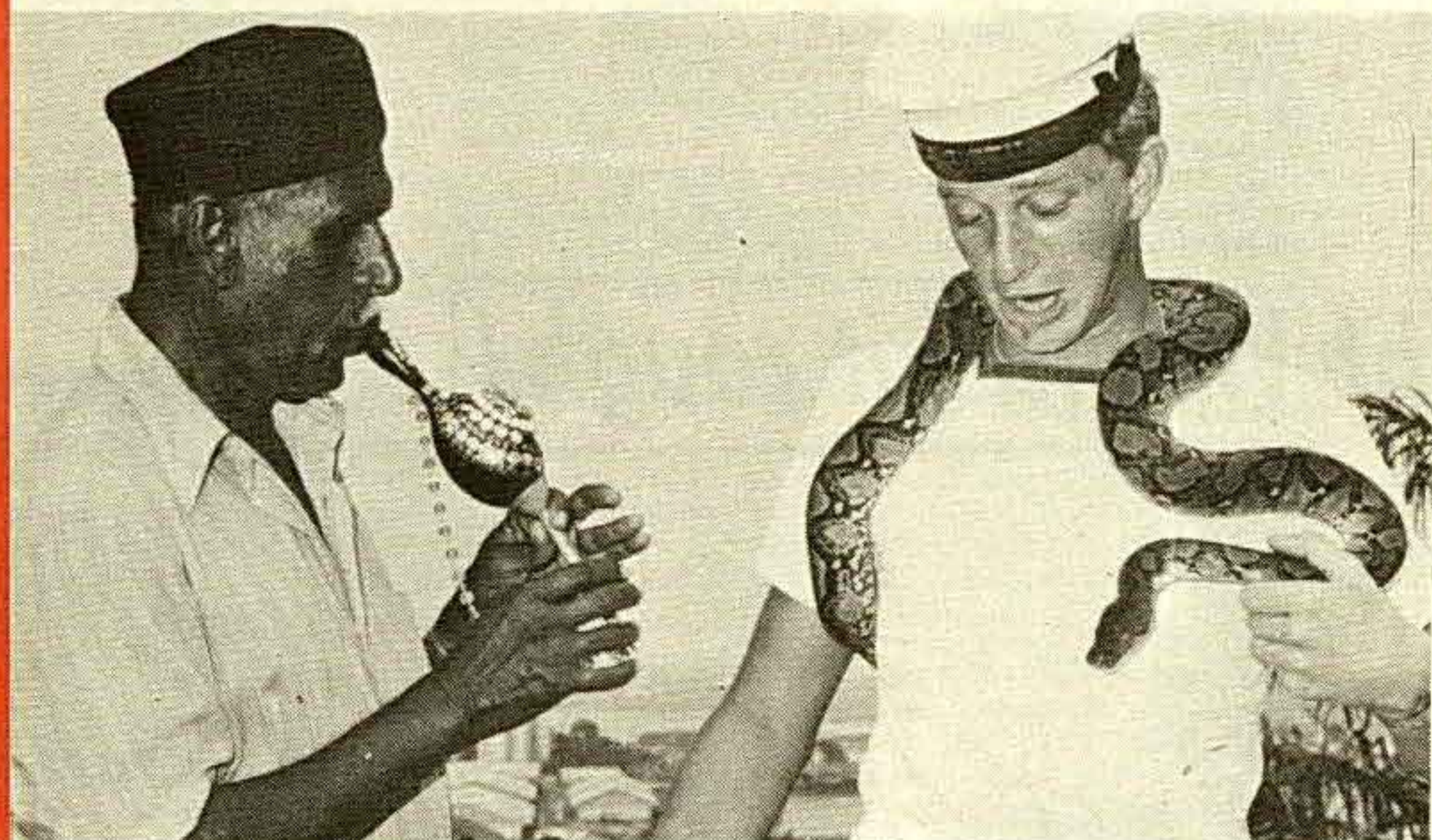
BRITAIN . . . AB Burton from HMAS BRISBANE watches the Changing of the Guard outside Buckingham Palace.



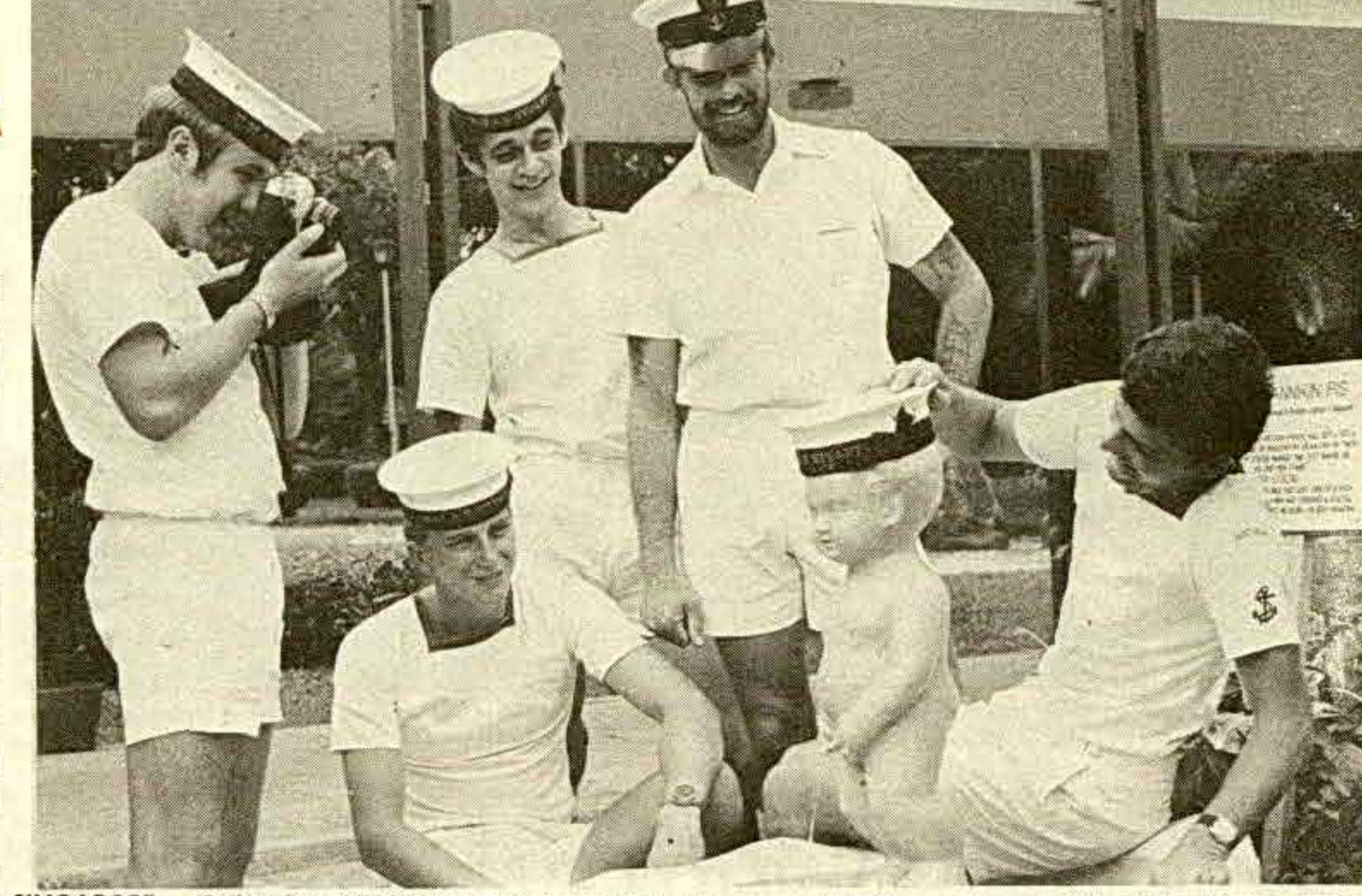
BRITAIN . . . The Tower of London proved a popular tourist spot for Aussie sailors and LSCK Gary Hobden and LSRP Peter Britton had this photo taken with one of the Beefeaters on duty.

# SAILORS SEE THE WORLD VIA THE "GREY FUNNEL LINE"

"JOIN THE NAVY AND SEE THE WORLD" as shown in this selection of photographs taken during the recent overseas deployments of ships of the RAN.



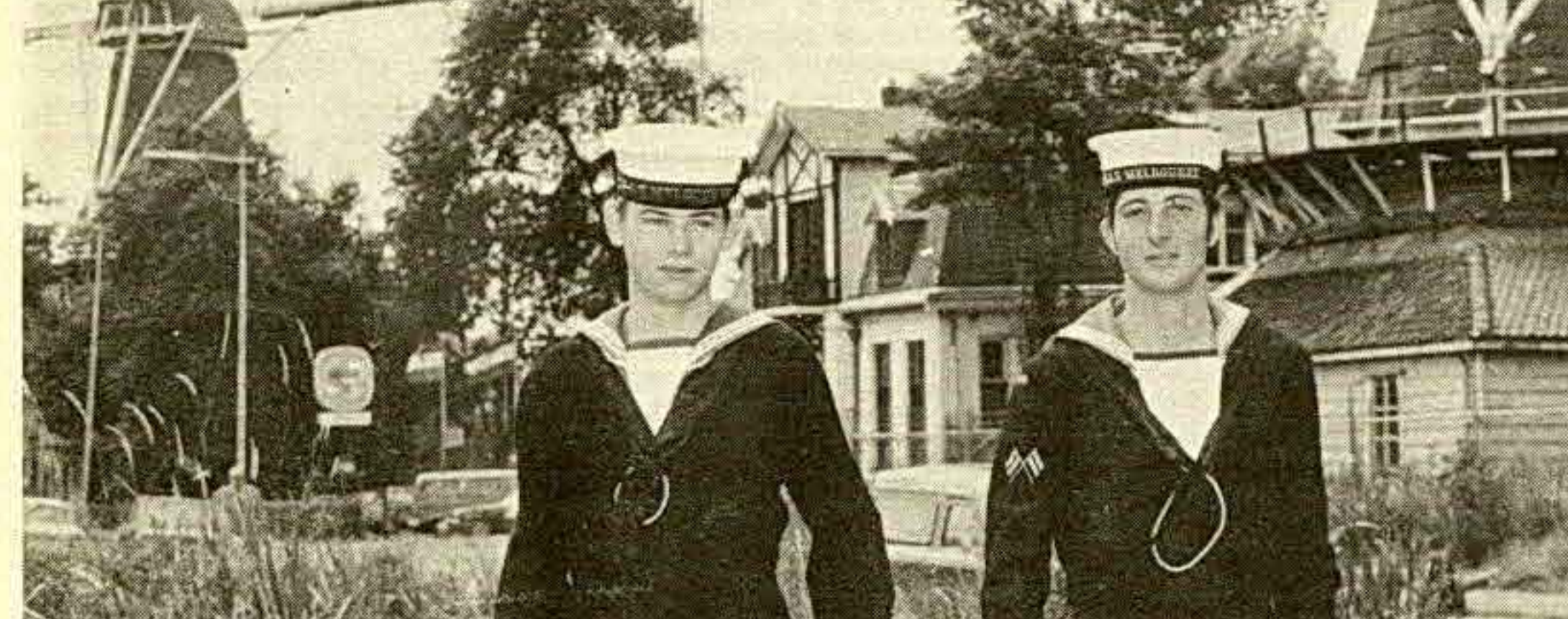
SINGAPORE . . . A sailor will have a go at anything and ABFC Jacob from HMAS STUART was no exception when he draped this snake charmer's python around his neck at Mt Faber Lookout in Singapore.



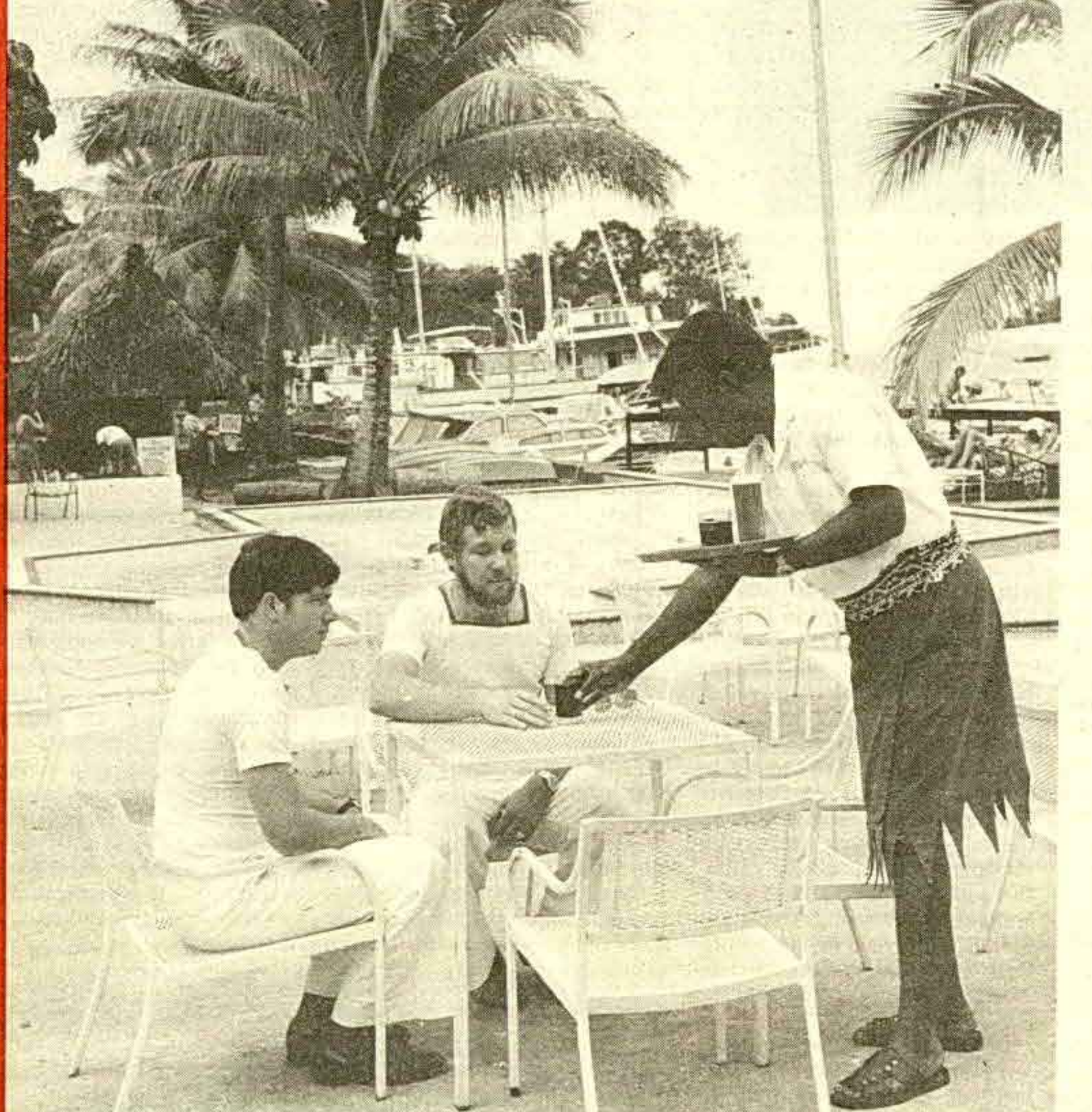
SINGAPORE . . . Sailors from HMAS STUART have a laugh at the copy of the famous Brussels statue 'Manikin Pis', during their visit to Jurong Bird Park in Singapore.



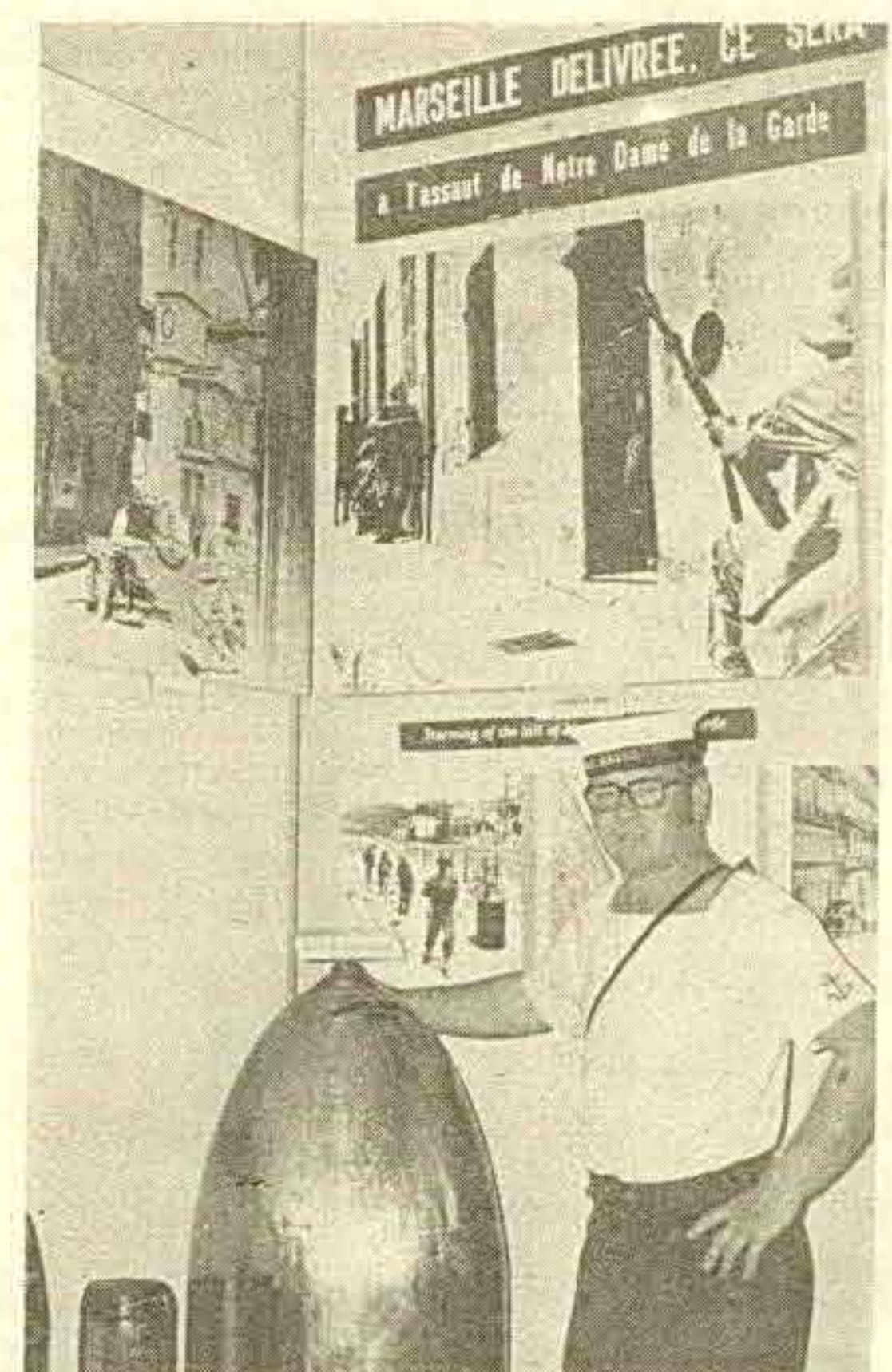
COLOMBO . . . LSATAW(O) Peter Dore is dwarfed by Buddha and his disciples in the Asokaramaya Temple, Colombo.



