KANGAROO TWO... KANGAROO TWO, which ended at noon on Monday, October 28, is now the concern of the Navy's operational experts — the disectors who, with other senior Defence Planners and others in the next few months, will study the effects and the lessons of Australia's largest peacetime military exercise prior to disseminating their conclusions.

This report from Navy PRO Tom Jackson, in no way intends to pre-empt those conclusions; rather it attempts an impression of what "K2" meant for the Flagship of the RAN, HMAS MELBOURNE, commanded by Commodore P. H. Doyle and the Australian support ships.

The 17-day joint tri-ation land, sea, air exercise, involved more than 21,500 military personnel (3600 RAN), 60 ships (23 RAN units), and 250 aircraft (24 RAN) from New Zealand, New Zealand, and the United States, and was the largest peacetime military exercise ever staged in Australia. The purpose of Exercise KANGAROO II was to test and refine procedures for combined operations in the defence of a coastal area.

WHAT DID IT PROVE FOR THE RAN?

The initial strike by RAN-0UN aircraft from the "BLUE" naval units on the "ORANGE" base at Williamtown, established the pattern of attack and counter-attack. The disectors would allocate him a "damage" rating following the attack on Williamtown.

The success of the AOs was not restricted to this first attack. At a later stage, in the "trial run over the Allied units, such that few F-111s were able to press successful attacks. These did score "hits" on the American nuclear giant USS ENTERPRISE and the cruiser USS LONG BEACH.

But the RAN and USN pilots were able to take a heavy toll of these raiders. The Destroyer escorts RIMAS DURBAN and the United NAVY'S ENTERPRISE and the 1640 TONS, UNDER HENRY B. DOYLE. As has been stated, the full story of KANGAROO TWO must await for the critical assessment of senior service planners.

But there is no better way of condensing the general performance of the RAN than by echoing the salute extended to his mess by MELBOURNE's C.O., Commodore Doyle. He drew a striking comparison between the ship at the beginning of the year ("in very good condition") and the "well-oiled" machine it proved to be off Shoalwater Bay.

The Flagship had met every commitment with a dash that reflected a tremendous effort by the maintainers.

"Every man aboard," said Commodore Doyle, "is his own boss as far as ten feet — that is certainly what I think of you."

NAVY TO GET MORE SHIPS, AIRCRAFT IN $250m PLAN

The RAN will gain 15 new fast patrol boats, six Grumman Tracker aircraft, new minehunters and new submarine torpedoes under the Defence Plan released yesterday.

In a Defence "White Paper" presented to the House of Representatives, Defence Minister, Mr. J. D. Killen said:

- Fifteen new patrol boats, six Grumman Tracker aircraft, new minehunters and new submarine torpedoes would be introduced in the afternoon's estimates.
- The Navy would be drastically reduced in the five-year period. The first two ships would be built overseas and the remainder in Australia. The new type of carrier's aircraft would be expected to retire from service by 1985.
- The government planned to purchase or construct, a new fleet of ships to enter service in the early 1980s, to train junior officers, with the object of training in a contemporary environment. The fleet would be more effective and efficient in the training role than the present training ship HMAS DUCHESSE.

The Navy was examining a new concept in Mine Countermeasures vessels which would provide a more flexible and effective mine-hunting capability. This envisaged an Australian-designed and developed vessel disposed of with minor Modifications. The government had decided to proceed with the initial concept design and acquisition of test items for prototypes vessels.

The objective was to have new operational minehunting craft entering service during the first half of the 1980s.

A new Trials and Research Ship, to replace HMAS KIMBERLA by the early 1980s, was also contemplated.

The program for the construction of a further two ships and six mine survey launch, to be undertaken by the RAN, was also announced.

The government intended that the major role of the RAN be to develop and enhance the technical knowledge of the RAN, to evaluate new technology and equipment.
MELOUBNE GIVEN A ROYAL TIME ON HER 21ST BIRTHDAY

More than 12,000 Melbourne people — and the Governor-General Sir John Kerr and Lady Kerr — can't be wrong — the RAN Flagship HMAS MELBOURNE commanded by Commodore P. H. Doyle, definitely had a very happy 21st birthday.

