ROYAL AUSTRALIAN AND STRALIAN AND STRALIAN

Sept. 9, 1977

Volume 20, No. 17

Leaving Sydney for exercises off NSW was HMAS OVENS, a member of the First Australian Submarine Squadron, which recently celebrated its tenth anniversary (story page 3). Picture by ABPHOT GARTH JOHNSTON.

RIGHTS OF CONSUMERS

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

You should compare the difference in costs in buying for cash as against buying on credit, take inflation into account and determine the type of credit which suits your needs.

Generally it is cheaper to pay cash than to buy on credit.

But in a time of inflation, in real money terms, it may sometimes be cheaper to buy on credit.

Many people do not realise how greatly charges vary, nor are they able to work out the real cost of credit.

Such calculations take time and are particularly difficult to calculate in a busy shop.

Some methods of borrowing are more convenient than others and some are easier to arrange.

Therefore, care in selecting the type of credit available is of great importance.

HIRE PURCHASE AGREEMENTS. The most common way to buy on credit is by a hire purchase agreement which provides that one person (the owner) shall let out the goods, for a fixed periodical rental, to you (the hirer).

In most cases these two parties are brought together by an intermediate party known as the "dealer".

You gain exclusive use of the goods and the option of buying the goods.

Ordinarily, if you pay all the instalments, agreed in the contract, and retain possession throughout the agreed period, it will be assumed that you have opted to buy the goods and ownership will pass to you.

However, you are not obliged to buy the goods and may return them at any time before paying the last instalment.

The owner has the right, in the case of you defaulting, to repossess the goods.

The fact that you do not agree to buy the goods from the beginning means that it is not an agreement to sell and therefore you cannot transfer the goods to a third party unless you obtain the consent of the

A HIRE PURCHASE AGREEMENT ENTAILS:

(i) a hiring of goods, you paying a periodical rental equal to the instalments of the total purchase price including interest and other charges; (ii) a condition within the agreement that the property in the goods is not to pass to you until all instalments are paid; (iii) a right on your part to terminate the hiring and return the goods at any time prior to paying the last instalment; and (iv) a right on the part of the owner to repossess the goods should you breach the agreement.

HIRE PURCHASE AGREEMENTS AND PROTECTION GIVEN BY THE LAW.

(1) Notice of Financial Obligation. Before any agreement is entered into the owner or dealer shall give to you a written statement duly completed in accordance with a prescribed form. This statement is designed to inform you of your financial obligations under the proposed agreement.

By requiring the owner to itemize the various charges financiers are prevented from including any hidden charges in the agreement.

The statement also points out to you the amount of interest to be paid and the difference between the cash price of the goods and the total amount you will have to pay.

(2) Form and Content of the Agreement. Every hire purchase agreement shall be in writing and signed by you and contain certain particulars.

For example the agreement must show, among other things the date of commencement of the hiring, the number of instalments to be paid and the time of payment.

The purpose of these two provisions is to inform you of the terms of the agreement.

BUYING ON CREDIT

If they are not compiled with, the contract is void and therefore the owner cannot enforce it.

The owner who enters into a hire purchase agreement that does not comply with the statutory requirements shall also be liable to punishment.

(3) Advice to Hirers. The owner must send you a copy of the agreement and a document advising you of your rights and duties under the agreement.

This document must be served on you within 21 days after making the agreement.

(4) Implied Terms. Every hire purchase agreement must contain the usual condition and warranties implied by law.

(5) Rights on Repossession. An owner shall not exercise any right of repossession of the hired goods until he has served on you a Notice of Intention to Repossess.

This statement informs you that unless you pay the amounts outstanding, the goods will be repossessed.

You are given at least seven days to comply with the notice.

This notice can be dispensed with when the owner has reasonable grounds for believing that the goods will be removed or concealed, by you.

Within 21 days of the owner retaking the goods, he must serve on you a further statement, offering three alternatives. (a) To reinstate the agreement by paying the arrears and costs of re-taking the goods. (b) To finalise the agreement by paying the balance due and the costs of retaking the goods.

(c) To forfeit the goods and be liable for the owner's loss if the value of the goods is insufficient to cover your liability.

If the value of the goods is more than sufficient to cover your liability, you will be entitled to a refund.

(6) Right to Complete Agreement Early. You may, after written notice to the owner, complete or finalize the agreement at any time.

The agreement is completed by you paying to the owner the balance due under the agreement.

If you do this you are entitled to the "statutory rebate for terms charges", and the "statutory rebate for insurance" if you require the insurance to be cancelled.

A rebate is a discount from the balance owing and is calculated by using the formula set out in the Act.

(7) Right to Voluntarily Return

You may return the goods to the owner at any time and thereby terminate the hiring.

the Goods.

If this is done the owner shall be entitled to recover from you either: (i) the amount expressed in the agreement to be payable; or (ii) the amount which the owner could have recovered had he repossessed the goods at the time of termination of the hiring — whichever is less.

Your right of termination cannot be excluded by the owner under the agreement.

OTHER TYPES OF CREDIT PURCHASE. Chattel Mortgage is similar to hire purchase but you mortgage the goods to the finance company.

The finance company holds the title to the goods until you complete payment.

Chattel mortgages usually have lower interest and insurance rates than under hire purchase but you do not get the protection of your rights that is provided by the Hire Purchase Act.

Bills of Sale involve the finance company in lending money to you against the security of a Bill of Sale against the goods or other personal possessions.

Credit Sale Agreements involve payment by instalments but - unlike hire purchase - the goods become your property from the start.

Personal Loans are provided by finance companies to credit worthy people and are granted on your ability to pay.

Retail Store Credit Schemes include monthly charge accounts or if, you want longer to pay, optional terms accounts, carrying interest; budget accounts, giving continuous credit up to a fixed limit; and layby, where goods are reserved until paid off.

The best form of credit is a no-interest retailers credit, or budget ing them. account with a retailer. (c) Don

And despite all the cautionary

advice in this chapter if you decide you need something, you are satisfied with warranty and servicing provisions and you can afford to buy it, buy now because with inflation, it will be dearer in the future.

Do's and Dont's when buying on credit. (a) Make sure you know the cash price of the goods before entering into a credit agreement.

(b) Carefully examine the goods to make sure they are in good order and condition and will meet the purpose for which you are acquiring them.

(c) Don't be rushed into signing a contract; study it to make sure of

THE PERSONNEL PEOPLE'S PAGE

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

the type of credit it covers, check the total amount involved, not just the amount of each instalment, and think carefully whether you can afford the payments.

(d) Allow for regular commitments, such as rent and other living essentials, leave a "reserve" for the unexpected and don't bank on uncertain sources of income such as overtime, part-time job or a "working wife".

(e) Consider registration, third party, comprehensive insurance premiums, maintenance, reasonable repair and running costs before buying a car.

(f) Pay the highest possible deposit to give you a worthwhile equity and lower repayments and don't buy if you have to borrow the down payment.

At the same time, full-face hel-

mets provide significantly greater

protection against facial injury

The use of full-face helmets by

motor cyclists should therefore be

encouraged. A bright coloured hel-

met with luminous stickers is

(g) Avoid overlong repayment periods, which only increase the cost to you, and, remember, it is better to get one item at a time than to stretch your budget by trying to obtain several at once.

(h) Don't hesitate to contact your finance company if, through unforeseen circumstances, you have trouble in meeting repayments.

All companies wish to help solve the genuine problem of clients.

 Don't sign a blank hire purchase form or any other type of credit agreement.

(j) Don't take the saleman's word as to the costs involved – check each item in the agreement.

(k) Make sure you know the rate of interest involved.

WATCH III.

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

"I wish to have no Connection with any Ship that does not sail fast, for I intend to go in harm's way." — John Paul Jones, USN.

DO YOU RIDE A MOTOR CYCLE?

If your answer is affirmative, you are constantly in harm's way. John Paul Jones, referred to as the "Father of the American Navy," was not suffering from a low crisis threshold or a "chicken" complex, when he elected to go fast – the odds were stacked against him and a fast mode of travel lengthened his survival chances.

Not so in your case – as the power of your selected motor cycle increases, your survival odds shorten.

Blaming those ignorant, belligerent, selfish, inconsiderate car drivers for wiping out bike riders won't protect your hide.

If you elect to ride a motor cycle you "intend to go in harm's way".

The following motor cycle accident statistics of cation the PAN

The following motor cycle accident statistics affecting the RAN bear this out:

1976: 6 Dead, 167 Accidents, 1869 Lost Working Days.

JAN/JUNE 1977: 3 Dead, 88 Accidents, 1072 Lost Working Days.

With an estimated 1000 motor cyclists in the RAN, the above figures show that in the past 18 months, one in every 110 riders has been

During a recent visit to CER-BERUS, DONS (the Director of Naval Safety) had a most informative group discussion with a number of motor cyclists serving in our premier establishment.

From that meeting, certain facts emerged loud and clear —

* Accidents Statistics will not deter our keen motor cyclists

★ Parents disapproval does not get younger riders off their bikes
★ The majority of those present have not undergone any form of Safe Riding Course.

If we can't dissuade you from risking your life daily, then hopefully some advice on safe motor cycle riding will keep you out of harm's way.

We are indebted to an experienced motor cyclist - Squadron Leader Tom Kelly of the RAAF Safety Directorate for much of the material in the following articles . . .

CHOOSING YOUR

Firstly of course you have to be licenced to drive a motor cycle. Then there is the question of size of the bike compared with your physique.

If, you sit on the seat and both of your feet cannot reach the ground, the machine is too big for you and you will be easily thrown off balance. It is important to choose a motor cycle that fits your body.

Machine Weight

Does the machine look too heavy for you? See if you can walk the bike around, zigzagging it with ease. If you can, then it is the right weight.

EXPERIENCE

Don't use a large or high-powered motor cycle the first time you ride. You should choose a small type for your first bike and graduate with experience. This is a basic principle in safe riding.

The larger the model chosen in terms of pistons displacement, engine power, weight and dimensions, the more difficult will be the techniques required to operate the machine. The choice of your motor

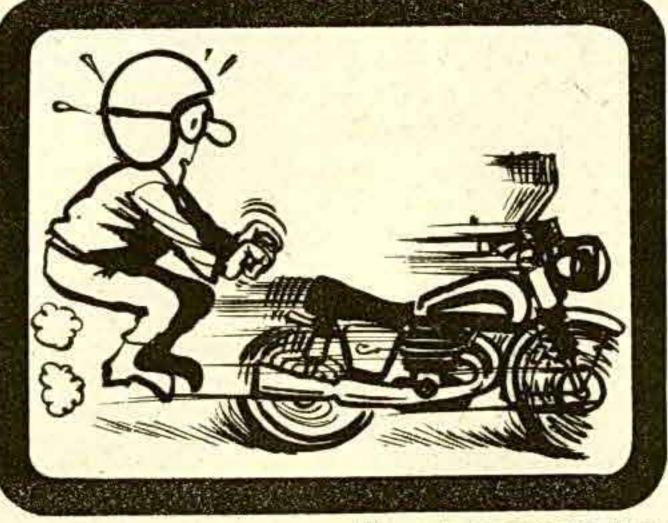
the Proper eyewear serves two purotor poses. It enables you to see correctly in all weather conditions and it keeps wind, glare, draught, dust,

than do jet helmets.

recommended.

EYEWEAR

insects and small flying objects from your eyes.



cycle should be based on a very objective evaluation of your body size, strength, reflex muscles and experience.

THE RIGHT RIG

For maximum body protection a motor cyclist needs to wear ALL of the following:

- An approved 'safety' helmet
 Eye protection equipment
- 3. Long-sleeved jacket and pants
- 4. Gloves
 5. Roots or heavy footw
- 5. Boots or heavy footwear

HELMETS

There are several things you should look for in the helmet you buy. Prices, styles and types of helmets vary widely; so select the helmet that offers the most protection.

The larger the area of head that a helmet covers, the greater the protection it affords.

Available evidence suggests that the wearers of full-face helmets have no greater risk of involvement in road traffic crashes than do the wearers of jet helmets. When selecting eyewear for use while riding, it is important that the design allows maximum vision to the right and left. With normal eyesight, a rider can see through almost 180 degrees without moving the eyes.

The ability to see 'out of the corner of your eyes' is essential to safe riding and should not be reduced by unnecessarily thick rims.

Be sure your face shield and goggles are:

(a) securely fastened;

(b) well ventilated (though goggles and glasses need to fit closely so as to minimise draughts, they also need adequate ventilation, to prevent a misting problem in humid weather);

(c) shatter-proof and free from scratches; and

(d) equipped with clear lenses (tinted lenses can substantially reduce vision at night).

Without this kind of protection, a flying stone from a car's tyre, or even a small insect, could cause you to lose an eye – or crash and lose your life.

JACKETS AND PANTS

Leather jackets are easily the most popular riding coats, for they are warm, durable, water resistant and offer good protection against skin abrasion in the event of a spill.

Some excellent riding outfits are made from materials other than leather. Suits of waxed cotton remain very popular with enthusiasts.

They are deluge proof, can 'breathe' well in hot weather (reducing the clammy feeling) and are easily repaired. They can be reproofed when needed.

DON'T FALL INTO THE TRAP!

Many cyclists have, and live to regret it. All parts of the body should be covered in case of a fall. No shorts or bathing suits; no T-shirts or similar light clothing should be worn—even when travelling only a short distance. The risk is yours—but take heed from one

GLOVES

who knows!

Three basic kinds of gloves are widely used for riding. For fine weather, supple, wrist-length driving gloves are best because they are cool, comfortable and give a good feel of the controls.

The long cuffed riding type (gauntlets) are warmer for cold days as they cover the wrists and stop draughts sneaking up your sleeves.

For sheer warmth you can't beat mittens, as the fingers are together making a co-operative effort. Unfortunately, they give you least feel over the controls. Some gloves are water proof; with others you wear plastic over-mitts to keep out the wet.

Leather gloves offer good protection for hands, but should not be so heavy that they interfere with your grip, nor should they have large seams, they cause blisters.

FOOTWEAR

No matter how hot the weather or casual the mood, THONGS AND SANDALS ARE OUT! They should never be worn on a motor cycle. The very minimum protection you feet deserve are sneakers or gymboots extending over the ankles.

Ideally, footwear should be made of durable leather and should cover the ankles; for protection when starting the motor cycle, and for ankle and foot support. Footwear should have heavy non-skid soles and heels and fit comfortably.

News", we will feature Squadron Leader Kelly's tips on cycle sense.

HISTORIC JINDIVIK FLIGHT

The Royal Australian Navy's Jervis Bay Missile Range was the setting recently for an historic flight by a NAVY JINDIVIK pilotless target aircraft.

The occasion was to celebrate the 25th anniversary of the flight of the first pilotless model at Woomera on August 28, 1952.

At Jervis Bay for the celebration were the Naval Officer in Charge, Commodore Gordon Jervis and Air Vice Marshal F. Barnes, Air Officer Commanding Support Command, Melbourne.

Air Vice Marshal Barnes was an RAAF Flight Lieutenant on the escorting Meteor jet during the first piloted flight of JINDIVIK.

The anniversary display was staged in perfect conditions, with the temperature at JB reaching a high of 29 degrees.

The JINDIVIK carried a special cargo of "air mail" - first day covers franked for the occasion at Nowra Post Office.

They were distributed to the observers invited to the anniversary flight.

The RAN has bought more than 30 JINDIVIKS and is still taking delivery of them.

The JINDIVIKS fly target missions for RAAF Mirage jet fighters, Fleet Air Arm Skyhawk jet fighter-bombers and surface ships which in the main fire Seacat and Tartar missiles.

The Skyhawk jets use Sidewinder missiles while the Mirage jets use Matra and Sidewinder missiles. The JINDI-VIKS tow a target which is streamed behind the pilotless aircraft.

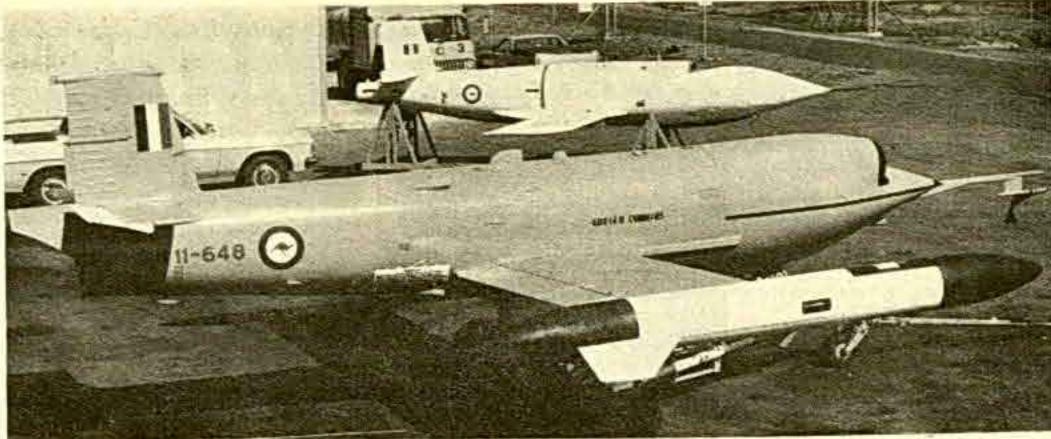
Since the NAVY began operating JINDIVIKS from the Jervis Bay Missile Range there have been a total of 261 flights.

JINDIVIK is the aboriginal word for "The Hunted One".

Its design was commenced at the Government Aircraft Factories in March 1948 in response to a United Kingdom Ministry of Supply specification for a target aircraft.

The design group was led by Mr Ian Fleming.

To prove the general aerodynamic and flight characteristics of the pilotless design, and to pro-



JINDIVIK N11-643, which made the anniversary flight, alongside the first pilotless version.

Orders for "hunted one" now total 486

vide a flying test bed for the radio control and autopilot systems, two piloted versions (Project C Pika) of the Mark I JINDIVIK were designed and built at Government Aircraft Factories.

These two aircraft, C1 (A92-1) and C2 (A92-2) are still the only Australian-designed, built and

A92-1 flew for the first time, piloted by G.A.F. Test Pilot, Mr "Johnny" Miles, at Woomera Rocket Range, South Australia, on November 4, 1950.

These aircraft carried out a total of 214 flights, the last being on June 25, 1954.

A92-1 was damaged beyond economical repair in a flying accident, but aircraft A92-2 is on display in the Royal Australian Air Force Museum at the RAAF Academy, Point Cook in Victoria.

The first successful JINDIVIK flight was carried out at Woomera using Mark I JINDIVIK Serial No. A92-5 on August 28, 1952.

The 12 Mark 1 JINDIVIKS flew 54 flights, the last being on October 6, 1954.

Only one Mark I JINDIVIK remains on display at RAAF Edinburgh, South Australia.

The latest Mark of the JINDI-VIK is the Mark 3B which first flew on June 22, 1970.

To date, a total of 486 of all marks have been ordered and 444 delivered as follows.

United Kingdom 234 ordered, 206 delivered; Royal Australian Navy 37 ordered, 23 delivered; Woomera 163 ordered 163 delivered; Sweden 10 ordered, 10 delivered and U.S.A. 42 ordered, 42 delivered.

JINDIVIK was originally designed as an expendible target having a life expectancy of five flights.

However its reliability and performance have allowed it to far exceed this figure.

One JINDIVIK at Woomera carried out 285 flights before being destroyed by missile strike in October 1974.

JINDIVIK was chosen by the United States Air Force to carry out development trials of an Aircushion Take Off and Landing System.

An RAN-Loaned JINDIVIK fitted at GAF with a United Statesdesigned and built ACLS system has completed taxi and control systems trials at G.A.F's airfield facility, Avalon, Victoria.

Further ground trials are to be carried out prior to flight trials of the complete system in the United States.



singlet) courtesy of Vince

Hayes.

CHOICE



PLATYPUS' 10th ANNIVERSARY...



FOCAF (RADM N. E. McDonald) with HMAS PLATYPUS Commanding Officer (CAPT Bill Owens) looking at a cake (of the submarine HMAS OXLEY) baked for the Submarine Squadron's 10th anniversary.

"Congratulations on the Tenth Anniversary of the formation of the First Australian Submarine Squadron which has lived up to its motto NOTHING TOO DIFFICULT whilst giving excellent service to the Country in the last decade. Best wishes for the future," signalled COMAUSFLT, Rear Admiral N. E. McDonald, recently to the Submarine Base, HMAS PLATYPUS, in Sydney.

