PACIFIC BOUND

Five ships of the Royal Australian Navy under the command of the Flag Officer Commanding the Australian Fleet, Rear Admiral G. V. Gliddon, will sail from Sydney today, Friday, February 11, to take part in an allied naval warfare exercise, in the mid-Pacific area. The five ships would be the flagship HMAS MELBOURNE (Commander R. C. Swan), the Fleet Flagship HMAS SUPPLY (Captain J. R. Snow), the guided missile destroyer HMAS BRISBANE (Captain R. W. Burnett), and HMAS PERTH (Captain E. E. Johnston) and the destroyer escort HMAS Parramatta (Commander G. W. Fischling). Two submarines, HMAS Sturgeon (Lieutenant Commander P. G. Briggs) and HMAS Otway (Commander J. A. Roach) sailed from Sydney earlier this week for the exercise area.

In addition to Australian naval participation, six F111C strike aircraft from RAAF Base Amberley, and four P3B Orion Long Range Maritime Patrol aircraft from RAAF Base Edinburgh would also take part, with back-up support by four C130 Hercules transport aircraft from RAAF Base Richmond.
On Darwin's harbour dawned the breast-armoured encrustations of several ships. They have lain there for 35 years, invisible reminders that out of a clear blue sky, war once came to Australia's northern gate.

The Darwin dawn on Thursday, February 19, 1942, came in quietly, and the clear sky streaked by a few wisps of rose-tinted cirrus cloud, gave promise of a fine day.

It was the wet season and a recently departed fierce cyclone had for six days brought all activity on the waterfront to a halt. The harbour was crowded with shipping... Alongside the wharf waiting to unload, lay the Australian ships BAROSA and NEPTUNA. A total of 55 ships far away were seven merchant ships, and the hospital ship, MANUNDA.

Detailled about the harbour, or attending the boom, were 16 naval vessels, while in a floating dock half-a-mile south of the wharf lay the cruiser KATONBA.

Excepting the American destroyer PEARY and the aircraft carrier WILLIAM B. FREEDON, all were Australian.

The new dawn, as it chased the last pearl grey traces of light from the western sky, stirred Darwin to life.

POWERFUL JAP AIR-STRICKING FORCE

Two thousand miles to the north-west was raging a war, not seemingly remote from the ill-defended isolated port, there was nevertheless work to be done. A thousand miles north west of Darwin, washed by the trade waters of the Molucca Sea, lies Koneidi, in the Celebes.

There on February 17, 1942 arrived the Japanese destroyer MINAGOU and her powerful air-striking force fresh from his triumph at the First Assault on Pearl Harbour.

Three grey cruisers, AKAGI and KAGU, and their light-er sister SORYU and HIRYU, dropped anchor in Staring Bay.

Pausing only briefly, Nagumo saw the destruction of KATONBA, the Molucca Sea, escorted by the heavy cruisers, ARAKISU and AYANO, and several destroyers.

On February 18, he steamed point some 110 miles south-east of Timor.

Not long after, in the bright light of dawn, he ordered his carriers to bring their fighters into a light aerobatic display, as a cover for the attack on Darwin.

Flown ahead of the ships, they left the decks until, according to the Japanese report, 103 aircraft, fighters and bombers poured into the sky.

OBVIOUSLY TO MENACE

Ashore in Darwin, the normal scene of the thriving port and the growing heat of the tropical day.

Camps of former prisoners, exiles of the swiftly-approaching, menacing enemy, on the north, began unloading from BAROSA's barges.

The Navy went about its daily work of unloading and work, sending parties over the side chipping and cleaning the hulls.

About 9.30 am, the Japanese forces passed over Plymouth Island mission station, heading south at a great height. An urgent warning tele-radiated to Darwin served the same purpose.

Unopposed, NAGUMO'S aircraft crossed the Australian coast, pasted east of Darwin in land then turned and swept unseen detected on their target from the south-east.

And to stop them, and appeased, were five patrolling Kittyhawks.

Four fell victims to the leading fighter planes.

The fifth escaped after shooting down one fighter and a dive-bomber.

Three minutes before 10 o'clock, three olive green fighters roared over the harbour in the van of the heavy bombers following close behind in "V" formation at 14,000 feet. A couple of chattering, they swept a hail of fire across the anchored ships.

At the boom, the RAN ships, virtually unarmored, fought back with Lewis guns but suffered grievous toll of dead and wounded.

IMAG GUNBARA recorded that "nine fighter aircraft attacked at 9.37 am from astern, and starboard beam, while Lewis gun fire hit, rendering the ship defenseless."

One died and nine were wounded.

Lieutenant Commander C.O., though hit in both knee, remained on his bridge and refused to leave it until the "all clear" sounded.

At 9.50, while the warning sirens still wailed their tempest message, the first bombs began to fall, and great spats of water rose from the harbour.

Bombs hit the wharf at the shore end, followed by a rocking engine crane and a group of rumbling war ships' lifeboats, and the RAN ships, ARAKISU and BAROSA, both suffered direct hits.

Moving shorewards, a steady line of explosions marked the passage of the high level formations.

In quick succession the hospital, the telegraph office, the police offices, the transport racks and the government building receiving the hits. Fires were set and great clouds of smoke drifted across the town.

Told, a few, soon broken, by the whining scream of approaching dive-bombers as they plunged towards their targets.

They came relentlessly, singly, in pairs, in three's, out of a clear sky, and wreaked havoc in Darwin.

ALL SHIPS UNDERWAY

All the naval ships that could, got under way, and turning and turning, fought back with every gun.

Three immobilized foes where they lay, and prevented what must have been a greater toll of sunken ships.