Their Excellencies Sir John and Lady Kerr were among the first to propose that this be — and the 33,000-sowtonne ship lined up at Melbourne's St Kilda Pier later in the week — express their personal congratulations to the ship which is named after their city. Sir John Kerr and his charming wife, accompanied by RAN aide-de-camp Lieutenant Bob Caunt, alighted on the aircraft carrier on wild and wavy night off the coast of NSW as the Flagship made for Victoria on the evening of Wednesday 8th.

Next day marked the 80th anniversary of the carrier's commissioning, and both the Governor-General and the RAN Chief of Staff were keen to celebrate the occasion in the notable style.

Commander RADM G. V. Gladstone and Commodore Doyle led the traditional flag raising ceremony. Later, in Melbourne's Rialto Centre, MBE, Rialto Officer D. Johnson. R.M. O.P. H. Whitehead, and CPO J. G. Moore. Between the time of her commissioning on October 18, 1968, and her arrival at Melbourne's Station Pier on October 8th, the Flagship logged nearly 30,000 miles at sea.

On June 21 this year, MELBOURNE completed a 40th anniversary of the R.A.N.'s introduction of the nuclear-powered SMELLING, the world's first nuclear-powered ship. She has been in service for 40 years, and her achievements have been significant.

In the course of her demanding exercise, MELBOURNE "choke"ed" her 1000th ship since the ship's completion was 40 months ago. In a speech after the ceremony, Sir John added that the ship's commissioning was his 80th anniversary. He added: "It is significant that the ceremony was within days of the ship's anniversary.

ABET Pilton was also absent in this choir by Lady Kerr — much to the delight of the ship's company (right). The audience included five of HMAS MELBOURNE'S original complement — BILLY SWAN in Farewell — Farewell, who was the ship's first Commanding Officer — Woolf, a Mr. Barone, a Mr. Barone, and a Mr. Barone — and this trio were particularly for their efforts during KAGANARBO.

To cheer from the sidelines, Sir John added that he had given instructions to the ship's company to "spice the main course.

Sir John and Lady Kerr remained aboard until the morning of Friday, October 20, when the Flagship berthed at Melbourne's Station Pier.

More than 12,000 turned out over the two days in perfect weather to inspect the Flagship at Station Pier.

MELBOURNE is due back in Sydney today.
Gloom and glory for Navy's "Grey, Grumbly, Grummans"

Last month's Perth to Sydney "Australian Air Race - 76" provided a number of "firsts" for the Navy — the first time the RAN has competed in such an event, the first time the three Armed Services have competed against each other in aviation (along with another 139 light aircraft), and happily on two of the four legs, the Navy's "Grey Grummys" were first across the finish line.

The two Grumman Tracker aircraft from the Novo-based RSL "Grey Grummys" — manned by LCDR Peter Adams, LEUT Jonathan Dulan, CPO Moore and PO Jefferie; and "101" — manned by LEUT's Doylejohn and Smart and PO's Griffin and Thacker; were well prepared for their moments before the race ended on October 11.

The successful execution of the 11-day deployment was a result of months of careful planning and preparation by the aircrew and maintenance staffs.

The aircraft were stripped of unnecessary operational blocks to make room for tool kits, spare parts and personal luggage for the "self-help" operation.

Like all thoroughbreds, the "Smoke" displayed their temperament by being difficult to get to the starting line at Perth on October 1. A host of mechanical and mechanical and human wasways delayed the crew of the Grummys. No scheduled flight was delayed and the pilots were given an opportunity to change a cylinder on an engine.

ALBISTER launches at 2000 EST Thursday — VCO1 sprang into action — a SHE4 delivered parts and spares to the West and the engine was running again by dark on Saturday.

The real length of the experience and the participating Navy crew was unforeseen beforehand, to be privileged to have taken part.

The trials and tribulations that were encountered had been well reported in the press and on TV, where the Navy managed to bag a fair amount of the limelight.

At 1000 the day was a little hard to fit in, and the price of beer (it can often be quite high here) was not the least of the fund-raisers of the most invertebrate party — but the atmosphere and the spirit that prevailed among the contestants more than compensated.

Rivalry between Navy, Army and RAAF was entirely friendly and cooperation was the order of the day.