PLATYPUS, the RAN shore establishment in Sydney, supports and maintains the RAN's First Australian Submarine Squadron.

Chief of Naval Staff, Vice Admiral A. M. Synnot, other senior Defence Force Officers and local dignitaries attended the celebration.

Three of the Squadron's Oberon Class submarines; HMA Ships OTWAY, OXLEY and ONSLOW were alongside dur-

ing the parade.

HMAS PLATYPUS was commissioned into the RAN on August 18, 1967, by the then Minister for Defence, the Hon Allan Fairhall.

It was designed and built to provide base support for up to six Oberon class submarines.

The base was formerly part of the RAN Torpedo Establishment.

Leaving Sydney on month-long deployment are HMAS VAMPIRE, followed by HMAS PERTH and HMAS SWAN.

Four ships of the Royal Australian Navy left Sydney this week on a month-long program which will take them to Western Australia and other States before returning to Garden Island.

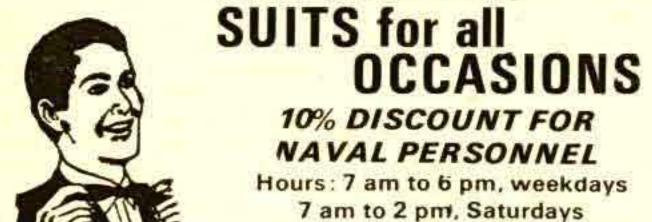
The group is made up of the Fleet oiler HMAS SUPPLY (Captain J. B. Snow), the guided-missile destroyer HMAS PERTH (Captain E. E. Johnston), the Daring class destroyer HMAS VAMPIRE (Captain N. E. Lee) and the destroyer escort HMAS SWAN (Commander A. M. Cawardine).

In the course of this deployment, calls will be made at Adelaide, Fremantle, Hobart, Geelong, Melbourne and Birnie.

The schedule calls for a rendezvous with the flagship of the RAN, HMAS MELBOURNE (Commodore R. C. Swan), and the guided-missile destroyer HMAS BRISBANE (Captain R. W. Burnett) in Fremantle — first Australian port of call for these ships following their voyage to the United Kingdom.

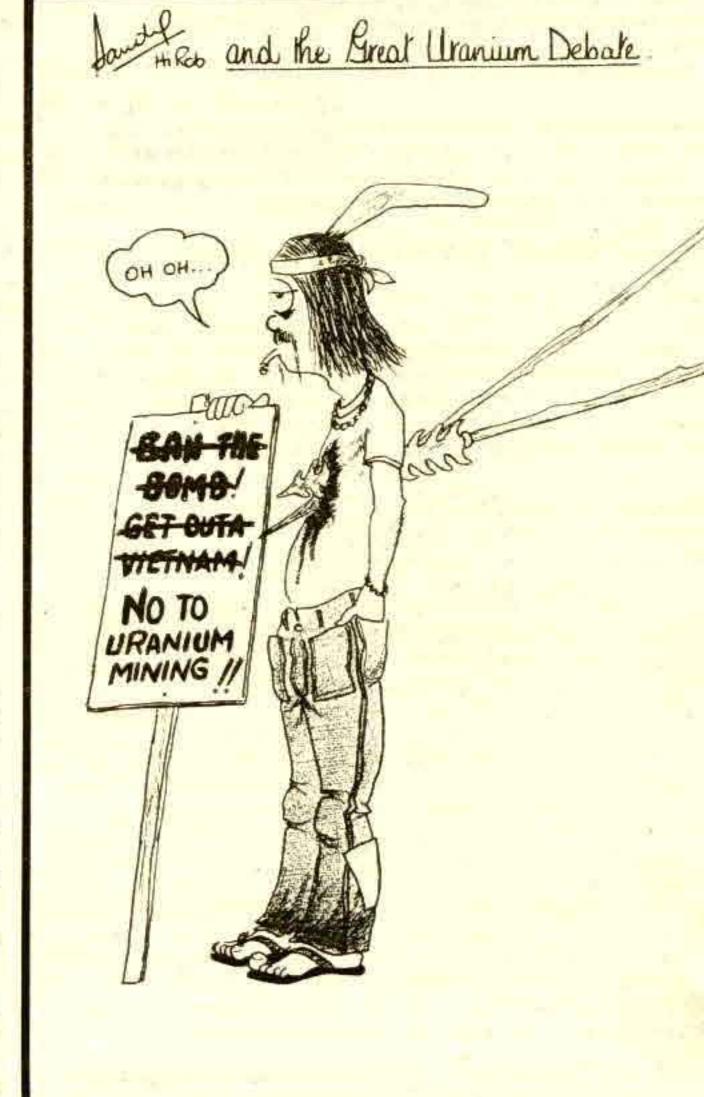


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The name "JERVIS BAY" was added to the Royal Australian Navy's Order of Battle with the commissioning of the new training ship HMAS JERVIS BAY at Garden Island Dockyard, Sydney, on August 25 — the same date the first naval vessel to bear the name, HMS JERVIS BAY, entered service with the Royal Navy on August 25, 1939. The new RAN ship, like her forbear, began her life as a passenger-cargo vessel in 1922. Converted to an Armed Merchant cruiser and commissioned in 1939, HMS JERVIS BAY, hopelessly outclassed, was sunk in the Atlantic on November 5, 1940, by the German pocket-battleship ADMIRAL SCHEER with

the loss of 198 lives. The ship's valiant hour-long battle enabled some 32 of her 37-ship convoy to escape. Her Captain, Captain E. S. F. Fegen, RN, who had been Commander of the Royal Australian Naval College at Jervis Bay from January 1928 to August 1929, was posthumously awarded the Victoria Cross for his heroic conception of duty. The story of the ship is one of Australian poet Michael Thwaites' best-known poems. Entitled "The Jervis Bay", it is reproduced by kind permission of the author, from his book, "Poems of War and Peace"...

This is the plain imperious story
Of an old ship that plied her trade
Obscure, and came to Hell Mouth unafraid,
And fought, and perished in a burning glory.

The fifth day of November, Fifty North and Forty West, Was edging to its departure, like an undecided guest, When under the tented edge of cloud slanted a golden ray That tippled the wavetops, and lighted on the convoy as it lay. The convoy lay rolling in the steep Atlantic swell Like a becalmed Armada. You could scarcely tell They had a port or purpose or power or moved at all Over the vast ocean. Ships great and small, Huge pot-bellied tankers, trim, with yellow funnels aft, Class-conscious liners stepping by with cynical smutty craft, All shapes and shades of merchant-ship, with multifarious freights, Their holds laden to the hatches, their decks piled high with crates, And the sun on their yellow upperworks gleamed, and on the grey Hull and bridge of the escort, HMS Jervis Bay.

The Jervis Bay was a liner in the proper days of peace When ocean roads were wide and free and needed no police. Of good but modest station she had pride but no false airs, Not built to win Blue Ribands, or inveigle millionaires. With passengers above decks and cargo down below And fourteen thousand tons of her, and fourteen knots or so, From Sydney home to London Port, by Aden, Suez, Malta, She plied her trade and did a job she had no mind to alter. Many the dusty afternoon she cleared Port Melbourne pier With streamers fluttering down the wind like the maypole of the year, And friends on shore grew smaller as the gap began to grow And shouted farewells were lost, and the tugs let go, And the choicer spirits mused a space, and the thirsty went below. And soon by Queenscliff and the Point her lifting bow was seen, Her funnels buff, her cabins white, her hull a sober green, And officers passed importantly, and flappers looked around them, And troubled mothers sought their young and scolded when they found them,

Here slouched a careless student; here, discreetly prosperous, strolled The established man of business, who'd found his land of gold, And there the embittered immigrant, who sowed his oats too old. Many the steely morning she nosed the Channel fog Three days without a sight of the sun, off Eddystone by the log, And the siren moaned its drear despair, and the passengers joked and swore,

And thought of people in England, and strained for the fabulous shore, And a hundred different hopes were kindled, and dreams thought dead awoke,

And the slowest pulse quickened a beat, and another morning broke. But nothing of this for the Jervis Bay; she worked with an eye on the clock, With a job to do and a tide to catch to make her berth and dock, Until at last the tugs were fast and laid her along the quay, And that was the run, and her duty done to the public and the Company. Such was the sober decent life of the SS Jervis Bay. To end at last in the breaker's yard. But war had another way.

In the fields of the air the eagles battle,
Over Europe spreads the devouring pestilence,
In the ocean steppes the packs are out
Keen-fanged, stealthy for the stumbling sheep,
For the leap, for the kill, for the bloodstained fleece
That shall not come to fold in England.
But still through the trudging days and seasons
In the squally night, in the high blue weather,
Their fleeces heavy with a nation's life,
The flocks of ships unceasing move—
The slow soft huddling helpless sheep;
The sheepdog has his flock to keep.

In London in Whitehall sat the Lords of the Admiralty
Whose solemn office and trust is the dominion of the sea.
They measured the foe, and the ocean miles, and gaping wants of war,
They counted their ships, and knew they had need of thousands on thousands more.

The dockyards hummed with new construction; and straightway into the slip

After the launching, the keel went down of another fighting ship.

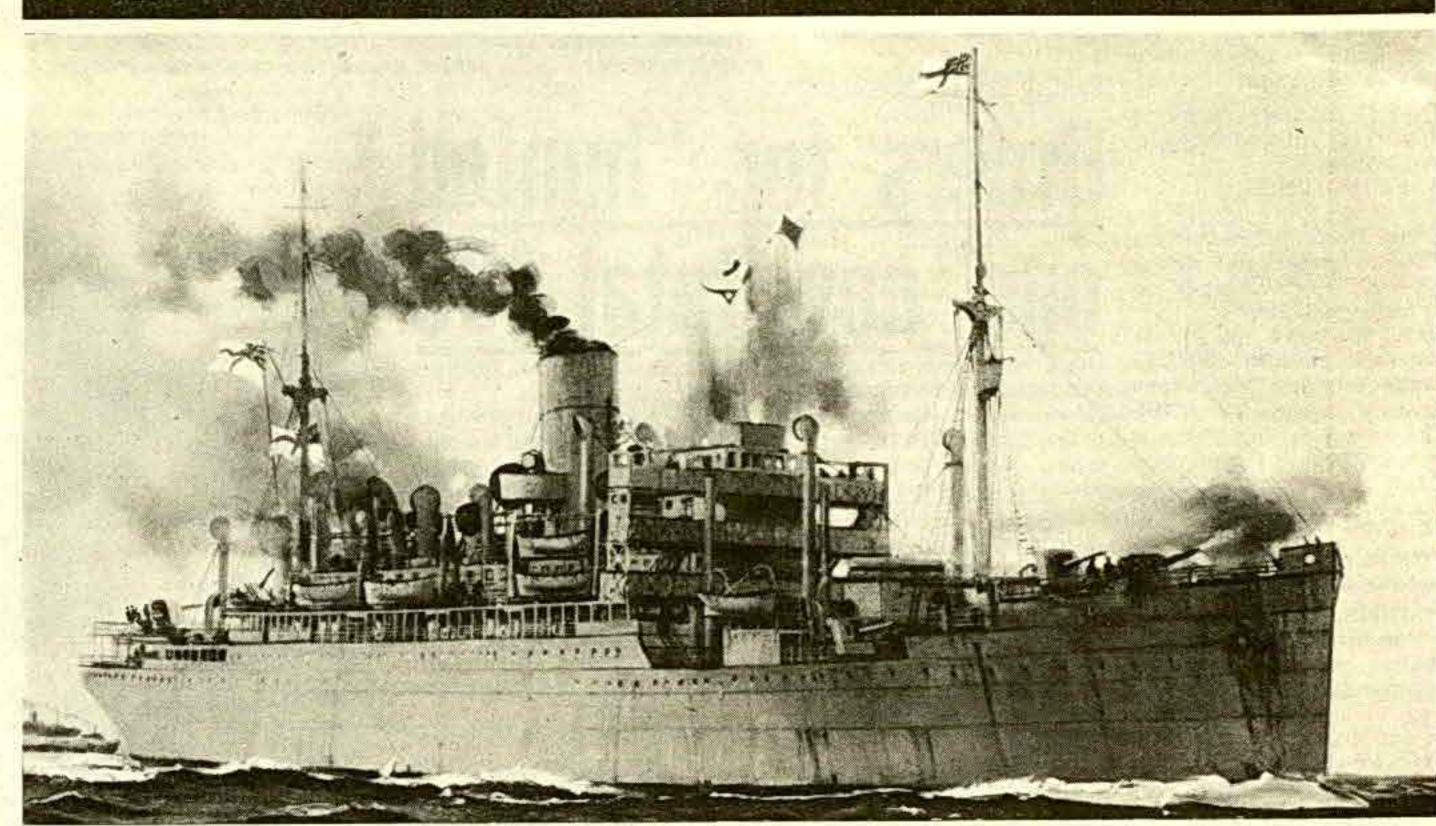
Week after week they took the water, grey and trim and tough,
Corvettes, destroyers, trawlers, sloops—and still it was not enough.

So many a ship of peaceful purpose was called to the tasks of war,
Was manned and armed and made anew for work unguessed before,
Came quietly into the dockyard and, converted, slipped away,
Yacht, trawler, ferry, liner, tramp. So came the Jervis Bay.

To Messrs Jones & Jubb she came, on the beating banks of Clyde, And there in the dockyard's whelming din the civil liner died. Down came the managers and draughtsmen, and the Admiralty Overseer, With coats and plans and bowler hats and a brisk-to-business air, With 'Yes, quite so . . . 'and 'What about . . . 'and 'Here's what I suggest, The guns go here-the drawing's clear-we'll soon decide the rest.' Down came the dockyard mateys like locusts on the land, The welders, fitters, joiners, a shambling happy band, The plumbers and the shipwrights, the electricians came, The rivetters, the painters, and the host no man can name. They came in caps and oily coats with bags of tools and gear, With drills and lamps and files and clamps and newspapers and beer, They shuffled up the gangplanks, they lolled along the rails, They stewed their tea on the galley stoves, they sat on upturned pails, They joked and ate and smoked and met, and jostled each his neighbour, Almost as though they did not know the dignity of labour. They diced and dozed and took their ease, and viewed the job before them. And found their way to nooks obscure before the charge hand saw them. And yet, by some organic change, she sprouted here a gun And there a bridge or rangefinder, till Presto! it was done. A dockyard matey working was a sight you rarely saw; Yet when they left the Jervis Bay she was a ship of war.

Her green and white and buff were blended all to an ocean grey
And to her country's enemies she'd several things to say.
She'd six-inch guns on the foredeck, and aft, and in between
The promenade-and the boat-decks, where the trippers used to lean.

"THE JERVIS BAY"



The converted Armed Merchant cruiser HMS JERVIS BAY in action in the Atlantic.

She'd A.A. guns and other things specifically designed To cause the crews of Focke-Wulfes unhappiness of mind. She'd never lead a battle-line, or shatter ships of war Beyond the remote horizon with triple turret's roar, But she and others like her were ships of war, no less Than Nelson, Rodney, Warspite—White Ensign, H.M.S. And out in the enormous oceans where the convoys go Were the armed merchant raiders of the predatory foe. The Jervis Bay was meant for these, to work them woe.

Their Lordships sent for the Overseer. They listened gravely. Then 'Good,' they said, 'we've got the ship. Now what about the men?' The men of the Royal Navy are skilled and brave but few, They've ships enough to man and fight in the work they have to do. An Active Service Captain shall command the Jervis Bay, But for all other ranks and rates we need some other way. So the Jervis Bay was manned with a composite company, With officers of the R.N.R., whose business is the sea, With Gunners and Petty Officers of the Royal Fleet Reserve, From cosy civilian niches called out again to serve Under the White Ensign; with seamen of every sort Who'd sailed with fifty ships and flags, or never left a port. And on a day she slipped away, commissioned, stored, and manned, And Captain Fogarty Fegen, R.N., was in command, And a fresh breeze blew and the Ensign flew like a white bird on the wing, And every man was proud to serve in the Navy of the King. But the works of war are other than the poet's song presents: For an Iliad of noble deeds, ten years of life in tents. Seldom and little pondered comes the fiery minute's ordeal, But the drudging hour and the day's routine are endless and real. The Jervis Bay crossed oceans, in sun and storm and breeze, The sea and the sky were always by, and then the skies and seas, But where the stirring challenge, the thunderous battle roar, Alarm, command, and action? In short, where was the war?

But Captain Fogarty Fegen knew what he had to do,
And day and night spared nor himself nor officers nor crew
That ship and officers and men should work and fight as one
To keep the seas His Majesty's till the long watch was done.
So night and day they scrubbed and cleaned and doubled to Action
Stations,

The cynical salts and the mothers' boys, with zest and imprecations, They shook together in every weather and grumbled all unheeded, Till each man knew that ship and crew were ready, were they needed. But the days and the weeks and the months ran on, with little to see or show

But the endless empty Atlantic, with the convoys to and fro, And it was the fifth of November, and the sun getting low.

In the dusk of the evening the wolf is abroad,
He crouches in the valley at the lonely ford
Where the sheep come down. What help have the sheep?
They must all be slaughtered when the wolf shall leap.
The sheep have the sheepdog. But what can he do,
With his slow old legs and his teeth so few?
He could meet the jackal and never fear,
Or the slinking fox, but the wolf is here
—That steely strength, that merciless art.
He has few old teeth, but a lion's heart.

On either side the Jervis Bay the convoy was dipping,
And the Captain as he paced the bridge paused, one hand gripping
A stanchion, to study them against the amber rim
Of sky—the ships whose safety was entrusted to him.
They spread, a broad battalion, massed in columns nine abreast,
There Trewellard, Cornish City, San Demetrio—North-by-West
Was it smoke or cloud?—Castillian, Rangitiki, and the rest.
Satisfied, he turned to go below; when a sudden gleam
Flickered in the north, and a shout from lookout, 'Ship on the port beam.'
Two seconds, and Captain Fegen's glasses rake the horizon to norrard,
Two more, and the bells ring Action Stations. Aft, amidships, forrard,
The guns are manned, loaded and trained—the crews were standing by—
And the men below are running to their stations, and every pulse beats
high.

And Fegen's pulse is racing hard, but his eye is steady and clear, And the smudge on the horizon shimmers into shape, and is the Admiral Scheer.

THE AUTHOR . . .

Michael Thwaites was born in Brisbane and educated at Geelong Grammar School and Melbourne University, where he graduated in Arts. In 1937 he was Rhodes Scholar for Victoria. While at Oxford he won the Newdigate Prize for poetry with Milton Blind', and later the King's Medal for poetry. When war broke out he joined the RNVR and out of his wartime experiences arose his best-known poem, 'The Jervis Bay'. After the war he took a B.Litt, at Oxford, and then returned to Melbourne, where he lectured for three years at Melbourne University. Michael Thwaites' previous publications are 'Milton Blind' and 'The Jervis Bay and Other Poems'. He has published poems in journals and anthologies in Australia, Britain and the United States. Limited copies of the paperback edition of 'Poems of War and Peace' by Michael Thwaites (\$2 plus postage) are available and may be ordered through "Navy News".