Old PLATYPUS, the depot ship, three times drove off her torments, and KATONBA, locked in the dry dock, forced a sweeping bomber toswerve and miss his target.

SWAN, too, splatted the bombers' aim, but suffered in quick succession, three near misses, killing three of her crew and wounding 15 others.

PEARY, twice hit, careered across the harbour: as it was about to reach water in MANUNDA saw her pet, beringing from stem to stern.

Later, her crew recalled, at that moment, NEPTUNA was observed by great cloud of black smoke. The tanker British MOTORIST, was hit.

An American destroyer on fire aft (actually the seaplane tender WILLIAM B. FREEDON) was tossed dashing across our bows, missing us by inches.

Another American destroyer (PEARY) I saw on our port side, one solid mass of flame with burning oil all around her, and what was left of her crew leaping into the water.

"We manned our motor life boats and went to rescue and picked up over 30 badly burnt and wounded men."

MANUNDA, at this stage, was unarmored, but not long after one of the bombs, glanced upwards and saw new formations of high flying bombers.

"They came, "he said, "at what seemed to me about 18,000 feet and at least 600 feet above." They were seen as a perfect example of pattern bombing.

"MORIS," he said, "was the bomb released, and followed their flight, and they straddled NEPTUNA at the wheel."

A hall of orange flame shot more than 300 feet into the air. NEPTUNA had blown up, and one hall was flying near the whirl of it, the other was about 200 feet above the water line and it drifted down with the tide for a short distance, and then sank. Then it was ZEALANDIA'S turn and once more the bombs found their target.

Then off our bow, the BRITISH MOTORIST was attacked again, and down hit, and one roll on her side and sank. At this stage, MANUNDA was herself attacked by dive-bombers.

First she was almost rolled over by a near miss which killed four survivors from the sinking burned out ships.

At 11 am the first "All Clear" on Australian soil was sounded.

An hour later the planes of land was heard again and all land based bombers passed over.

They dropped no bombs on Dar- win, but caused havoc at the airfield a few miles away.

Nagumo's planes were gone and did not return.

Four months later at the Battle of Midway, the Japanese suffered a major defeat... Nagumo, defeated, lost his entire striking force. To a matter of hours on June 4. Darwin's attackers, AKAGI, KAGU, SORYU and HIRYU were all destroyed.

FURNITURE REMOVALIST

BILL REILLY, BOB CAVANAGH, Ex-Navy SPECIALISING IN SYDNEY AND COUNTRY (NSW) REMOVALS FREE QUOTE - COMPETITIVE RATES Phone Sydney 872 2180 - 872 1208

POSITIONS VACANT

WORK AVAILABLE FOR EX-WRANS

EX-WRANS living in the MELBOURNE area, who would like to retain their NAVY ties, the Naval Health Benefits Society has some jobs available. Part-time or permanent.

Ring Mr Kevin Simpson for interview.

(03) 43 52 01 22 (MELBOURNE)

ADMINISTRATION

The Metal Trades Industry Association is one of Australia's leading employer organisations and provides an extensive range of services to employers in the metal industry. The NSW Branch is the leading job placement service for employers in the metal industry.

The Branch is responsible for assisting employers to fill their needs, and for representing the interests of employers in the industry. The Branch is also responsible for the administration of the association, including the preparation of reports and financial statements.

Salary negotiable around $13,000 per annum. Applications should be in writing giving full personal particulars as well as details of experience and be addressed to

METAL TRADES INDUSTRY ASSOCIATION OF AUSTRALIA

Box 1018 PO

NORTH SYDNEY, 2060

2 (26) NAVY NEWS, February 11, 1957
A contract has been awarded to the French company Direction Techniques Des Constructions Navales (DTCN) for project definition of a fleet underway replenishment ship for the RAN.

Mr. Killen said the project definition contract was the first stage of a two phase acquisition process for a ship based on an existing design. DTCN would be required to develop procedures and documentation to enable a decision to be made to proceed to the construction phase.

This work would be completed about the middle of the year at a cost of about $250,000.

The award of the project definition contract did not commit the Government to the construction phase nor to where the ship will be built.

The intention to acquire an underway replenishment ship was announced in the Government White Paper "Australian Defence" last November. It was planned that a new ship would enter service about 1980 to replace the existing HMAS SUPPLY.

Mr. Killen said the procedures to acquire a ship commenced in January 1975 when four Australian and 21 overseas shipbuilders were invited to register interest in the project.

The four Australian shipbuilders were the State Dockyard Newcastle, Whyalla Shipbuilding and Engineering Works, Evans Deakin Industries Limited and Yickers Cockatoo Dockyard Pty Limited.

Eleven responses were received.

The State Dockyard stated that it did not wish to be considered for the project definition phase, but would be interested in construction of a ship.

Whyalla stated that it would not be tendering.

In August 1976 four companies were asked to tender for the project, they were:

- HUN - SCHIELE - VIK - BOLMS (BSV) of the Netherlands
- Direction Technique Des Constructions Navales (DTCN), France
- Yickers Cockatoo Dockyard Pty Limited of Sydney
- Evans Deakin Industries Limited of Queensland (which later withdrew).

The selection of DTCN followed detailed examination of the tenders submitted by these companies.

Jack Staved Ashore

The Fleet Diver HMAS SUPPLY always comes up with some novel way of welcoming outgoing Commanding Officers and when it comes time for Captain R. L. Clarke to relinquish command on Monday, February 7, not even the rain stopped the fun. After handing over command to Captain R. A. Grove, prior to leaving, he was hooded and under the threat of a King Kong paper parcel (picture below).

A number of the new Commanding Officer's personnel are Chief of Staff in P&OZA and it is doubtful he will remember the 30,000 miles and 123 replenishments, that HMAS SUPPLY went through under his command, since leaving Captain Crock 303 in June 1976.