Navy Trackers had little chance of winning due to the complex handicapping system but the Novo crew heartily congratulated the Army on their magnificent performances.

The dual between the two Navy’s was good fun too and "101" was enjoying whipping "100" when the dismay of "101"'s crew, they were forced to withdraw from the race with Sydney in their sights.

A waiting light came on which indicates a possible impending engine failure and a landing was made at Wagga — the nearest airstrip.

Further gloom was added when the crew's checks showed a perfectly healthy engine — and the inevitable "Grouse" fault in the system — mummbling and complaining "11" crew proceeded to Sydney to drown their sorrows at the "Read-up" at the Hilton.

To end on a serious note, the Birdies would like to pay tribute to the outstanding assistance they received across the country from RMS LERWYN, RAAF Pearce, RAAF Edinburgh, RMA CABBIES and JHMS KUTTABUL.

WHERE DID NAVY REALITY COME? WATCH THE PAPERS FOR THE FINAL RESULTS.


dcmtb

ConTESTANT "101" REWERS (center) with LCDR Adams, LEUT Dulan, CPO Moore and PO Jefferie; and LEUT "102" REWERS: PO Griffin, LEUT Smart, LEUT Baldry, PO Thacker, stand by their Tracks.

Introducing KATHRYN FORD, whose pleasant smile is just one of her many gifts.

Vince Hayes' photograph

HELICOPTER CREW RESCUES HURT HANG-GLIDER PILOT

FROM TOM JACKSON

The RAN's 8/17 Squadron of Sea King helicopters stands treetop tall in the eyes of IMAS MELBOURNE's company since the 21st birthday visit to Melbourne.

A Sea King, piloted by 8/17 Commanding Officer Lieutenant Commander Bob Waldron, took part in one of the most unusual — and demanding — medivacs experienced flyers have heard of during their RAN careers.

The drama began on the morning of Sunday, October 9 — the flagship's third day at Station Flinders — when a call was received from Stawell police.

Man trapped in dead tree

A man had been trapped in the slimy but jagged limbs of a dead tree for 28 hours after an unscenous foolish glider takeoff at Stolp's Gap, some 210 miles north-west of Melbourne.

Impaled through his upper leg by a branch, and with a fractured arm, the victim of the crash was suspended in his harness 25 feet up — in a tree rotation with age and lightning damage.

No conventional means of rescue could be attempted — and the call was out to IMAS MELBOURNE after police were able to throw a securing line around the glider pilot to prevent his falling.

LCDR Waldron’s bold, carrying Surgeon Commander Ian Parker and Lieutenant Commander Bob Waldron, with both puppies, set down at Stawell Football Ground, 79 minutes after leaving the carrier at 14.45.

Following a briefing by local police, the RAN aircraft reached the accident scene in dense forest to attempt rescue.

The help was forced to leave within feet of the menacing fo

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PROVIDENT FUND

Captain P. A. Wood, one of the trustees of the RSL who are public-spirited members of the Home Ashfield Provident Fund, recently issued a charge to notify all current and former members that the $30,000 fund may have been dissipated.

The statement followed "Sydney Morning Herald" newspaper advertisement on September 28, which a Sydney solicitor and fund trustee appeared in court.

Captain Wood said all money had been recovered, there had been no loss of interest and the capital was now invested in 9% per Commonwealth Special O

EDDIE RYAN

Navy News, November 5, 1976 (263) 3
VERSATILE VISITOR’S "STAR TURN" ONBOARD FLAG FLIGHT HAD MANY 'HOLLERING FOR A HARRIER!'  

The British-designed Hawker Siddeley HARRIERS, the west’s only operational short take-off and landing military aircraft, were on display for a big audience aboard HMS MELBOURNE as "Kangaroo II" neared its end.

The audience had its own stars — those reserved for Admirals and equivalents. The visitors included Mr. J. E. McLear, the Minister assisting the Minister for Defence, the Chief of Defence Forces Staff, General Sir Francis Hassett, the Chief of the Naval Staff, Vice Admiral H. D. Stevenson, the Chief of the General Staff, Lieutenant General A. L. McDonald, KANGAROO TWO Director and Air Defense Commander, Air Vice Marshal F. S. Robey, and the Director of Joint Operations and Planning, Air Vice Marshal Jordan.