The telegraph clangs to 'Full Ahead'. Her great heart pounding The Jervis Bay trembles and surges forward, sounding The alarm on her siren. From her bridge the Aldis chatters To an answering flicker from where the Commodore scatters The foaming seas, awaiting his orders for the convoy. 'Warship, thought hostile, my port beam.' An envoy

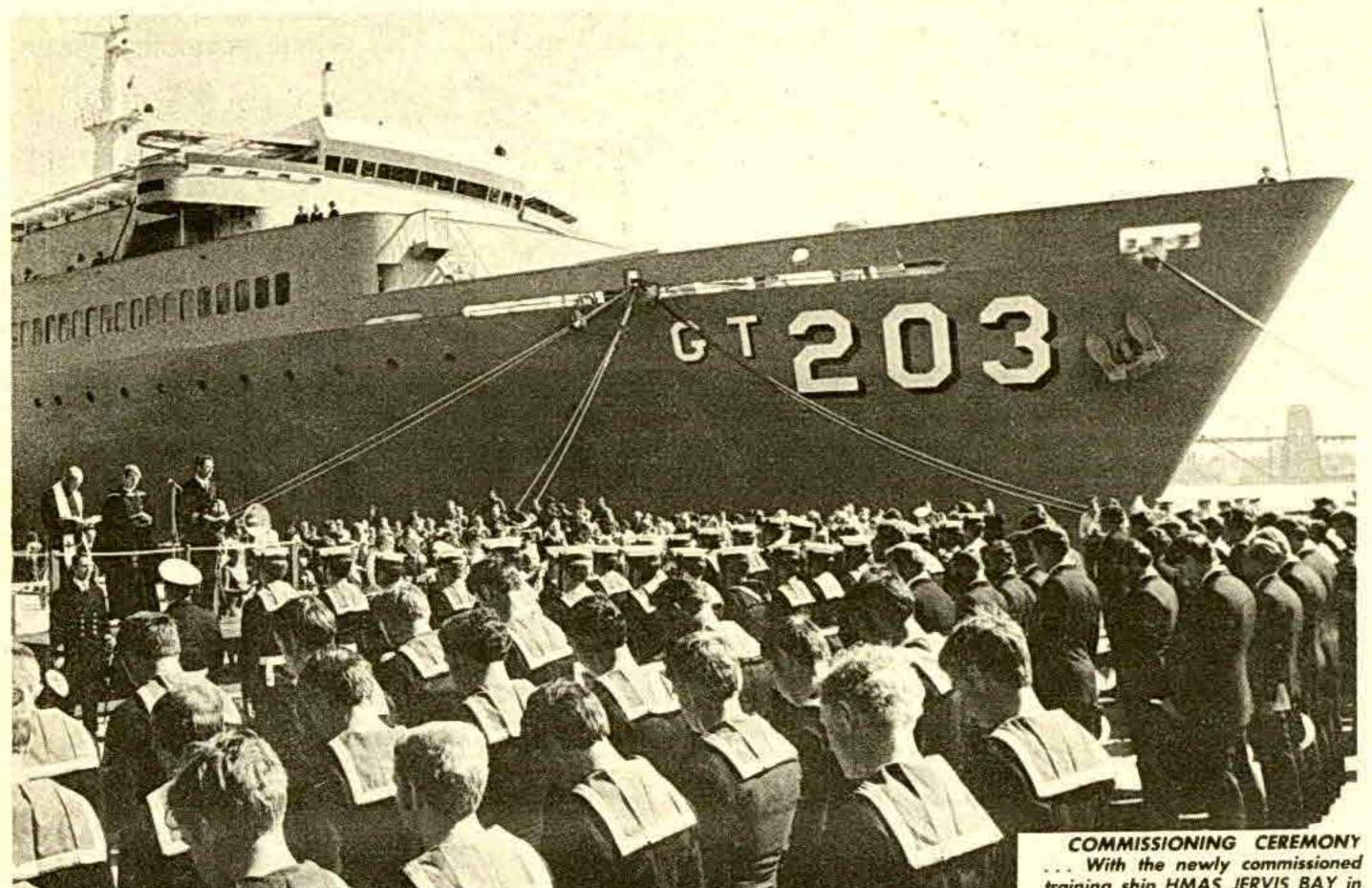
Of wrath, a white column spouts sudden and high Topping the mast. A detonation shakes the sea and sky. 'Scatter under smoke.'-Fluttering flags and sirens blowing Down the columns of the convoy.-But the Jervis Bay is going Steady onward as they turn. From the smoke floats are flowing Streams of velvet solid smoke drifting over the ocean swell, But the enemy gunners know their job. A salvo of shell Roars in the sea-one, two, three-by the Rangitiki's bow As she twists in flight. Already they have found for line. And now A salvo spouts alongside-the iron jaws closing On the vulnerable spine. Now the convoy are nosing East, south, west, away fanwise are scattering, But the shells fall like drops in thunder ominously pattering, And Captain Fegen had that day a second, or maybe two, As he stood on the bridge of the Jervis Bay, to choose what he would do. Astern of him the convoy, labouring heavily in flight, And one long hour till they could win to cover of the night. To port the Nazi battleship, with six eleven-inch guns Secure in triple turrets ranged to hurl their angry tons

Of blasting steel across the miles his guns could never span,
With twice his speed, with a Naval crew, trained, expert to a man,
With armour-plated sides and deck, a warship through and through,
The pride of the German builders' craft. All this Fegen knew,
Knew his foeman as he came in overmastering might,
Knew well there was no hope at all in such unequal fight,
Knew his own unarmoured sides, his few old six-inch guns,
His fourteen meagre knots, his men, their country's sturdy sons,
But hasty-trained and still untried in the shock and din of action.
To starboard were the merchantmen, and he was their protection.

Rarely it comes, and unforeseen, In the life of a man, a community, a nation, The moment that knits up struggling diversity In one, the changing tranverse lights Focussed to a pin-point's burning intensity Rarely and unforeseen. But in the minute is the timeless and absolute Fulfilment of centuries and civilisations, When the temporal skin lays bare the eternal bone, And this mortal puts on immortality. In that stark flash the unregarding universe Is a hushed agony. The suns and planets Stay: the dewdrop dares not tremble: The dead leaf in the electric air Waits: and the waterfall still as a photograph Hangs in that intolerable minute. And the dead and the living, all are there

Continued next Page

NEW RAN TRAINING SHIP COMMISSIONS -HMAS JERVIS BAY'S HISTORICAL LINKS



training ship HMAS JERVIS BAY in the background, members of the Ship's Company and guests sing the Naval Hymn, following the blessing of the ship by Chaplains, Monsignor Lyons and Reverend Rosier.

LEFT: The Commanding Officer, CMDR J. O. Morrice RAN, reads the Commissioning Order before requesting a blessing on the ship. The former Tasmanian roll-on-roll-off Motor Vessel AUSTRALIAN TRADER was renamed and commissioned into the Royal Australian Navy as the training ship HMAS JERVIS BAY on Thursday, August 25, at a brief ceremony held at Garden Island, Sydney.

The newly commissioned HMAS JERVIS BAY will replace the ageing destroyer HMAS DUCHESS, which is due to complete her final training cruise on September 23.

The renaming of the ship was carried out by Mrs N. E. McDonald, wife of the Flag Officer Commanding the Australian Fleet, Rear Admiral N. E. McDonald, who also unveiled a special plaque to commemorate the event.

The commissioning was attended by FOCAF, the Chief of Naval Personnel Rear Admiral G. R. Griffiths, representing the Chief of Naval Staff, senior naval officers, the ships's company of 90 officers and sailors and families.

The Minister for Defence Mr D. J. Killen said that before HMAS JERVIS BAY could become operational as a training ship she would have to undergo a dockyard conversion which was expected to take about 14 weeks.

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

At commissioning, HMAS JERVIS BAY would have a ship's company of about 90, led by the ship's first Commanding Officer, Commander Joe Morrice. Numbers would be built up to the full complement of 108 later in the year.

Mr Killen said that HMAS DUCHESS, which had been an extremely valuable unit of the fleet, would become non-operational on September 26 and would be decommissioned on October 24 – one day after the 25th anniversary of her first commissioning day.

The new training ship HMAS JERVIS BAY has geographical links with Australia as well as historical links with the Royal Navy.

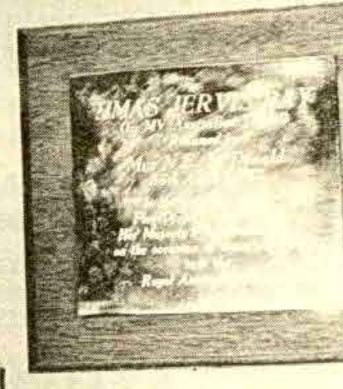
The site of HMAS CRESWELL, the Royal Australian Naval College, is Jervis Bay - 120 miles south of Sydney. This bay was named after the Royal Navy's ADMIRAL SIR JOHN JERVIS - the same person after whom the then BAY LINE passenger-cargo ship the JERVIS BAY was named in 1922.

Captain E. S. F. Fegen, RN, had been commander of the Royal Australian Naval College, at Jervis Bay from January 1928 to August 1929.

With the wealth of historical significance associated with the name, it was most appropriate and fitting that the RAN's new Training Ship HMAS JERVIS BAY was commissioned into the Royal Australian Navy on the same date as her forbear entered service with the Royal Navy — on August 25 (1939).



BELOW: Mrs McDonald, wife of FOCAF, who renamed the ship HMAS JERVIS BAY, is pictured onboard with Rear Admiral G. R. Griffiths, admiring the plaque commemorating the occasion.



"THE JERVIS BAY"

Cont from Page 4

With those that shall be, all Creation Pausing poised in the ticking of Eternity, Held at one white point of crisis. But what does he know, he at the focus, The man or the nation? Joy and terror knows, But chiefly a blessed sweet release, The complex equation at a stroke resolved To simple terms, a single choice, Rarely and unforeseen. So Fegen stood, and Time dissolved, And Cradock with his ships steamed out From Coronel, and in the pass Of Roncesvalles a horn was sounding, And Oates went stumbling out alone Into that Antarctic night, And Socrates the hemlock drank And paid his debts and laid him down, And through the fifty-three, Revenge Ran on, as in Thermopylae The cool-eyed Spartans looked about, Childe Roland, trembling, took and blew, The Jervis Bay went hard-a-port.

'Hard-a-port' and 'Hard-a-port, sir.' The white spray flying,
She heeled and turned and steadied her course for where the foe was lying,
And not a man but knew the fate that he had turned to meet
And yet was stirred to fight till death and never know retreat.
'Salvoes, fire.' Her guns speak, but they are old and worn,
The shots fall in the water, short. The raider as in scorn
Keeps his fire on the convoy still, now veiled in smoke, now clear,
But the Jervis Bay is closing fast and her shots are creeping near.
And now he swings on her his turrets, as a thief surprised might turn.
His anger thunders near, ahead. She trembles from stem to stern.
A flash, and she staggers, as through her egg-shell plates
Tear the eleven-inch projectiles, malevolent as the Fates,
And smoke pouring and wreckage flying as the shells fall like rain,
But she fights, and the convoy are scattering fast, and every minute is gain.

'Am closing the enemy,' Fegen signals. She heaves, and is hit again.

Now the wolf is among the flock,
The sheep are leaping to ledge and rock
Like scattered clouds. To left and right
The wolf is at work and his teeth are white,
His teeth are white and quick is he.
Soon the flock will cease to be
That grazed along so peaceably.

But suddenly the sheepdog comes
With growling as a roll of drums,
Stiff and heavy, eyes a-blear,
But he knows the wolf is near
And within the aged brain
One thought only may remain,
Headlong as he hurls himself
At the grey throat of the wolf
Where his old teeth sink and stay.

But he, with fury and dismay,
Drops his kill and turns to tear
The creature that affronts him there.
This way and that he rends and claws
But cannot break those ancient jaws
That never while they live relax,
While flanks are torn and sinew cracks
And haunch a mangled tatter lies
And the blood runs in his eyes
And hanging so, he dies.

And it is cold and it is night
Before the finish of the fight
When the panting wolf shakes free
From the bloody corpse, and he
Lies like a sack, defaced and dead,
And the sheep into the hills are fled
And the wolf slinks to his bed.

Now the Jervis Bay is ablaze. The fo'c'sle is blown away.

Splinters rive her decks to ribbons and bury her under spray,
And her burning hull as she plunged on was a bright torch that day.

She shudders. With the clearing smoke her main bridge is gone,
And Fegen's arm is a shredded stump, and he fights on.

He staggers aft to the docking bridge. Another blinding blast. The Ensign down. 'Another Ensign! Nail it to the mast'. A seaman climbs and nails it there, where the House Flag used to fly, And there it speaks defiance to the shaker of the sky. He strives to climb to the after bridge, but it is unavailing, One arm and half the shoulder gone, and strength fast failing. But there is still the after gun that he can bring to bear. 'Independent fire!' he cries, as heaves into the air The after bridge. He lives, and staggers forrard again, before The rolling smoke envelops him, and he is seen no more. Now her engines had ceased to turn, but still the shells came pouring, Till with a roar her boilers burst, and the white steam went soaring Away to the sky. Her back was broken, and she was settling fast, And the fire blazed, and the smoke-pall brooded like a banyan vast, But still the torn Ensign flew from the black stump mast, And the after gun was firing still and asking no quarter When the hot barrel hissed into the wild grey water.

So ended the fight of the Scheer and the Jervis Bay
That for twenty vital minutes drew the raider's fire that day,
When of the convoy's thirty-seven, thirty-two went safe away
And home at last to England came, without the Jervis Bay.

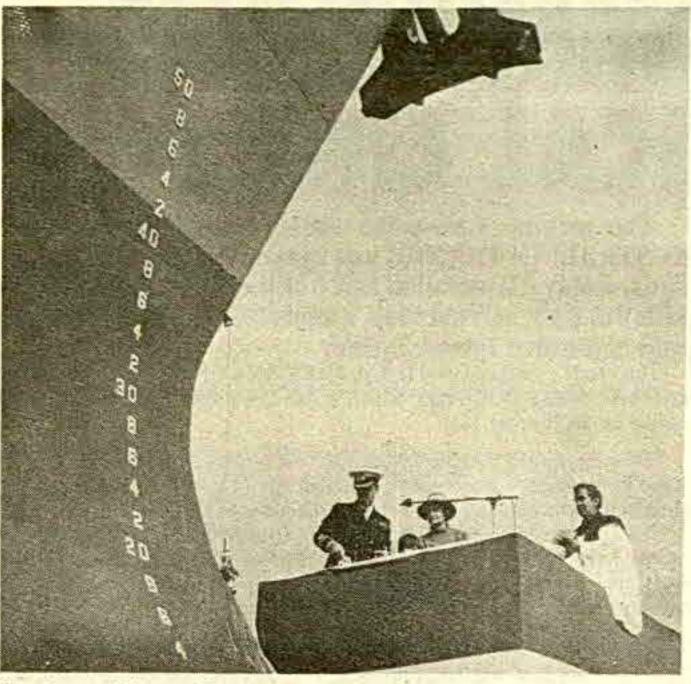
But now thick night was over the sea, and a wind from the west blew keen.

And the hopeless waters tossed their heads where the *Jervis Bay* had been.

And the raider was lost in the rain and the night, and low clouds hid the

But high above sea and storm and cloud appeared the galaxies,
And the big stars called the little stars that had not dared to peep,
And all the stars of heaven came out across the heaving deep,
And they shone bright over the good shepherd of sheep.

NAVY NEWS, Sept. 9, 1977 (221) 5



launched HMAS COOK at Williamstown Naval Dockyard. With her at the launching were the General Manager of the Dockyard, Commodore G. A. Bennett and a Naval Chaplain from HMAS CER-

POSITIONS VACANT

STORES SUPERVISOR

Applications are invited from experiened persons to till the above

The duties entail responsibility to the Chief Storeperson for the efficient operation of Stores Department and Stores Procedures asso ciated with naval supplied materials used in the refit, repair and new construction of naval vessels.

entail responsibility to the Chief Storeperson for the efficient operation of Stores Department and Stores Procedures associated with naval supplied materials used in the refit, repair and new construction of naval vessels.

Ideally, the successful applicant will have had previous experience in the naval and air stores branch of the Royal Australian Navy.

Being a staff position, salary and conditions are designed to attract the right person and will be further discussed at the point of interview. Free ferry travel to and from the mainland and contributory superannuation after a qualifying period will be available.

Confidential applications in writing outlining previous experience should be directed to:

Mr C. R. Morris, Personnel Manager,

VICKERS COCKATOO DOCKYARD PTY LIMITED,

Cockatoo Island, Sydney, N.S.W. 2000.

NEW OCEANOGRAPHIC RESEARCH SHIP

The RAN's first ship designed and built specifically to carry out oceanographic research was launched on August 27. Although the \$27 million ship, named HMAS COOK, will be made available to civilian research organisations from time to time, its prime task will be to gather information to assist the RAN in improving its anti-submarine warfare capability. This article examines the importance of oceanography to the RAN.

mposition of the ocean floor and

This means that a sort of oceano-

graphic "weather forecast" will

Research and practical ex-

A submarine captain who found a

searching only a couple of kil-

R.E. JENNINGS

SOENS

G.R. OWENS

F.H. DREHLICH

D.N. COMERFORD

F.W. VERNON

P.B. CONSTABLE

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R106182 DERWENT

DERWENT

VENDETTA

CERBERUS

MELBOURNE

MELBOURNE

MELBOURNE

MELBOURNE

MELBOURNE

ALBATROSS

DUCHESS

LONSDALE

MELBOURNE

MELBOURNE

MELBOURNE

DUCHESS

DUCHESS

PENGUIN

STALWART

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S114017 MELBOURNE

DUCHESS PERTH

hrough the water.

play an important role in any fut-

ure maritime conflict.

Despite a technological revolution which has provided the world's navies with improved anti-submarine warfare equipment, the submarine is more a threat today than it has ever been.

Even conventional submarines can dive deep, operate for long periods without surfacing, and carry torpedoes and missiles of formidable capacity.

The reason why the modern detecting its presence with abso

after more than 30 years' of than a science.

Sonar works by listening to the underwater noise made by ships and submarines, or by generating sound waves which can be heard when they echo off an underwater

secrets without a struggle, and the key to better sonar systems is a better understanding of the physical and chemical properties of the

The sea bed has been described as the last great unknown.

perience showed that temperature Only about three per cent has differences between layers of been covered by detailed water can provide submarines hydrographic surveys, and it is with safe hide-aways because probably true to say that we know sound waves generated by more about the surface of the moon searching sonars tend to travel than the remaining 97 per cent. within temperature layers.

Although comprehensive exploration of the oceans began 105 years ago, it was not until the development of the submarine as an efficient weapon of war during the second World War that navies commenced intensive oceanographic research programs.

Larger and better equipped oceanographic ships were built and instrumentation improved in leaps and bounds.

Admirals the world over needed to know more about the physical properties of the ocean in order to improve the performance of submarine detection systems.

phones 12,000 nautical miles away It was also discovered that sonar Oceanographers have now established many principles governing the propagation of sound in water. and this knowledge is being used by other scientists to devise NATURAL DISASTERS ORGANISATION submarine detection systems.

place due to differences in surface warfare technology, partly be- cent from the Indian Ocean. water temperatures, currents, the cause sonar conditions in our areas Consequently, despite much of interest are among the most

The RAN's oceanographic ship, HMAS COOK, after her launching at Williamstown

Naval Dockyard, Victoria.

difficult in the world. To support this program the RAN operates HMAS DIA-MANTINA from Fremantle, and HMAS KIMBLA from Sydney.

DIAMANTINA, an antisubmarine frigate commissioned in the dying days of the second World War, was converted for oceanographic research in 1959-60; KIMBLA, a much smaller vessel, was originally a boom defence vessel, and was converted in 1959.

convenient layer could remain safe These ships are tasked with from detection by a surface ship gathering oceanographic "vital statistics" in the oceans surrounding Australia and along the trade routes to and from Australia However, in other cir-

These include depth of water and Orions. cumstances, it was found that ocean floor contours; temsound could travel a long way netic and acoustic propagation characteristics; magnetism and gravity; water motion, and the disdetonation of a charge of TNT tribution and behaviour of marine weighing about 135 kg off the West Australian Coast near Fremantle.

With such a large number of stat-The sound was detected by geoistics to gather over such a large area of ocean it is hardly surprising that these two old ships have made only limited progress.

Despite co-operation with the Royal Navy and the United States Navy, it is estimated that of all oceanographic data collected only Australia has for many years had three per cent comes from the an area south-west of Fremantle

-hard and patient work, only

minimal progress has been made

towards the RAN's primary aim in

the field of oceanography - i.e. pro-

viding an oceanographic

forecasting service to assist in anti-

The second aim of the oceano

graphic research program is to as-

sist in the design, selection and tac-

tical use of anti-submarine warfare

Both the Barra and Mulloka pro-

jects have used some basic re-

search information gathered by

Barra is an advanced system

using a sonar buoy which is

dropped from maritime patrol

aircraft such as the RAAF's P3

Mulloka is a shipborne active

sonar using new technologies

developed in Australia and

While a prototype has been

tested in HMAS YARRA, de-

velopment work has not yet been

Oceanographic research is now

For instance, it has been dis-

covered that the exchange of

energy between the top of the

ocean and the first few metres of

the atmosphere has an effect on

extending into areas other than

submarine hunting

SYDNEY AREA

KUTTABUL/NIRIMBA

ANY SHIP REFITTING MELBOURNE

ANT MELBOURNE BASED SHIP

SYDNEY SHORE ESTABLISHMENT/

ANY WESTERN AUSTRALIA BASED

SYDNEY ESTABLISHMENT/NOWRA

SYDNEY/CANBERRA ARBA

SHIP REMAINING B.A.A.