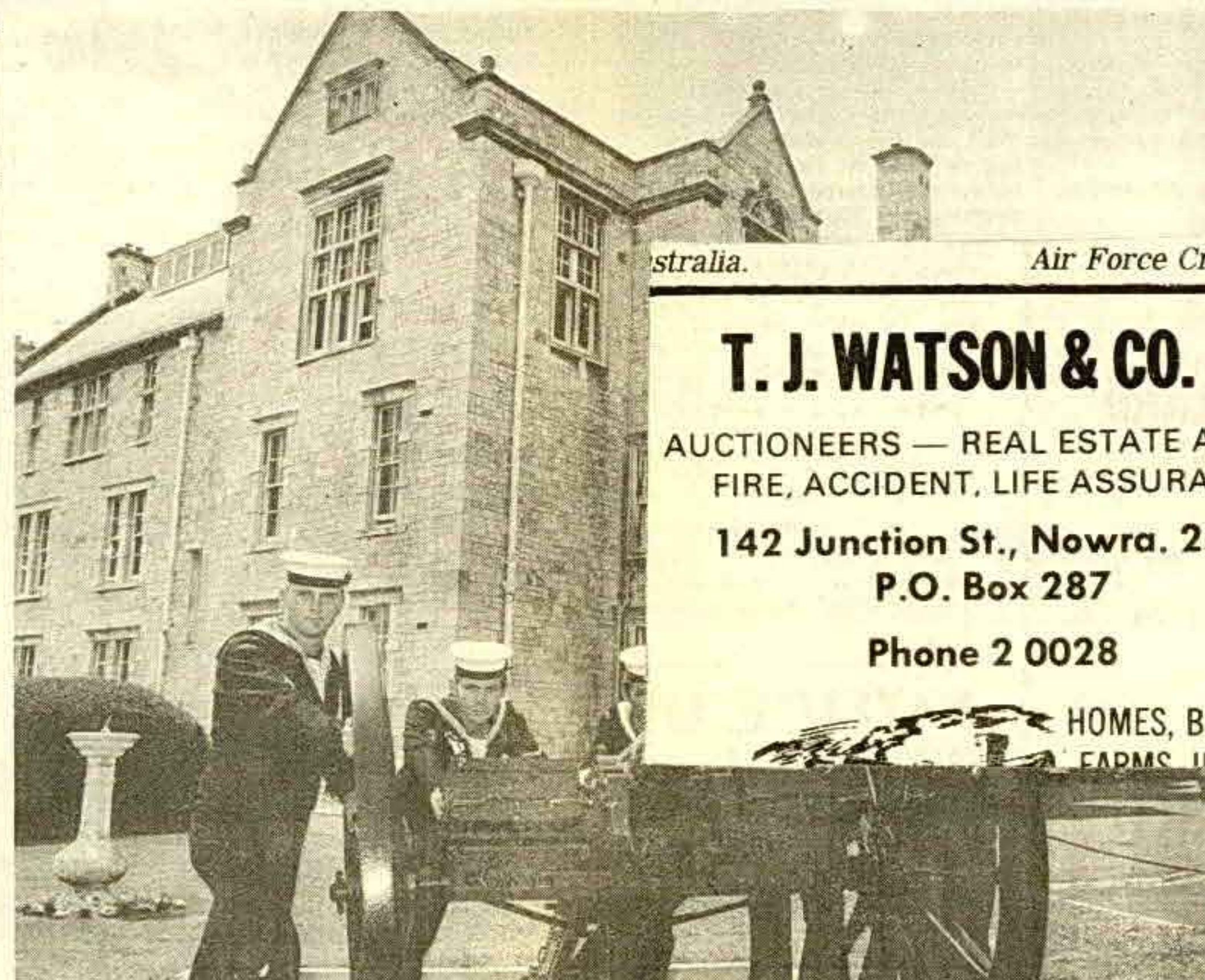
HOLLAND . . . ABs Peter Beecroft (left) and Daryl Coombs pictured in front of the Der Ster Windmill which stands in a scenic garden in the city centre of Rotterdam.



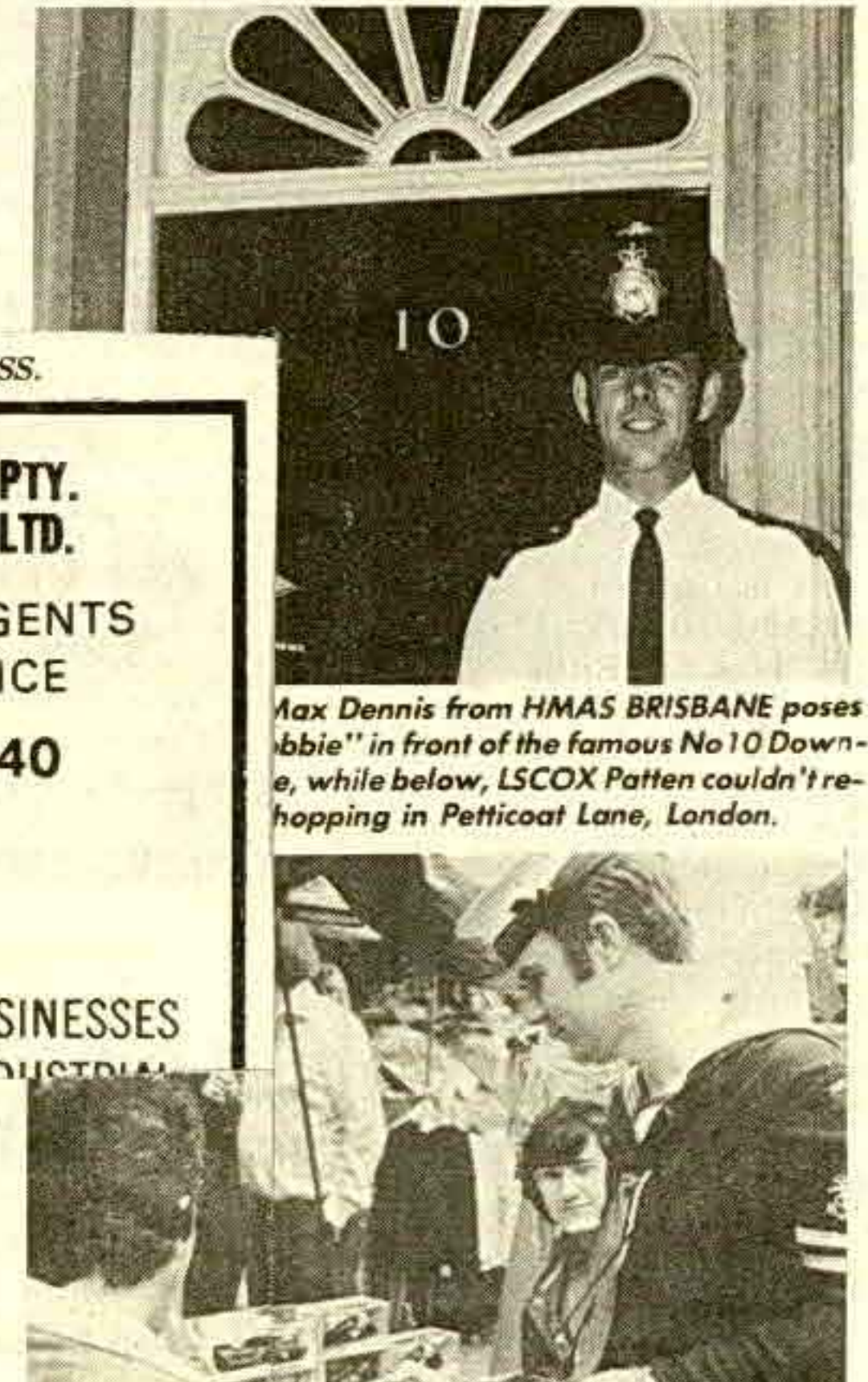
SUVA . . . Two sailors from the training ship HMAS DUCHESS, SMMP Wilson (left) and ABST Potts, "live it up" in "paradise" at the Trade Winds Motel, Suva, during the ship's final cruise to the Islands before paying-off.



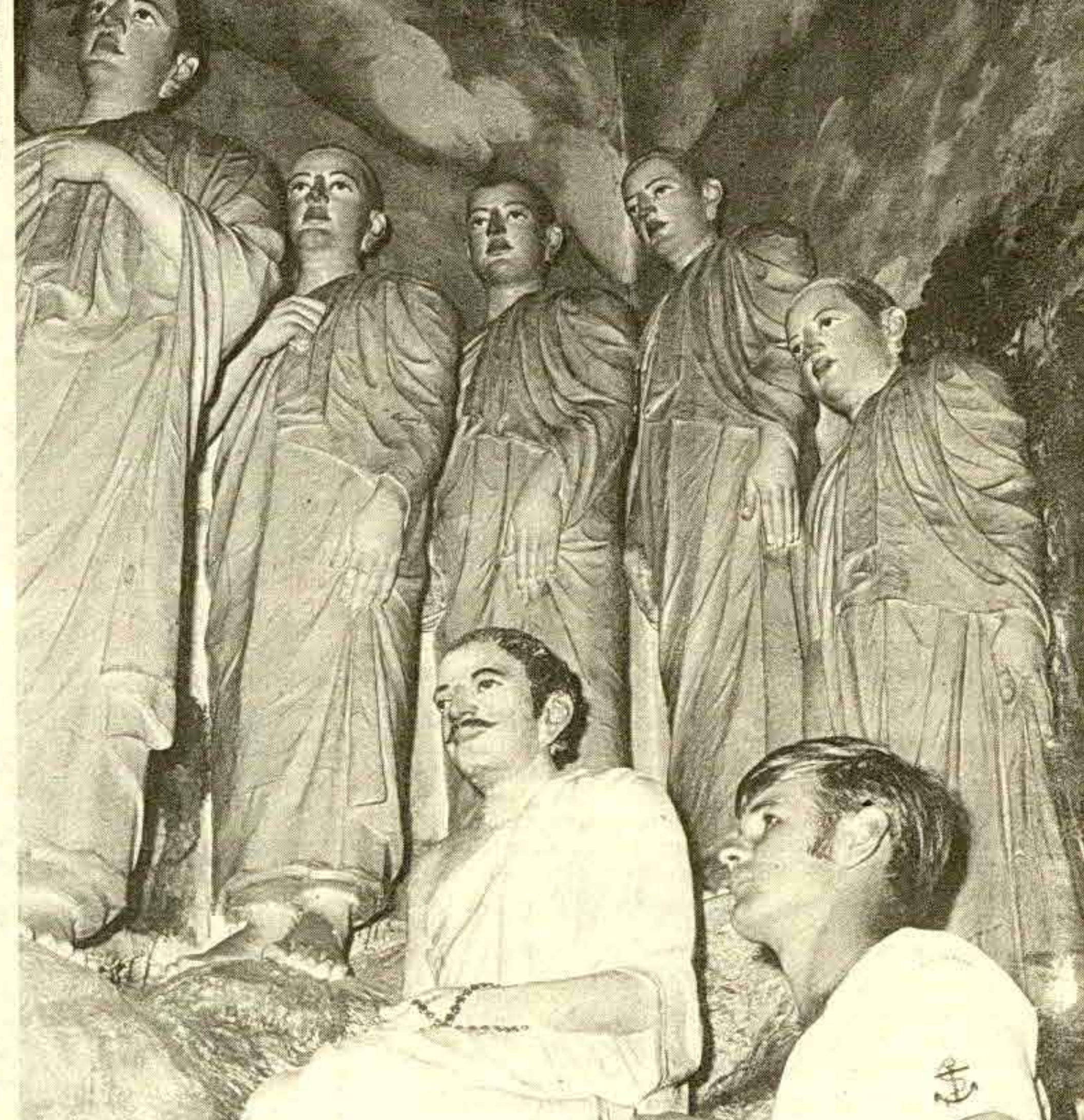
FRANCE . . . LSWM Jim Bruce from HMAS BRISBANE looks over some of the exhibits in the Museum Memorial to the Liberation of South France during the ship's visit to Toulon.



PLYMOUTH . . . Sailors from HMAS MELBOURNE (L to R): LS Rigney, ABs Bingham, McCutcheon, MacAulay and Richardson, pictured during a sightseeing tour of the Hoe Memorial in Plymouth.



Max Dennis from HMAS BRISBANE poses "lible" in front of the famous No.10 Downing, while below, LSCOX Patten couldn't re-hopping in Petticoat Lane, London.



COLOMBO . . . ABATA David Beattie was fascinated by the enormity of the reclining Buddha at the Asokaramaya Buddhist Temple in Colombo.

stralia. Air Force Cross.

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# FAREWELL MONS. LYONS

"... He has been held with deep respect by both officers and sailors alike as well as their families. He has always been ready to come to the assistance of those in need, whatever rank or creed, and his loss to the RAN will be felt deeply..."

The tribute above came from the Flag Officer Commanding East Australia Area, Rear Admiral J.

Davidson, in a farewell speech to the retiring Senior Roman Catholic chaplain, Monsignor Francis "Tiger" Lyons.

At a Wardroom farewell function at Monsignor's last NAVY posting - the Sydney shore establishment HMAS KUTTABUL - RADM Davidson echoed the feelings of all NAVY personnel who were fortunate to meet and know Mons. Lyons in his 20 years in the RAN.

On his last day of NAVY service, Mons. Lyons received an Order of Australia insignia (Military Division) from Governor-General Sir John Kerr at Sydney's Government House.

Mons. Lyons served in most ships and establishments and was probably involved in more sea duty transfers by helicopter or jackstay than any other member in the RAN.

He was serving onboard the aircraft carrier HMAS MELBOURNE at the time of the tragic collision at sea with HMAS VOYAGER.

During the Vietnam war he aided and comforted serving RAN personnel in the theatre of war at considerable risk to himself.

He told "Navy News" his time at

drail parish of St. Patricks and served as an altar boy to Archbishop Mannix.

He went back to school after a break to the Assumption College, Kilmore.

He was ordained from Corpus Christi College, Werribee, in 1949 and served as a Chaplain to Missions to Seamen and a Chaplain on the Naval Reserve.

In his early days he went to Geelong as a curate and, to this day, has a strong preference for the "Cats" Aussie Rules team.

The loss of his younger brother Vincent, who died on active duty with the 2/22nd. Battalion AIF in Rabaul, weighed heavily in his decision to serve his country as a Naval chaplain.

He was also influenced by Father Frank Ryder, who was Parish Priest at Armadale, Victoria.

He released his assistant, Fr. Lyons, to the care of Father Kevin Ellis, who was at the time serving in HMAS CERBERUS.

(The Parish of Armadale has a good record. Not long after, the late Fr. Hugh McDonald was also released for service as a NAVAL Chaplain).

Fr. Lyons joined the RANR as a chaplain on February 15, 1957 from St. Columba's Church, at Elwood, Victoria.

He completed the usual indoctrination course at CERBERUS and transferred to full-time service in the RAN as a chaplain "on probation".

"It was obvious at this stage that the RAN would be well served by Fr. Lyons," said RADM Davidson in his speech to the KUTTABUL farewell function.

"He was reported at this early stage as a chaplain with sincerity and personality and a good exponent of Australian Rules football.

"These characteristics were observed by none other than Admiral Sir Victor Smith at NAS NOWRA in 1959 while Fr. Lyons was serving there.

"Since then he has served in most ships and establishments in the further progression of his calling."

Mons. Lyons was appointed as the senior Roman Catholic Chaplain to the RAN in December 1971 and his valuable services were recognised by the Vatican in 1975 when he was elevated to Monsignor.

He was awarded the Order of Australia, Military Division in the Queen's Birthday Honours in 1976.

Mons. Lyons' successor is Fr. Geoff Mayne, who was born at Daceyville in Sydney on 27/8/1928 and educated by the Brigidine Sisters at Maroubra and the Christian Brothers at Waverley.