They were met by the Flag Officer Commanding the Australian Fleet, Rear Admiral G. V. Gladstone, the Executive Officer of HMS MELBOURNE, Commander Matt Taylor, and the Fleet Operations Officer, Commander Mike Raymond.

The surprise sight of the Harriers were all too deceptive. Under its sleek US Marine LiCol R. L. Reed, the silver-gold thunderbolt, landed the audience with precision drops and approaches which showed off its remarkable STOL features.

Its power was another high-light; as the Harrier climbed the demonstration by leaving the carrier in a level run without the aid of the catapult, its "donk" blasted flames of paint from the flight deck back as far as the ship’s island.

No decisions have yet been made about the question of replacement aircraft for the RAN in the 1980s, but to many eyes on HMS MELBOURNE on Thursday, October 21, the indication was to — "HOLLER FOR A HARRIER!"

The unique handling qualities of the Harrier also demonstrated at Rockhampton during R2.

In a tight diamond formation, four AVAA Harriers, operated by the US Marine Corps, made their first passes at about 1500 feet, watched by thousands of Rockhampton inhabitants who crowded the airport perimeter.

After the initial run the formation broke into pairs for low subsonic passes before breaking for a stream landing.

And it was at this stage that the Rockhampton spectators got their first glimpse of the unique vertical capability of the aircraft.

As each Harrier crossed the boundary at about 300 feet, they slowed almost to a hover and then descended vertically to about 30 feet before doing a slow roll landing.

To the delight of the crowd, the last two Harriers in the stream went into a hover at 180 feet, then did a full circle turn before turning to face each other and completing simultaneous landings.

Because the heat generated by the thrust of the engine, directed through downward-facing nozzles, would have damaged the superheated runway at Rockhampton, the Harriers were unable to make complete vertical landings. Instead they made slow roll landings, which in themselves were impressive.

DAVID PAULSON, Chargé d’Affaires for the Australian Defence Force, said: "VIPS" were on board MELBOURNE to witness the Harrier’s performance. Above: The VSTOL carrier’s flight deck and interested visitors included the Chief of Defence Force Staff, General Sir Francis Hassett, Mr. McLear, Minister assisting the Minister for Defence, pictured on the left discussing the aircraft with Major Sandfellow (USMC) and on the right: FOAC, Rear Admiral G. V. Gladstone and Captain J. O. Farrell, Director of Naval Aviation Policy, in deep conversation.

The Flagship HMMS MELBOURNE is at sea and the Fleet Air Arm Staff are to start working up under the command of one member of the staff describes his working conditions . . .

At the back end of the Upper Ops Room in HMS MELBOURNE is a little compartment wherein a dedicated band of men toil and live the beat.

To these men, and to a disgracefully small number of suitably deferential citizens, this compartment is known as the "FLAG PLOT". To others who have little faith, and who pursue their menial callings in other places, the compartment is known as the "CAG PLOT".

The hour has come when MELBOURNE is on parade, and the Fleet Air Arm Staff are.

There are well-experienced specialists in the various fighting trades of our Service who are carefully selected in recognition of the fine and distinguished work that they have dedicated their lives to.

Many aspire to the heights of the Fleet Staff but few are called — it all depends where you are in the DFAC's hierarchy.

For those informants who could never reach those heights, here follows a brief verbal tour.

The plot could be described as "Later Majestic-class", whilst officers can receive contributions from more modern concepts such as the "DC200", the "River Riddler", or "Adams Attraction".

Central and dominating the area is a large radar display, which is of recent design, and thus remover of keeping with the latest technology of the day.

When the staff is in conference, there is, of course, the 'talking' of the earliest one when you think that it was a radio display but it is not.

To add weight to this devotee theory, the façade would describe the low subsonic pass, necessary to bring down some further evil on the Fleet.

Not one of these fellows on the plot has not, at some stage or another, used the phrase "You must not be the plot, the staff likes what it's doing you!"

Actually if these cyaners listened more closely they might detect the nearest touch of disregard and approach the truth which lies in the plot of what the plot is doing. But we digress — back to the deck. In plain, the Flag Plot is full

The deck of ships and affords a depressing view of the activities in the rest of Upper Ops.