SYDNEY ESTABLISHMENT

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SYDNEY AREA/NAS NOWRA

ANY SYDNEY ESTABLISHMENT

ANY SYDNEY ESTABLISHMENT

ANY SYDNEY BASED SHIP NOT

DEPLOYING AWAY FROM SYDNEY

ANY SHIP (PREFER DARING)

ANY SYDNEY ESTABLISHMENT

WATSON/NIRIMBA/ KUTTABUL/

ANY SHIP REFITTING MELBOURNE

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ANY SYDNEY ESTABLISHMENT

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WATSON/ANT OTHER SYDNEY EST-

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LONSDALE/WEST AUST ARRA

ANY SHIP REFITTING MELBOURNE

SHIP/PATROL BOAT

SYDNEY AREA

ARBA IN 1978

KUTTABUL/PLATYPUS

(NOT DEPLOYING)

MELBOURNE ARRA

CERBERUS/LOWSDALE

ABLISHMENT

MORETON

MELBOURNE AREA

MELBOURNE AREA

ANY SYDNEY ESTABLISHMENT

the RAN's oceanographic ships.

equipment for the RAN.

submarine warfare operations.

STATE OF

rich in nodules of manganese the size of cricket balls. Working at depths of 3000 m to 5000 m the ship has been able to re-

shipping missiles which fly only a

plications of this research could

prove even more important than

few metres above the surface.

e08531

cover samples for analysis in the Mineral Resources in Canberra. rich in minerals such as copper,

nickel and other valuable metals. Although the manganese itself may never be worth mining, the other metals may become an economic proposition if the vast technical problems of "mining" at

known to be vast and many scithese depths can be overcome entists believe that man will have Another of the ship's prospecting to find ways of exploiting them in expeditions involved an unsuccessful search for phosphate deposits the years ahead if economic off Christmas Island. growth is to continue.

DIAMANTINA also has studied Civil oceanographic research often from naval vessels, will be a the distribution and breeding habits of the West Australian rock vital prerequisite for this HMAS COOK, which will replace lobster for the fishing industry, and

SILVER JUBILEE

The Certificate of Incorporation of the White Ensign Club (Nowra) Ltd. is dated 18th August, 1953 which means of course that this month we commence our 25th year of the Club's activity.

The Club was formed as a nonprofit Company of 30 members to provide amenities for Her Majesty's Forces and, of course, in particular the Royal Australian Navy because of the happy relationship of the citizens of Nowra with HMAS "Albatross" and HMAS

We are looking forward to the return of those members who have in HMAS "Melbourne" taken part in the Silver Jubilee Fleet Review, and we would also welcome readers of your excellent publication to enjoy the fellowship of our Club in its Silver Jubilee Year should they be visiting the

oceanographic research, and

should double the output of present

programs because of the increased

Special equipment will include

oceanographic winches which can

lower dredges into the deep ocean

to retrieve objects such as man-

ganese nodules, expendable bathy-

thermographs which signal back

details of water temperature

profiles as they descend over the

ship's side on the end of a wire; a

data logger; a magnetometer to

measure the earth's magnetic

field; a gravimeter to measure the

gravitational pull at various points

COOK will have a "bow thrus-

ter" to enable her to maintain a

correct heading at the low speeds

required in oceanographic re-

search; conventional ships lose

She will also have a particularly

quiet electrical generating plant to

facilitate experiments in under-

The ship will be fitted out at the

Williamstown Naval Dockyard

near Melbourne, and is scheduled

steerage way at these speeds.

water sound propagation.

to join the Fleet in 1979.

on the ocean's surface; and

and dry laboratories.

For the information of old friends within the Service who are no longer in the area, I would mention that a Billiard Room is being added to the excellent important anniversary year.

DEFENCE OVERSPENT

Some \$4 million MORE

was spent on defence last

year compared with the

Reviewing the last financial

year, the 1977-78 Budget Papers

disclosed that manpower costs

had been \$20 million more i

1976-77 and had reflected the

determinations during the

mpact of salary and wage

Expenditure on reserve ca-

pacity maintenance had been

higher due to increases in

operating costs of defence

munitions factories, including

with an increase in the working

capital advance to the Gov-

ernment Aircraft Factory for

the Nomad venture, had been

These increases, together

wage and salary costs.

1976-77 Budget estimate

BY \$4m LAST YEAR

Andrew Walton, CHAIRMAN WHITE ENSIGN CLUB

RELIVE YOUR JUBILEE CELEBRATIONS with a HANIMEX 2300R.F. PROJECTOR (NOWRA) LTD.

Available now at this LOW PRICE \$144.50. Limited quantity at this low low price.

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75 Macleay St, POTTS POINT - 358 1518

And also at HMAS CERBERUS

Charge to your allotment ACCOUNT

colour print film for every 110,

126 or 35mm colour print film

left for developing and printing



the main factors responsible for outlays associated with in 75 Macleay St, Potts Point - 358 1518 dustrial capacity exceeding the And also at HMAS CERBERUS Budget estimate by \$5 million

ROCKHAMPTON

4 years).

(B) DEGREE COURSES

Against these increases there had been shortfalls in expenditure on equipment and stores (\$13 million), due principally to rephasing of payment schedules on major items, and on defence facilities (\$10 million), the Budget Papers



TO JOIN FLEET IN 1979

An artist's impression of how HMAS COOK will look

on cruises for the West Australian

The ship has had her name

world's oceans as a result of dis-

covering one of the deepest parts of

the Indian Ocean - the Diamantina

Trench - which, at 7012 metres, is

three times as deep as Mt Kos-

KIMBLA has discovered sea

mounts (extinct submarine vol-

canoes), and investigated gigantic

swirls of slowly rotating warm

These swirls, known as ocean

eddies, are of interest to fishermen

(because fish are attracted to

them), to meteorologists (because

of the effects that higher ocean

temperatures may have on our

weather), and the RAN (because

eddies appear to have a focussing

The resources of the oceans are

water off the east coast.

effect on sonar beams).

HMAS COOK will replace HMAS DIAMANTINA (above), an anti-submarine frigate commissioned in the dying days of World War II and converted for oceanographic research in 1959-60.

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++ Only certain subjects may be offered externally.

For further details including handbook and enrolment form contact Director of External Studies, C.I.A.E., M.S. 76, Rockhampton, Queensland,

EXCHANGE POSTINGS

CRESWELL OCT SHORE OCT 77

MELBOURNE NOV SHORE MAY 76

SEA DEC 76

SEA SEP 76

SEA APR 77

SEA AUG 74

SHORE 1977

SEA 19 JUL

SEA 14 OCT

SEA 15 JUN

SHORE MAY 78

SEA 26 JUL 75 SEA 21 MAY 74

SHORE OCT 78

SHORE OCT 77

SHORE APR/MAY

CERBERUS OCT SEA SEP 76

PLATYPUS NOV SEA MAY 7

HARMAN OCT SEA FEB '

ALBATROSS JUN SEA OCT 7

CERBERUS DEC SEA OCT 74 STALWART SEA FEB 76

CRESWELL OCT SHORE OCT

ALBATROSS OCT SEA MAR 76

MELBOURNE OCT SEA FEB 77

CERBERUS OCT SEA NOV 75

LONSDALE DEC SEA MAY 74

CERBERUS OCT SEA JUL 75

ALBATROSS OCT SEA NOV '

LONSDALE OCT SEA OCT

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ALBATROSS OCT SEA OCT 75 SEA JAN 77

MORESBY DEC SHORE JUL 75

CRESWELL DEC

CRESWELL

CERBERUS NOV

ALBATROSS

PENGUIN

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

The National Emergency Services College (NESC) was established to contribute to the development of an efficient Australian counter disaster capability by training selected personnel in counter disaster and civil defence requirements, by fostering understanding and co-operation between appropriate elements of the community and by undertaking research into selected aspects of disaster. The Director NESC is responsible for the efficient direction of the College including the development of an effective programme of disaster research and studies within the College. Qualifications: Appropriate tertiary qualifications and/or the military equivalent, and experience at an appropriate level in an instructional establishment are desirable.	The state of the s
**SENIOR TRAINING OFFICER \$14,589-\$15,470	200
Grade 2 (Class 7), National Emergency Services College	
(two positions)	- 1
Dutles: No 2223 — Supervise and oversight the work of the Sub-section in the work of the Sub-section in the development, planning and co-ordination of lectures, training exercises and instruction in disaster skills. Undertake the more important central lecture presentations and advise on the allocation of instructional resources. Qualifications: Applicants should possess knowledge and experience in a wide range of disaster services activities, and be experienced in	
the planning and conduct of training programmes and in lecturing. A good knowledge of the roles of emergency services organisations and the legislation covering such organisations would be an advantage.	A
Duties: No 5065 — Develop new courses and exercises in the natural disasters and civil defence fields. Review courses, exercises and training documents and prepare evaluations and reports as to their suitability to meet the future and developing needs of the College. Plan the administrative support for courses and exercises.	A

Department of Defence

*DIRECTOR \$24,252

NATIONAL EMERGENCY SERVICES COLLEGE (NO 2468)

The Department of Defence is inviting applications from suitably qualified persons for the following positions located at Macedon, Victoria

training documents and prepare evaluations and reports as to their suitability to meet the future and developing needs of the administrative support for courses and exercises. Perform instructional duties in the civil defence and natural disaster fields as required. Qualifications: Considerable relevant experience in an emergency service, the Defence Force, or similar organisation desirable. Experience as an instructor, and in training management at a senior level, including the planning, implementation, and supervision of extensive training programmes would be an advantage. Tertiary, or military equivalent, qualifications should be stated.

Conditions: These positions are permanent and conditions of service include participation in the Superannuation scheme, furlough and sick leave benefits, and four weeks annual leave with bonus payment. Appointees fares and removal expenses may be paid. In certain circurrentances a living allowance until the appointee is permanently housed may be paid. Applications giving full details of educational qualifications and experience should be forwarded to:

*(for position 2468)

The Recruitment Officer Department of Defence CANBERRA, ACT. 2600.

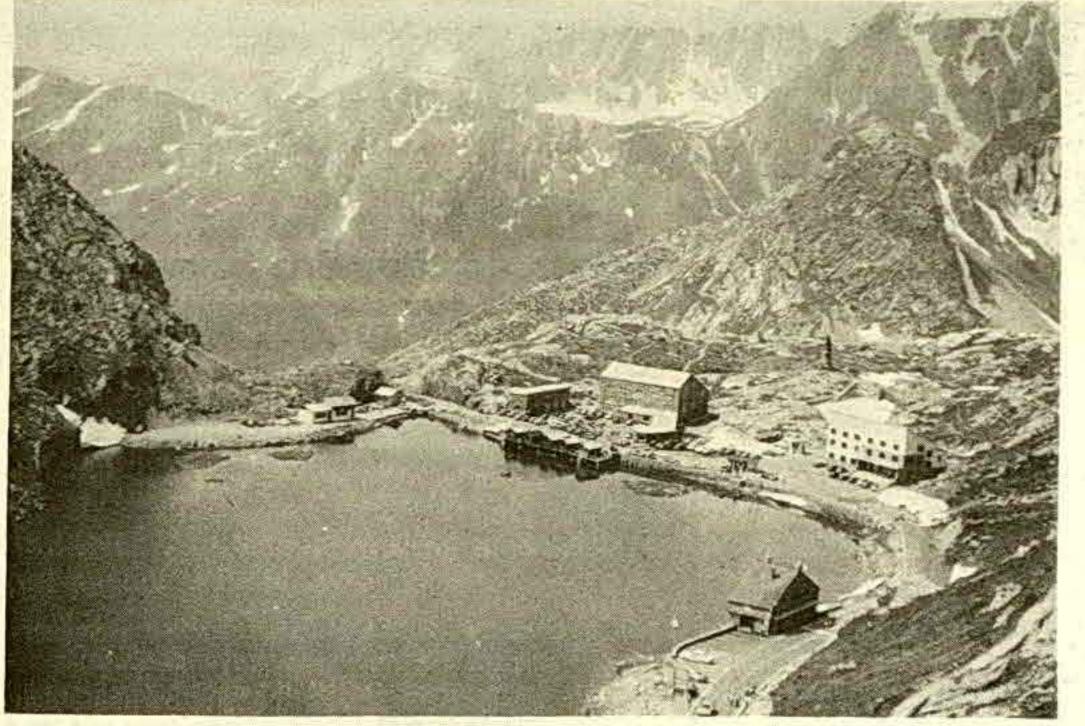
**(for positions 2223 and 5065)

The Recruitment Officer Department of Defence PO Box 1932R MELBOURNE, VIC.

Applications close 22 September, 1977

6 (222) NAVY NEWS, Sept. 9, 1977

NAVY NEWS, Sept. 9, 1977 (223) 7



SWITZERLAND. — Looking down through the Alps from the chairlift in St Bernards Pass in Switzerland you can Swiss and Italian border gates, leading down the steep and winding pass.

CROSS EUROPE BY BUS

MELBOURNE "TOURISTS" BID FAREWELL TO "YE OLDE ENGLAND" and the ship at Portsmouth before embussing for the tour across Europe to Naples

LINK WITH MELBOURNE. - SBLT Spencer left a few momentoes in the Hotel LOOKING DOWN FROM THE CHAIRLIFT onto the St. Bernard Pass and upon

Melbourne during the "tourists" stay at the Village "Villers Bretoneux" in some important buildings where the famous breed of dog, the "St Bernard", is

Story by: Father Ian Dempsey. Photos by: LSPH Don Hogarth.

SILVER JUBILEE SQUADRON ON LAST LEG OF UK-EUROPEAN DEPLOYMENT

The Silver Jubilee Squadron consisting of the aircraft carrier and Flagship of the RAN, HMAS MELBOURNE (CDRE R. C. Swan CBE), the guided-missile destroyer HMAS BRISBANE (CAPT R. W. Burnett RAN) and the New Zealand frigate HMNZS CANTERBURY (CAPT I. Tempero RNZN), arrived in Singapore on Wednesday, September 7, on the final leg of their six-month U.K. and European deployment. The Australian ships will spend the weekend in Singapore before heading for "Home" on Monday. MELBOURNE and BRISBANE will link up with other Fleet units for a ceremonial entry into Sydney Harbour on "NAVY DAY", Tuesday, October 4. We received these reports of highlights of the visits to European ports from our correspondents onboard MELBOURNE and BRISBANE.

公公公公公公

HMAS MELBOURNE - Forty members of HMAS MELBOURNE's Officers and Ship's Company last month travelled by bus from Portsmouth across Europe and met the ship in Naples.

The nine-day trip began on Monday, August 1, with a relaxing "going-away" party at a local pub put on by the tour organizers.

A strike delayed the overnight ferry from Southampton to LeHavre by a couple of hours, but as the bars were opened, no valuable time was lost and a smooth crossing

FRANCE

MELBOURNE 'TOURISTS'

This village was levelled during the First World War and the Australians captured it back from the

We were thus afforded a VIP champagne toast and shown the school and Melbourne Hotel in Rue Melbourne, where celebrations continued.

An Australian, Mr Peter Morrison from Novar Gardens, South Australia, was visiting the village at the time, having taken part in the fighting in 1918, and joined in our celebrations. The celebrations over we went to

the beautifully kept War Memorial where a wreath was laid by LCDR Ian Weggner and a small service was held by Father Ian Dempsey. The tower was opened for us to climb and view the peaceful rural

setting and many signed the visitor's book. We continued on our way with fond memories of the real warmth shown to us by the people of Villers Bretonneux and the obvious good

PR our visit engendered.

GERMANY Many 'deviations', we call them detours, coupled with our historic visit made our evening arrival in Russelshiem, near Mainz, in Germany quite late after a day travelling through slightly undulating, lank-like French countryside covered in crops of grain and corn. After a good night's rest, we were on the autobahn heading

south along the Rhine Valley. Hilly countryside more evident here with pleasant villages hidden

Frieburg was the lunch stop and like many of the larger German cities, had many new buildings in well planned areas. A short visit to the Rhine Falls

Florence for a quick look around pouring vast quantities of water and leatherware shopping. into a small lake at Schaffhausen, An overnight trip saw a very through the Black Forest and we weary but quite happy and satisfied group awaiting the docking were at the Switzerland border SWITZERLAND

of MELBOURNE. The sign on the back of the bus Having been judged worthy entsaid, "Portsmouth to Naples or rants, there was only a short trip to bust" - Naples, yes. Bussed, yes. Zurich and the night stop.

The next day was spent travelling from Zurich to Berne. Friebourg and Montreaux on the shore of Lake Geneva. Switzerland was considered the

best country of the trip. Its cities, especially Berne, were old-worldly neat and unique with interesting buildings and many

> The countryside was like a pic ture-card. The only marring point

From the Grand Hotel in Montreaux, one looked across Lake Geneva to the snow-tipped French Alps and behind cable cars crawled into the tree-covered slopes where houses and small villages clung to the steep sides. Many went on an organized tour

to one of the most memorable sights of the trip, the Matterhorn. Three hours of bus, train and cable-car could not take away the

was a quiet one, the following four awe of nearly 15,000 ft of rock soardays were anything but that, ing into the sky. keeping all concerned busy en-VENICE joying the sights and hospitality of Montreaux to Venice began with the Belgian people.

a trip over St Bernard's Pass, over

A tunnel runs under the mountains, but this does not reveal the beauty of the pass so over we went. The bus carefully wound up a narrow, steep road to the top

The smells were

minimal, the Hotel very

good and the prices cheap.

space was the main problem.

the general fare.

Glassware, the like of which

none had seen before, was plentiful

and reasonably priced - carrying

but there were far too many tour-

ists! Pizzas and 'rough red' were

On the way to Naples on the last

day of the tour, the bus stopped in

Sunday in Venice was pleasant,

where icy-snow lay on the ground while others just took in the beautiand a Monastery run by St Bernard ful and historical sights of Monks still stands. Venice, naturally, is very unique The bars and cafes, they never and therefore rather close, the pleasant wines fascinating.

and beers always abundant, proved to be a popular pastime for many. On the sporting side, things were juiet, but some games were

and the British Forces based in Antwerp. In hockey, BRISBANE was taught a lesson but were successful in golf, squash and softball.

arranged against the Belgian Navy

Monday, August 1, saw the departure of BRISBANE from Antwerp and after transiting the BANE has transitted the Suez English Channel, rendezvoused Canal, Mediterranean, Red and with MELBOURNE off the Isle of Arabian Seas, and exercised with Wight and commenced the trip units of the US and French navies

down to the Mediterranean. On route, and in company with

Antwerp, Toulon to Bombay. . .

beauty of Antwerp, the sights of such famous places as St Tropez, Cannes, Monte Carlo,

Nice, Toulon, and Bombay, will live long in the memories of the ship's company.

公公公公公公

HMAS BRISBANE is in Singapore this weekend after enjoyable

The overwhelming hospitality of the people of these countries and the historical

In this report our correspondent writes of the highlights of the cruise from London t

BOURNE continued on her way to

visits to Antwerp, Toulon and Bombay.

HMS BELFAST on July 27 and

The trip across the English

her arrival in Antwerp next day.

Holland, BRISBANE embarked a

pilot and commenced the Transit

Winding her way down the river,

passing numerous industrial

complexes and towns, and many

colourful river barges, the ship

finally berthed at Quay 22, Ant-

werp, thus becoming the first-

known Australian warship to visit

Bus tours to Brige and Brussels

opportunities to travel to these

Some used this opportunity t

visit relatives throughout Europe,

well-known and historical cities

of the Scheldt River.

Antwerp

this-port.

In perfect weather on Monday morning August 8, BRISBANE entered the picturesque French Naval port of Toulon, following the footsteps of her sister ship HMAS HOBART, who visited the port in

Like Antwerp, the hospitality extended by the people and the French Navy was overwhelming. with everyone enjoying the pleasures of the French Riviera.

With its picturesque mountains Though BRISBANE'S arrival shadowing the calm serene harbour, and the rich sunny days, the atmosphere was one of relaxation and enjoyment.