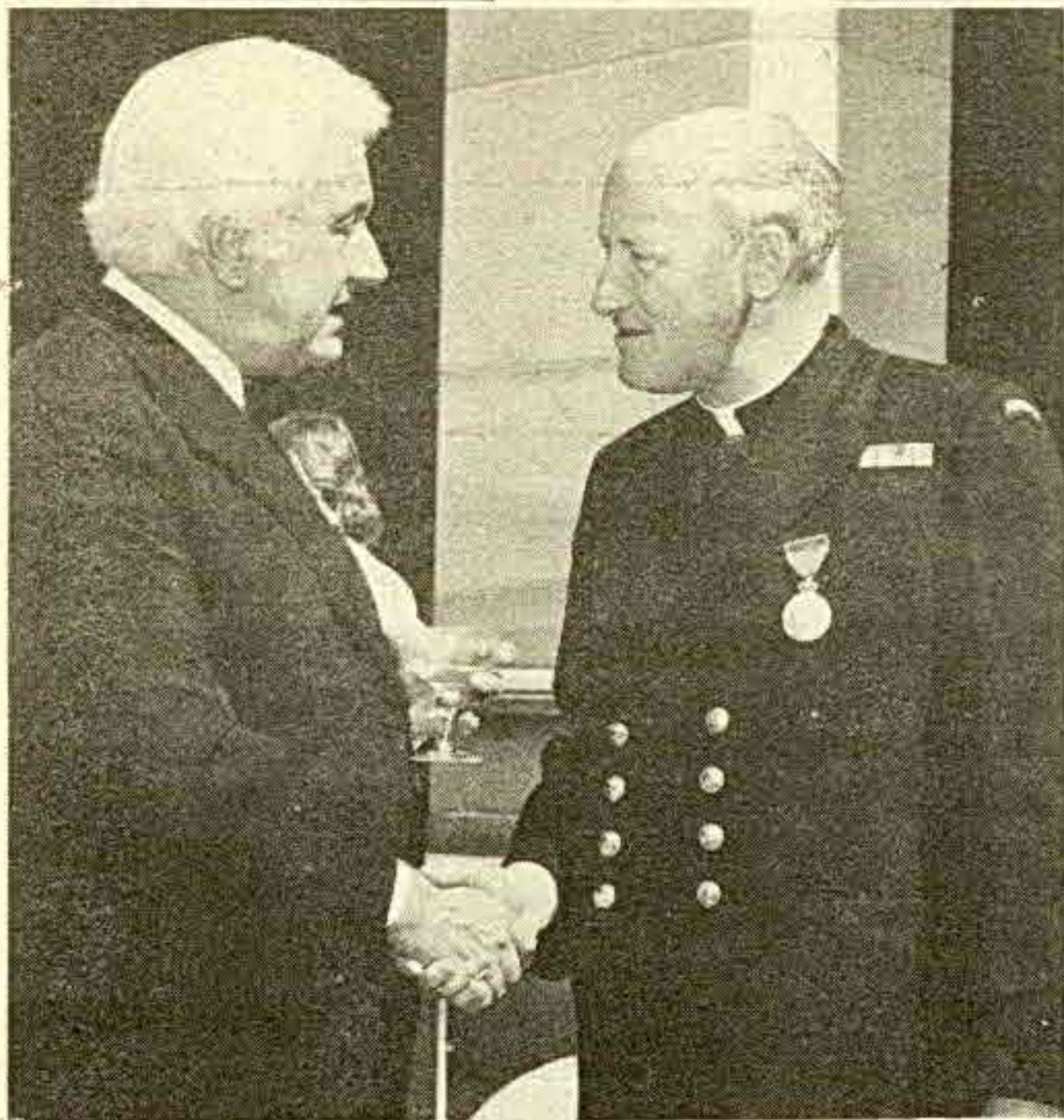
Fr. Mayne completed an apprenticeship in Pharmacy at Sydney University before studying for the Priesthood at St. Columba's College and St. Patrick's, Manly.

He was ordained at St. Mary's Cathedral, Sydney, by Cardinal Sir Norman Gilroy on July 21, 1956.

Fr. Mayne worked in the parishes of Lane Cove, Summer Hill, Lithgow, Rosebery and Riverwood for nine years before his appointment as a Naval Chaplain in September 1965.

He has served at PENGUIN HMAS SYDNEY, ALBATROSS (twice), CERBERUS, NIRIMBA and HMAS MELBOURNE.

He holds inter-Service sport "rep" badges for Rugby (coach), Tennis and Bowls - and he is a keen follower of the South Sydney Rugby League Club.



Mons. Lyons chats with Governor-General Sir John Kerr at Government House Sydney after the Senior Navy Chaplain was made a member of the Order of Australia.



Mons. Lyons (centre) with the Roman Catholic Arch-Bishop of Sydney, Sir James Cardinal Freeman (on his left) and FOCEA RADM J. Davidson (on his right) at a recent KUTTABUL WARDROOM Mess farewell function.

## CDRE PARKER SERVED 37 YEARS

When Commodore V. A. Parker announced his retirement from the RAN after 37 years' service the news prompted Reservists from all around Australia to club together to make him a presentation.

Commodore Parker has had a close association with the RANR.

He was Director of Naval Reserves and Cadets in NAVY Office in 1974 and Director General of Naval Training and Education until his recent retirement.

The presentation gift - a combined clock and barometer - was subscribed to by members of all Port Divisions of the RANR, and was handed to Commodore Parker in his office by CMDR R. O. Albert, RANR, "CO" of the Sydney Port Division prior to a farewell lunch in Canberra.

Captain Vernon Ainslie Parker was born at Perth, Western Australia, in February, 1926.

He entered the RAN College in 1940 graduating in 1943.

He was promoted to lieutenant in 1947 after two years under training in the Royal Navy and a further two years in HM Australian Fleet.

Between 1947 and 1959 Captain Parker held a variety of seaman's postings included in which were: HMA Ships MANOORA (1947), GPV 960 (1948), QUICKMATCH (1949/50), LATROBE (1951),



CDRE V. A. Parker.

COOTAMUNDRA (1952) and HAWKESBURY (1953/55).

He was promoted to Lieutenant Commander in 1955 and was Captain of HAWKESBURY for four months.

From July, 1957, to July, 1959, Captain Parker was Executive Officer of HMAS QUEENBOROUGH.

Following promotion to Commander in 1961, Captain Parker commanded HMAS QUIBERON for two years before being appointed Australian Naval Attache in Djakarta in the rank of Acting Captain.

He reverted to Commander on return to Australia in 1966 and was Executive Officer of SYDNEY and MELBOURNE before taking command of the latter following promotion to Captain in December, 1967.

Captain Parker's only period in Navy Office was in 1969/71 as Director of Training and Director General of Training.

He commanded HMAS SUPPLY in 1971/72 and took command of HMAS CRESWELL in December, 1972.

He is married and has one son and two daughters.

the RAN training establishment HMAS LEEUWIN, caring for some 800 boys of 15 years of age, had been "among the hardest ... but the most rewarding".

He now plans to return to Melbourne for the VFL Australian Rules Grand Final before embarking on a well-earned overseas holiday to Rome, London, the USA and New Zealand.

One of his last achievements in the RAN was to successfully arrange a Papal audience for ship's company of the visiting aircraft carrier HMAS MELBOURNE and the guided missile destroyer HMAS BRISBANE in Rome.

On return from overseas, he will take up parish duties - probably in his home state of Victoria.

Replying to a message of good wishes from the Flag Officer Commanding the Australian Fleet (Rear Admiral N. E. McDonald), Mons. Lyons said: "Leaving the NAVY for me is like leaving a great family of wonderful people.

"It is not easy to go.

"Good luck and best wishes to everybody."

The KUTTABUL Wardroom Mess made Monsignor an Honorary Member - a rare honour.

Mons. Lyons grew up in Melbourne as a member of the Cathe-

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## "SINCLAIR ERA" ENDS!

The "Sinclair Era" ended for HMAS HOBART, one of the Royal Australian Navy's guided missile destroyers, with a recent ceremony at Garden Island.

Captain Peter Sinclair (pictured) assumed command of the 4,580-tonne ship in December 1974 and began a globetrotting performance which took in 24 different ports in 18 countries.

The distance involved was more than 90-thousand miles.

The association between Captain Sinclair and his ship began with the "Navy Help Darwin", the massive relief operation mounted by the RAN after the tragic devastation by "Cyclone Tracy".

Since that time the ship has taken part in many exercises with units of the American, British, New Zealand, Canadian, French, Iranian, Indian and Pakistan naval forces.

A highlight of Captain Sinclair's command was the trip to New York, where HMAS HOBART represented the RAN at the Bi-centenary celebrations on July 4, 1976.

This visit took place during a circumnavigation of the world by HMAS HOBART over a period of 109 days ("Operation Phineas Fogg").

Before entering refit last November, HMAS HOBART took part in the massive exercise with United States and New Zealand service units off the East Australian coast ("Kangaroo Two").

Because HMAS HOBART was undergoing a refit at Garden Island, the ship's company had to resort to rather untraditional methods to see their commander ashore.

The farewell was made possible with the co-operation of Garden Island's Dockyard crane operators who ensured that Captain Sinclair's "liftoff" was executed without hazard.

Captain Sinclair entered the NAVY in 1948 as a Cadet Midshipman, graduating in 1951.

He served in ships of the Royal Navy and Royal Australian Navy before returning to the United Kingdom in 1958 to specialise in gunnery.

He then joined HMS JUTLAND as the Gunnery Officer.

## 90,000-MILE ASSOCIATION WITH HOBART

On his return to Australia in 1962 he served as the Gunnery Trials Officer and then joined HMAS VENDETTA as the Gunnery Officer in 1964.

Between 1965 and 1970 he served on the Naval Staff in Canberra with a 1½ year break starting in 1967 as the Executive Officer of HMAS VAMPIRE.

Early in November, 1970, Captain Sinclair assumed command of the daring classed destroyer HMAS DUCHESS.

Under his command, DUCHESS visited nine foreign countries, including Japan, Guam, Okinawa, Philippines and Vietnam.

She escorted HMAS SYDNEY to and from Vietnam on two occasions and spent 3½ months attached to the Strategic Reserve in the Far East.

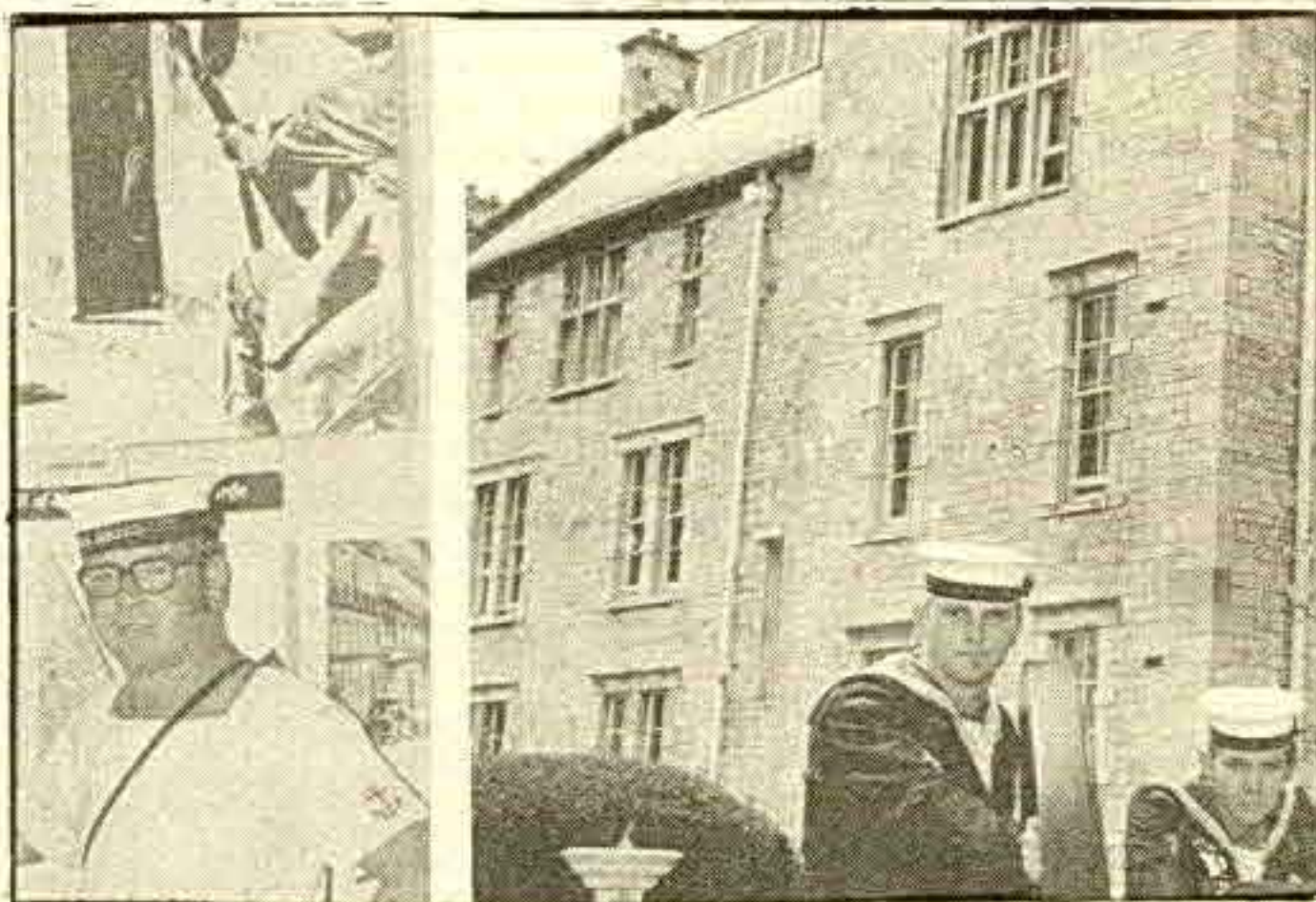
The ship was awarded the Otranto Shield for gunnery for 1971 and carried out the RAN's first live firing against the TURANA drone target in November, 1971.

Captain Sinclair commanded DUCHESS until January 1972.

During his command, DUCHESS steamed almost 32,000 miles.

After attendance at the Joint Services Staff College he joined the Junior Recruit Training Establishment, HMAS LEEUWIN in 1972 as the Executive Officer and Deputy Naval Officer Commanding Western Australia.

Captain Sinclair assumed command of HMAS HOBART in December 1974 and commenced a globetrotting performance, visiting 24 different ports in 18 foreign countries and steaming over 90,000 miles.



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# INVESTITURES IN SYDNEY AND CANBERRA

*"Her Majesty The Queen has been graciously pleased to confer the following Honours and Awards . . ."*

This announcement heralded a "day to remember" for selected Naval personnel at Investitures in Sydney and Canberra recently.

At the Government House Investitures, both conducted by His Excellency the Governor-General Sir John Kerr, the routines were similar . . . Their Excellencies enter the Ballroom, the Royal Salute follows, His Excellency makes opening remarks, the recipients are invested, Their Excellencies withdraw, recipients and guests leave the Ballroom and join the Vice-Regal party for a reception comprising Champers and Hors d'oeuvres, photographs and chatting follows before Their Excellencies withdraw and the proud guests depart.

This proud group on the right, pictured with the Flag Officer Commanding East Australia Area, RADM John Davidson (centre), in the grounds of Government House, Sydney, on September 9, comprise (L to R): WO Ern Graham (OAM), WO Leon Durston (AM), LEUT Ted Swinerton (AM), CMDR Neville Merrifield (AM), Senior Chaplain Monsignor Frank Lyons (AM), RADM Davidson (FOCEA), WO Leonard Bolden (AM), WO Gordon Hope (OAM), WO Bob Morris (AM) and WO Tim Collins (OAM).

Photographed below are Navy personnel who received their pieces of insignia from the Governor-General at Government House, Canberra on August 31 . . .