The ship is a steel hulk (a hulk by any stretch) is a large Fleet Disposition Board, circa 1935, well used and heavily ingrained with the information. It is not a clock.

The board is a device to show the more subdued tones of the rest of the compartment. Here is the tone board, side-lit in pastels, first seen in museum use in the Korean Campaign.

The screen did not display that was in use in the control of today's war at sea — collages, data for ships for the day, a myriad of other things, a lot of things.

Here too is the Threat Summary which has the standing entry "Shaka F090808." Finally, there is an invaluable little space headed "Note: the current threat level is 10, excellent..." "Good!" "Not the CAG Commander has been at fighting!"

The plot is essentially the same as the Flag Plot as the plot in signal-speak for moving the Fleet.

In the middle of this maze is a little window, with the Flag Plot's own sign "In the plot" and decisions on the Plot into signal-speak for moving the Fleet.

To be inserted here is the "Flag Plot" as a box on a side-lit box.

In the outside of it, one of these clever chemical men who can write backwards, sans, and writes backwards.

Some people would try to devise the usefulness of this plot by saying that the plot might as well sit on the Fleet Air Arm Staff.

Admittedly it's a slow plot and the aeroplanes represented by the little marks are hot at Nowra or at the Fleet Air Arm Staff at sea.

In the bottom right-hand-corner, there is a very small engraving which says "Garden Island Drawing Office 1952." Perhaps that has something to do with it.

But of course, four-out-of-five walls do not make a mansard make, and, as habitually well-liked in comparison, there are many more harmers besides.

The seating is late 19th Century (Third Class) and looks on a Commonalty Affairs Board as permission to go anywhere is granted.

There are standard fittings — inevitably vast fan trunks, wires and cables, hot rooms, dimmer switches, microphones, speakers and bookcases.

And finally, because there's nowhere else to put them, little bunches of signals and charts and schedules and programming books in profusion, adding yet another impression of a counterfeiter's dyeing room.

This then is the Flag Plot, the navel centre of the whole brain and lifeblood of the Fleet in sea.

It is to call this place the "Flag Plot", for that name blazes against its simple dignity and useful purpose. It is also wrong to suggest that the letters of "Flag Plot" mean "Complete Lack of Administration, Guidance, Patience or Thanks!"

The key on the plot is the rear's crest of "Ready and Requisite", which applies to his staff.

The creast depicts a mailed fist rampart capturing the stock of a found acclimal transverse, on a field of azure over a ground of heraldic waves.

It is not apparent whether the fist is rising from the waves — or going down! EDITOR'S NOTE: Readers can be assured that the personnel of the plot will live up to this motto, usually comes to a sticky end!!"
STALWART'S KEY ROLE — UNIQUE CAPABILITIES IMPRESS VISITORS

The destroyer tender HMAS STALWART, which finally laid to rest the title of "Building 213" and became a fully integrated RAN front-line unit during the recent Exercise Kangaroo II, is scheduled to leave Darwin today on the next leg of her circumnavigation of the Australian coast.

STALWART arrived in Darwin four days ago on completion of the exercise and has shadowed ships in the Coral Sea, off Queensland, before returning to Sydney on Sunday. The issue, "Naval News" correspondent POF1 Ian Goodwin, reviews STALWART's role in KANGAROO II — Australia's largest peacetime exercise.

He said STALWART, with her unique capabilities, played a considerable and important part in ensuring its success.

Under the command of Captain Mike Hudson RAN, STALWART took on the appearance of a troop transport, cargo vessel and mine-layer, and handled a new role with a minimum of fuss.

On passage the Shoalwater Bay area, STALWART transported a combined Navy/Army spotting and Naval Gunnery Support team to the area, landed them and their considerable weight of stores, and was able to launch the smaller Wexford helicopter which had been damaged in the exercise.

It is the Wexford helicopter that the crew had to manhandle to the exercise area and, because of the size, amount and nature of the Range Test gear, the Wexford was left to carry the gear ashore, along externally beneath the helicopter.

The manhandling of the helicopter's flight and ground crew was not an easy one and involved long hours as the rows of the helo were many and varied.