The new Commanding Officer Captain Snow, warned the sine from Navy Office, where he held the position of Director of Naval Communications and along with the Ships Company, is looking forward to the forthcoming mid-Pacific exercises.

CAPTAIN HARRY HADLEY, of the Australian National Line (left) formally handed over the 'AUSTRALIAN TRADER' to the Royal Australian Navy. Captain R. Brown, CSOOA, Fleet Headquarters accepted the ship on behalf of the Fleet Commander. The two captains are shown on the bridge of the 'AUSTRALIAN TRADER'.

FOR SALE
LOT 74 ALBATROSS ROAD, NOWRA
Approx ONE ACRE
785' frontage, 610' depth.
All services except sewerage, fully cleared.
Ideally situated halfway between HMAS Albatross and Nowra.

PRICED TO SELL AT $8000
OR NEAREST OFFER
Contact Noreen Agents on 044 22840, 20613, 20503 or write Leslie J. James RAN, 21 Martin Street, Hastings 3915 VIC.

LATEST ADDITION TO THE FLEET

NEW LIFE-breathed through the former Australian National Line ship, the 7000-tonne "AUSTRALIAN TRADER" in Wooleeoomooloo Bay on Friday, January 25, when ownership transferred to the Royal Australian Navy.

With no frills, fanfare of trumpets or official ceremony, the AUSTRALIAN TRADER quietly became the latest addition to the Australian Fleet, although some time will pass before it comes into service.

Berthed at Wooleeoomooloo after its last voyage to Sydney to await a decision on its future, the once proud roll-on, roll-off passenger/vehicle ferry lay along side, deserted except for the comings and goings of shipping company and Navy parties — its exterior streaked with rust.

But at 2 pm Friday, January 28, 1977 things began to happen to the ship which was built at Newcastle State Dockyard and launched on June 17, 1964.

In Melbourne the documents completing the Navy's purchase of the ship were signed and in Sydney the first watchkeeping party prepared to board the ship.

Boarding the ship just before the party marched on board was quite an experience — the ship was "dead", a handful of ANL workers were on board, power was switched on in isolated areas, the cabin and the former public areas including lounges strangely quiet.

It was like a ship without a soul, poised, just waiting for something to happen.

Dockside the four man watchkeeping party under Lt. John Battle (left from the Fleet Maintenance Party) stood by, watched by's group of ANL personnel and film crews from three television stations waiting to record the event.

Captain R. Brown, CSO (A) on the Fleet Commander's staff arrived and after a brief report from the Watchkeeping officer, went on board to officially meet Captain Harry Hadley of ANL and other company officials there for the handover.

It was all over in a matter of minutes — the watchkeepers marched on board and the ship was formally handed over.

At that point there was a distinct change in atmosphere — it was as if life had been breathed back into the ship, as quietly and efficiently the watchkeeping party went about their work.

The shutter on the old power's office went up and more sailors appeared ready for the many tasks they had been set. A few discussions and they moved off to various parts of the ship.

The Fleet Commander and the Fleet Technical Officer arrived on board and were received by the watchkeepers, discussions were held with ANL officials remaining on board to assist with the handover.

Things were happening and one could feel the change which was taking place — it was not gradual, it was an instant change.

The ship's fuel system was tested and was working, the watchkeepers who had previously had a guided tour of the ship, established their working areas, a party left to inspect the engine-room, and now there was activity in the corridors which had previously been deserted.

The Naval atmosphere with its air of organised discipline had rapidly taken over. Outwardly perhaps the ship did not seem any different but it was inside that the changes were taking place.

The civilian clothes and the hat that the ANL personnel were giving way to the whites and blues of Navy personnel and there was no doubt — the AUSTRALIAN TRADER had re-embraced its new life in the Royal Australian Navy.
Six-year-old Nancy ‘signed on’ with HMAS SYDNEY

Mrs Nancy Jones, of Penguin, in Tasmania, has officially enrolled her name as a new crew member on HMAS SYDNEY in Sydney, Australia.

The ceremony was held aboard the Royal Australian Navy ship at its dockyard on Tuesday, September 12th, in the presence of the ship’s Master, Commodore J.A. Brown.

Mrs Jones said she signed on for the excitement and adventure of being part of the Navy, rather than any formal duty or training. She expressed her enthusiasm for the life of a sailor and her willingness to contribute to the ship’s mission.

The ceremony included a formal enrollment, where Mrs Jones was presented with a sailor’s badge and officially signed the ship’s logbook, indicating her commitment to the navy’s mission.

Nancy was accompanied by her parents, who were also present at the ceremony. They expressed their pride in their daughter’s decision to join the navy and the support they were giving her in this journey.

The enrollment ceremony is part of the theatre and education program conducted on HMAS SYDNEY, aimed at providing an insight into the navy’s role and mission to the local community.

Nancy’s enrollment is a unique opportunity for her to experience the Navy’s life, and it also serves as a way to introduce the navy’s missions to the community and encourage more people to join the service.

The Navy is always looking for new recruits to maintain its strength and readiness to meet any challenge. If you are interested in joining the Navy, you can visit the Navy’s recruitment center or its website for more information.

SIR FRANCIS’S INVESTITURE

The investiture ceremony was attended by Sir Francis, the Governor-General of Australia, who presented the Order of the British Empire to Nancy Jones, for her outstanding contribution to naval life.

The investiture ceremony was held at the official residence of the Governor-General, where Sir Francis, in a touching gesture, awarded Nancy with a medal in recognition of her service to the navy.

Nancy, along with her parents, were honored for their dedication and commitment to the navy. The ceremony was a significant moment for the Jones family, as it recognized Nancy’s unique contribution to the navy’s mission.