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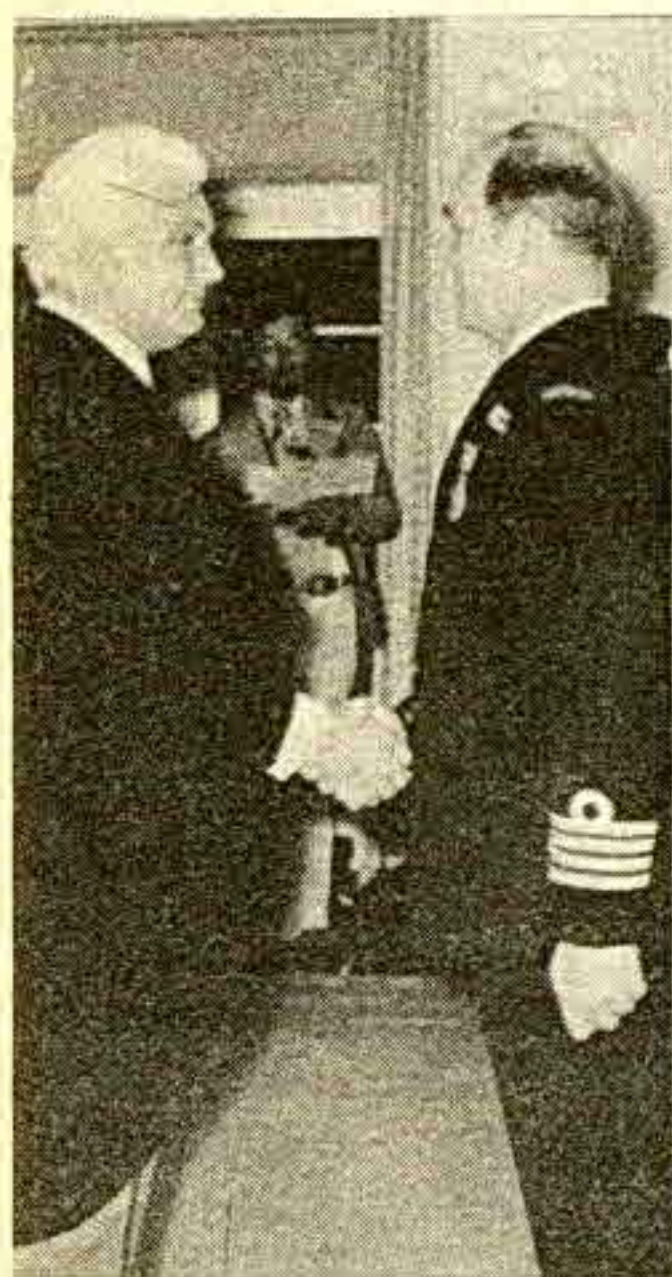
Drive-yourself cars, too

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

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



CAPT IAN JAMES is invested as a Member of the Order of Australia



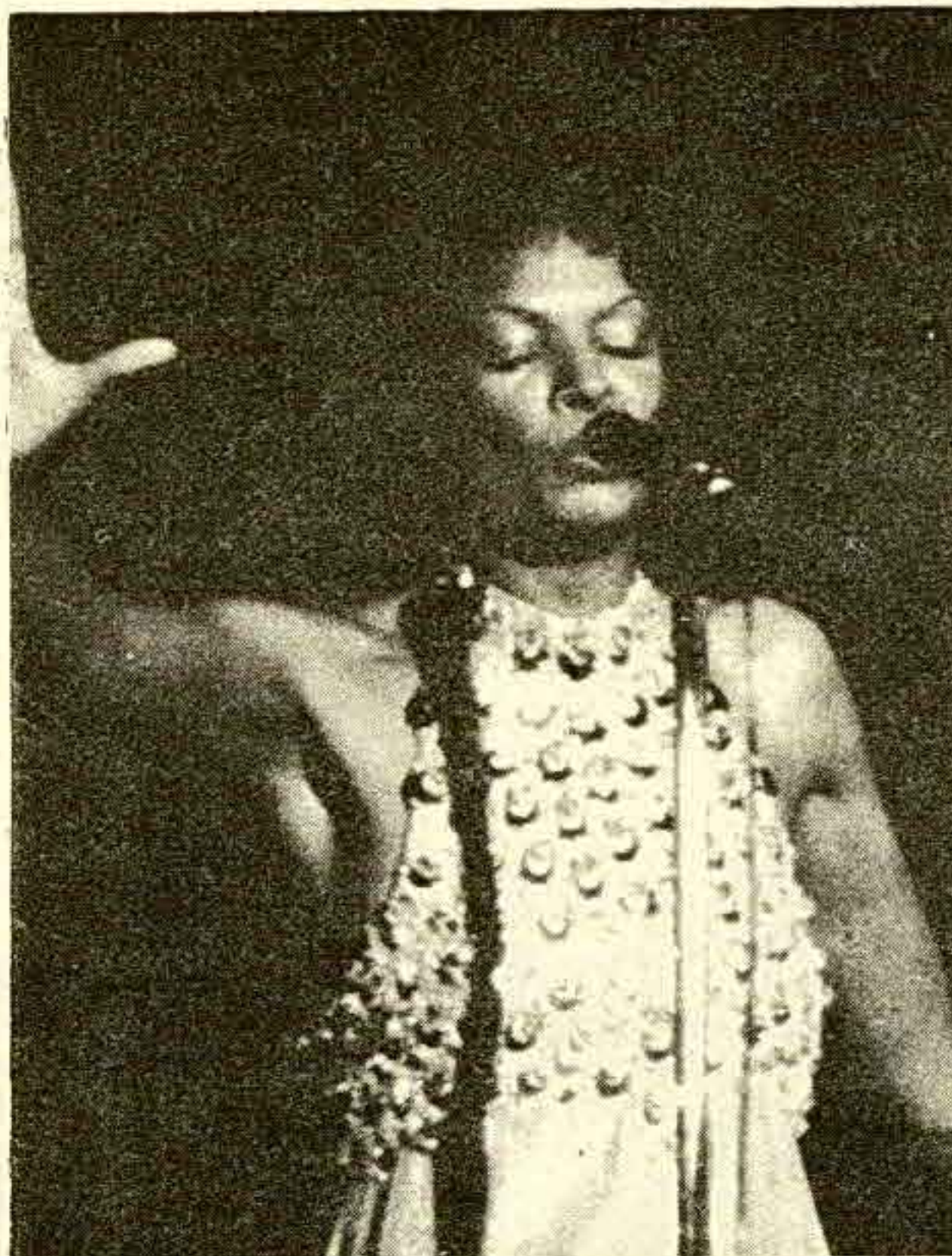
CAPT JOHN LANCASTER, Chief of Naval Reserves and Cadets, receives his Member of the Order of Australia



CMDR NORMAN MacRAE is invested as a Member of the Order of Australia.



LCDR ROBERT WALDRON is decorated with the Air Force Cross.



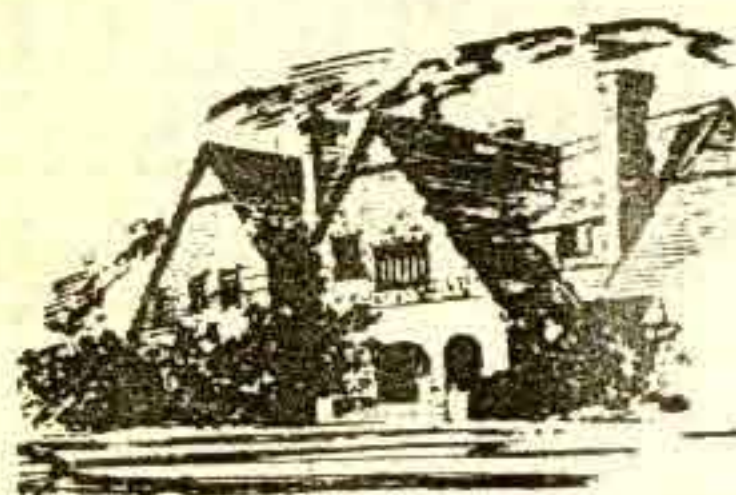
  
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# You've got to have a sense of humour to serve up Darwin way

"Life wasn't meant to be easy", that now trendy piece of 'Fraserology' which really is a nice way of telling us all to do a 'Prince Philip', has had some effect on those serving in the "Top End", writes our HMAS COONAWARRA correspondent.

Contrary to what those serving in the southern navies think, the fingers ARE out up here and everyone's knuckling down as these snippets from the local paper prove . . .

**"CIVIL DEFENCE . . .** Civil Defence procedures have been updated in Darwin in order to cope with any forthcoming emergencies. In the case of an 'alert', housewives are instructed to pull down the shades, turn off the gas and electricity, get under the bed and co-operate with the local Civil Defence Director . . ."

**"TRADE . . .** The N.T. section of the Department of Trade has announced that the N.T. exported no grindstones last year . . ."

Even the fish are doomed to sacrifice themselves . . . Our local fishing authority boasts that he can show us a fishing hole where the fish are so hungry you have to hide behind a tree to bait your hook!

But the intense application of some people has taken a lot out of them and others as this report of a weird theft at Kasjurina shopping centre grimly spells out . . .

"A chemist shop was broken into recently and quantities of hair

restorer, contraceptives and vitamin pills were stolen. Police are searching for a rundown, bald Catholic."

Seriously though, things are improving from a naval point of view . . . particularly on the housing front, on the sports fields and in keeping HMAS COONAWARRA and outstations "ship-shape".

**ADMIRAL'S WALKROUND**  
FOCEA RADM J. Davidson inspected divisions and carried out his bi-annual walkround HMAS COONAWARRA on July 19. He was accompanied by DCSO(A), CMDR K. Graham.

Much hard work went into the preparations for his visit, and, despite the high winds which materialised later in the day, the depot, outstations and assets have never looked better.

After his departure, HMAS COONAWARRA received the following signal from the Admiral . . .

"I enjoyed my all too short visit to HMAS COONAWARRA and its associated outposts and was pleased with the high standard of appearance and cleanliness.

"You are charged with a very important task in a remote area and I will be happy to report to Chief of Naval Staff that I consider this is being properly handled. Well done."



**ADMIRALS DO HAVE WINNING WAYS.** — RADM Davidson even managed to squeeze a smile from a member of the Regulating Branch during morning tea with COONAWARRA Senior WRANS (She has since been suitably admonished by CPOCOX Barry Spencer . . .) L to R: POWR5TD Bret Christensen, POWRREG Fran Emery, FOCEA, CPOWR55 Helen Yench and POWR55 Gail Taylor.

**TO WIND UP . . .** The wonderful climate, numerous beaches, picnic spots and fishing holes, HMAS COONAWARRA swimming pool and tennis courts, the abundance of wildlife in the "Top End" and the Beer Can Regatta, more than offset the slightly higher prices in the town and we can recommend Darwin as a most interesting and enjoyable posting.

The opening of a new sports complex in Nightcliff shortly, which will include more squash courts and a large tenpin bowling alley will ensure plenty of fun for all during the wet season.

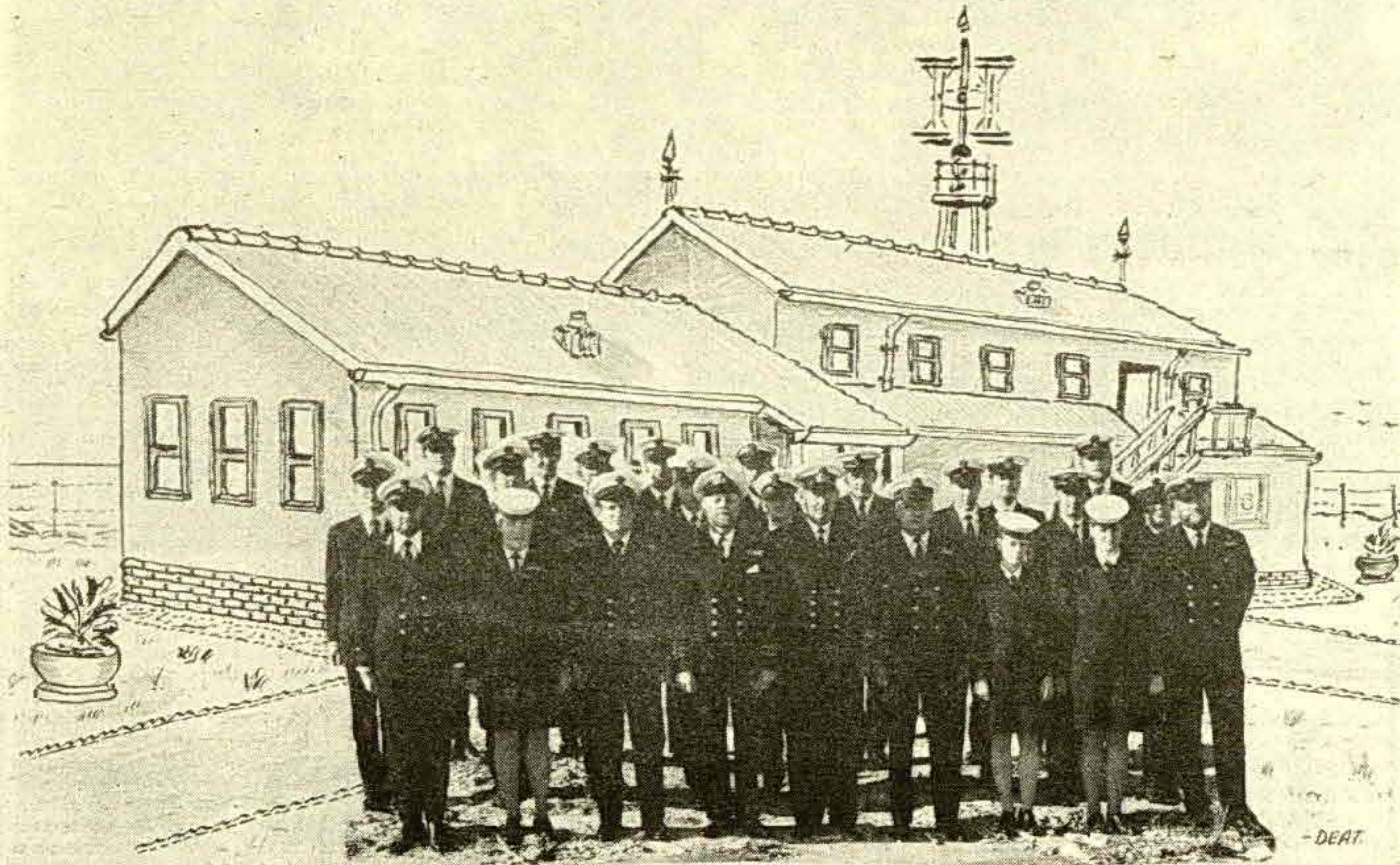
A choice of a drive-in movie, two terrific movie houses and the RAAF cinema will satisfy the needs of the most keen movie buff, and clubs for all interests abound.

Don't hesitate readers, grab that request form, drag out your pen and "slap in for a Darwin posting". REMEMBER — bring your sense of humour with you!

## NOTICE OF THANKS . . .

Mrs Helen Phillips, her sons Nathan and Daniel, and her daughter County, wish to express their sincere thanks for the kind thoughts and messages of sympathy received from the Communication Centres of HMAS PERTH and HMAS KUTTABUL in respect of the recent loss of her husband and their father WILLIAM KEITH PHILLIPS.

"Your thoughts were sincerely appreciated," said Mrs Phillips.



## THE DEMISE OF ND SCHOOL LANDMARK AT HMAS WATSON

(A nostalgic piece by LCDR. D. E. A. THORNETT, RAN.)

The year has been the occasion for many celebrations associated with the Jubilee, but one sad event mars the year and that is the demise of the Action Information Training Centre (A.I.T.C.) at HMAS WATSON.

The fantastic progress in equipments and procedures in Operation Rooms in the Fleet has necessitated the building of the Tactical Trainer (TTB) at South Head and rendered the A.I.T.C. obsolete.

Unlike the old wartime buildings of the ND School which stood flaunting the environmental atmosphere, the Tactical Trainer was "dug in," so deep in fact that it is rumoured it has a direct access to the Alma Mater of the ND Branch, i.e. HMS DRYAD in the UK.

One remembers with amazement the labyrinth of the A.I.T.C. internal layout with half doors, dwarf bulkheads, and old plotting devices, and wonders who ever designed the place.

In actual fact, the A.I.T.C. (AUS) was a carbon copy of the A.I.T.C. (UK) which used the hanger and stables at Southwick Manor — now HMS DRYAD, Portsmouth.

The draft plans, no doubt, were obtained by a visiting RAN Officer, smuggled through customs and used to start off the ND School in 1945 and probably netted him a prize from the Herbert Lott Trust Fund.

The selection of the design no doubt provided a security cover for the training of the use of the new fanganged invention called RDF (sorry Radar) and Operation Room procedures.

Through the guise of a racing stable generations of thoroughbred ND officers and RP sailors were

trained for the Fleet.

Alas, the A.I.T.C. is now gone and training is now carried out in the TTB.

All that remains in the area of the old ND School is the Radar Block, which is also earmarked for removal, after which the area will become a national reserve.

One cannot guarantee that the ghosts of ND officers and RP sailors will not haunt the area or

have midnight meetings on Hallow'en Nights — so beware!

To mark the passing of the A.I.T.C. (in a most brutal attack by bulldozers), the resident Staff held a ceremony on site and all we have now on record are these photographs of "before" and "afterwards."