Passengers forming surveillance and intelligence flights and carrier aircraft were a part of the exercise, as were a few of the evolutions which kept the "Birdie Brigade" on the boil.

During the passage from Sydney to the Shoalwater Bay area, STALWART was "attacked" on numerous occasions by elements of "enemy" aircraft and, although suffering "superficial damage" on a couple of occasions, managed to reach her destination still afloat and "fighting fit." The exercise was conducted in safety as Shoalwater Bay, STALWART still had a big part to play in the exercise as no sooner had the ship arrived than RAN landing craft (LCUs) and mine countermeasures vessels (MCMVs) were taken alongside to refuel and replenish (topping up) for the next day.

Landing parties were sent ashore on exercise in the Collins Island area as it was thought that "enemy" elements of the forces had been left behind to ex- pose or STALWART's movements.

No contact was made and a rather unexpected element of the "enemy" gathered around the ship, and in the area surrounding the anchorage was "safe."

For a short period, STALWART "changed sides" and became part of the shore bound "enemy" group, in a move which caused much merriment.

With the aid of two of our civil-

lian counterparts from the RAN's torpedo and mines establishment, Mr Ray Clifton and LCDR John French, STEALWART laid mines in the anchorage channel area.

CPO2W Blue Man, embarked STALWART from WATERHILL for this phase of the exercise, joined them in assembling and preparing the mines prior to laying.

The Countermeasures Squadron (MCMVs) swept the mined area as part of the Exercise, making the area "safe" for the amphibious landing.
EXERCISE KANGAROO II

EXERCISE ENDS WITH MASSIVE AMPHIBIOUS ASSAULT LANDING

A large amphibious operation was staged in the first phase of the massive, 12-ship amphibious assault operation known as Operation "KANGAROO." The operation, conducted as part of Exercise Kangaroo II, was designed to test the capabilities of the Australian military and to prepare for the possible invasion of enemy territory. The operation involved the use of large登陆舰 and assault craft to transport troops and equipment to the beachhead, where they were met by supporting aircraft and artillery. The operation was conducted in good weather, and all objectives were successfully占领. The operation was a significant success and demonstrated the effectiveness of the Australian military's amphibious capabilities.
OVENS' "CLEAN SWEET" IN 'K2' CLIMAXED LONG DEPLOYMENT

The RAN Oberon-class submarine HMAS OVENS topped-off a successful tour of duty in the Far East with an "outstanding" performance in EXERCISE KANGAROO II.

OVENS (Commander Terry Roach) which left Sydney last May for a 5-month deployment in South East Asian and North Pacific waters, returned to Sydney on October 28.

The deployment took in Hong Kong, Singapore, Malaysia, Hawaii, Apia, Samoa and exercises with the United States and Malaysian navies.

During the past weeks, OVENS played the part of an "orange" enemy force in Exercise KANGAROO II.

It was in KANGAROO II that OVENS really put its capabilities to the test.

Captain Bill Owen, Commander of the 1st Australian Submarine Squadron, described OVENS' performance in the Exercise as "outstanding".

OVENS claimed to have "swept" the Exercise of more than 176,000 tonnes, the biggest catch of any being USS ENTERPRISE, which was caught by the submarine's periscope camera during the Exercise.

OVENS certainly didn't hide its claims on return to HMAS PLATYPUS - a brolly tied to one of the masts and a banner on the side of the tower. (It's Sydney of the submarine's "clean sweep".)

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Tom ends a 41-year RAN career

Mr T. A. (Tom) Dalgleish (pictured) retired recently at the Naval Armament Depot at Nowra, near Illawarra, after 41 years of service. His career commenced in January, 1935, when he started as a junior clerk at the RAN Mine Depot, Swansea Hill, and ended 41 years later as the Supply Manager, Armament.

During his early days he held various positions at Melbourne, Sydney, Fremantle, Sydney, and Nowra, and

He later returned to Sydney and Fremantle as the Officer in-Charge.

Tom also had the distinction of being the first Safety Officer to be appointed to the Armament Supply Branch.

In 1948 and 1949 he was on a tour of duty in the UK.

He again visited the UK in 1962 and returned his visit to the USA in 1971.