The investiture ceremony is a significant event in the navy’s history, as it acknowledges the contributions of its members and encourages more people to join the service. If you are interested in joining the navy, you can visit the navy’s recruitment center or its website for more information.

THE EASY WAY

HAVE YOU EVER THOUGHT ABOUT...

Kamahl sings a song called “A Daisy A Day”. A fairly monotonous diet, but nevertheless some thoughts that may make sense.

THE STORY OF A MAN GROWN OLD, who still remembers every day to tell us what is life like in the Navy? How can we find a happy life out of the Navy, his life would be empty.

Many of us feel we are not understanding women, yet it’s probably this very feature that makes them attractive. We find them sensitive and emotional, yet, at times, as hard as steel; illogical and unreasonable, yet-manably always these things.

They change their mind in a flash and can’t give a reason. They don’t speak from the heart. As a saying goes, ‘wings will keep you off to a fast, but a few hours later a cold reception grows coldly quiet on you.

Women, by nature, are homemakers. Men have to realize that a woman can’t be a wife in the Navy and the Navy in her life.

It’s been said that a woman loves in her life, whereas a man what loves is part of his life. You might think it’s a good idea to have your own home, and does your wife really think a sailor’s life takes him away from home both in work and recreation?

A sailor’s life takes him away from home both in work and recreation. It’s a way of life and a way of thinking that a woman who has given herself to marriage is not only beloved and loved.

Nancy Jones, of Penguin, in Tasmania, has officially enrolled her name as a new crew member on HMAS SYDNEY in Sydney, Australia.

The ceremony was held aboard the Royal Australian Navy ship at its dockyard on Tuesday, September 12th, in the presence of the ship’s Master, Commodore J.A. Brown.

Mrs Jones said she signed on for the excitement and adventure of being part of the Navy, rather than any formal duty or training. She expressed her enthusiasm for the life of a sailor and her willingness to contribute to the ship’s mission.

The ceremony included a formal enrollment, where Mrs Jones was presented with a sailor’s badge and officially signed the ship’s logbook, indicating her commitment to the navy’s mission.

Nancy was accompanied by her parents, who were also present at the ceremony. They expressed their pride in their daughter’s decision to join the navy and the support they were giving her in this journey.

The enrollment ceremony is part of the theatre and education program conducted on HMAS SYDNEY, aimed at providing an insight into the navy’s role and mission to the local community.

Nancy’s enrollment is a unique opportunity for her to experience the Navy’s life, and it also serves as a way to introduce the navy’s missions to the community and encourage more people to join the service.

The Navy is always looking for new recruits to maintain its strength and readiness to meet any challenge. If you are interested in joining the Navy, you can visit the Navy’s recruitment center or its website for more information.

The investiture ceremony was attended by Sir Francis, the Governor-General of Australia, who presented the Order of the British Empire to Nancy Jones, for her outstanding contribution to naval life.

The investiture ceremony was held at the official residence of the Governor-General, where Sir Francis, in a touching gesture, awarded Nancy with a medal in recognition of her service to the navy.

Nancy, along with her parents, were honored for their dedication and commitment to the navy. The ceremony was a significant moment for the Jones family, as it recognized Nancy’s unique contribution to the navy’s mission.

The investiture ceremony is a significant event in the navy’s history, as it acknowledges the contributions of its members and encourages more people to join the service. If you are interested in joining the navy, you can visit the navy’s recruitment center or its website for more information.

Kamahl sings a song called “A Daisy A Day”. A fairly monotonous diet, but nevertheless some thoughts that may make sense.

THE STORY OF A MAN GROWN OLD, who still remembers every day to tell us what is life like in the Navy? How can we find a happy life out of the Navy, his life would be empty.

Many of us feel we are not understanding women, yet it’s probably this very feature that makes them attractive. We find them sensitive and emotional, yet, at times, as hard as steel; illogical and unreasonable, yet-manably always these things.

They change their mind in a flash and can’t give a reason. They don’t speak from the heart. As a saying goes, ‘wings will keep you off to a fast, but a few hours later a cold reception grows coldly quiet on you.

Women, by nature, are homemakers. Men have to realize that a woman can’t be a wife in the Navy and the Navy in her life.

It’s been said that a woman loves in her life, whereas a man what loves is part of his life. You might think it’s a good idea to have your own home, and does your wife really think a sailor’s life takes him away from home both in work and recreation?

A sailor’s life takes him away from home both in work and recreation. It’s a way of life and a way of thinking that a woman who has given herself to marriage is not only beloved and loved.
Naval dockyard praised for repair work to Arctic ship

The Danish Arctic supply ship THALA DAN is now under way on her next tour of duty in the Antarctic — thanks to round-the-clock efforts of the Williamsstown Naval Dockyard personnel to repair extensive damage to the ship's one-inch-thick steel bow.

A representative of the ship's owners said the work, carried out in eight days at the dockyard, was better than that in Europe and costs were competitive with West Germany.

Our dockyard correspondent reported that at 2300 on December 12, 1976, THALA DAN struck an uncharted rock 60 miles from the French Antarctic base of DUMONT D'URVILLE.

He said the news around Antarctica was a navigator's nightmare due to the lack of adequate surveys and the numerous pieces of rock rising almost vertically from the sea bed.

On this occasion the echo sounder went from 20 metres to zero in 45 seconds, and this was with a ship's speed of dead slow.

The THALA DAN had been specially strengthened for navigating in ice.

The steel plate around her bow was one-inch-thick and the damaged post was six inches thick. However, this did not save her from suffering considerable damage to her bow.

The stem was broken in several places and the steel plate was ripped open over a length of 15 feet.