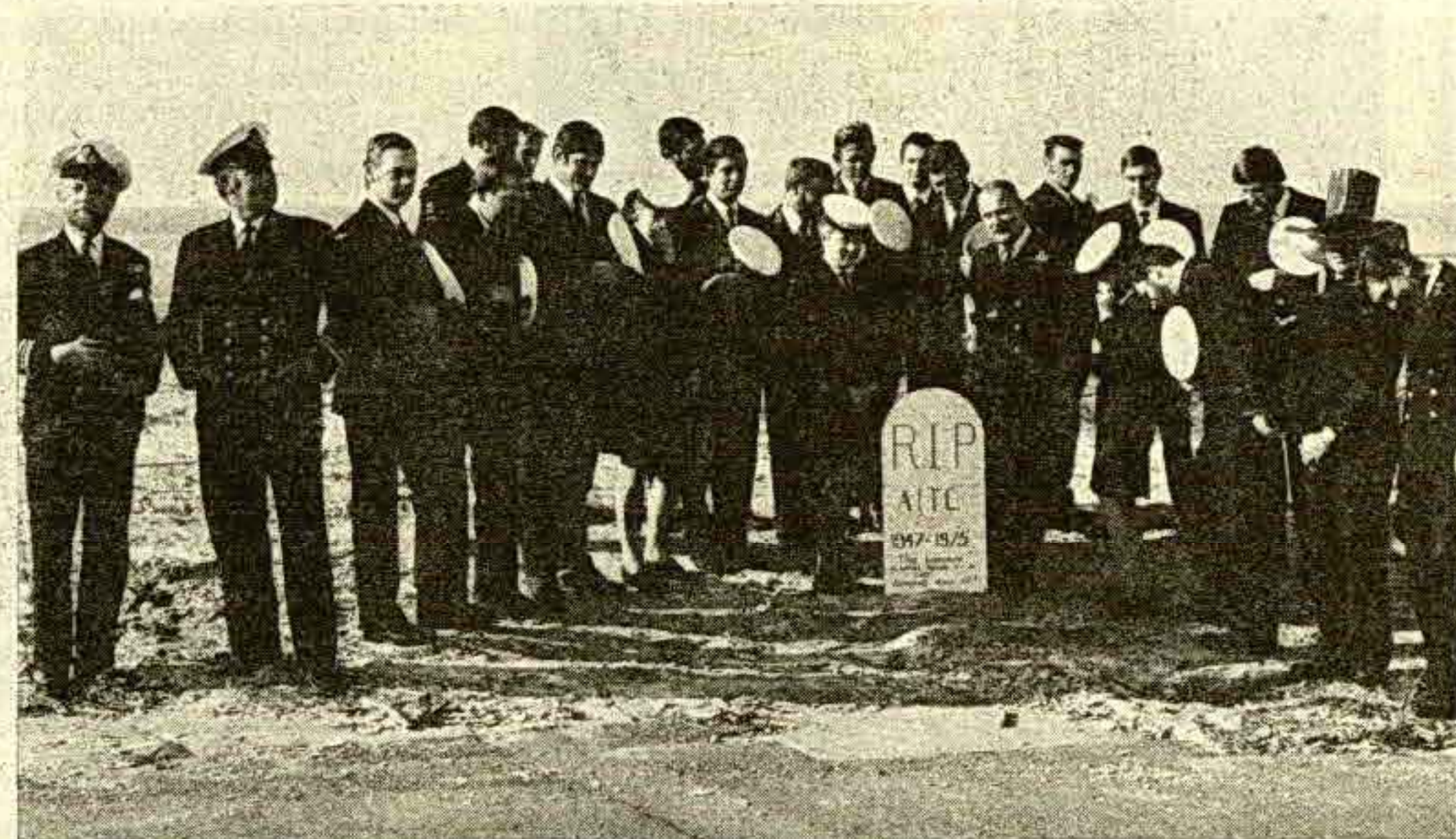
The happiness of the Staff standing proudly before the ecoplasm of the A.I.T.C. in all its glory

is offset by the pain and despair of old memories after its passing.

There appears to be a certain amount of indifference by the officer element of the Staff, who over the years have hardened to seeing the violent changes, and the "Imperial Might of the Empire" slowly fading away.

The A.I.T.C. is dead! God Save The TTB!

"THE AITC IS DEAD!  
GOD SAVE THE TTB!"



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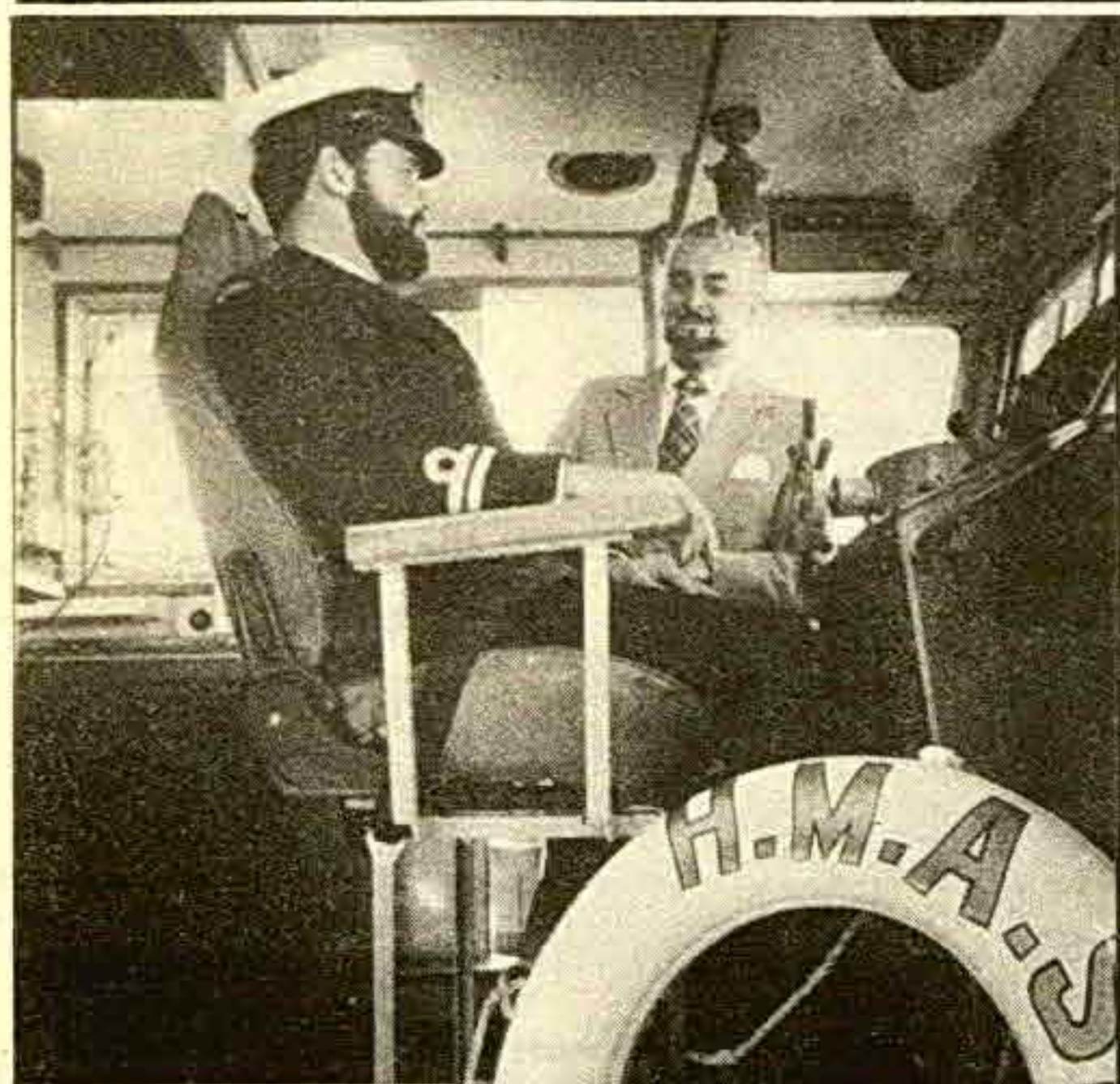
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**IN THE DRIVER'S SEAT.**  
The picture shows LEUT John Gauci, Commanding Officer of the Landing Craft Heavy, HMAS TARAKAN, relaxing in his new bridge chair. The chair, a new Gemini reclining bucket seat, was presented to the ship by Mr Lloyd George, Corporate Relations Manager for GENERAL MOTORS HOLDEN at Acacia Ridge, Brisbane.

— (Picture courtesy of Brisbane Courier Mail.)



## NAVCAMSAUS — a "switched-on" outfit

The Commodore Wardle Cup for communications efficiency, which was won by NAVCAMSAUS, was presented by RADM N. E. McDonald, the Fleet Commander, in a brief ceremony at HMAS HARMAN on August 30. WORS Keith Gorsuch, the NAVCAMS Staff Co-ordinator is pictured accepting the award on behalf of the Station. NAVCAMSAUS which is manned and supported by HMAS HARMAN won the award for expertise in Communication Support to the Fleet, particularly during exercise "Kangaroo II". NAVCAMSAUS means Royal Australian Naval Communications Area Master Station and came into being in 1974 when developments took place which highlighted the need for a better control over the shore RAN Communications Organisation which supports the Fleet. In addition to its functions as the RAN primary Communication Station, NAVCAMSAUS operationally controls all the RAN communication resources and for passing traffic to and from the Fleet Units. NAVCAMSAUS employs nearly 300 uniformed and civilian personnel. The Controller of the Station is Commander GLEX CM. E. H. (Mike) Earlam.

Here's a little something for the car freaks in our midst. It's called a "EUREKA", and was built by LEUT Raymond Williamson, from HMAS HARMAN. Built in his hometown of Blacktown, Sydney, it cost \$7000 in parts and took 1000 man hours over six months. Incorporated in the design is a roll cage, and his own make of hydraulic roof which can be raised and lowered at the flick of a wrist. The two seater "prestige-mobile" runs on a fully worked 1800 VW engine, has a top speed of 210 kph, cruises at 130 kph, and at 36 mp/gal, that's not bad going! But for all you "chicks" who like "jazzy" internal combustion engines, bad luck, cause he's a married, 25-year-old Navy dentist. —

## ON SLOW LEAVES FOR DUTY 'UP TOP'



Relatives (above) watch as the Oberon-class submarine HMAS ONSLOW moves away from her home base HMAS PLATYPUS, Sydney, on September 19 for duty "up top". The submarine is expected to be away until Christmas. Navy photographer LSPH Steve Dent was dockside to capture these farewell scenes.

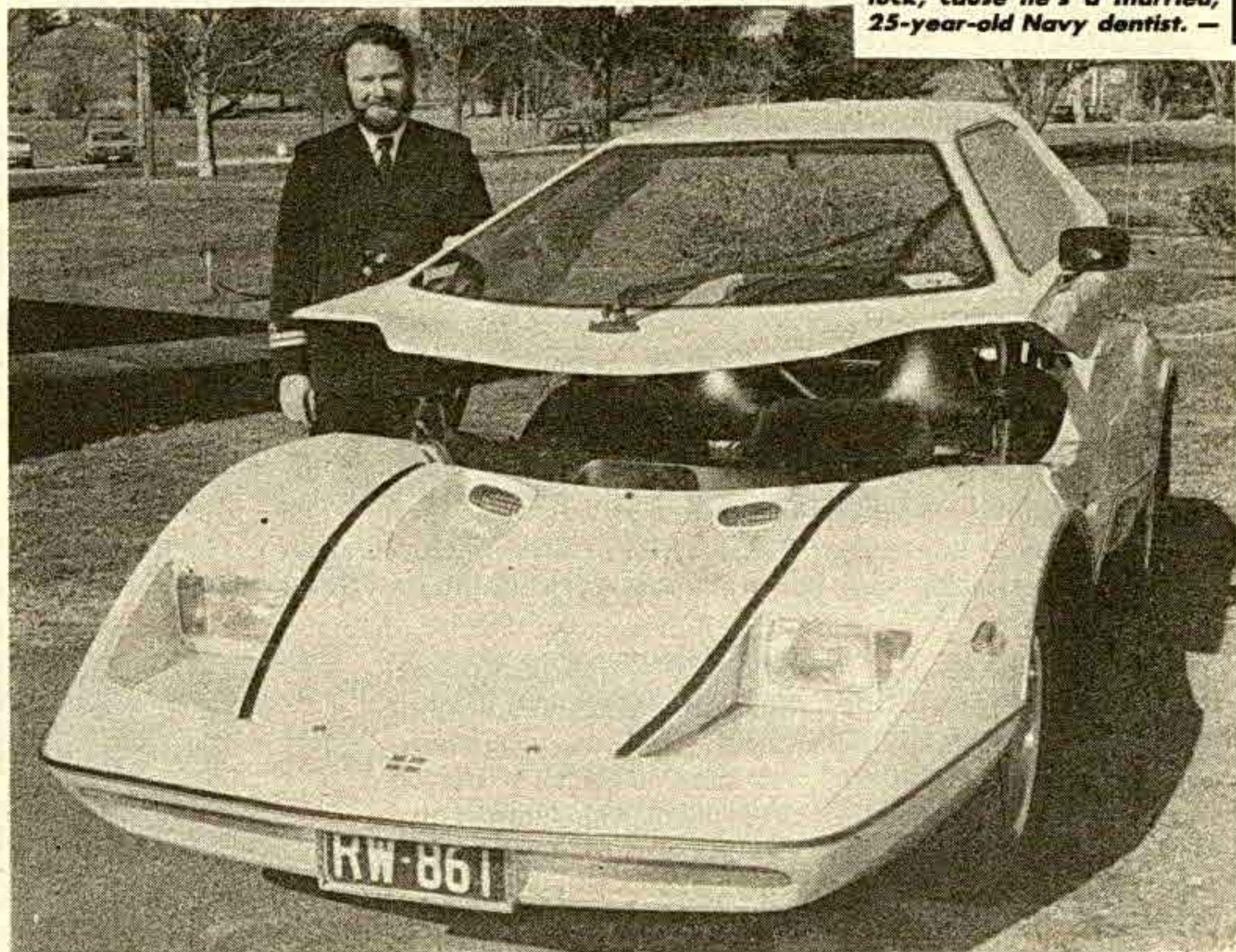


ABOVE: The Executive Officer LEUT Atkinson was farewelled by the attractive Miss Cartledge.



LSCK Curr poses with his wife Christine and son David before stepping onboard.

## "... AND DID IT MY WAY"



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# TRAINING SHIP ENDS 13-YEAR RAN CAREER

The RAN training ship HMAS DUCHESS (pictured) said farewell to the Fleet with a Harbour "salute" on Friday, September 23.

The salute took the form of the 110-metre decommissioning pennant the former Darling class destroyer flew at the end of its final deployment as an RAN unit.

Under the command of Lieutenant Commander John Hornsby, HMAS DUCHESS carried 30 Cadet Midshipmen in the course of this final training cruise, which took in visits to Queensland ports then Suva on September 15.

HMAS DUCHESS started life with the Royal Navy in 1952, but was lent to the RAN as a replacement for HMAS VOYAGER.

She commissioned on May 8, 1964 and was finally purchased for the RAN in 1972.

Four years ago, DUCHESS underwent extensive modernisation before recommissioning as a training ship in August 1974.

DUCHESS will officially decommission on October 23. The new training ship will be HMAS JERVIS BAY.



## JERVIS BAY'S FIRST TIME AT SEA UNDER THE WHITE ENSIGN

The Navy's latest ship, HMAS JERVIS BAY (pictured above), which will replace DUCHESS as training ship, put to sea this week for the first time as a unit of the Royal Australian Navy.

HMAS JERVIS BAY, commanded by Commander Joe Morrice, was formerly the Tasmanian roll-on-roll-off passenger/cargo ship, "AUSTRALIAN TRADER".

The 7000 tonne vessel was re-named and commissioned into the RAN on August 25.

The ship sailed from Garden Island on Monday,

September 26 for three days engine and machinery trials off the coast.

HMAS JERVIS BAY returned to port each day on completion of scheduled trials.

The trials followed work carried out on the ship at Garden Island which included painting the ship in Navy colours and a period in the dry dock.

The Minister for Defence, Mr. D. J. Killen previously announced that before HMAS JERVIS BAY becomes operational as the Navy's new training ship it will undergo a dockyard conversion taking about 14 weeks.

He said it was hoped to have the ship ready for its first training cruise about the end of January next year.

## \$1500 FOR YOUR THOUGHTS

Did you know that you could be eligible to win up to \$1500 just for putting your thoughts down on paper?

If you have any strong views on the place of women in the navy, or if you can get heated about nuclear power in the 1990s, then find a pen and some paper immediately, for this may be your chance to pay off the car or the boat or to put a deposit on that dream.

All you have to do is to write an essay of 5000 words (more if you wish) on one of the two topics mentioned and post it to the Director of Naval Education to reach Canberra before October 31, 1977.

Writing essays is not as difficult as you might imagine and you'll never know what you're capable of unless you try.

By entering this competition, you have nothing to lose and possibly a great deal to gain.

Those who are prepared to give it a go (a prize would make a nice present for the New Year) should first consult their Education Officers for details of DI(N) PERS 51-1 and DEFNAV Canberra RTT 130023Z May 77 078F.

In summary, the competition involves:

- An essay - 5000 words (or more)
- Title - a choice of 'The Roles of Women in the Navy' or 'Can the Navy of a Medium Maritime Power afford not to go Nuclear for Propulsion by the 1990s?'
- Closing date - postmarked on or before 31 October, 1977
- Prizes - open prize worth \$1500; first, second and third prizes for both sailors and officers worth \$1000, \$500 and \$250 each respectively - a grand total of \$5000!

Over the last couple of years, the number of entries has been disappointing, probably because many people didn't realise how much money was potentially within their grasp or because they thought (foolishly) that they wouldn't stand a chance.

But just think: there are separate competitions for sailors and officers (the open prize is the best one from either section and is then ineligible for any other prize) and, this year, there is a choice of two topics.

Better still, don't just think: go and see your Education Officer now!

## NEW CHRYSLER SIGMA



Chrysler Australia has announced the all-new Chrysler Sigma range of four-cylinder sedans to go on sale on October 5.

Unveiling the new models, Chrysler's Chairman and Managing Director, Mr T. J. Andersen, predicted that Sigma would at least double sales of the GD Galant sedan, which itself had achieved significant market success.

Mr Andersen forecast that by the early 1980s at least two-thirds of passenger vehicles sold in Australia would have four-cylinder engines, and said that Chrysler's current \$17.5 million project to produce the new Astron engine at Lonsdale, Adelaide, placed the company in a strong competitive position.

The Greek mathematical symbol SIGMA (Σ) means, simply, "The Total Sum".

### MODEL RANGE:

The Chrysler Sigma range comprises three models -

**SIGMA GALANT:** This model retains the lively, rally-bred 1600 cc Saturn engine with 4-speed manual transmission as standard. The 2-litre Astron "Silent Shaft" engine with 3-speed automatic transmission is offered as optional equipment.

**SIGMA GL:** Standard equipment in the GL is the 1850 cc Astron engine with 4-speed manual gearbox. The 2-litre Astron engine is optional with either 3-speed automatic or 5-speed manual transmission.