Many of Tom’s friends attended his retirement dinner at the Naval Armament Depot Nowra, and many attended his retirement. A farewell dinner was also held at the RANAA Leagues Club.

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EXERCISE KANGAROO II gives about 40 scientists and engineers the opportunity to obtain realistic operational data to ensure that their work and research will relate closely to military needs. The Chief Scientist, Dr. F. C. Nix, said the project was one of an extensive series such as KANGAROO II provided unique opportunities for Defence scientists to gain practical information on equipment performance and on the performance of new weapon systems. Projects undertaken ranged from short-term and in particular equipment studies through to longer term detailed analytical studies of weapon system's performance, both as a naval exercise analytically through the RAN Research Laboratory. This project involved about 10 scientists in ships throughout the exercise to provide the basic data on which the individual performance of weapon and weapon systems can be measured and assessed.

Dr. Nix described that the RAN and the Weapons Research Establishment had developed a team of world-wide experts. Observers of the command and control systems to determine what types of problems in command and control were amenable to quantitative analysis was carried out by a new group – the Services Analytical Studies Group.

In the short term this study was expected to provide useful post-exercise analysis for the combat Details. While scientists observed the test, data on the current system and equipment was collected. A major analysis of canaline in Army tank shot was undertaken to determine what kind of ammunition that was launched in that weapon was being looked at, amongst observers of the exercise was the Director of the Food Science Advisor, Dr. R. J. Richards, who made observations on the acceptability of the Australian ration packs.

POSTO DAVE BALZER is congratulated on his recent promotion to Chief by the Naval Complainant Commodore Commodore R. H. Liston, at Emu Park.
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**FLEET RIFLEMEN OUTSHOT RIVALS**

The Fleet, represented by HMA ships VENDETTA and SWAN, recently proved "too good a shot" to win the 1976 Grey Smith Riffle Shooting competition. The Fleet ran up a total of 1,278 points from CERBERUS 1178, MERRY-DANA 990 points. On a similar event, it competed in Victoria by the two establishments and the Fleet — represented by the ships in relish in Williamstown Dockyard. The highest score of the day was shot by LCDR Woodward.

**HUGHES' VIEW**

"You didn't have to bring your waders along!"

The deferred clash ALBATROSS and PLATS/WHEN turned into a fizzle with the "Trosses"rowning them. My reporter tells me that there were no real good scores and it is suspected that both teams are running "dead" to get a stroke or two back for the finals — I wonder.

I believe it was a costly day for Ken Brennan, who lost a stack of balls in bets is it that true Ken? November 3 and the semi-finals.

The big question was who would win the NIRIMBA-PLATS/WHEN match.

They were played at New Brighton — quite a tricky course.

The loser bowed out with the winner playing the loser of the KUFTA-BUL-ALBATROSS game.

KUTTABUL had a little "open" of its own last week at Moore Park and some great golf was played — especially by the 'A' grade winner CMDR Mal Jackson (39 points) who really went well on the windy track.

POCK Dick Denaro won the 'B' grade with 34 points, and POPT Quinton Twigg the "C" grade with 36.

Well done the winners. I am now taking entries for the forthcoming tournaments.

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**NAVY WEEK BOWLS & GOLF IN VICTORIA**

A total of 380 serving and ex-serving members of the RAN, service visitors and Victorian Navy Week golf and bowls tournaments. N. Broderick (Naval) won the coveted golf Lockwood Cup while a play-off was necessary to decide the bowls winners — R. H. P. B. B. T. P. J. (Curtis), Reserve. The runners-up also with 5 points — J. S. S. J. J. M. R. L. (Curtis). Reserve. Chocks (2 points) J. W. J. H. P. R. (Curtis). Spotwood. Trophy winners at the golf day were:

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BARNES BLAZED AN UNBEATEN 79

NAVY inter-Service all-rounder, Graeme Barnes, blazed an unbeaten 79 with the bat, then followed up with three wickets to lead WATERHEN-PLATYPUS to a comfortable first innings win over DESTROYERS-ESCORTE in the October 27 round of 1 Zingari matches.

Graeme’s performance was by far the most impressive of the round which also saw first innings victories to ALBATROSS and KUTTABUL. The PENGUIN-BIG SHIPS match was abandoned because of the absence of the ships on exercise, will see the return fixture played for double points.