> For those at home August is the middle of the summer holiday

were arranged, with many of the The sights of St Tropez, Cannes, ship's company taking these Monte Carlo, Nice and Toulon were very popular with members of the ships company.

Sport was also oriented around the climate, with sailing and swimming proving popular

The ship was open to visitors on August 12 and with the good press coverage the ship enjoyed on her arrival, a large crowd attended. BRISBANE arrived in Bombay,

INDIA, on August 27 in company with MELBOURNE and HMNZS CANTERBURY The two-day visit to Bombay provided an opportunity for the ship's

company to view the unique

mixture of Victorian and Indian styles of architecture and take a well-earned rest from the vigorous exercise programme undertaken over the past weeks. Since leaving Toulon, BRIS

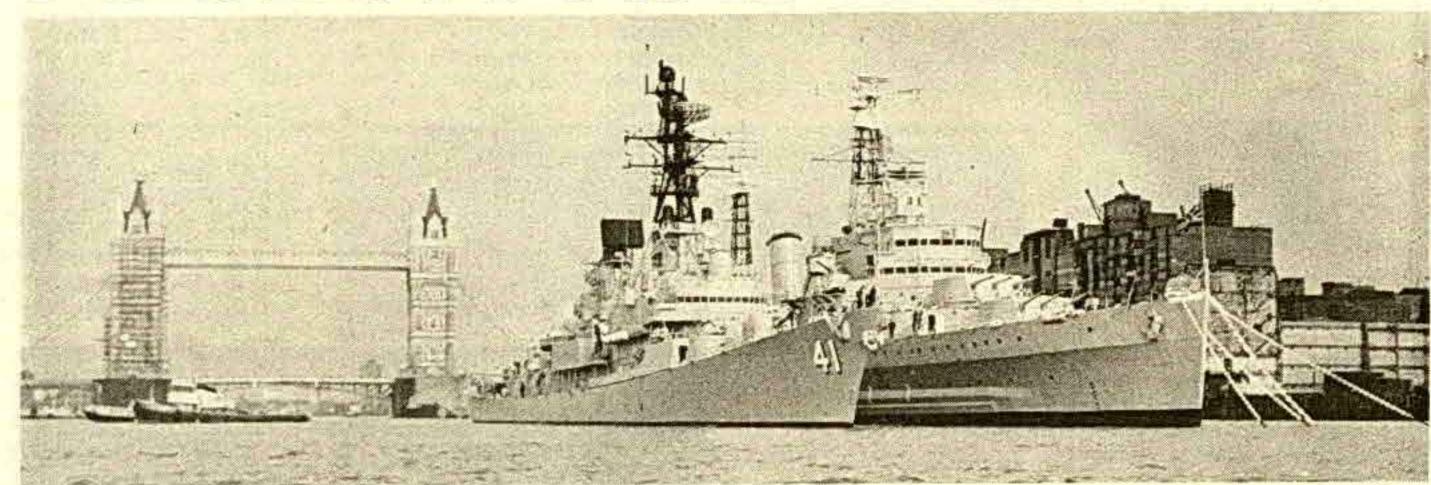
After departing Bombay, BRIS-BANE, CANTERBURY and MEL-**BOURNE** conducted exercises with the Indian Navy.

The Australian ships return t Sydney on October 4.



ANY COUNTRY as this group of Australian "thirsties" proved at this curbside beer house in Antwerp. They are (L to R): LSFC John Van Vliet, CPOETWS Tony Finemore, CPOETS Herb Newell, ABUW
Les Birch, POMEDU David Moss and, ABETW Laurie Stewart.

MELBOURNE, exercises were conducted with HMS BIRMING-HAM, and units of the USAF, based in Spain. BRISBANE IN ANTWERP, MELBOURNE on August 7, and set course for the Southern French port of Toulon, whilst MEL-



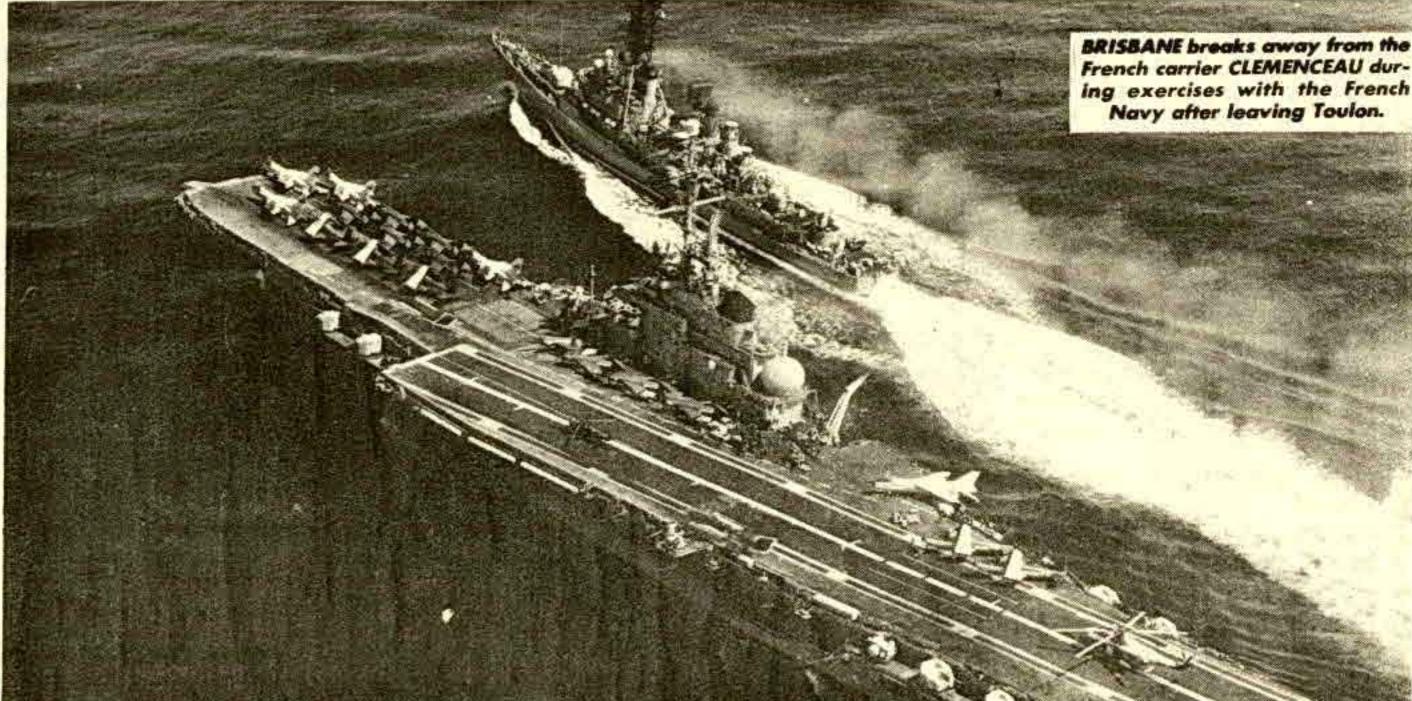
HMAS BRISBANE, outboard of the old cruiser HMS BELFAST and with the Tower Bridge in the background, prepares to slip and make her way down the Thames for the passage to Antwerp.



TOULON. Members of BRISBANE's Ship's Company found plenty to interest them during their tour of the War Museum in Toulon. Here POETS James Cullen (Adelaide SA) stands beside one of the Sherman tanks used in the liberation of the South of France.



ANTWERP. — ABETS Vlastimil Marek (Waterloo NSW) and LSSN John statues outside the Museum of Fine Arts in Antwerp.



OUTSIDE THE TOWER OF THE WAR MEMORIAL near Villiers Bretonneux this group of Australians pose with the Vice-Mayor, Mayor, and Mr Peter Morrison, of South Australia. (L to R): BACK ROW. POSN Anderson (holding flog), Mr FRENCH WAR MEMORIAL SERVICE. - A group photo of all who attended the Service held by Father Ian Dempsey, including the caretaker of the War Memorial, Madame Rinet, and the XO's wife Mrs Morrison, the Mayor, Mr Grerne Maillet and Vice Mayor Mr Roger Dieu. FRONT ROW: LCDR Wegener (holding wreath) and Sailors from HMAS MELBOURNE. Marion Stoker, who accompanied the MELBOURNE tourists on the bus tour.

bred and cared for.

A LA MEMOIRE

DES SOLDATS DI

L'AUSTRALIE

QUI COMBATTIRENT

EN FRANCE ET DANS

LES FLANDRES

1916-1918

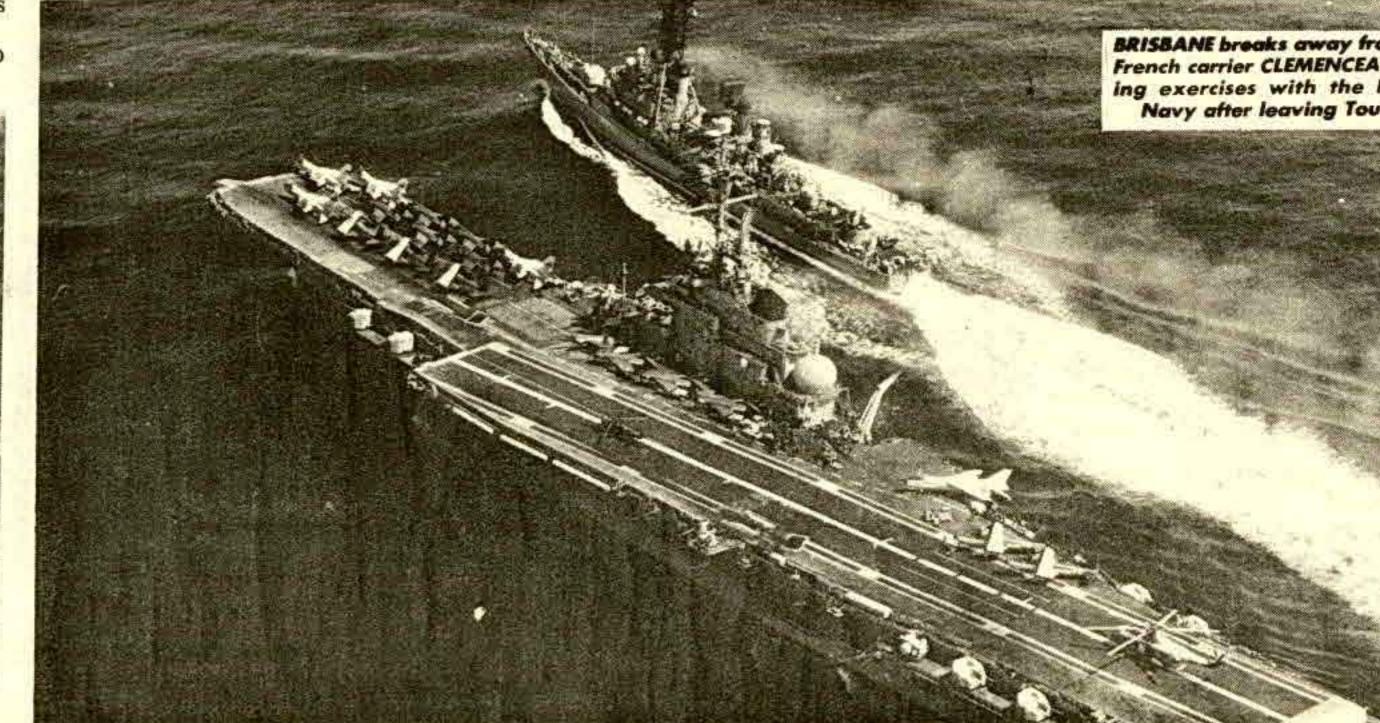
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DENTRE FUX

AORTS EN FRANCE

QUI REPOSENT

ANS DES TOMBE ANONYME



GLORY OF GOD

AND

IN MEMORY

OF THE

AUSTRALIAN IMPERIAL FORCE

IN FRANCE

AND FLANDERS

1916-1918

ELEVEN THOUSAND

WHO FELL

IN FRANCE

AND OF-

461 sailors have been promoted in the last five months and moved up into the more satisfying and rewarding positions. However on 20th August, 1977, there were still over 350 vacancies for promotion which could not be filled as there were no eligible sailors.

In many of these categories sailors require only another one or two qualifications for promotion. With the new promotion system emphasising performance rather than seniority, the way is open for front runners to charge to the top.

At August 20, these vacancies existed:

STATE OF THE PARTY	SEAMAN	
TARGET RANK		VACANCIES
LSQMG		47
LSFC	ARTERIOR STREET	25
LSUW		2
LSUC PORP		5 8
LSRP		39
LSCD		1
LSSR		3 3
LSUCSM		3
The state of the s	COMMUNICATORS	
PORSEW		8
LSROEW	7	23
CPORSS LSROS		4 2 1
PORSSM		1
LSROSM		4
	ENGINEERING/	
MURE THE THE	ELECTRICAL	
POMTP		2
LSMTP		72
LSETP LSETS (EX WE)		30
LSETS (EX WR)		5 8
POETC		13
LSETC		10
POMTPSM		2
LSMTPSM		1
LSETPSM		7
POETSSM		1 2
LSETSSM	SUPPLY/SECRETARIAT	2
	MISCELLANEOUS	
POWTR	MIOOLLLAITLOOD	2
LSMED		11
POMUSN		1
POSTDSM		1
CDCCE	FLEET AIR ARM	
CPOSE POSE		2 7
LSSE		7
POATA		1
LSATA		11
POATWO		1

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

TO WARRANT OFFICER:

POWM

POCK

POMTP2

POUCSM

POMTP3

POETS2

POMTP2

POMTP3

POMED

POMTP3

POQMG

POMTP3

POSV

POCD

POFC

POMED

POAVN

POAVN

POSN

POUC

POWM

l	WOQMG	MEYER	A.G.	13 MAY 77
l	WOUW	NORMAN	R.	22 JUL 77
l	WOMTP4	WERNERT	W.E.	13 MAY 77
ı	TO C	HIEF PETTY OF	FICER:	
	CPOETW3	ADAMS	M.	10 MAY 77
ı	CPOMTP3	AHRENS	S.D.	10 JUN 77
	CPOUW	BAINBRIDGE-FULLER	R.W.	10 JUN 77
	CPOETS3	BEATTON	D.A.	10 APR 77
	СРОМТН3	BRINCKMAN	K.C.	23 SEP 76
	CPORS	BRINE	A.L.	10 JUN 77
	CPOETC3	BURGESS	A.R.	19 NOV 76
	CPORSEW	CHAPMAN	A.D.	10 JUN 77
	CPOWTR	FOGO	S.H.	10 JUN 77
	CPOQMG	GARING	A.J.	22 JUL 77
ļ	CPOF .S3	HANCOCK	A.C.	10 MAY 77
	CPO: 'C3	HEGARTY	G.F.	18 MAY 77
	CPOSY	ISON	R.W.	8JUL77
	CPOSV	JAMES	J.J.	10 JUN 77
	CPOMED	JOHN	D.R.	8JUL77
	CPOAVN	KALMAN	R.P.	8JUL77
	СРОМТН3	KENT	M.R.	10 MAY 77
	CPOSN	MANN	D.P.	4 FEB 77
	CPOATA3	POULTON	C.C.	20 MAY 77
	CPOMTPD3	PRICE	R.S.T.	11 MAR 77
	CPOMTH3	PRINCE	P.	12 JUN 77
	CPOETS3	RAY	A.J.	11 APR 77
	CPOCK	ROWLEY	C.T.	8JUL77
	CPOMTH3	SNEDDON	P.K.	10 APR 77
	CPOWTR	STANDEN	T.K.	24 JUN 77
	CPOMTP3	WORRALL	N.R.	10 MAY 77
	CPOETS3	WRIGHT	S.F.	22 JUL 77
	TO P	ETTY OFFICER:		
	The second second second		2220.02	and the first of the second of

22 JUL 77

8JUL 77

10 JUN 77

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22 JUL 77

22 JUL 77

10 JUN 77

10 JUN 77

8JUL77

P.J.

R.B.

L.W.

J.W.

M.T.

M.

J.V.

R.G.

K.D.

A.R.

G.H.

A.R.

D.S.

G.A.

B.P.

M.J.

E.P.

R.S.

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J.E.

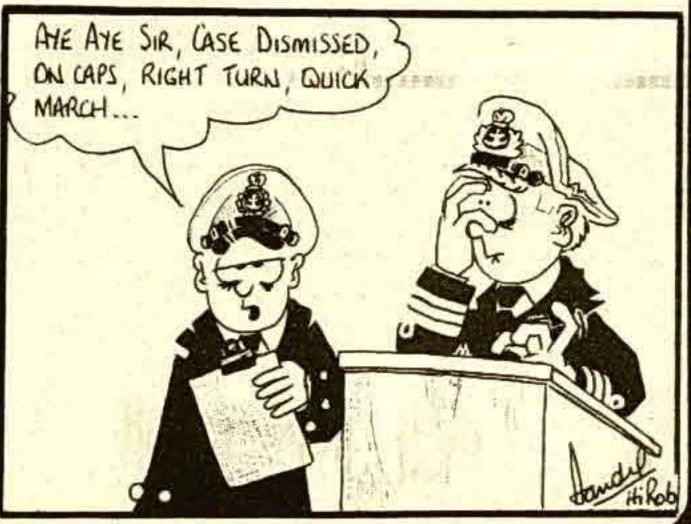
M.A.

POSTD	PARKHILL	J.	22 JUL 77
POSV	PEUT	G.B.	10 JUN 77
POQMG	REAY	P.	4FEB77
POETS2	ROZUKALNS	H.	8JUL77
PORPSM	VIERVEYZER	W.H.	24 JUN 77
POQMG	WATT	E.S.	10 JUN 77
POMTP3	WHITE	R.W.	8JUL77
PORSS	WILMORE	S.F.	10 JUN 77
POQMG	WILSON	G.	10 JUN 77
POQMG	WINNER	W.A.	24 DEC 76
POUW	WOOD	N.R.	10 JUN 77
TOI	EADING SEA	TAGE CAT POLICE TO A TOTAL OF THE PARTY OF T	
LSWM	ABBEY	D.J.	24 JUN 77
LSSV	ALDRED	I.J.	10 JUN 77
LSATWL2	ALTMANN	P.	13 MAY 77
LSETS	BAILEY	K.S.	8JUL77
LSETS1	BAILEY	S.J.	8JUL77
LSMTPD3	BENTON	P.D.	8JUL77
LSAVN	BERRY	L.J.	10 JUN 77
LSETW3	BLOCK	R.W.	8JUL77
LSMTP2	BROWN	S.A.	8JUL 77
LSAVN	BRUCE	D.W.	8JUL77
LSMTP2SM	CONTRACTOR OF THE PARTY OF THE	G.R.	8JUL77
LSCD	CALLAHAN	R.F.	8JUL 77
LSETC2	CANNON	P.D.	8JUL77
LSDENM	CARTER	A.W.	13 MAY 77
LSWM	CAVE	G.K.	22 JUL 77
LSETW3	CLEWS	K.I.	8JUL77
LSMED	COLE	L.S.	10 DEC 76
LSMTP3	COLE	T.W.	8JUL77
LSETS2	COOLING	K.C.	8JUL77
LSETS2	COSGROVE	R.J.	8JUL77
LSETC1	DALEY	P.M.	8JUL 77
LSSTD	DINNING	B.	8JUL77
LSSTD	FLAKEMORE	W.P.	4 FEB 77
LSAVN	GARTH	E.G.S.	27 MAY 77
LSCD	GATELY	R.G.	10 JUN 77
LSETP1	GLOSSOP	J.	8JUL77
LSETP1	GREEN	G.A.	8JUL77
LSWTR	GREENHORN	S.	22 JUL 77
LSMTPD3	HANNA	P.G.	8JUL77
LSCK	HARTIGAN	G.A.	10 JUN 77
LSMED	HILL	A.H.J.	13 MAY 77
LSETC1	HILL	R.J.	8JUL77
LSQMG	HOCKEN	G.A.	10 JUN 77
Lowing	HOCKEN	0.70	10351111

LSPHOT HOGARTH D.R. 13 MAY 77 C.C. LSWM HUSSEY-SMITH 10 JUN 77 "THE CAPTAIN'S TABLE?"