**SIGMA SE:** The highly specified, luxury Sigma SE features the 2-litre Astron engine and 5-speed manual gearbox as standard. Three-speed automatic transmission is optional.

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## RAIL TRAVEL IN QUEENSLAND

The Queensland Government has approved the issue of first class station-to-station rail passes available for the period of final leave, to all Queensland personnel who have served overseas with Australian units in or have seen service in operational waters during World War II the Korean and Malayan or the Vietnam emergency.

Applications, which are to be accompanied by sufficient details to determine eligibility, are to be forwarded to Navy Office.

Once eligibility has been determined, NOQLD will be authorised to approach the Queensland Government for issue of the rail passes. ANO 11/75 refers.

### NHBS

If your wife is entering hospital for any period, make sure you tell her in advance what Table of Cover she comes under.

Some hospitals require a letter detailing NHBS membership, so it is advisable to check with the hospital prior to admission to see if such a letter is necessary.

Your pay office could issue the letter, or if you are at sea, ask your wife to contact us and we shall issue one accordingly.

### Are You in the Throes of Packing-up to Vacate a Married Quarter?

To assist you in solving the problem of your keys (and remember your rent is not stopped until we receive the key), we suggest that you retain the front door key for forwarding to CPSO by Fleet Mail, Registered Mail or personally; lock all other keys in the vacant married quarter.

An inspection is carried out on all vacated married quarters and if you wish to be present, give us a call on ext 612/620 to arrange a mutually convenient date and time.

In these circumstances your keys will be accepted on completion of the inspection.

Please note that we are unable to

## "CPSO calling..."

**CPSO (Sydney) is here to help you; just give us a call on 232 2222.**

carry out inspections on Wednesdays and Fridays.

### Worried about Clearing your Household Effects when Returning from an Overseas Posting?

Your goods cannot be cleared unless a completed Customs "Unaccompanied Baggage Declaration" (Form G146) is received by the Department of Administrative Services.

The Bureau of Customs will now accept this form when it has been signed whilst you're still overseas and prior to your knowing any despatch details of your consignments. Consequently, you no longer have to wait until your return to Australia to complete the G146 and we suggest that you fill it out as soon as practicable before your return.

This should help overcome any delays once your goods arrive back in Australia, especially if you are on leave at the time.

### HOUSING:

Members with names on transfer roster awaiting housing are advised to inform CPSO of any addition to family, so that a married quarter of suitable size can be allocated.

## DFRDB BENEFITS CLAIM FORMS

The DFRDB Authority has advised that many Navy members are using obsolete forms when applying for DFRDB benefits. The forms for current use are:

(a) Form DB9, application for retirement pay - invalidity benefits revised September 1974.

(b) Form DB9C, refund and gratuity application revised November 1974 and these should be obtained for future use.

## Wifeline with "HOLLY"

**DATE OF GENERAL MEETING CHANGED.** The General Meeting of the Sydney RAN Wives Association will now be held on Thursday, November 17, at 10.30 am (sharp) in the Petty Officers Dining Room HMAS KUTTABUL.

Babysitting and morning coffee will be provided. The guest speaker will be Squadron Leader Trevor Butler who will speak on Widows Pension rights under the DFRDB. The talk will be followed by a short question time. We are looking forward to seeing as many of you as possible from the area groups already established, as well as all other interested members.

**MELBOURNE CUP LUNCHEON** - A luncheon will be held on Melbourne Cup Day, November 1 at 12.30 pm at "TRESKO", 97 Elizabeth Bay Road, Elizabeth Bay. Chicken Sandwiches and wine will be served at a cost of \$3 per head. Babysitting will not be provided at this function. In past years this luncheon has been a great success, so do come along this year and share an enjoyable day.

**DINNER DANCE** will be held at the Jade Regal Restaurant, 382 Pacific Highway, Crows Nest on October 7 at 8 pm. The cost is \$8 per head, drinks extra. This is a non-profit evening and we look forward

to seeing all who would like to come along and join in the fun. Contact Mrs Anne Buchanan on 42 2710 for further particulars.

**MEMBERSHIP** - Our new membership secretary of the Sydney branch of the RAN Wives Association is Mrs Elizabeth Pfennigwerth of 4/16 Richmond Avenue, Dee Why, phone 982 6584. If you would like to join the Association or know more particulars please contact Elizabeth. The yearly subscription is \$3.

**CERBERUS NEWS** - A Pre-cup luncheon will be held at Cerberus House on October 31. Please contact Yvonne Ziegler (phone Hastings 79 2431) for further information.

**ACTIVITIES AVAILABLE** at Cerberus for any interested wives are Lapidary, Pottery, Tennis (Wednesdays, from 9 am at the Depot Courts just inside the main gate). Pottery at 2 pm Wednesdays in C Block and Squash on Tuesday mornings.

Mrs B. Womersley, Naval Social Worker at the Personal Services Office, Frankston, is at HMAS CERBERUS every Monday from 10 am to 3 pm. Any navy wife can contact her there on (059) 83 9403, ext 630. She will be only too happy to talk to them.

# WATCH IT!

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

## Motor cycling sense

In this second of three articles on motor cycle riding we feature more of Squadron Leader Tom Kelly's tips on how to keep out of harm's way.

If you take note of the following points, you can be assured that 'CYCLE SENSE' will be covered each way!

### KNOW THE TRAFFIC REGULATIONS

- CONCENTRATE
- THINK BEFORE ACTING
- 'HANG BACK' WHEN NECESSARY
- RIDE WITH DELIBERATION

### USE SPEED INTELLIGENTLY

- DEVELOP RIDING SENSE
- GIVE PROPER SIGNALS
- KNOW YOUR MACHINE AND KEEP IT ROADWORTHY
- BE CONSIDERATE AND ACKNOWLEDGE COURTESIES

Motor cycling is, of course, hazardous, but a good rider is always ready to deal with any hazard.

### THE OVERALL PLAN -

At all times aim to be in the RIGHT PLACE; travelling at the RIGHT SPEED; with the RIGHT GEAR engaged.

### BRAKING

1. Brake only when the machine is upright and travelling in a straight line, using both brakes together and in conjunction with the gears.

2. Think ahead and avoid braking on bad surface patches.

3. The distribution of total braking force will vary with circumstances - on a good dry surface 75 per cent braking on the front wheel and 25 per cent on the rear will achieve the minimum stopping distance. On a wet surface 50 per cent each on the front and rear wheels will give the best results.

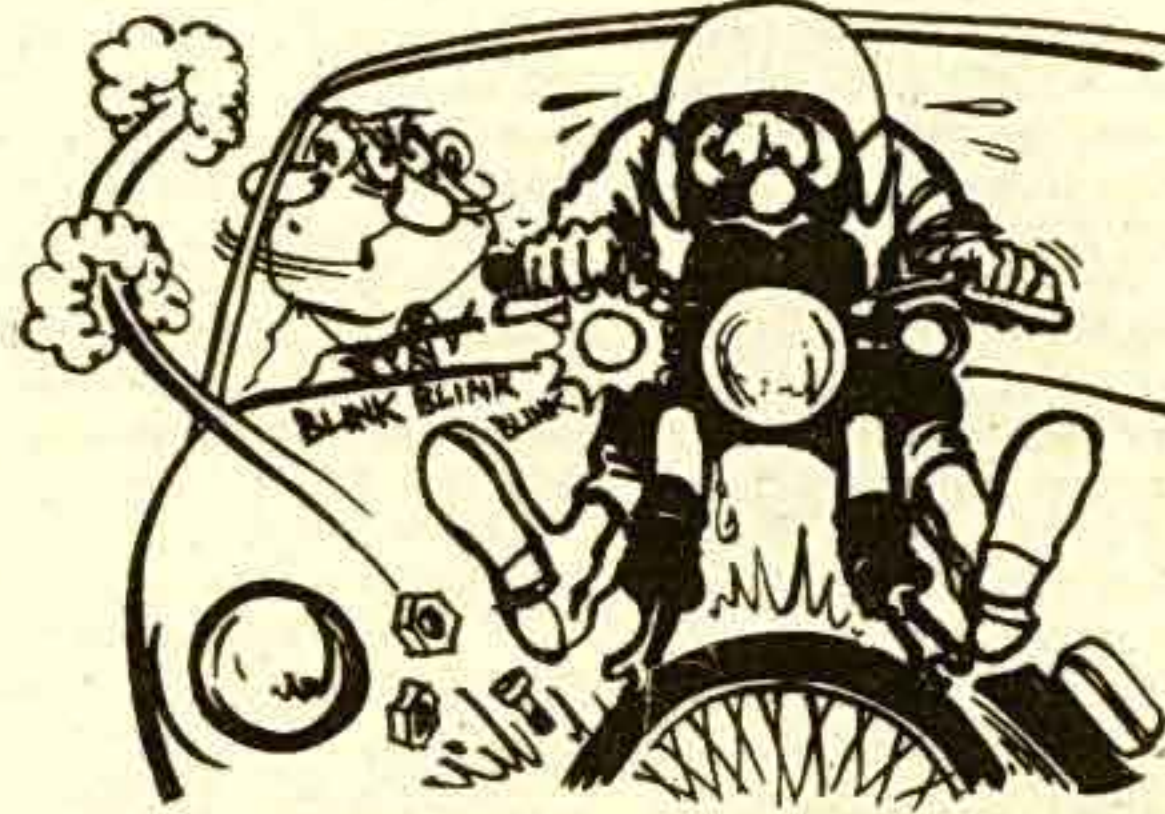
### CORNERING

1. Select the right gear and slow down in good time according to the sharpness of the bend.

2. Position yourself so that you can take the bend under full control.

### KNOW THE TRAFFIC REGULATIONS:

Knowledge of traffic rules is the foundation of good riding - if everyone followed these rules our roads would be safer for all.



### THINK BEFORE ACTING:

Think and avoid accidents! 'I hit the brakes, the front wheel locked, the bike stopped, but I didn't.'

### - FUNNY?

- Not really, it appears the member will be a paraplegic for life.

### CONCENTRATE:

Concentration helps skilful handling of your machine, the avoidance of bad gear changes, late and fierce braking and the skids which are usually caused by locked wheels due to fierce braking on bad surfaces. Concentration assists anticipation!

### RIDE WITH DELIBERATION:

Good riding calls for quick and

correct decisions, all of which must be carried out with deliberation.

Deliberation cuts out uncertainty!

### USE SPEED INTELLIGENTLY:

Speed must be governed by the distance seen to be clear; the weather and road conditions; traffic density and the speed limits in force.

Any fool can ride fast enough to be dangerous!

### KNOW YOUR MACHINE AND KEEP IT ROADWORTHY:

Before attempting to ride a strange motor cycle, get accustomed to its controls, acceleration and braking capabilities.

### 'HANG BACK' WHEN NECESSARY:

To 'hang back' is to keep a safe distance behind the vehicle in front so that you can see when the road is clear enough ahead to allow for overtaking in safety.

### DEVELOP RIDING SENSE:

Riding sense increases your safety factor as you will always be in the right gear at the right time.

Good riding sense increases your machine's life!

### GIVE PROPER SIGNALS:

Avoid dazzling other road users! Courtesy is catching!



## PROTECTIVE 'GEAR' WILL HELP REDUCE PERSONAL INJURY IN THE INEVITABLE CRASH!!

You are riding along a two lane, two directional road. As you near an intersection you see that the idiot in the '72 Charger entering the intersection from the right, just blew his give-way sign. You are going to crash, it's unavoidable. What are you going to do?

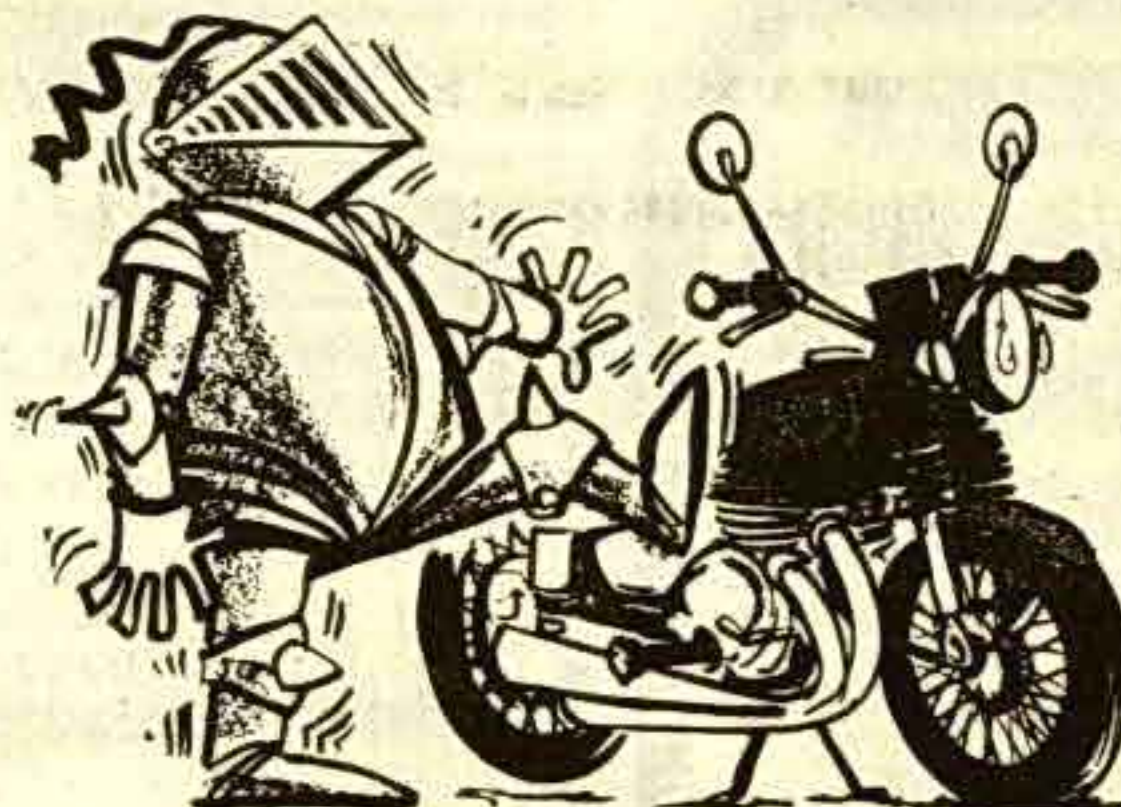
Views will differ; some people will want to stay with the bike and launch themselves over the car; others will want to lay the bike down and slide into the car; and a third group may want to lay the bike down and hopefully get away from it.

Whatever course of action you choose your body will, at some time, come in contact with that rough abrasive bitumen surface - it can't be avoided.

Recognised authorities on motor cycle safety endorse the third course of action as the most desirable.

It is felt that chances of serious injury are lessened because the likelihood of impact with the vehicle is lessened.

A bike will slide pretty far, and if you stay with it you'll go as far as the bike (and possibly further).



If you lay it down you probably won't slide as far and will have a better chance of escaping impact.

If you are wearing the correct protective clothing you will not go into a tumbling, flailing slide, but rather a controlled slide on your rump and upper back. (Of course, if you're wearing shorts and thongs or something similar the going may get a little rough).

It is a general opinion though that 'raspberries' are infinitely preferable to vehicle-impact injuries.

It is emphasized however that the choice of action is up to the rider and each and every potential crash should be considered on its own merit.

## 'MUMS AS CHUMS...'

The Social Work Section at C.P.S.O. is in the initial stages of selecting a group of servicemen's mums interested in assisting young Naval wives, who have come from interstate or overseas, to settle in the Sydney area.

It has become apparent that young Naval wives coming to settle in Sydney can initially find it very difficult adjusting to a large city.

This is especially so if they have no family or friends here, which is often the case.

The Social Work Section envisages starting a program involving a certain number of mums who each reside in a different Sydney area.

Each mum would then be asked to visit any interstate or overseas Naval wife who moved into their district.

It is believed that such contact would be of great assistance to our newcomers, especially in getting to know their area a little better.

Also, as our chum mums will have had first hand experience with the Navy, they shall have some idea of the difficulties that a young Naval wife may experience with her husband in the Service.

As already mentioned, this program is in its early stages and we are presently scouting around locating our mums.

If you are a serviceman's mum, or if you are a serviceman and you think your mum would be interested, please ring Kate McKinnon on 232 2222, even if you only have enquiries.

Ask for Mrs Brennan if Kate is not available. Hoping to hear from you.

## CAN YOU HELP?

Anyone having any information of historical interest concerning HMAS HARMAN, Belconnen and Bonshaw please contact Surg. Leut. R. A. Williamson, Dental Department, HMAS HARMAN as he is compiling a history of Naval Establishments in the A.C.T. and any assistance would be greatly appreciated.

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# CERBERUS' RUGBY & RULES "DOUBLE"

HMAS CERBERUS have carried off the major 1977 football "double" - premierships wins in the Melbourne Rugby weekend competition and the midweek Australian Rules.

In the Rugby, CERBERUS - playing as Combined Services in third grade-First Division - stormed home with 14 points in the final 10 minutes to snatch a dramatic 24-13 victory over KIWIS at Yarra Park.

CERBERUS had trailed 0-10, managed a try on half-time but were still behind 4-13 well into the second half before their three-try scoring spree.

In the Australian Rules, CERBERUS ran out 21-13-139 winners over ARMY BROADMEADOWS 10-11-71 in the Grand Final at Fitzroy Cricket Ground.

CERBERUS were making their first appearance in the competition which also includes teams from ARMY, POLICE and the FIRE BRIGADE.

"A most convincing display of seapower", was how one of the NAVY players summed up the first-up victory.

CERBERUS' Rugby triumph won them promotion to second grade for next season.