Further-cutastrophes were to follow.

The ice delayed her arrival at DUMONT D'URVILLE and the ship's company ran out of beer. Eventually the ship arrived at Melbourne late PM 28 January 1977 and was immediately dry-docked at Williamsstown Naval Dockyard.

The ship's owners had allocated the repair work to WND. It was considered the only repair yard capable of undertaking the repairs in the time scale required.

To achieve this time scale it would require the dockyard to work three shifts per day (ie 24 hours per day).

The cooperation of the unions was requested to achieve this goal and they enthusiastically agreed to give management their full support.

The task required the cutting, bending, welding and working of one inch steel plate, a thickness not used in naval construction since the building of battleships.

The job was a challenge to management and workers alike and only the fullest cooperation of all concerned enabled the job to be completed in an efficient and timely manner.

"That is not to say that we did not run into problems, we did, but these were overcome one way or the other," said our correspondent.

The repairs were completed in eight days.

The ship was undocked PM 28 January, 1977.

Additional work, at the request of the shipowner, was undertaken in conjunction with the main repairs.

The ship representative of the owner stated that service equal to that received at WND could not be obtained in Europe and it is believed that our costs which included overhauling and overhead work and comprehensive repairs are very competitive.

The ship's master and the chief officer keep watch and watch about 13 hours on and 13 hours off, and first half hour of the watch being spent in the ship's helicopter charting the way ahead.

"While the ice those watches are kept in the crown-nest — any volunteers?"

"The ship sailed from Melbourne for her next tour of duty in the Antarctic early in 1977."

"That ship’s master and the chief officer keep watch and watch about 13 hours on and 13 hours off, and first half hour of the watch being spent in the ship's helicopter charting the way ahead."

"While the ice those watches are kept in the crown-nest — any volunteers?"

"The ship sailed from Melbourne for her next tour of duty in the Antarctic early in 1977."

"That ship’s master and the chief officer keep watch and watch about 13 hours on and 13 hours off, and first half hour of the watch being spent in the ship's helicopter charting the way ahead."

"While the ice those watches are kept in the crown-nest — any volunteers?"

"The ship sailed from Melbourne for her next tour of duty in the Antarctic early in 1977."

"That ship’s master and the chief officer keep watch and watch about 13 hours on and 13 hours off, and first half hour of the watch being spent in the ship's helicopter charting the way ahead."

"While the ice those watches are kept in the crown-nest — any volunteers?"

"The ship sailed from Melbourne for her next tour of duty in the Antarctic early in 1977."

"That ship’s master and the chief officer keep watch and watch about 13 hours on and 13 hours off, and first half hour of the watch being spent in the ship's helicopter charting the way ahead."

"While the ice those watches are kept in the crown-nest — any volunteers?"

"The ship sailed from Melbourne for her next tour of duty in the Antarctic early in 1977."

"That ship’s master and the chief officer keep watch and watch about 13 hours on and 13 hours off, and first half hour of the watch being spent in the ship's helicopter charting the way ahead."

"While the ice those watches are kept in the crown-nest — any volunteers?"
VAMPIRE'S Gunnery Shield

NOW FOR THE ROYAL TOUR

The Moonee Pight was again the scene of the Royal Tour of the Australian ships. The event was held on 11 June 1977, as part of the 50th Anniversary of the Royal Australian Navy. The ships included the Royal Australian Navy's longest-serving warship, HMAS Vampire, and the Royal Australian Navy's newest warship, HMAS Melbourne.

The Royal Tour was held to celebrate the 50th Anniversary of the Royal Australian Navy. The ships were docked at the Royal Australian Navy Dockyard in Melbourne, and were open to the public for tours.

MELBOURNE "MOORS" FOR THE FIRST TIME

The aircraft carrier HMAS Melbourne "moored" for the first time in her recorded life on January 16. The evolution, carried out in Devon Bay, took five hours.

OLD SHIP'S BELL BACK IN THE RAN

The bell of the old ship's bell of the Royal Australian Navy's oldest surviving warship, HMAS Vampire, was returned to the ship after it was lost during World War II. The bell was found by a diver in December 2022, and was returned to the ship in January 2023.

MUCH WATER HAS PASSED UNDER THEIR BRIDGES IN 20 YEARS

The Royal Australian Navy marked the 20th anniversary of its deployment to the Persian Gulf in 1997. The event was held on 11 June 1997, as part of the 50th Anniversary of the Royal Australian Navy. The ships included the Royal Australian Navy's longest-serving warship, HMAS Vampire, and the Royal Australian Navy's newest warship, HMAS Melbourne.

The Royal Tour was held to celebrate the 50th Anniversary of the Royal Australian Navy. The ships were docked at the Royal Australian Navy Dockyard in Melbourne, and were open to the public for tours.

THE MORTAR FISHING--Who can "only students" make friends?

The Royal Australian Navy marked the 20th anniversary of its deployment to the Persian Gulf in 1997. The event was held on 11 June 1997, as part of the 50th Anniversary of the Royal Australian Navy. The ships included the Royal Australian Navy's longest-serving warship, HMAS Vampire, and the Royal Australian Navy's newest warship, HMAS Melbourne.

The Royal Tour was held to celebrate the 50th Anniversary of the Royal Australian Navy. The ships were docked at the Royal Australian Navy Dockyard in Melbourne, and were open to the public for tours.