Graeme Barnes came in with his team 2-1 and steadied the side to a handy 8-54, with the help of Trevi Soundy.

Rod McLaurin (4/50) and Gus

HMAS LEEUWIN

RUGBY HAVEN

HMAS LEEUWIN has again proved a haven for promising young Rugby players with eight representatives recently in the West Australian State under-16 team at the Australian Rugby Championships in Adelaide. The Navy establishment also provided the State coach - P.T.I. Phil Heritage.

Phil told “Navy News” the tour was most successful with the W.A. “Stags” finishing three points behind second to the strong South Australian under-16 combination.

The local side had doused the Stags in the opening round of the series.

Swans then fought their way into the Grand Final with wins over Victorians, Tasmanians and finally South Australians. The locals never had a chance in the decider, taking the match 202-32 and the Southern States Shield.

Phil expressed special thanks to the Oakleigh Rugby Club at Christies Beach, 20 miles from Adelaide. The club bilted and looked after the W.A. team for 16 days.

He was supported by Graeme Barnes’ 5-8 and 2-2.

NIRIMBA nearly caused the upset of the round at NIRIMBA. Richard Crowther (5-51) and Ian Cranckshank (4-53) blocked last season’s premiers ALBATROSS for a mere 40 runs.

In reply, they too crashed to be all out for 39 - Kerr O’Brien taking 6-12 and Cranckshank (20 runs) capturing all-out.

O’Reilly’s (56) led a KUTTABUL fightback after his side was 5-7 against WATSON at Reg Barnett. The Victorian Combined Services all-rounder Bob Nichols contributed a handy 54 not out in KUTTABUL’s score of 118.

“Squirt” Taylor had caused early trouble with 5-11.

KUTTABUL fought back before Brian Linford took 2-9, including O’Brien’s wicket.

Kerr Scarrow and WATSON new gain, left-hander Greg Derrr, started promisingly before Scarrow was bowled by the KUTTABUL opener.

They were all out for 59 with Nichols one of the most impressive of the KUTTABUL bowlers.

The “Redback” strikes again

NAVY’s EAA inter-Service captain, Shane Redenbach, began the 1976-7 season’s representative match program recently with a fine double against Old Cranbrookians.

Playing recently at Sydney’s Domain Field, “Spider” Redenbach took 5-64 on an impressive display of left-arm bowling and then followed up with a nine-wicket bag at 32.

NAVY finished with a disappointing 81 in reply to Old Cranbrookians 138.

As in previous early-season matches, NAVY’s top order batting proved brittle with rain having washed out the first two rounds of the Zingari midweek cricket competition.

Old Cranbrookians’ opening wicket-managed 35 on an easy-paced wicket before Redenbach came on as first change and broke the partnership.

The ball moved sharply away, caught the edge of the batsman’s blade for Stuart Merrihew to take a super catch down low to his right.

The run rate continued, despite accurate bowling from “Spider” and wicket-keeper Keith McSwain.

Then, they took the boundary of the Old Cranbrookians batting when, with the score 3-101, he took two wickets with two balls.

Rod McLaurin (4-21) with Redenbach, then cleaned up the tail.

Together with ‘Keeper Merrihew, who also managed a brilliant stump out Redenbach’s bowling, they were the pick of the NAVY players.

Redenbach’s effort was well against a tight and steady Old Cranbrookians attack and NAVY were soon 3-21 in reply.

Shoreham claimed probably the best account and disappointing total.

NAVY’s performance for this season’s A&A inter-Service series, will be hoping for an improved performance in their next “ray” match against “JOURNALS” at Randwick on November 14 - GARTH JONKSTON.

The Simpson Trophy, won this year by an ARMY team, was conducted at Port Adelaide’s Dean Rifle Range.

GOVERNOR’S FOOT-MAN “UP IN ARMS”

Petty Officer Martin Coon (photographed) of St. Marys recently went ashore to take part in the annual Simpson Trophy against the Army, RAAF and fellow NAVY members based in South Australia.

Petty Officer Coon is a member of the Naval Reserve and in civilian life, a footman at Government House, Adelaide.

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GOVERNOR’S FOOT-MAN "UP IN ARMS"