: TEN (5)	100761000000000000000000000000000000000	****	***********
LSUC	YAGMICH	W.L.	10 JUN 77
LSAVN	WINZAR	R.B.	22 JUL 77
LSROEW	WILSON	J.K.	10 JUN 77
LSCK	WILLIAMS	M.P.	13 MAY 77
LSSTD	WICKS	P.A.	10 JUN 77
LSMED	WHITFIELD	G.J.	13 MAY 77
LSSTD	WHALEY	M.J.	13 MAY 77
LSETP3SM	WATSON	R.A.	8JUL77
LSATA2	WALTERS	G.G.	13 MAY 77
LSMTP2	VIVIAN	W.W.	8JUL77
LSMTP2SM	TUCKERMAN	R.W.	8JUL77
LSROEW	TINDALL	D.F.	10 JUN 77
LSETW3	THOMAS	E.O.	8JUL77
LSSTD	STOCK	P.D.	22 JUL 77
LSM	SPENCER	C.R.	10 JUN 77
LSMTP2SM	SMITH	J.L.J.	8JUL77
LSMTP2	RYE	G.J.	8JUL77
LSETC3	ROESCH	E.G.	8JUL77
LSWTR	ROBSON	R.C.	10 JUN 77
LSFC	RAY	D.R.	10 JUN 77
LSSTD	RAKIC	L.	7 JAN 77
LSMTH3	QUARTON	T.V.	8JUL77
LSRO	PICONE	I.C.	15 APR 77
LSMTP2	PHILLIPS	S.J.	8JUL77
LSSN	PEIRCE	S.J.	27 MAY 77
LSSN	PECINA	P.G.	10 JUN 77
LSCK	PEARCE	G.D.	8JUL77
LSETP1	PASHLEY	S.B.	8JUL77
LSMTP2	PARIS	J.A.	8JUL77
LSMTPD2	OWEN	M.T.	8JUL77
LSROEW	MUSSIG	R.L.	10 JUN 77
LSROEW	MUNDY	R.E.	10 JUN77
LSSTP2	MILLS	M.W.E.	8JUL 77
LSSTD	MILLS	D.G.	10 JUN 77
LSWM	McGREGOR	J.D.	10 JUN 77
LSETS2	McCONACHY	A.M.	8JUL77
LSMTP2	MAUNDER	T.E.	8JUL77
LSETS1	MACLEAN	I.D.	8JUL77
LSAVN	MACAULAY	C.C.	10 JUN 77
LSMTP2SM		J.D.	8JUL77
LSMUSN	LANE	C.J.	10 JUN 77
LSCK	KING	K.P.	13 MAY 77
LSMTH3	KEOUGH	T.S.	8JUL 77
LSETW3	JOHNSTON	I.A.	8JUL 77
LSMTP2	JAMES	M.H.	8JUL77
LSMTP2SM	The state of the s	D.J.	8JUL77
LSMTP3	IRELAND	K.R.	8 JUL 77

WRANS

TO CHIEF PETTY OFFICER WRAN:

TO P	ETTY OFFIC	CER WRAN:	
POWRREG	DINE	G.P.	10 JUN 77
POWRREG	EMERY	F.A.	10 JUN 77
POWRRSG	LATIMER	R.A.	10 JUN 77
POWRRSS	SPAIN	S.M.	10 JUN 77
POWRRSS	WHEELER	S.G.	10 JUN 77
TO L	EADING WR	AN:	
LWRMTD	CAMERON	F.	10 JUN 77
LWRROT	GABRIEL	L.A.	10 JUN 77
LWRROS	HALL	S.M.	27 MAY 77
LWRMTD	MacLEOD	E.D.	22 JUL 77
LWRSTD	MANCINI	J.A.E.	8JUL77
LWRROT	McLEAN	J.D.A.	10 JUN 77
LWRROT	MOHOMAD	M.A.	10 JUN 77
LWRSTD	MUIRSON	G.J.	8JUL77
LWRROT	ROSS	T.K.	10 JUN 77
LWRWTR	SHORT	D.A.	10 JUN 77
LWRROT	WALTERS	V.C.	10 JUN 77

NAVAL HEALTH BENEFITS SOCIETY

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.

bank table when the levy is not medical benefits for a Naval paid, now costs the Naval family 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 den-

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

tal benefits.

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.

multiplicant is .0250.

For example, an AB level 4 has a taxable pay of \$366.96 per fortnight

The basic medical benefits table, which attracts a levy of \$4.59. This which replaces the standard Medi- is \$2.51 less than the cost of basic

> 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 a 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

> 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 For civilian members the 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.

ASHMAN

BEECROFT

BELCHER

BRIDGES

CROWTHER

FAVALORO

HAMMERICH

BLACK

GIBB

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AUSTRALIAN WAR MEMORIAL PUBLICATIONS FOR SALE

The Australian War Memorial has a good range of reasonably priced publications for sale. The books, all case-bound, illustrated and indexed, would be a handsome addition to any library.

The following list of Australian War Memorial publications may be purchased from the Book Room or by writing to Director Australian War Memorial, P.O. Box 345, Canberra City, A.C.T. 2601.

Postage must be added. Within Australia (per volume): N.S.W. \$1.20; Qld, Vic., & S.A. \$2.00; Tas. \$2.30; W.A., N.T. \$2.80. Overseas: \$2.80.

Recommended prices and postages are subject to alteration without notice.

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The unpublished volume: AVAILABLE AUGUST 1977: CIVIL

MEDICAL SERVICES OF THE R.A.N.

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WRANS GO TO SEA FOR A DAY "CPSO



Twelve Wrans (pictured) working in the Sydney area were recent guests onboard the patrol boat HMAS BUCCANEER, for a day at sea.

\$3.50

\$3.50

\$3.50

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\$0.35 ea.

\$3.99

* Out of print

For each Wran it was their first experience onboard a ship and very much.

FEDERAL SCENE -

The Wives Interservice

Group recently held a

talk-in morning at Lega-

cy House in Canberra

and were addressed by

cally on widows' pension

entitlements and the pro-

posed legislation by the

Government to allow

widows the right to re-

marry and retain their

This legislation will

bring rights of Service

widows closer to those

enjoyed by Common-

wealth Public Service

Many questions were asked and

A proposal was put forward that

If any wives' group should be in-

Remember, Command Per-

terested, please contact Mrs

sonnel Service Organisation

(CPSO) is there to help you with

cational advice. Your contact is

WESTERN DISTRICTS - Mrs

Maureen Hull, of PAN Public

Relations, was once again the

speaker at the August meeting of

the Western Districts Naval Wives'

Her theme was "Shopping Kalei-

doscope" and presented to mem-

bers a variety of items available

for sale in shops and where manu-

facturers wanted a little more in-

formation passed on to the

They also can give legal and edu-

meetings be held in areas in NSW.

considerable interest shown.

Davidson on 358 3626.

232 2222 (Sydney).

problems.

Association.

consumer.

Trevor Butter.

pensions.

widows.

their first glimpse of sailors working at sea.

Commanding Officer of BUCCA-NEER, LEUT Gorman, told "Navy News" the girls comfortably settled into the ship routine and enjoyed their seatime

Asked if they would like to do the job of a sailor onboard, most of the girls chirped back a definite "No!", but a couple thought a moment and replied, "Maybe, if the ship was a bit bigger and the

seas a little flatter!"

Wifeline with "HOLLY"

Group Captain Ron Mills, President of the Mrs Hull pointed out that presen-NSW Branch of the tations such as these aided the Regular Defence Forces manufacturers in bringing their Welfare Association and products into line with many of the requirements requested by the also by Squadron Leader women who voiced their opinions at such meetings. The subject was basi-

There will not be a meeting during September as the due date falls in the school holidays.

The next meeting will be held on October 6 at 10 am in Club Nirimba. HMAS NIRIMBA. There will be a display of copper and brass ware with items available for sale.

Babysitting at a cost of 20c per family will be provided.

For further information contact the Secretary, Mrs Wendy Baker -

phone 626 9742: NOWRA NEWS - Navy Wives in Nowra were co-hosts to two social workers from the Children's Hospital, Camperdown, for their re-

cent meeting. The interesting subject was "Child Abuse" and a large gathering of wives, as well as members of the community, attended.

After formal talks by the guest speakers, which included the showing of a film, general discussion completed the successful morning.

As a result of this meeting, a group of mothers met with ALBATROSS' Welfare Officer,

Greg McManus, and together they have formed a weekly confidential discussion group for anyone who feels their children may be at risk.

It is hoped that this group will form the nucleus of a community group offering help and support in this very important field.

Owing to the popularity of Bingo, the July coffee morning was lots of

Our numbers have continued to grow this year and we welcome any wives who would like to come along to our meetings which are held on the third Wednesday of each month, at 9.30 am in the White Ensign Club, Nowra. Babysitting is provided.

GENERAL MEETING - A General Meeting of the RAN Wives' Association, Sydney, will be held on October 27, 1977 at 10.30 am at HMAS KUTTABUL.

Babysitting will be provided.

Apart from normal business of the meeting, it is hoped there will be discussions on future projections for 1978 suggested by the Federal body and which must be confirmed or rejected by our members.

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

Removals

quarter.

You are urged to include on your inventories a telephone number or definite point of contact, particularly if you will be on leave at the time of your removal.

NEWS"

"NAVY

Sydney.

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introduces the first of a

regular series of personnel

items prepared by the Com-

mand Personal Services

mation are intended to ac-

quaint Sydney personnel

and their dependants with

any facts which will assist

them during their stay in

Personal Property

Accidents do happen and it is im-

portant to understand that while

the NSW Housing Commission and

the Works and Property Section

(FOCEA) accept responsibility for

maintenance and repair to any

dwellings under their respective

control, these departments are not

liable for damage caused to your

personal effects by circumstances

Personal effects should be in-

sured against loss or damage by

taking out a Householder's In-

surance Policy with any reputable

company, and it is strongly recom-

mended that you arrange such

coverage on moving into a married

beyond their control.

These snippets of infor-

Organisation in Sydney.

This will ensure that you are kept informed of all details of your removal.

Remember that the latter months @ of the year are very busy removalswise, so if you are moving between October and January, the earlier your inventories are submitted, the more chance there will be of meeting your profit/delivery requirements.

Housing

Divisional Officers and Divisional Chiefs are invited to contact CPOMTP3* A. Humphreys to arrange instruction for themselves regarding the running and maintenance of the Sydney housing roster.

Legal Advice

Free legal advice from a member of the Reserve Legal Panel is available from CPSO by appointment only.

These sessions are for advice only and are not for the purposes of conducting litigation, the drawing of wills or for conveyancing.

If you require the paid services of a solicitor, CPSO may refer you to a private solicitor.

The services of the Australian Legal Aid Office (telephone 233 0233) are also recommended to personnel, and full details of these services are available from CPSO.

It is stressed that CPSO does not have a trained legal officer on our staff; we are here to act merely as a liaison between you and the solicitors who offer their services for counselling purposes.

MILES AWAY BUT NOT FORGOTTEN

The Command Personal Services Organisation, Sydney, arranged two buffet luncheons at Streeter House, Bondi, on July 26 and 27 for wives and mothers of personnel serving in HMA ships MELBOURNE and BRISBANE. About 160 ladies and one father accepted invitations to attend the luncheons which were financed by the ships concerned. All en-

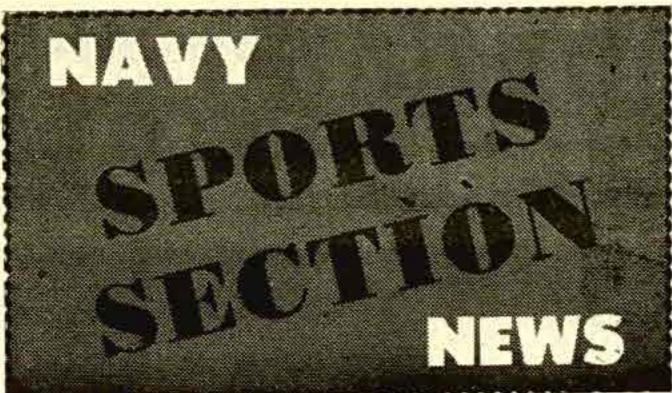
joyed the outing particularly the mothers of single sailors who appreciated the gesture. The luncheons were a success with ladies meeting other ladies in the same situation as themselves. Those mothers who attended with children were able to enjoy themselves, as babysitters were provided by the Naval Wives Association.



Housekeepers

If your wife is ill and you are unable to take leave to assist at home, CPSO can arrange emergency housekeeping for your family.

Please contact POWR Nuss or POWR Wray in the Family Services Section.





MELBOURNE's cricketers bringing home "the Ashes"...

Our Test cricketers may not have performed successfully on the current UK tour but HMAS MELBOURNE's "flannelled fraternity" managed to come away with the "ashes" following a recent encounter in the "Old Dart".

The inscription on the trophy explains the cricketing deeds of the RAN flagship.

LETTER TO THE EDITOR

The Editor, "NAVY NEWS"

Dear Sir,
I have been concerned for some time with the decline in Navy sport. Therefore it was most refreshing to read Captain Partington's comments in your issue of July 15; at least I now know that I

I have endeavoured to put some of my feelings on Navy Sport together in the form of an Open Letter.

am not "one-out."

Navy sport is experiencing an enormous decline which can be mainly attributed to lack of support. Not only support by the participants but also support by the non-participants. It is the support of the non-participants on which Navy sport grows. Standing on the sideline for 80 or 100 minutes giving the occasional cheer is a very small, albeit essential, part of nonparticipant support. The major area of non-participant support is at the players' place of work, and here not only by his supervisors but also by his workmates.

What then is the supervisor's role? For a start he can be at least helpful in trying to overcome the manpower problems which will be caused by a sailor participating in Navy sport. How often is the cry heard, "Can't be spared"? Piffle! A little planning and co-operation can overcome this area in at least 90% of the cases. Admittedly there is the occasional rare exception where this may apply, but it is very rare indeed. If each person denying participation was compelled to explain to a superior at least three ranks higher his reasons for denying a player a chance to participate I feel that many of them would find it easier to re-arrange their available manpower than to

'Do you support RAN sport'

say "Can't be spared."

How often is a player treated by his superiors as though he was some sort of freeloader? In my experience this seems to be mainly the case - non participants do not seem to realise that Navy sport is just that - NAVY SPORT - an integral part of Service life. Because of the size of our Navy it is not practical to suggest posting people to Sports Billets, not that I think that this would really be a satisfactory answer because you would then be creating a sporting elite, and in doing so, once again denying the non-super star. However, a more tolerant attitude to the participating sportsman would not go astray.

So much for the supervisors. How can the participants' fellow workers lend their support? Probably the easiest way is to willingly pitch in and do that little bit extra so that the player's work is covered while he is away participating in Navy sport. Admittedly you will get no kudos for doing that little bit extra, nor will you receive the accolades of the triumphant sportsman, but you will have the self-satisfaction of knowing that you did your bit towards a Navy victory.

So let us all pull together - participants and non participants alike - and return Navy sport to its rightful premier position.

CPOATC C. DAVIDSON, RANAS NOWRA

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Speedy jockeys outpaced WRANS at Rugby League

There were no allowances for apprentices or sex when jockeys played Rugby Leage with WRANS at HMAS HAR-MAN recently, reports the "Canberra Times" newspaper.

The WRANS had a size advantage, but the jockeys - mostly apprentices - had the speed, and won 21-15.

The game, until the final minutes, was try-for-try.

The encounter helped raise money for Queanbeyan jockey Fred Stanborough, who was seriously injured in a fall on July 23.

Stanborough had a 24-hour pass from Canberra Hospital to watch the game from a bed on the sidelines.

Both his legs and his right arm were in plaster.

Referee Terry Nugent said later it had been a good game. One Wran said during the game:

"They're very fast . . . the jockeys."

But the WRANS, too, showed their ability.

One had nearly every other player chasing her about half-way down the field before she was tackled.

The WRANS then went on to score their fifth and final try.

A WRAN, known as "Crazy" – strong and well built – was responsible for most of her team's score.

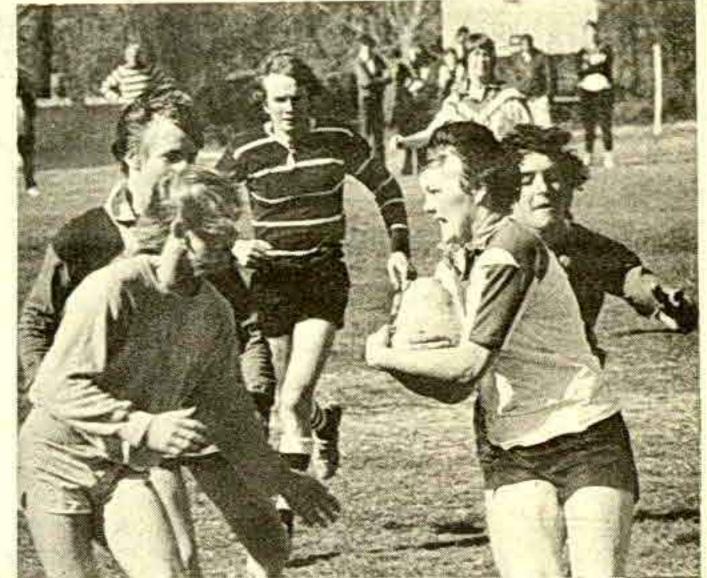
Each WRAN try was greeted by a huge cheer and honking of car horns from the Navy personnel who had come to watch.

Fred Stanborough said after the game, "I only wish I could have been out there." He would have liked it to be a draw.

But it will be between six and 12 months before he can race again,

and then it will be in a warmer, northern climate to relieve the arthritis which, doctors have told him, will eventually be fatal.

The WRANS recently beat another women's team, CANBERRA CAMELS, and are looking for other women's teams to play next season.



LWRRO Denise Hendry heads for the line to score one of the many

WRAN tries.



The WRANS football team — back row: Manager Wayne Mearcer, WRROS Sue White, SWRROT Debbie Pearson, LWRRO Jill Barrett, POWRRO Ros Fletcher, SWRRO Chris Parker, Mr Chris Stevens (Coach). Middle row: WRRO O'Toole, LWRRO Denise Hendry, Mrs Linda Palmer, SWRRO Janet Barrett, Mrs Carol Harris, LWRRO Larraine Felgate, WO Terry Nugent (Referee). Front row: LWRRO Virginia Crosswell, LWRRO Ruth Haldane, POWRRSS Gloria Allan and POWRRSS Karen Hannant.

GLIDING NEWS

Forbes Aero and Soaring Club was the venue recently for a visit by the RAN Gliding Association.

The purpose of the visit was to give 11 midshipmen from HMAS CRESWELL a week's intensive gliding instruction.

From the Naval College at Jervis
Bay they gave up a week of their
annual leave to undergo the course
under the watchful eyes of six
Naval Gliding instructors and a civilian member, who incidentally is
the Association's Chief Gliding
Instructor.

Mrs Roslyn Crawley, wife of Lieutenant John Crawley is another of the club's chief instructors and took a week off from her job at the Nowra telephone exchange to attend the course.

The Navy club took with it to Forbes it's two Blanik gliders and Piper Super Cub 'Tug' aircraft.

The Cadets ranged from first to fourth-term pupils at the College and have not as yet decided on

The purpose of the visit was to their respective careers within the ive 11 midshipmen from HMAS Navy.

It is to be hoped, however, that with their first taste of what has been described as the 'ultimate freedom' one or two may decide to go on to a challenging career in Naval aviation, reported our correspondent.

The lads' welfare during the week on Forbes was looked after by Senior Chaplain Walter Wheeldon, who is another of the Association's instructors and also an experienced pilot, having flown Spitfires and various Naval aircraft during his career.

Navy's thanks go to the Forbes Club for their generosity in allowing use of the facilities.

In particular, Mr John Farrah, the club's publicity officer whose invaluable help allowed the visit to be given maximum coverage with the local TV, Press and radio.



Paul Gray, one of the CRESWELL cadets with gliding instructor, Senior Chaplain Walter Wheeldon.

Dog watch instruction was a feature of the course, and on completion of daily flying it was into the classroom for an hour or two of lectures on the theory of flight. The weather was ideal for most of the course but turned during the last two days effectively putting paid to the chances of the three or four lads who were considered on the verge of going solo.

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& MULTILIST'

RECEIVING the Peter Arnold Gliding Trophy from Commodore Jervis is
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for the most proficient student pilot in the RAN Gliding Assoc.

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success to CERBERUS A team in the Mornington Peninsula Badminton League.