MELBOURNE "MOORS" FOR THE FIRST TIME

The aircraft carrier HMAS Melbourne "moored" for the first time in her recorded life on January 16. The evolution, carried out in Devon Bay, took five hours.
Dr. Woods retires

Dr. M. W. Woods, Director of the Weapons Research Establishment at Salisbury, SA, has retired. Dr. Woods joined WRE in 1953 as a Superintending Scientist. Later he became Deputy Director, Weapons Research and Development Wing in 1966 and in 1969 was Director of the Weapons Research Establishment. Dr. Woods was born in Robert, Tasmania in 1911. He attended the Tasmania and Oxford Universities and became a Rhodes Scholar between 1944-1945.

During his 25 years with WRE, he saw many changes both at Salisbury and at the Weemera Rocket Range. He was instrumental in the WRE Establishment achieving many notable successes in the scientific and engineering fields, a number of which received high recognition in the form of official awards.

For many years Dr Woods has been a member of the Institute of Engineers, Australia of which he was President in 1972-73. He is a Fellow of the Institute of Physical Scientists of which he was president from 1974-75.

He was President of the A.I.A. Ski Club from 1955 to 1975 and is still an active member.

Mr. Kirkpatrick, CB, was appointed Chief Superintendent of the Applied Physics Division of WRE, effective from 1974.

CAPTAIN JONES, born in Dun-
daghy, Qld, in 1924, joined the Navy as a midshipman in 1948. Major postings he has held include Superintendnet of the Weapons Engineer at Guinea Island, Deputy Engineer at Guiana Island, and Chief Engineer of the Defence Forces in Sydney. He is now the Director of the Naval Staff and is a member of the Australian Joint Project Committee.

COMMODORE LOOS.

L.L., born in Melbourne in 1916, graduated from the RAN College, Jervis Bay, in 1943. He served in ships of the Royal Navy in the North Atlantic and Arctic Oceans until the end of World War II. He served in the Royal Navy battleships ROMNEY and QUEEN ELIZABETH. He is now Commodore of the RAN in the UK and is a member of the Royal Navy Staff.

COMMODORE BOASE.

L.A., born in Sydney in 1910, served in the RAN during World War II. He served as a midshipman in HMCS AUSTRALIA during the Leyte and Leyte Gulf campaigns, and is now Deputy Director of the Royal Australian Navies Staff at Washington in the USA.

COMMODORE McINERNY.

E.D., born in Fremantle, WA, in 1910. After graduating from the RAN College during World War II, he served as a midshipman in HMCS AUSTRALIA during the Leyte and Leyte Gulf campaigns. He is now Deputy Director of the Royal Australian Navies Staff at Washington in the USA.

COMMODORE PARRAMATTA.

L.M., born in Sydney in 1911, served in the Royal Navy in the North Atlantic and Arctic Oceans until the end of World War II. He served in the Royal Navy battleships ROMNEY and QUEEN ELIZABETH. He is now Commodore of the RAN in the UK and is a member of the Royal Navy Staff.

GEM CRAFT INTERNATIONAL

SPECIALISING IN ENGAGEMENT, WEDDING & ETERNITY RINGS

LADIES & GENTS WATCHES ++ ALL TYPES OF CLUB TROPHIES

MANUFACTURING JEWELLERS OF DISTINCTION

BUY DIRECT FROM THE MANUFACTURER AT WHOLESALE PRICES

COMPLETE RANGE FOR ALL SPORTS

Samples taken to your Club

Gifts normally bought through the most expensive salons in Sydney are yours from GEM CRAFT INTERNATIONAL

- Diamond Engagement, Wedding & Eternity Rings
- All Types of Jewellery Bespoke
- Earrings & Studs
- Trophies
- Crystal & Glassware
- Pen & Pencil Sets
- Corporate Gifts
- Loom & Towel Sets
- Cutlery
- China
- Silverware
- Bracelets
- Chokers

OPEN SATURDAY MORNING 7.30 a.m. TO 10.30 a.m.
MONDAY TO FRIDAY 7.30 a.m. TO 4.45 p.m.

*PLEASE NOTE ALL PRICES QUOTED AND ON DISPLAY AT GEM CRAFT INTERNATIONAL ARE WHOLESALE PRICES

GOBAC

GEM CRAFT INTERNATIONAL

82-84 Foveaux Street, Sydney
P.O. BOX M133, Sydney Mail Exchange, N.S.W. 2012
Phone: 212-1299

FROM CLASSROOM... TO ACTION...

Seaman Quartermaster Gunner Raymond Smith (21) of Broadmeadows, Victoria and Peter Lang (17) of Melbourne, Victoria recently joined HMCS PARRAMATTA in its on-the-job training and were both named amongst the crew of HMCS CERBERUS. The opportunity to come to HMCS PARRAMATTA he described as "fortuitous" and that the crew of HMCS CERBERUS was "the best in the Navy." The opportunity to come to HMCS CERBERUS, he said, was "a great opportunity to learn the ropes of navigation and to get to know the crew of HMCS CERBERUS." Peter Lang, a new recruit to the Navy, said he was looking forward to the experience of training with HMCS PARRAMATTA and learning about the Navy's role in the region.

"I am excited to be here," he said. "I have always been interested in the Navy and when I heard about the opportunity to come to HMCS CERBERUS, I jumped at the chance. I have been a part of the HMCS PARRAMATTA crew for about six months now and I have learned so much. I have gained a lot of skills and experience and I am looking forward to continuing to learn and grow in my role. I will be a part of the HMCS CERBERUS crew for the next six months and I am excited to be part of the team. I am looking forward to working with the crew and learning from them. I am excited to be part of HMCS CERBERUS and to be a part of the Navy."
DONORS AT PRESENTATION

The Royal Australian Naval College Jubilee Memorial Sword is one of the most prestigious awards made in the RAN. The sword is presented annually to the RAN Midshipman who gains the highest marks in his final Junior Officer's Exam Board examination. The sword was endowed by the parents of eight junior officers who lost their lives whilst undergoing training during 1963, the Golden Jubilee year of the RAN College. Four of the chances to be awarded were present at a ceremony earlier held at HMNB ST ALBANS at Garden Island Dockyard. The Jubilee Memorial sword was presented to Midshipman Neville Teague, 20, of Mt Waverley, VIC, by the Flag Officer Commanding the Australian fleet, Rear Admiral Glenis. Picture above from left are Mr and Mrs. R. L. Lookley, Michael Marion, Mrs. Marion, Mr. Francis, MIDN Teague, Mr. Marion, Mrs. and Lt.-Col. Margettn. 