They had a convincing 20-3 win over minor premiers MELBOURNE in the major semi-final and went direct to the "decider".

Again in the "semi", CERBERUS trailed. They were down 0-3 for the first 20 minutes (after conceding an early penalty) but soon had their backline turning on

a superb display of ball handling.

Apisi Tuiloma, "The Fijian Flash", opened the NAVY scoring with a fine run that split the defence and this was followed by a runaway try from Larry Ward after Charlie Chambers had made the break.

The backline was really firing by now and it was no surprise when Phil Kokaev made a burst through the middle to score right under the posts for team captain John Lacey to make no mistake with the conversion.

In the second half, the game developed into a more even tussle when a heavy rainstorm made the ball slippery and hard to handle.

However, there was never any danger of the NAVY being beaten and MELBOURNE'S fate was sealed when Jim Fern ran down the sideline in typical style and cut in to score a fine try.

John Lacey duly converted and the game was over.

In the Grand Final, KIWIS' big, heavy team troubled CERBERUS in the first half and they deserved their 10-0 lead to nearly half-time.

Jim Fern crossed for the first of his three tries in the match, John Lacey failed with the conversion and CERBERUS were poised for their sensational second-half fightback.

Ten minutes after the resumption

Fern was in again, Lacey converted and the scores were deadlocked.

The KIWIS struck back with a penalty two minutes later to snatch back the lead 13-10.

Apisi Tuiloma crossed for a great try, Lacey goaled and CERBERUS were ahead (16-13) for the first time in the match.

Fern quickly followed with his third try, Larry Ward also crossed - both conversion kicks failed - and CERBERUS were 1977 premiers, 24-13.

A great effort and a tribute to the team's fitness and fighting spirit.

## COLTS

In contrast to the Seniors' great win, the COLTS never looked like putting up any real opposition to their MELBOURNE opponents.

The tally was only 20-0 but it could have been a cricket score.

Seven players never even bothered to attend the match and the gaps had to be filled from the spectators on the sidelines, according to our correspondent.

The players that did turn out tried hard but three of them had never played Rugby before and there can be no substitute for experience.

Altogether a very disappointing end to a season that started so well for the Colts.



CERBERUS A. RULES TEAM 1977:

Back (L-R): CHAP, Davis (Secretary), POETW Chambers, POPT Jeffreys, ABUC Walsh, LSETS P. Smith, LSSV Edgerton, LSSN Gallagher, WOETP Wilson (Chairman of Selectors) and CMDR Sommerville, (President). Centre: LSETS Kaleta (Assist. Manager), ABSR Rothacker, ABETW Robertson, ABSIG Kennebury, ABETC Williams (Capt-Coach), LSQMG Lee, CPOETW B. Smith and ABSV Aylett (Manager). Front: CPOETH Bull, POWTR Eagles, ABQMG Pollard, SMNMTP Gardner, ABETS Baker and LSETC Rotteveel (Vice-Capt.). Absent: LEUT Feltham, SBLT Teague, CPOPT Mellish, CPOETC Edwards and LSPT Clarke.

After withdrawing from the Nepean Football League last season, a CERBERUS team was this year entered in the metropolitan mid-week football competition and, with some trepidation, set out to restore faith in NAVY Australian Rules in Victoria.

Frustration was the keyword early in the season as the team struggled to try out new faces and, in some cases, teach the rudiments of the game to an initial group of 60 "superstars", reports our correspondent.

With perseverance and a gradual influx of "name" players throughout the season the team finished on top of the ladder at the end of the home and away games, duly dispensed with their opponents in the second semi-final and went straight into the grand final.

In what was a culmination of a very important year, CERBERUS Australian Football Club played magnificently to defeat BROADMEADOWS ARMY Football club by 68 points in the MMFC grand final played at Fitzroy Cricket Ground on September 14.

BAFC took the initial advantage and scored 3 goals 2 points before CAFC settled down and became an efficient combination.

At the last change CAFC were 52 points in front - 16.13.109 to 8.9.57.

Composure was regained in the last quarter and, with the opposition somewhat demoralised, CAFC returned to show their goal kicking prowess scoring five goals straight to BAFC two goals two points and finished the game victors by 68 points.

# BIRDIES' BLUNDER

Wrong again! With the "Birdies" in the Grand Final I thought that they would take it out, but as usual I came second.

Whilst on the "Birdies", I thought their back line - although they did not get much ball - was their weak link.

Halfback Tarvitt served his backline reasonably but lost passes spoilt any chance the side may have had.

In my opinion bad selections were the main contribution to their loss.

"Swede" Larsen is the best five-eighth in the NAVY and should have played there.

Cranston Dixon is by far the best full back in the NAVY but played centre.

I refuse to believe that an establishment the size of ALBATROSS could not have produced two centres, as they have players of both codes of Rugby.

Centres, five-eighths and full backs can not be manufactured overnight, especially for a Grand Final.

I know Tom Steward at full-back is reasonably new to the game but he should not have been the last line of defence in a Grand Final.

The ALBATROSS pack were responsible for an excellent try when they pushed NIRIMBA's pack over the line for Eddington to fall on the lose ball for a try.

Best players on the ground in my opinion were NIRIMBA's five-eighth Chris Cummings, closely followed by Buck Owens and a tigerish Benny Hill, their half-back.

Young Green, at full-back for NIRIMBA, was understandably nervous early, but settled down to join his backs several times.

The NIRIMBA pack was a well drilled scavenging pack and other than Jim Stokes, who went off early, I could not pick a best player.

Momentarily, coach, Ken "Fatty" McMiles, has taken the spotlight from "Buck" Rogers as NAVY's coach of the moment.

Congratulations to "Fatty" who almost gave up the ghost several times.

His half-time chat to his team was reminiscent of some of NAVY's best coaches and was heard on the top of the next field.

A good deal of credit is due also to veteran Another to enjoy the day's festivities was Rugby fanatic, OBE-recipient, Ralph Norman.

It was great to see many spectators congratulating Ralph on his award.

Good to see SURG-CAPT Treloar at the Dempster Cup Grand Final.

He earned great respect from

# 'SALTY'

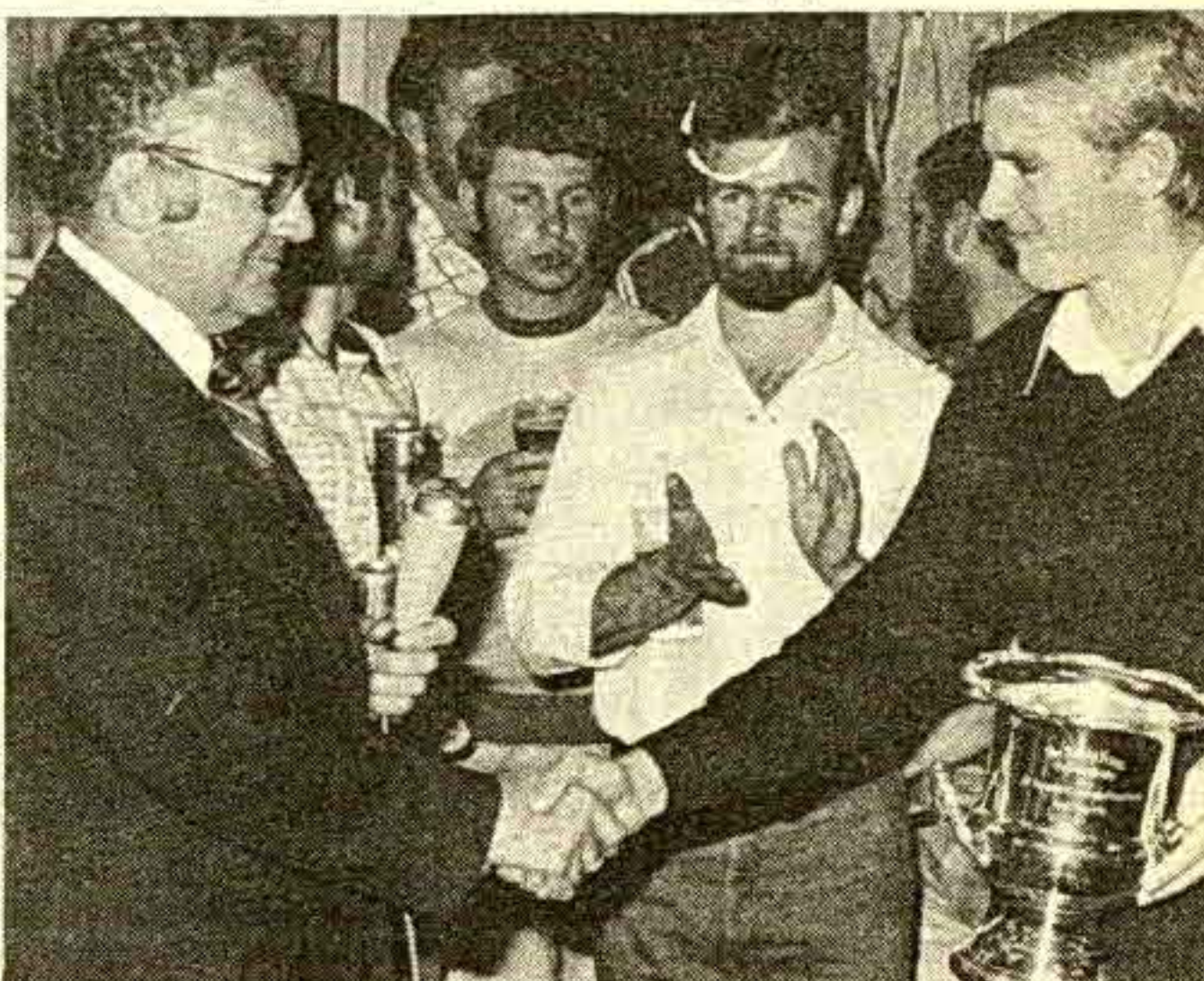


## on sport

the crowd when he personally moved over to examine NIRIMBA's "ace" prop, Jim Stokes, who left the field with a badly gashed chin and concussion.

Pretty high bid zambuc. Of course a lot of the Captain's work comes directly from the Dempster Cup fields.

Maybe he was getting down to grass roots. PUN!



NIRIMBA five-eighth, Chris Cummings (right) receives the inaugural "Salty Eckel" trophy from "Salty" for being judged best player in this year's Dempster Cup final.

# "TOP FOUR" DECIDED

With only one round remaining, the semi-finalists in the EAA Wills mid-week golf competition appear certain to be KUTTABUL v ALBATROSS in the "major semi" and NIRIMBA against WATSON in the elimination "minor semi".

Winner of the match between arch rivals - last year's premiers and current leaders KUTTABUL and ALBATROSS - will advance directly to the Grand Final.

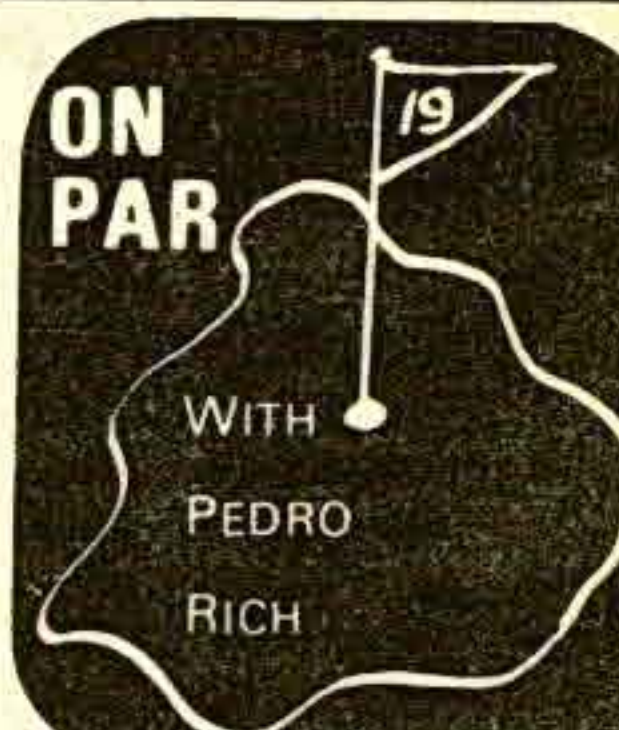
Loser of the major semi will then meet the winner of the minor semi in an elimination final to fill the vacant Grand Final position.

Wills matches on September 14 saw KUTTABUL easily down MSS (STALWART) in their match at Northbridge, 233 to 152.

The STALWART players were not in the race with some great scores from the Greens "Bungy" (JC) Williams 41 and Howard Jones and John Payne each 38.

Ships could only manage fair scores from Jack McNamara and Jack Fowler (30 and 28 respectively).

WATSON had a good win over PENGUIN at Moore Park with Charlie Middlemiss and "Pincher" Martin's 35s the tops in their 219 to 202 win.



Interesting to note that PENGUIN's top scorer, Captain Errol Stevens, with a 38, wasn't in the team.

Bob Moss, with a 33, was the next best.

NIRIMBA had the home course advantage when downing the up-and-coming DESTROYERS 229 to 176 at Fox Hills.

"Bomber" Brown 36, Paul Nichols and Cliff Money 35 were NIRIMBA's best.

The "Hills" course has in the past destroyed many a good golfer who thought he could handle the terrain.

The distances and traps on the course are very deceiving to the uninitiated.

The "Quakers Hill" mob seem to handle it very well.

Going on that win and the fact that the "TROSS" have a game in hand and a better percentage, the final four appear resolved.

A good roll-up to the final selection trials for the EAA Inter-Service team at Nowra saw some good scores come in.

According to our selectors, NAVY would do well in the series.

Congratulations to the players who made the squad - especially to the newcomers in Dave Newham, Dave Williamson, Brian Simpson, Harry James, John Payne and Neil Shepherd.

These "new bloods" will be the golfers to watch in future years.

I'm sure the selectors ("the old and bold") had that in mind when making their decisions.

And remember, keep swinging sweetly. - PEDRO.

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## ATTENTION EX-"VENDETTA-RANS" . . .

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Contact Ticket Secretary,

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## EAA AUSSIE RULES MID-WEEK GRAND FINAL . . .



LEUT Jim Small central umpire in the Grand Final, presents the trophy to DESTROYERS' skipper, Ken Hassen.



THE WINNING DEST/ESCORTS TEAM:

Back (L-R): Tom Hodges, Barry Bryant, Steve Sammut, Ross Barbitta, Bob Shepard, "Dixie" Lee, Bob Stevens. Middle: Henry Harrab, Max McClarren, Tom Allen, "Flags" Harivet, Spin Graham, Peter Sedgewick. Front: Tony Hughes, Ken Hassen, Mick Decket, "Lofty" Doyle, Russ Crawford, John Dickson.

# DESTROYER TACTICS THWART ALBATROSS

A last-quarter change of tactics enabled DESTROYERS/ESCORTS to snatch a nine-point win over ALBATROSS in the Grand Final of the EAA mid-week Australian Rules competition at Randwick on September 14.

A confident ALBATROSS went into the last quarter trailing by 14 points — but had a six-goal wind at their backs.

DESTROYERS/ESCORTS captain-coach Ken Hassen added two extra men to his backline to successfully stem the ALBATROSS advances on their goal.

"TROSS were restricted to one goal three behinds in this vital period.

DESTROYERS, who had done it the hard way by having to down

### STORY & PICTURES by ABPHMARKLEE

BIG SHIPS in the preliminary final, retained the trophy they shared last year with NIRIMBA.

Tony Hughes kicked five goals in DESTROYERS' 11-12-78 over "TROSS 10-9-69.

The driving wind played a major hand in goal scoring.

DESTROYERS had first use and ran to a 3-6-24 to 2-2-14 lead at the first break.

ALBATROSS then kicked 6-4 to DESTROYERS' one behind to lead 54-25 at half-time.

In the third quarter DESTROYERS hit back to pile on 8-1 to the one "TROSS major to go into the final quarter as 74-60 leaders.

DESTROYERS' ruckman Tony Hughes kicked four great goals in this vital third quarter while rovers Barbitta and Sammat gave everything around the packs.

Then into the last-quarter with a big effort needed from both sides.

ALBATROSS opened up with a quick goal.

Tempers started to flare, but quickly brought under control by central umpire, LEUT Jim Small.

DESTROYERS managed a point a boost their lead to a slender nine points and then hung to the margin to the final siren in a thrilling finish.

SCORES: DESTROYERS/ESCORTS 11-12-78 (Tony Hughes 5, Ross Barbitta 2, Peter Stevens, John McClure, Steve Sammut and Russell Crawford goals) defeated ALBATROSS 10-9-69 (Chris Fitzgerald 3, John Schulz, Ron Ratcliff and Rex Dry each 2, and Paul Dickson goals).

DESTROYERS best were Hughes (best on ground), Barbitta, Sammut, Bryant, Hassen and Stevens.

Best for "TROSS were Archer, Dickson, Hyne, Fitzgerald, Ratcliff and Crispen.