CERBERUS RUGBY TEAM: Rear: MID Smith, POETW Drake, POPTI Lacey, LSETP Baker and LSETC Cook. Centre: POETW Roughan, POETC Haidon, LSETW Kokaev and POETW Chambers. Front: PORS Humphries, SMNRO McKeown, PORS Schubert and CPOMTP Chisolm

FIVE NAVY PLAYERS FOR VIC. C-SERVICES SOCCER

Five NAVY players have been nominated for a Victorian Joint Service soccer team to challenge NSW.

They are Mark Lewis, Pat Tracey, Mark Bernhard, Brian Terry and "Ben" Cartwright.

NAVY recently defended the Victorian inter-Service soccer trophy at RAAF Base, East Sale - and were soundly beaten by RAAF (4-1) and ARMY 9-6.

RAAF and ARMY, who had fought out a hard, torrid match on the opening day for a 0-all draw, shared the trophy this year.

The opening minutes of the NAVY-RAAF match was all NAVY. Some five attacks on the RAAF goal were repelled within the first seven minutes.

RAAF recovered to goal in the 12th minute.

NAVY equalised in the 40th minute only to see the Airmen quickly strike back again to regain the lead.

RAAF's heavy, physical game dominated the second half and NAVY were simply overpowered.

In RUGBY, CERBERUS were representing Combined Services Third Grade when they ran up the 122-0 win over HARLEQUINS to establish a Victorian Rugby scoring record, reports our correspondent.

The 122 points came from 25 tries and 11 conversions. Scorers on the day were Mac McKeown, Mick Roughan, Phil Kokaev, Rod Baker, Terry Ward, Jim Fern, "Froggy" French and Don Cook.

To make the result even more surprising, the team had to do without the services of Captain-Coach John Lacey and PTI Phil Littlewood, who didn't arrive until half-time.

The winning form has come at the right time with the finals only a week away and NAVY looking "sure things" for the major premiership.

The CERBERUS Australian Football Club staggered even their most ardent supporters with their big win over CENTRAL ARMY RECORDS OFFICE - 33 SUPPLY BATTALION (CARO-33).

CERBERUS kicked 27-21 to their opponents 3-4 to really avenge a 10goal loss to the soldiers earlier in the year.

"Incredible . . . " was all the ARMY and NAVY supporters could say after the match.

Congratulations to CERBERUS Captain-Coach "Bungy" Williams for his outstanding performance in leading the side to victory.

And his personal performance won for him the Club's Best and Fairest Award for the season.

At the time of going to press, CERBERUS were preparing for their semi-final against ARMY BROADMEADOWS Football Club at Fitzroy Cricket Ground.

In BADMINTON, CERBERUS took the Grand Final of the

Lindsey Edgerton showing some of the form that helped CERBERUS 'Rules Football Club to a strong win over ARMY side, CARO.

Mornington Peninsula Badminton League with a fine aggressive display to defeat ROSEBUD 8-1.

Our correspondent says the match was a lot closer than the scores indicate.

"Several games were set," he added.

The players who regularly represented the team, and who were successful in the final were: LEUT J. Buchanan, POPT R. Mortison, SNRCONST D. Hamilton, MRS G.

Mortison, LWRMTD B. Schuurman and MRS M. Cordner.

A presentation Dinner Dance will be held at the Rye Civic Centre on October 7 at which the CER-BERUS team will collect their trophy.

NAVY individual trophies will also be awarded to Navy personnel, who were successful in the Peninsula Championships.

Contact POPT Mortison (Extension 695) for details and tickets.

CERBERUS IN RUGBY

The CERBERUS Senior Rugby side continues on its successful way and is now leading their section of the competition.

Third Grade side, they are the only team in the "four" for Services. Recently I saw them beaten by Box Hill thirds after two stupid late tackles. One cost them three points. The score ended 10-7 but at the time it was 7-7. Hooker Dave Cook and his forwards were winning good clean ball from the scrums and line outs and appeared at any moment to score. Half back Rick Eastman and Mick Roughan had excellent games. Full back

In fact, as Combined Services Charlie Chambers showed great anticipation in coming into the back line and penetrating but time and again went to ground with the ball. Winger Scribe Mick Boyd came on as a replacement and showed great dash. He has one fault as a winger - he carries the ball under his inside arm and cannot palm off. I pointed this out to him and he immediately made a burst strongly palming off three tacklers and almost scored. On that performance it will be hard for the selectors to have him out. Whilst on the selectors, "Ducky" Drake was a reserve again. He is a reasonably mobile and weighs around 96 kg. and I would of chosen him before at least two of the pack. The loss of "Bunny" (call me Ripper) Wilkinson has meant a lot to the pack. Bunny played well in his short stint at CERBERUS.

> Whilst on the Depot Rugby, I should mention the efforts of one of the Stalwarts of the club. He is "Macca" McKeown, who is playing on the wing. Macca is very dedicated and never misses a training night. The other winger is veteran Jim Fern, who is in great form. Another player to show great ability is Phil Kakaev in the centre.

One of the top Clubs in the depot is the Squash Club, with teams in the A, A Reserve, B Reserve, and two teams in the C Reserve. Outstanding players are Commander McCarthy, Gerry Edmunds, John Woolcock, "Froggy" French, "Dental Dick" Laub and Col Edwards. All teams are well up in the Peninsular League and this year hope to make a strong bid for Inter-Service honours. The series will be played at RAAF LAVERTON. The only draw back I can see is, that like the RULES and the RUGBY, NAVY will be forced to play RAAF and ARMY on consecutive days.

One of the games that gets the

least publicity is hockey. Yet, some of the most dedicated sportsmen can be found in this sport. Leading light in CERBERUS is Store Chief, John Reeves. The Depot Fields two teams in weekend competition and besides John, John Conelly, "Grandad" Hamilton, Kim Mathews are contributors to the side. An interesting player is "RNER" Bruce Trentham, anoutstanding player with a history of top grade hockey in the "Old Dart". His experience is an asset to the Club. President of the Club is an active Keith Henry, who has done a great job. The interservice this year will be held at the Victorian Hockey Association grounds.

The series was postponed earlier this year because of inclement weather.

Coach of the 1977 Navy Australian Rules interservice team this year was the versatile Ted (Noddy) Mellish, one of the top muscle bosun's at CERBERUS. Ted is a very versatile sportsman and I mean sportsman in the true sense of the word. He has excelled at Basketball, Volleyball and 'Rules, representing the service in all three. He has even been known to accept a jumper for a game in best of them all. He has represented the State in West Australia and has played first grade for West Perth, besides being captain of Seymour, his home town in his local district League.

Quickly reaching the veteran stage, he has in the last few years been susceptible to injuries which has restricted his appearances. I am sure this year's NAVY side will learn a lot under his hands.

Still bounding around CER-BERUS and straining at the bit is the irrepressible John Woolcock, another of PT breed. "Wooly" is essentially a summer sport king and is still excellening in Water Polo, Tennis and Squash. Not quite



the type for the manly winter sports, Rugby and Rules but he is still a keen follower. Over the last few seasons, "The Greek God" has turned his hand also to coaching of swimming, water polo and diving teams.

At the time of writing this column, Victoria is to legalise BINGO (Tombola) from this week. The new law will allow the game to be played in licensed premises hotels and clubs. So far more than 700 applications have been received. I would say half would be from Rules Football clubs, who are deep in debt. Some of the clubs are depending, I believe, on Bingo to bail them out. One club, South Melbourne, which is very deep in debt, has imported an organiser from an Adelaide club. He has stated that top Bingo Football Clubs have settled \$90,000 to \$130,000 a year. Perhaps he can cast the same magic on South Melbourne, one of several VFL clubs "in the red". This comes on top of the TAB gambling in football in an era of supposed economic chaos. In a State, too, that would not allow poker machines in because they would rip money off the public. At least from "the bandits" the public or club member receives some back in amenities, clubs, employment in clubs, sports gear for locals and donations to numerous charities. Bingo profit will almost go in aid of "Bill Bloggs" playing on the halfforward flank.



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Perth	Mike Amgell	25 0201
Sydney	John Carroll	2 0611
Townsville	Tony Suthers	72 1411
The state of the s		

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the recent series.

CROSSWORDS

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5 Blemish

part of

18 Disen-

3 Found out

4 Beautiful

3 Becomes day 8 Complied

with 10 Squeeze 11 Misery 12 Trunk

14 Jejune

16 Dress 19 Cake decoration 20 In the midst of 21 Makes suitable 23 Summer

dish

ACROSS 25 Insect 26 Wager 28 Fop 30 Juries

signals

41 Vendor

31 Melody 32 Grown-up person 33 Blush 35 Duty list 38 Hank 38 Be indebted to

7 Made enquiry 9 Serpent 40 Weather 13 Hangs limply 15 Matured 42 Sends out 17 Special aptitudes

DOWN 1 Small open cumber 22 Deserts 2 Make sport 24 Sea-ears 27 Unfair

moneylenders 28 Owing 29 Move with 6 Take tenth a jerk 30 One who

insists upon purity of language 31 Armistice 34 Essence

36 Narrated 37 Female sheep

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				42								

THE HARD WAY

ACROSS

1 Sheriff's assistants.

4 To be bought. 7 Elevation of the voice.

9 Journeys. 14 Notion.

15 Congo river.

16 Make lace.

17 End. 19 Spoil.

20 Of the sun. 22 Of tone.

24 Drink.

27 Red Indian.

28 Language.

29 Meek. 30 Daughter of Tantalus.

31 Birds.

32 Flower. 33 Dregs.

DOWN

1 Bird. 2 Story.

3 Go wrong.

4 Energy.

5 Name.

6 Type of beam. 8 Seal.

10 One of the U.S. 11 Allow.

12 Treasure.

13 Lift up.

17 U.S. city.

18 Timber for fencing.

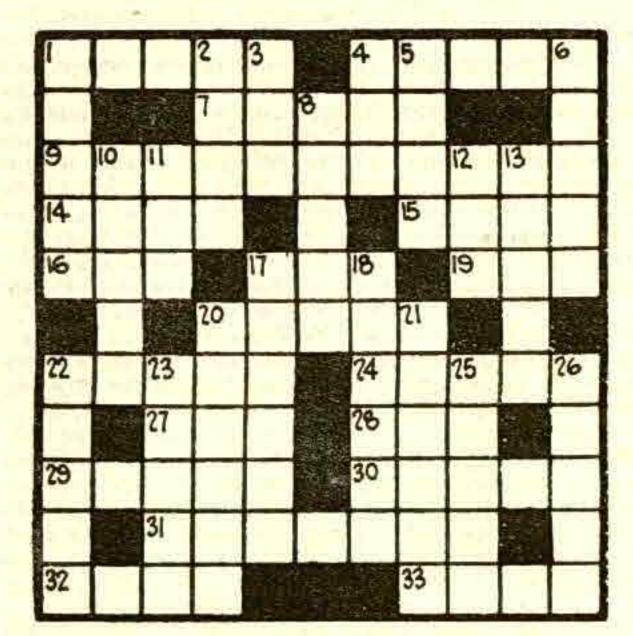
20 Lampoon. 21 Coming from a central

point.

22 Teacher.

23 Removes pain, 25 Bird.

26 Rawhide thongs (Dut.).



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

THE EASY WAY

ACROSS

1 Travel in a vehicle out

of gear. 4 Customary.

7 Informed.

9 Peeress.

14 Rainbow.

15 Undermines. 16 Portion.

17 Sallor. 19 In addition.

20 Summer dish. 22 Indian peasants.

24 Covers with a layer. 27 Make lace. 28 Recede.

32 French coins.

33 Wanting flesh.

29 Angry. 30 Is introduced to. 31 Rosalind - (film actress).

DOWN 1 Polite. 2 Pouches (biol).

3 Pair.

4 Vessel. 5 Coagulates.

6 Rope with slip noose. 8 Pert. to the ear. 10 Satire.

11 Be in session. 12 Consume.

13 Games.

17 Tries a little of. 18 Inflorescence having

flowers along a stem. 20 Standing. 21 Australian artist. 22 Coral island, Great

Barrier Reef. 23 Seaport, Japan.

25 White poplar-tree. 26 Girl's name.

SOLUTIONS - INSIDE BACK PAGE

'TROSS DOWN IN STH COAST AUSSIE RULES GRAND FINAL

ALBATROSS have failed in a bold bid to wrest NSW South Coast Australian Rules football supremacy from NOWRA BLUES.

"TROSS, dubbed the "Demons" and captained-coached by Tom Steward, went down to the "Blues" 4-13-37 to 11-7-73 in last weekend's Grand Final.

'TROSS had scraped into the semi-finals in fourth position.

They then eliminated thirdplaced CRESWELL by 23 points, while NOWRA "BLUES" went directly to the Grand Final with a 41-point winning margin in the "semi" major over BOMADERRY.

The preliminary final saw 'TROSS again victors by 49 points over BOMADERRY.

Before the biggest crowd of the season, NOWRA BLUES were never really troubled in the Grand Final.

They led 'TROSS 3-1-19 to 2-3-15 at the quarter break, 4-4-28 to 2-7-19 at halftime and 8-5-53 to 2-10-22 at three-quarter time.

Demons' skipper Tom Steward told "Navy News" the game had been "very hard, very fast and

very close." "The ball flew from one end of the ground to the other as the defences of both sides repelled attacks and immediately commenced offensives of their own," he said.

"The defences of both sides dominated the play as the low scores indicate.

"NOWRA won the game because they made better use of their opportunities in front of goal, as the scores again indicate."

Trailing by 31 points, the DEMONS came back for the last quarter with a rush for goal in a determined effort to get back into this gruelling game.

Their top forward, Greg Perry, who had been relatively quiet to this stage, goaled in the opening minute for 'TROSS.

Four minutes later, 'TROSS hit back again when Allan Bradtke received a free 15 metres out and directly in front.

He made no mistake to reduce the margin to 17 points.

As the quarter wore on, the BLUES strength was starting to tell on the DEMONS as they fell further behind.

In the dying minute of the game, Barnes received a free but was off line for a behind.

This was typical of the DEMONS

play through out the game. BEST NOWRA: Hatch (Best on ground), Calver, Schultze, Carter, 1. Sargent, Russell, Gilbert.

BEST ALBATROSS: Archer, A. Clark, Bradtke, Macy, Zadow, Nelson, Dickson.

GOALS NOWRA: Calver 4, Carter, I. Sargent, Edwards 2, Russel. GOALS ALBATROSS: Zadow, Perry, Heyne, Bradtke.

EAA MIDWEEK COMPETITION

DESTROYERS-ESCORTS advanced to the grand final of the EAA midweek Australian Rules competition following their 12-22 to 12-15 win over MSS (Big Ships) in the recent preliminary final.

They meet last year's premiers ALBATROSS at Randwick on September 14 in what should be a great clash.

ALBATROSS gained their place in the grand final following a close 8-16 to 9-7 win over the strong NIRIMBA side.

The first quarter belonged to MSS with Jack Redford, Ted Callister and "Lucky" Larskin doing a lot of the heavy work.

DESTROYERS-ESCORTS were not allowed to settle down in this period and were forced into many errors.

However DESTROYERS lifted their game in the third quarter and played some very very good "wetweather" football.

Ross Barbitta had a "blinder".

He was everywhere and an inspiration to his team mates.

Garry Harman (just back from

injury) and Sam Chamberlain were also very prominent.

With only a couple of goals separating the teams at the end of the

WITH .

PEDRO

With the Wills Cup

finals looming in the very

near future, top teams

are sharpening up during

the final couple of "home

Leaders KUTTABUL have a

dozen or so golfers vying for a

place in the team but as the team is

restraints; 10.9 cubic foot boot; re-

clining bucket seats; power

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lockable glove box; sporty wheel

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comparably equipped Geminis.

covers and electric clock.

and away" games.

RICH

ON

third quarter it was still anyone's final

The last quarter was very exciting with play going from one end of the field to the other.

A great goal midway through this period by DESTROYERS' Garry Harman put them back in the lead.

MSS tried everything with Peter Rode all over the field.

Bob Muirson, Jack Redford and Garry Archibald searched desperately for that equaliser. It was not to be and DE-

STROYERS-ESCORTS ran out winners 12-22 to 12-15.

Best players for the victors were Ross Barbitta, Sam Chamberlain, Garry Harman with MSS best being Peter Rode, "Lucky" Larskin and Al Chatfield.

selected on averages alone each player must demonstrate his "worth" over three or four good scores.

When you consider that the top six in the team have averages of 34plus over an average of 12 matches it sure does wonders to spur the team on.

Well done KUTTABUL.

The last round of Wills matches saw some good to mediocre scores coming in. It's gratifying to note that the

"good" came from the "Galloping Greens" camp with Harry "Andy Capp" James notching a really fine 42 points at the difficult St. Michael's layout with a 77 off the beater.

Harry has just lost a neat three shots (interestingly enough he followed this up with a very capable 78 from the Championship tees at Moore Park during last week's Inter-Service trial).

But back to the Wills clashes. NIRIMBA were really put down by the "Greens" 252 to 196 with Harry's 42 followed by Peter Purcell and Pete Zeptner 37; Pete

name a few. Even the "socialites", like "veteran" Kev Kneale could manage a

Simpson and Allan Kyd's 36s to

38 However, it is really KUTTA-BUL's home track and the distances are a little hard to read for the uninitiated.

Paul Nichols, with a 35 and "newcomer" Cliff Morey's 33 were NIRIMBA's best.

ALBATROSS really trounced BIG SHIPS 239 to 152 with Les Wilson 41 (tuning up for I/S), Steve Cottam and newcomer Frank Wyllie, both 36s, top scoring for the "Tross"

match against (an again) depleted W'HEN/PLATS and ended up with 205 to P/W's 115 (they only had 5). I guess at least they had part of a

PENGUIN had a very easy

team which is something I suppose. WATSON and DEST/ESC. deferred their match to Aug. 31 and

hot off the press comes the report

that the mighty little DEs have

done it again. Knocked off one of the top teams!

Bruce Willoughby 40 and Ken Osberg with a 38 were the main spoilers for SHIPS in the 242 to 217 upset.

It's a pity for the small ships that they had this run too late to cause any real problems to the final four.

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tured).

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line of Sandpiper birds has been

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MSS (BIG SHIPS).

most sought after options. These include a radio cassette player, woodgrain finish dash

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identification.

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models is also included, consisting of steel belted radials and front stabiliser bar. Standard Gemini equipment on

Sandpiper includes: 1600 OHC engine; rack and pinion steering; power boosted front discs; 4-coil

The EAA Water Polo competition begins on October 26 with the pre-season URQUART CUP Knock-Out. Organisers are seeking as many teams as possible for this important

SIX TEAMS FOR EAA WATER POLO

gala day to be held at PENGUIN pool. The LORRAINE CRAPP Midweek Competition will begin the following week on November 2 with six teams entered. They are: KUTTABUL/WATSON, PENGUIN (who may also have a second team), PLATYPUS/WATERHEN, NIRIMBA, DESTROYERS/ESCORTS and

The recent annual summer sports meeting at KUTTABUL decided that the ship's company from the new RAN Fleet member — HMAS JERVIS BAY will participate with BIG SHIPS. Prior to the decision, HMAS MELBOURNE had faced the task of fielding

the full team for the first half of the competition.

14 (230) NAVY NEWS, Sept. 9, 1977

MAJOR EAA CRICKET PROGRAM CHANGES FOR COMING SEASON

EAA inter-Service cricket abandoned next season . . . 1978-79 I-S and subsequent series to be played in November instead of March ... NSW POLICE to join the I Zingari competition in the coming season ... HMAS JERVIS BAY'S ship's company to play with MSS (BIG SHIPS) in summer sport . . .

They were major decisions reached at the recent EAA Summer Sports Meeting at HMAS KUTTABUL.

A NAVY-ARMY cricket match has been scheduled for November 27 and 28 at Victoria Barracks as a trial to provide the bulk of a NSW Combined Services squad for the coming season's representative matches against:

- POLICE at Richmond on March 13.
- The NSW GOVERNOR XI on March 14.
- The NSWCA at the Sydney Cricket Ground on March 15.