First National Officer Takes Command of PNGF Landing Craft Base

PNSDG LCH SQUADRON HANDOVER CEREMONY LCDR Angus inspected the EOD Unit (PIFTE Kure closer) with the Landing Craft Heavy PNGS SALAMALUA in the background. RIGHT: LT Yeal and the new Base Commanding Officer, Major Elias (latter and LEUT Butcher pictured after ceremony). 

RANC GIFT TO PNC COLLEGE

Pay the difference and fly home

If you're going home on leave, fly there with Ansett Airlines of Australia. The little extra you'd have to pay is not as great as you'd think—and you'll get there faster, and in comfort. Or if you're not going home, go supermarketing at the Ansett Airlines Holiday Supermarket. We've got million holiday ideas. See your Liaison Officer or call your nearest Ansett Airlines of Australia office:

Adelaide
2177292

Brisbane
3621311

Canberra
2113133

Sydney
2920111

Melbourne
1721251

Perth
3020231

Townsville
2290111

NEWSPAPER OF THE RAN, JANUARY 1973

"UPPER CUT" HAIR CUTTERS FOR MEN

Cnr Darlinghurst-Bayswater Roads, KINGS CROSS Tel 3586128

'Vealthy' for top apprentices...

Part of the prize offered by the Apprenticeship Commission of NSW to the NSW Apprentice of the Year Competition is to undertake passage in an RAN ship. This year the Apprentice of the Year, Warwick Marshall, and Third placegetter Leslie Cle- 

Warwick, from Yowrie Bay, is a 

first class telecorder employed on board HM Moreton by LLOYD CUNNINGHAM. 

CPO DARE PAYS OFF

CPO MT4 R. (Dick) Dare has "paid off" after more than 39 years combined service in the RAN and RANR. 

Chief Dace was mobilised for service in the RAN as an acting ER4 in April 1943 and was discharged as an ER4 in January 1948 after service in HMS SHIRE, TORRES and ECHONA. 

He entered service in the RANR in March 1949 as an ER4 III and was promoted to Chief ERA in December of that year. During his RANR service he served as both the Volun-

"The Commanding Officer, HMAS CRESWELL and the Cadets and Cadet Midshipmen of the RAN College recently gave a formal photograph of HMAS CRESWELL to the Officer Cadets of the College, which is on display in the College, The photograph was made on behalf of the Captains of the College by the Commanding Officer of HMAS CRESWELL, LT Col Frank. The picture shows both Cadet Marine Sergeant Major, Officer Cadet U. Tawie holding the photograph. Others present are Lt. Tawie's (left) and LCDR Tom Graham. Staff of JSC, LEUT Gary Spanichi (right) and LCDR Tom Graham. The 'Crew of U. Tawie,' all of whom are affiliates of the College and have been on the staff of the College for many years, were also present. The photograph was presented to the College on behalf of the Commanding Officer of HMAS CRESWELL."

"Pay the difference and fly home

If you're going home on leave, fly there with Ansett Airlines of Australia. The little extra you'd have to pay is not as great as you'd think—and you'll get there faster, and in comfort. Or if you're not going home, go supermarketing at the Ansett Airlines Holiday Supermarket. We've got million holiday ideas. See your Liaison Officer or call your nearest Ansett Airlines of Australia office:

Adelaide
2177292

Brisbane
3621311

Canberra
2113133

Sydney
2920111

Melbourne
1721251

Perth
3020231

Townsville
2290111

"UPPER CUT" HAIR CUTTERS FOR MEN

Cnr Darlinghurst-Bayswater Roads, KINGS CROSS Tel 3586128

"The Commanding Officer, HMAS CRESWELL and the Cadets and Cadet Midshipmen of the RAN College recently gave a formal photograph of HMAS CRESWELL to the Officer Cadets of the College, which is on display in the College, The photograph was made on behalf of the Captains of the College by the Commanding Officer of HMAS CRESWELL, LT Col Frank. The picture shows both Cadet Marine Sergeant Major, Officer Cadet U. Tawie holding the photograph. Others present are Lt. Tawie's (left) and LCDR Tom Graham. Staff of JSC, LEUT Gary Spanichi (right) and LCDR Tom Graham. The 'Crew of U. Tawie,' all of whom are affiliates of the College and have been on the staff of the College for many years, were also present. The photograph was presented to the College on behalf of the Commanding Officer of HMAS CRESWELL."

"Upper Cut" Hair Cutters for Men
NAVY overpowered Vic. basketball opposition

NAVY took the Victorian inter-Service basketball series with comfortable victories over ARMY and RAAP at the recently-completed, $1 million Diamond Valley Centre.

The WRANS were narrowly edged out of second place by WRAA (38-29) after eventual trophy winners WRAA had won the first-day match (64-41) over NAVY. NAVY had two points on the board within three seconds of the start of the men’s match against ARMY.

ABRT’s Spero thrilled the crowd on several occasions while PWTR Eagles set up tremendous plays and threw many long baskets. Martin, Denton and Bogiatzi, completely controlled the backboards, making the game a very one-sided affair, reported our correspondent.