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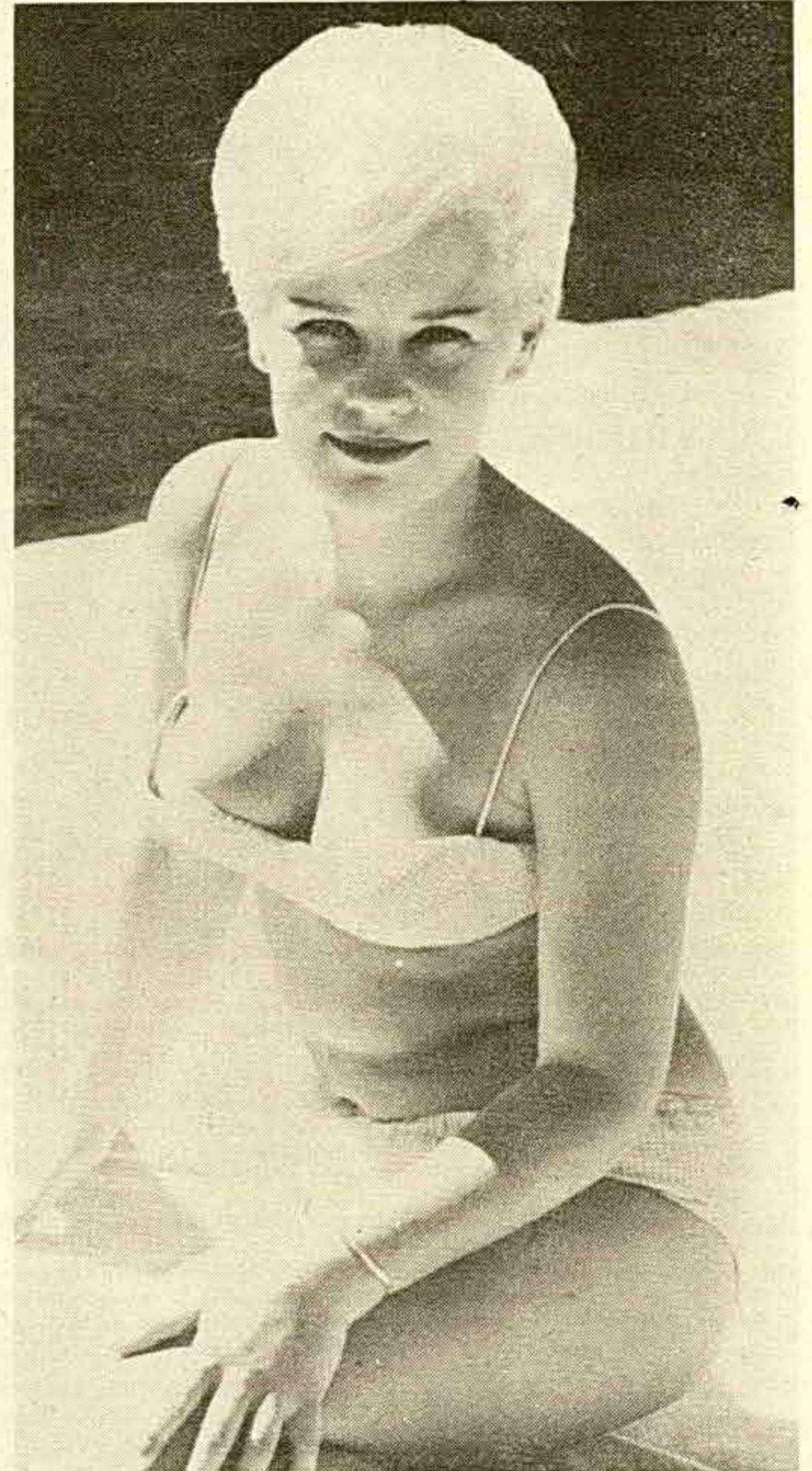
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## OUTDOOR GIRL



Attractive Kia Janssens found a Sydney beach in Spring an ideal location to begin her new season tan. And Vince Hayes just happened to be there to capture her appealing features.

## GALLOPING REDS

A reunion of the 1972 team will be held on Saturday, October 29, 1977, in Nowra. For any further information contact CPOSE Hunter or POSN Simpson at Albatross

## REUNION

20381 ext 332 (Dave) and 623 (Mick) or (044) 2 4478 after work.

## Fleet Sport in Adelaide

Friday, September 9:

Golf — Inter fleet: VAMPIRE

1st.

Saturday, September 10:

Basketball — VAMPIRE d

SUPPLY 32-24; SWAN d

VAMPIRE 50-37. Rugby —

VAMPIRE d Woodville Rugby

Club 30-0. Rules — Army (W)

11-2 d Fleet 7-4.

Sunday, September 11:

Soccer — Fleet draw with

Adelaide City 5-all. Hockey

— Port Adelaide d Fleet 2-1.

Rules — Goodworth 9-13 d

VAMPS 5-7. Rugby — Fleet

(1) d Eliz. 16-7; Fleet (2) lost

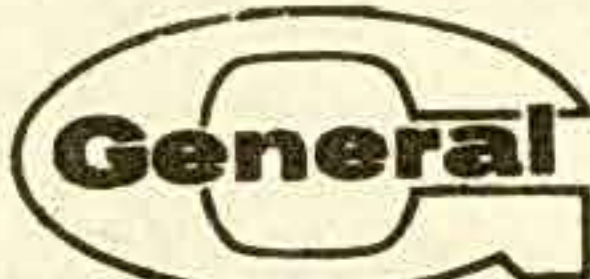
to Eliz. 14-10; VAMPS won

10 games.

## I ZINGARI CRICKET . . .

The 1977-78 EAA I Zingari midweek cricket competition opened on October 5 with PENGUIN matched against ALBATROSS at ALBATROSS; NIRIMBA v KUTTABUL at T. G. Millner; DEST/ESCORTS v WATSON at Reg Bartley; WATERHEN/PLATS v POLICE at Balmoral, with BIG SHIPS having the bye.

In the October 12 round: BIG SHIPS are drawn to meet PLATS/WATERHEN at Balmoral, WATSON v KUTTABUL at Reg Bartley, ALBATROSS v POLICE at ALBATROSS, DEST/ESCORT v NIRIMBA at T. G. Millner. PENGUIN have the bye.



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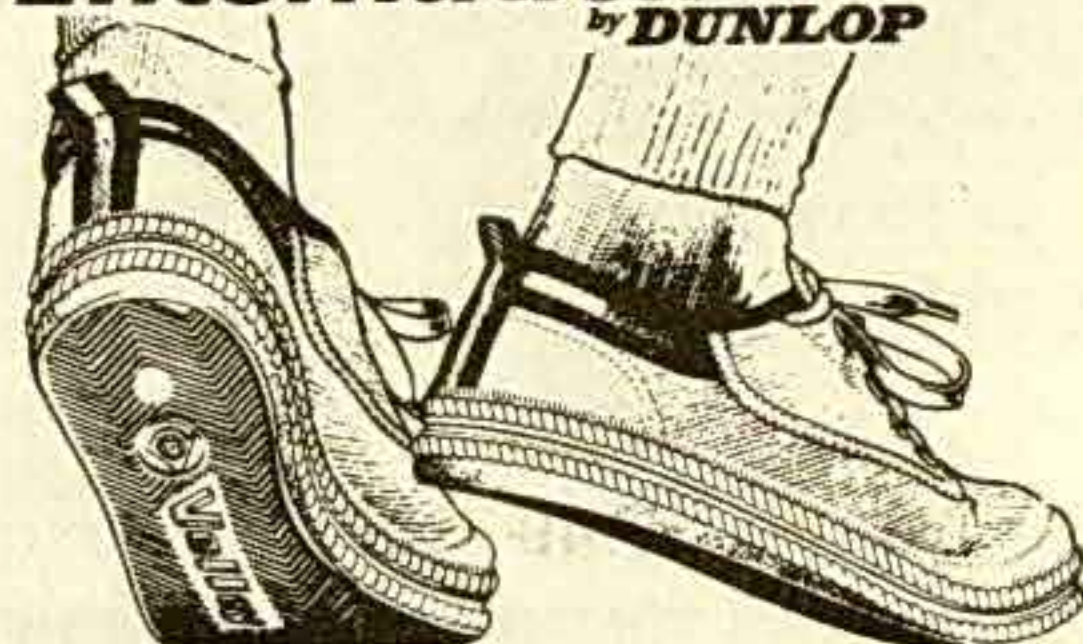
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# CUP RUGBY FEVER OVER AGAIN FOR ANOTHER YEAR



Dempster Cup victors NIRIMBA are congratulated by Flag Officer Commanding East Australia Area, Rear Admiral J. Davidson.

## BENNY'S BRAINCHILD BAMBOOZLED BIRDIES

A planned move devised for the Dempster Cup Grand Final gave minor premiers NIRIMBA a 12-11 victory over ALBATROSS in the dying minutes of the 1977 "decider" at T. G. Millner on September 21.

"Architects" of NIRIMBA'S first outright Cup win since 1963 — and only their third outright premiership win in the 55-year history of the competition — were coach Ken McMiles and halfback Benny Hill.

NIRIMBA were trailing 6-11 going into the final minutes when Benny took a tap penalty 15 metres from the ALBATROSS line.

He shaped up to throw a long torpedo pass to his outside backs as he had done in the first half of the match.

Instead, he feinted and flicked the ball back behind him to second-rower Dave Squillari who came through on the burst.

He then formed a quick ruck, dropped it to the left as planned for me to regather and score," Benny later told "Navy News".

The move stunned ALBATROSS, who at that stage looked the winners.

A good crowd — mainly NIRIMBA supporters basking in warm sunshine — watched in complete silence as Benny lined up the conversion midway between the posts and the sideline.

He struck it well and the supporters behind him roared as the ball soared between the posts for NIRIMBA to snatch the lead 12-11.

Just two minutes earlier NIRIMBA had been stirred by the loss of hooker Wally Walton — sent off by referee LT COL John McPherson for an attempted head high tackle on "Swede" Larsen.

He became the first player to be sent from the field in Dempster Cup in 1977.

NIRIMBA as Minor Premiers had advanced directly to the Grand Final after drawing nil-all (after extra time) with WATSON in the major semi-final.

Fourth-placed ALBATROSS had downed DESTROYERS-ESCORTS 18-6 in the elimination semi-final and had then accounted for WATSON 13-0 (Cranston Dixon



THE VICTORS — NIRIMBA

THE VANQUISHED — ALBATROSS

two tries, Ted Richards a conversion and a penalty) in the preliminary final.

Defeat was a bitter blow for ALBATROSS, who had also lost by a point to PLATYPUS/WATERHEN in last year's Grand Final.

"TROSS opened the scoring in this year's decider with a try by "Moose" Eddington from an early scrum win near the NIRIMBA line.

Ted Richards failed with a handy kick but found the posts with a penalty five minutes later to put his side into a 7-0 lead.

NIRIMBA at this stage began to settle down and were troubling "TROSS in both the backs and the forwards.

Their penetrative fullback Glen Green chimed into the backline in the 20th minute but a try was missed when the final pass was grounded.

In the 30th minute Richards failed with another kick — again in a handy position.

Green was upsetting the "TROSS centres.

His efforts were rewarded right on halftime when he broke up the centre.

Rugged centre "Buck" Owens loomed in support, beat the cover defence and fullback with a neat swerve and crossed for a great NIRIMBA try.

Benny Hill goaled and the stage was set for an exciting second half with ALBATROSS just ahead 7-6.

"TROSS were without matchwinner Cranston Dixon in the centres and NIRIMBA lost hardworking prop Jim Stokes for the second half. Both suffered jaw injuries.

NIRIMBA immediately began hammering away at the "TROSS line only to be driven back by a series of penalties.

Young five-eighth Chris Cummings — judged the best player on the field and recipient of the inaugural "Salty" Eckel Cup — was having a "blinder" in his duel with veteran Ted Richards.

Cummings' sound handling and astute line kicking kept NIRIMBA in "TROSS territory.

Replacement prop Billy Simpson, who had played superbly as a first-half stand-in fullback in the semi-final, failed with a penalty kick in the eighth minute.

"TROSS again were penalised for a late tackle two minutes later but Benny Hill failed with the kick.

Quick hands along the backline

from a scrum win on the NIRIMBA quarter saw winger Marty Cowper cross wide out for "TROSS in the 15th minute.

Richards raised the flags with a good kick and it was "TROSS 11-6.

As the seconds ticked away, NIRIMBA became desperate for possession while "TROSS were holding them territorially.

Walton was sent off in the 30th minute. NIRIMBA faced an uphill task.

They appeared to lift their game playing a man short and brought the crowd to their feet with Benny Hill's try from tap penalty and conversion.

Just on the final hooter Benny Hill failed with an attempted field goal attempt, "TROSS moved play upfield but NIRIMBA were quick to "kill" the threat and claim the 1977 title.

### POLICE REGAIN RUGBY CUP . . .

POLICE have regained the McKierhan Cup for Rugby with a bruising 13-9 win over NAVY at T. G. Millner on September 28 after the RAN cup holders had led 9-0 late in the first half.

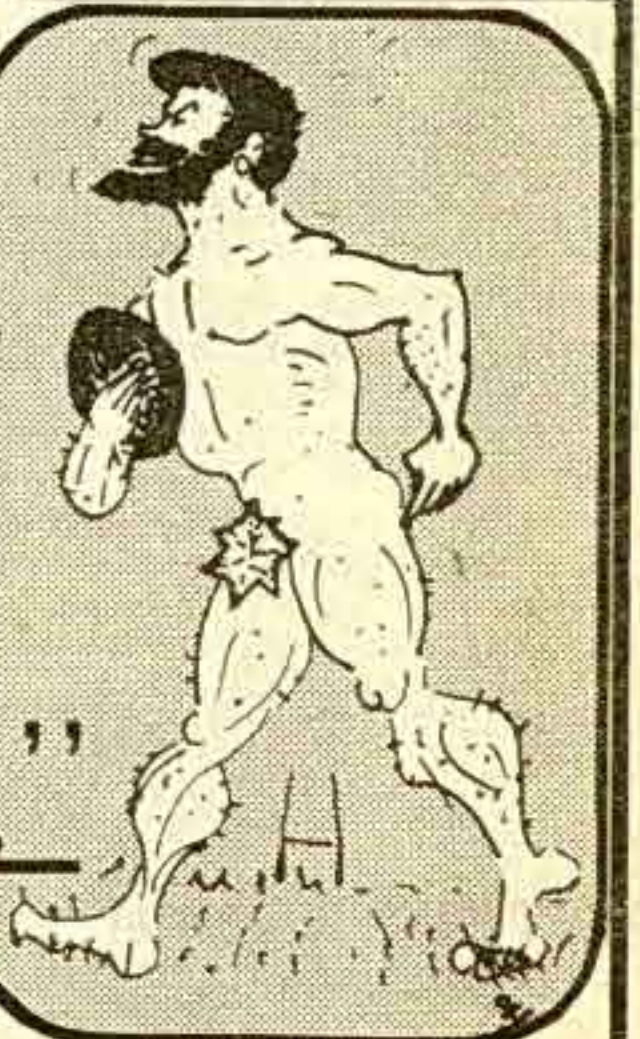
In an equally hard match, NAVY COLTS won the Tommy Vance trophy with a 13-4 win over POLICE CADETS, after leading only 3-0 at half-time.



Halfback Benny Hill fires off a diving pass from the base of a NIRIMBA scrum.

## NAVY SPORTS SECTION NEWS

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



by STEVE ADAMS

There was once a Rugby columnist who decided to journey to Sydney's T. G. Milner Field at Eastwood three times in a week.

On the first occasion his favoured sons from South Head were vanquished by a pack of "blue birdies" from the south. On the second occasion, he watched from the Reserves' bench as a group from an area made famous by its horse racing galloped all over his black and white team-mates. On the third occasion, deciding to be wise and switching camps to that of the "blue birdies" he was again vanquished by a valiant crew from Blacktown way. The columnist was last seen attempting to demolish the clubhouse and plough up the field . . . he has also decided to give up attempting to pick winners.

All jokes aside, I raise my hat to Kenny McMiles' boys from NIRIMBA, they stuck to their guns and won the game with two great tries. They showed that team spirit and enthusiasm can be rewarded by two fine tries. I felt strong games by Benny Hill, Chris Cummings and Buck Owens made the difference in an even encounter, not only were they strong in attack, especially when Glen Green chimed in, but just as importantly they bottled up TROSS' classy backline. The forwards' game was fairly even

It seems that Sydney Rugby League is not the only body that is confronted by drawn games in final series. However it seems that body can sort things out a bit quicker than the powers that be in the Dempster Cup.

The farcical situation arose in the Dempster Cup major semi between WATSON and NIRIMBA where the scores were locked at full time.

Players, referee, officials and spectators all milled around, with no one producing a copy of the rules.

It was decided to play 10-minutes each way extra time.

After the extra time, the scores were still deadlocked.

The milling around was repeated, a few heated words followed, then it was decided that the game should be declared a draw, with NIRIMBA going on to the Grand Final as they were ahead on the table.

As it turned out, the decision was the right one by the rules, but who was to know, let's make sure a copy of the rules is on hand next time, please!

Speaking of the rules, it seems very strange that there are different rules relating to a drawn game in the semi-finals, final and grand final.

The rule has already been explained for the "semis", but in the final, if a draw eventuates the teams play 10-minutes each way and, if still drawn, continue to play 10-minute periods until a result is reached (or perhaps till one team collapses through total exhaustion).

In the grand final, no extra time is played and drawn teams are declared joint premiers.

Surely a little standardisation is called for here.

The "Spare Rib" award this issue goes to "tireless" Teddy Richards who this year seems to pop up when "TROSS need him most. You'll remember how he kicked "TROSS to their win in the Mans Cup. Well, he did it again in the Dempster Cup "semi", kicking 15 out of the 18 points, then backed up the next week to completely dominate the final. Ted claims the games this year have been his first NAVY games for three years. He last "repped" for ASRU in '69. He certainly gets talked into playing the right ones. Maybe the award should be termed "Spare Heart" — no offence Ted!

### SANDY ON THE AMERICA'S CUP



"It's a Mr Bond — He wants to know if we'd like an as-new 12-metre oil fuel lighter . . ."

### CERBERUS "DOUBLE" — P18