RAAF had declined to participate in an inter-Service match on a

Gliding

Softball

Sailing

Tennis

Rugby

Hockey

Soccer

Squash

Cricket

Athletics

Rifle Shooting

Golf

Basketball

Aust Rules

Water Polo

Swimming

Lawn Bowls

DATE

Gliding

21-23 Feb

14-16 Mar

28-30 Mar

30 May-1 Jun

7-9 Mar

10 Mar

(WLM)

(WLM)

5-7 Apr

6-8 Jun

4-6 Jul

19-21 Jul

8-10 Aug

19-21 Sep

13-15 Sep

19-24 Nov

2 Nov

1 Dec

similar basis, said Command PTI, CPO Pedro Rich.

"Instead, they will probably be asked to nominate three of four players of Combined Services standard for the Services Squad," he added.

He said adverse weather in recent seasons had forced cancellation of EAA inter-Service cricket series.

The financial allocation for this year's (1976-77 season) had already been spent on last March's washedout series at ALBATROSS.

The inter-Service series will return to normal with the 1978-79 season series to be played at RAAF RICHMOND from November 19-24, 1978, with NAVY to defend the

Date and Venue as for NSW

Raymond Terrace Williamtown

Port Stephens/Lake Macquarie

Strathfield-Richmond TBA

Championships

Richmond

Richmond

Richmond

Wagga

Wagga

Williamtown

Williamtown

Newcastle (NSW)

Narrabeen Sports Centre

Richmond

Richmond

Richmond

ANZAC Range

NAVY's representative cricket games this season are against JOURNALISTS at Randwick on November 20 next; v ARMY at Victoria Barracks on November 27 and 28; v NORTHERN DISTRICTS at Reg Bartley on Wednesday, January 18, 1978; v GORDON at Reg Bartley on February 19 (to be confirmed); and v RANDWICK at Randwick on February 26 (TBC).

The I ZINGARI competition will begin on October 12 with up to 10 teams to compete -WATERHEN, MSS (BIG SHIPS), ALBATROSS, WATSON, KUTTA-NIRIMBA. BUL. STROYERS; ESCORTS, PEN-GUIN, NSW POLICE and possibly PLATYPUS.

LEUT Jim Smail (KUTTABUL) was re-elected EAA Cricket President and Chairman of the NAVY "rep" selectors for the coming season.

The remaining selectors are CMDR Viv Littlewood (WATSON), Keith McWaters (ALBATROSS) and Allen Walsh (KUTTABUL).

The meeting agreed to seek paid official umpires for I Zingari matches.

However, moves to have play restricted to overs instead of time; point penalties for teams which forfeit matches; and amended points system for washouts were all defeated.

CPO Rich repeated the rule as it presently stands - irrespective of time - the team batting second should receive NO LESS than the overs bowled to the team batting first.

He also told the meeting that the ARMY would be running a course for potential cricket umpires in September and interested Naval personnel should contact him at KUTTABUL on 359 3671.

Lack of preparation and a height disadvantage all over the court saw the NSW Combined Services Basketball side recently go down 54-86 to a visiting New Zealand Combined Services team at Nowra.

The unavailability of ARMY players and posting of key NAVY players on completion of the inter-Service series also added to the home team's problems.

The NSW side, including coach Laddie Kocz, POATWL Sausverdis, SMNSE Hewish and ABATW Heron, matched the visitors in the early stages and looked a strong chance to cause an upset.

NZ had a 30-26 lead at half-time, put their game together in the second half and ran out comfortable winners.

The NSW side, which had only assembled on the morning of the match, played well as individuals but lacked teamwork, reported our

OUTDOOR GIRL



Spring is here . . . and so is lovely Jacki Lidguard-Brown, pictured by Vince Hayes.

RANSA to seek World Half-ton yacht title

The Royal Australian Naval Sailing Association (RANSA) is seeking to form a crew from serving members in the association to compete in the World Championships for Half Ton yachts to be held in Sydney in December.

Commodore of RANSA AUS-TRALIA, Captain J. A. Gledhill RAN (Rtd), announced details of the challenge in a review of association activities.

He said that in earlier years the Royal Australian Naval Sailing Association had had Squadrons in Sydney, Canberra and Fremantle, and later on in Melbourne.

The Sydney Squadron had grown in size and activity into a notable and respected component of the Sydney sailing community.

Canberra Squadron was also gaining strength but the Melbourne Squadron had failed due to lack of accommodation and the Fremantle Squadron due to movements of key members.

CAPT Gledhill said the association existed principally to promote sailing activity in the Navy and to assist or advise the Service on boats or sailing matters when so requested.

"For example, this time the RANSA Council is assembling information on yachts already built and on new designs which may be of value to the Service in the event that it is decided to replace existing aging yachts," he said.

"An offer was made recently through RANSA to lend the Navy a new half ton yacht built in New Zealand, so that the RAN might enter a crew in the World Championships for Half Ton yachts being conducted in Sydney in December

"The offer was referred to the

Navy, but it was decided that a crew could be provided more satisfactorily by RANSA, and to this end efforts are currently being made to form a crew from serving

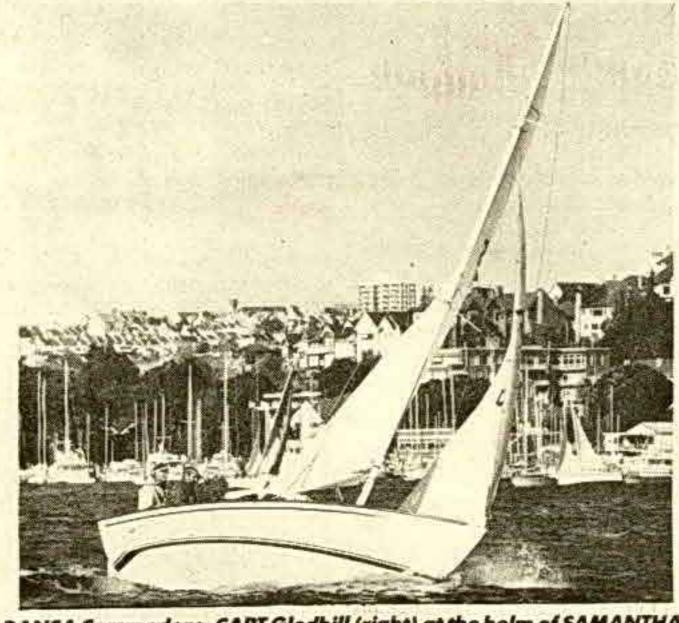
members of RANSA." CAPT Gledhill said RANSA Squadrons had the useful function of bringing together some of the Navy's best yachtsmen not only to keep the Flag flying among Australian yachting organisations but to gather together the otherwise fragmented talent.

"Squadrons have yachts which can be chartered at nominal rates

by members and there are opportunities for sailing as crews in yachts owned by members.

"There are also many enjoyable social activities, such as the moonlight sail to a BBQ on Stores Beach as part of the entertainment of the Round the World Clipper Race crews and visiting RN ships.

"The RANSA Council would very much like to see the Burgee flying in other States and would welcome enquiries about formation of new Squadrons. RANSA address is c/o The Secretary, RANSA, 32 Grosvenor St, Sydney 2000".



RANSA Commodore, CAPT Gledhill (right) at the helm of SAMANTHA.

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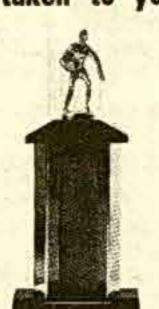


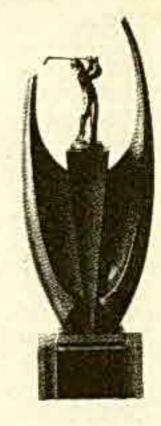


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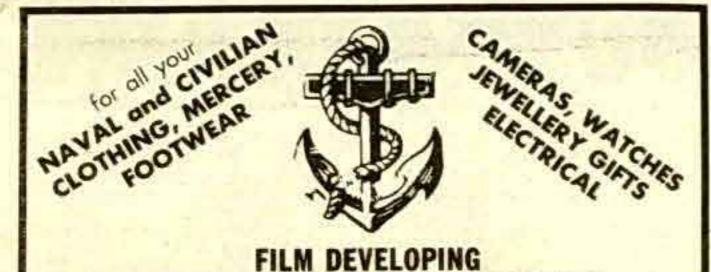
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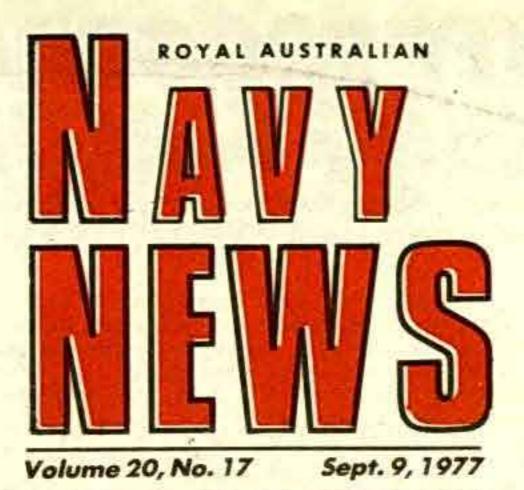
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NAVY A SPORTING POWE

NAVY teams have swept all before them in the prestige Farrant Cup sub-district Rugby competition in Sydney and the Mornington Peninsula Badminton competition in Victoria . . . and have recorded a history-making 122-0 win in a Victorian Rugby match. To further underline the strength of RAN personnel participation in civilian weekend sporting competitions, ALBATROSS were Grand Finalists in the South Coast Australian Rules competition last weekend. They came from fourth position in the semi-finals but failed in the "decider", going down to undefeated premiers NOWRA "BLUES" (story page 14). The Farrant Cup report appears below. Stories on the Victorian Badminton and Rugby appear on page 13.

RUGBY UPSET

SYDNEY NAVY, in their first year in the Sydney Sub-District Farrant Cup civilian Rugby competition, caused a major upset by winning the Grand Final on August 27.

Some 150 NAVY supporters gave their team a rousing cheer as they marched from T. G. Millner as 9-6 victors over pre-match favourites MANLY SIL-VERFERNS.

NAVY had grabbed fourth spot after completion of the two competition rounds.

They went in as "under dogs" against GORDON in the "sudden death" semi-final and advanced to the preliminary final - thanks to the boot of Midshipman Bob Cox (WATSON).

NAVY posted six first half points and then clung to that lead with the RAN forwards more than coping with a well-drilled opposition pack.

The major semi-final saw the shock - to that stage - of the season when unbeaten Minor Premiers, WILLOUGHBY, suffered their first loss and went down 4-7 to MANLY SILVERFERNS.

NAVY'S opponents in the crucial preliminary final - WIL-LOUGHBY, the side that had beaten NAVY 8-0 and 7-4 during the

vear. And what a thriller it was, reports our correspondent "Peggy" O'Neill, who also handled the halfback and five-eighth duties throughout the season for the

premiers. NAVY were down 0-10 against a very confident opposition.

Then came a sensational secondhalf fightback for NAVY to snatch victory 13-10.

Two superb NAVY tries - the first by Mick Casey close to the ruck and the second by "Peggy" O'Neill - stunned WILLOUGHBY.

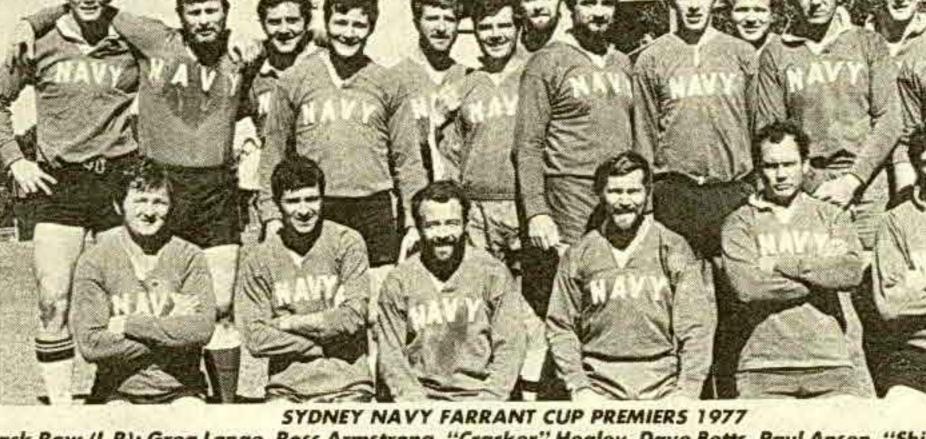
"Peggy's" was a gem.

Captain-coach, Ray Sandford, took play up the blind side, turned it back inside to "PJ" Ansen, Ross Armstrong and Wayne Hayward backing up and finally to "Peggy" who touched down 10 metres from the posts.

The ever-dependable boot of Bob Cox made up the extras.

"Peggy" takes up the story on the "decider":

"Grand Final day saw NAVY



Back Row (L.R): Greg Lange, Ross Armstrong, "Cracker" Healey, Dave Betts, Paul Ansen, "Shina" Wright, "Cambo" Campbell, John Gallagher, Chris Cummings, "Dutchy" Holland, George Bewert, Bob Cox, Kerry Barton. Front Row: "Sandra" Hilder, Ray Sandford (Capt-coach), "Peggy" O' Neill, Wayne Hayward, "Paddy" Gascoigne, Mick Casey.

shape up to MANLY SILVER-FERNS in what was obviously going to be a hard, dour struggle.

"They didn't disappoint us.

"From the opening whistle the tackling was spirited and being caught in the middle of a ruck was no place for the fainthearted.

"With the wind at NAVY'S backs in the first half things were looking promising.

"A fine penalty goal by Cox put NAVY three to nil.

"Not long after NAVY'S backs quickly fed the ball to winger Greg Lange, who turned on the pace to skirt MANLY'S defence to score wide out.

"Cox again raised the flags with a difficult kick to send NAVY leading 9-nil at the break.

"The second half saw MANLY come back very determined with the wind advantage.

"They quickly scored and converted to be three points behind with 20 minutes remaining and were looking like good things.

"NAVY'S forwards were winning a good share of the ball with George Bewert turning in a fine display of lineout jumping.

"Defence was the order of the day with MANLY firmly camped in NAVY'S quarter for most of the second half.

"The defence held and at the final whistle there were some very jubilant NAVY players and spectators.

"At this stage I would like to thank the large NAVY crowd which turned up to support the club. They spurred the side on.

"To conclude I would also like to thank all our players and supporters who have made this year the most successful in Sydney NAVY Rugby ever.

"Without the support of people on the sideline and exposure from Navy News and the like, the job would have been that much harder.'

"Thanks," added "Peggy".

Minor premiers NIRIMBA into the Grand Final . . . WATSON into next Wednesday's preliminary final against ALBATROSS at T. G. Millner . . . and a depleted DE-STROYERS/ESCORTS eliminated . . .

They were the cold, hard points to emerge from last Wednesday's semi-final double between NIRIMBA and WATSON in the "major" and ALBATROSS and DESTROYERS/ESCORTS in the elimination "minor".

In the two semi-finals:

 ALBATROSS recovered from being down 0-6 (after an intercept try under the posts by DE-STROYERS' Keith Townley) to win 18-6 - thanks to five penalty goals by veteran Ted Richards in only his second NAVY game of the season.

 NIRIMBA and WATSON played a nil-all draw after 92 minutes of the match and an additional 10 minutes each way. NIRIMBA were minor premiers and competition leaders and automatically go to Wednesday week's Grand Final at T. G. Millner.

Dropped passes and wretched goalkicking - probably due to nervousness on both sides - marred the major WATSON-NIRIMBA semi-final.

NIRIMBA failed with four penalty goal bids - including two from almost in front and WATSON missed with three.

Both lacked flair in attack.

A DEMPSTER CUP ROUNDUP

Admittedly, a strong breeze played havoc with many passes.

NIRIMBA did look dangerous when fullback Glen Green, a second half replacement, chimed into the backline.

He must be brought more into play if NIRIMBA are to clinch the 1977 title.

The ALBATROSS DESTROY-ERS/ESCORTS match was far more impressive as a spectacle.

Manager "Dolly" Gray has good reason to be happy with his DE-STROYERS' effort.

They scored the ONLY TRY OF THE DAY, "bombed" two other certainties and would have worried both WATSON and NIRIMBA if

they had survived Ted Richards' five brilliant penalty goals.

Richards was more than a worthy replacement for injured "Swede" Larsen.

The "Birdies" underlined just what big match footballers they

They are cool in a crisis - and have the kicking boot of Richards

for the remainder of the season. He landed two great penalties in

the first half into a strong wind the first striking an upright and falling over the bar.

He landed another three in the second half and ASRU fullback Cranston Dixon, out of position in the centres, landed a long-range second half penalty with the wind for good measure.

'TROSS have a sound pack and, with some four of their top players to return for next Wednesday's preliminary final, they are making a strong challenge from their fourth position on the ladder.

DEMPSTER CUP RUGBY COMPETITION TABLE L D F A

						27.7	
IIRIMBA	14	12	2		276	72	-
VATSON	14	11	3		243	88	
ESTROYER/ESCORTS	14	9	4	1	233	123	
LBATROSS	14	9	5		212	108	1
UTTABUL	14	5	8	1	82	183	9
ISS (Big Ships)	14	3	9	2	116	149	
ENGUIN	14	3	10	1	138	235	
LATYPUS/WATERHEN	14	1	12	1	54	262	

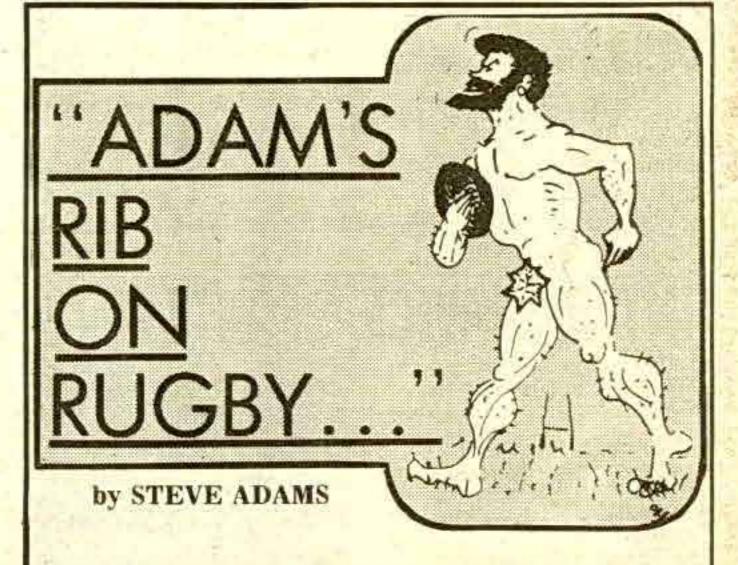
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... Well, congratulations again to the NAVY Farrant Cup side in the Sydney weekend competition.

They took out the big one - the Grand Final against the strong "all Kiwi" Manly Silverferns. Peggy O'Neil's boys did a splendid job in front of one of the biggest crowds they've played before . . . also very pleasing was the support given to the NAVY side on the day from CAPT Partington down. It's only hoped that with the departure from NAVY Rugby next year by Peggy, that the enthusiasm that's been built up this season doesn't die. Again I say . . . "Well done".

Speaking of NAVY sides playing in weekend comps, it's great to see that at the time of writing, COMBINED SERVICES third grade side in the Melbourne 1st Division comp is red hot favourites to take out their competition. The team is an all-CERBERUS outfit, and best of luck goes to them with congratulations for an already successful season.

That leads me on to mention a buzz that's going around Service Rugby circles at the moment. There's talk about re-forming a Sydney Combined Services side to play in one of the weekend Cup competitions. It sounds like a great idea even if the logistics of it may be a bit daunting. But with a little effort and by pinching a few players, who are running around in other club sides, I'm sure a Services side could give some of the Cup comps a real shake.

The Spare Rib Award this issue goes to DESTROYERS/ESCORTS' "Dolly" Grey. At the initial Dempster Cup meeting this year it was suggested that DESTROYERS/ESCORTS would not be able to field a team. "Dolly" took up the challenge and not only fielded a team but made the "semis" with a side that week after week was made up from HOBART's refit crew. WATSON's Buck Rogers made the comment that "Dolly" was the best I-S manager a side could have, and there are not too many people around that would dispute it.

All players taking part in the Dempster Cup finals are reminded of "Salty" Eckel's best player award . . . worth striving for. And speaking of the finals, it will be interesting to see if WATSON can keep their momentum going despite the loss through drafts of some of their key players. I've heard that NIRIMBA are getting a full role-up to training up to three sessions a week. That's the sort of thing that wins Grand Finals.

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