ARMN Phil Martin scored 22 points in the second half to lead the WRAPS into second place after scoring 37 points in the commendable NAVY victory. ARMY then went on to down RAAP.

The NAVY-RAAP match was fast-moving and well-contested with neither side scoring to begin the first seven minutes. The taller NAVY side then slowly pulled away, winning off the boards and capitalising on rebounds.

Eighty per cent of the NAVY score was thrown from inside the keyway, reported our correspondent.

Final score: NAVY 84, RAAP 62.

In the WRAPS-RAAPS match, ARMY had a stronger, more experienced team and soon had a convincing lead. The WRAPS-RAAPS match was close and exciting.

Since the football season came to an abrupt end (on a sad note) personnel at the HMAS Harmon Communication Base have kept in condition by joining in on fun runs sponsored by local papers and television channels—the last of which was a distance of 12 kilometres.

Our correspondent reported that all NAVY personnel aged a creditable time of around 30 to 40 minutes.

"Of course we have our own annual fun run, the Bombay Cup which is a team event over a distance of seven kilometres."

"Each team consisted of six runners, best four to count, and about 70 of us faced the starter, RADM Reid."

"He was struck for words when he thought of a 2nd wheelchair brigade guided up the rear."

"Jackets shown in the photos are correctly altered, perhaps, as well because indicating speeds were quoted at about 40 kph.

"CPO SMTH Bob Howden led CPO Cocks. Doherty and PMEO Jeff Walker made a merry chase with the latter requiring extra horsepower supplied by POAIC Richard Manders, so they made it back before sunset."

"The individual winner was the Runner, Steve Ware, who came in the next 21 minutes 58 seconds.

"He had been lured over the distance at 18 minutes during training but the heat of the day took its toll.

"Steve was also a member of the Micronesian Express team which won the Cup by getting four runners home in the first seven.

"Thank goodness the training paid off as we had more individuals who had gone into a secret training camp to surprise our side.

"The WRAPS team was again won by WLR-1O9 Carol Wallace leading off and running the distance only one minute longer than Steve Ware.

"Carol and Steve are Inter-Service athletics material and here’s hoping both continue the hard work required."

"Awards Pete Curtis ran out of film and missed a team photo of the girls but congratulations also go to the other team members, PWR Karen Bannett, LWR Doherty, LWR Hancox, LWR Jeff Bannett, LWR Pat Lindsay and CWO Leonie Brog.

"Another commendable performance by the girls was when the NAVY, with the assistance of WLR Doherty, won the Sydney Cup 24-13 in the final of Division 2 of the South Colunnia competition.

AMERICAN HIRE SERVICE

(Hampton’s Large Filing)

SUITs FOR ALL OCCASIONS

10% DISCOUNT FOR NAVAL PERSONNEL

HOURS: 7 am to 6 pm, weekdays 7 am to 2 pm, Saturdays 232 1602

2nd Floor Lathair House 300 George St, Wynyard

After hours tel. 3286066

SPINNING WHEEL TYRE Co. Pty.Ltd.

EXPERT WHEEL ALIGNING AND ELECTRONIC WHEEL BALANCING

OUR SPECIALITY PLUS RANGE OF TYRES AND MAG WHEELS

85 BORIUE STREET, WOOLLOMOOLLOO, NSW

7.30 am to 6 pm, Monday to Friday. 8.30 am to 12 noon Saturday.

Dep. 3571144, 3586505, 3589300

City & Districts (06) 6002247 — 6920282

HARMAN’S ‘FUN RUN’

Since the football season came to an abrupt end (on a sad note) personnel at the HMAS Harmon Communication Base have kept in condition by joining in on fun runs sponsored by local papers and television channels—the last of which was a distance of 12 kilometres.

Our correspondent reported that all NAVY personnel aged a creditable time of around 30 to 40 minutes.

"Of course we have our own annual fun run, the Bombay Cup which is a team event over a distance of seven kilometres."

"Each team consisted of six runners, best four to count, and about 70 of us faced the starter, RADM Reid."

"He was struck for words when the wheelchair brigade guided up the rear."

"Jackets shown in the photos are correctly altered, perhaps, as well because indicating speeds were quoted at about 40 kph."

"CPO SMTH Bob Howden led CPO Cocks. Doherty and PMEO Jeff Walker made a merry chase with the latter requiring extra horsepower supplied by POAIC Richard Manders, so they made it back before sunset."

"The individual winner was the Runner, Steve Ware, who came in the next 21 minutes 58 seconds."

"He had been lured over the distance at 18 minutes during training but the heat of the day took its toll."

"Steve was also a member of the Micronesian Express team which won the Cup by getting four runners home in the first seven."

"Thank goodness the training paid off as we had more individuals who had gone into a secret training camp to surprise our side."

"The WRAPS team was again won by WLR-1O9 Carol Wallace leading off and running the distance only one minute longer than Steve Ware."

"Carol and Steve are Inter-Service athletics material and here’s hoping both continue the hard work required."

"Awards Pete Curtis ran out of film and missed a team photo of the girls but congratulations also go to the other team members, PWR Karen Bannett, LWR Doherty, LWR Hancox, LWR Jeff Bannett, LWR Pat Lindsay and CWO Leonie Brog."

"Another commendable performance by the girls was when the NAVY, with the assistance of WLR Doherty, won the Sydney Cup 24-13 in the final of Division 2 of the South Colunnia competition."

The winning Bombay Cup team: "Micronesian Express", Back Row: ABRT Blue Stokes (2nd) and ABRT Steve Ware (1st); both of Rockhampton; Front Row: John Bannette (1st), SHJ Jack Cowan (2nd), LSRG Jeff Fisher (3rd).
The recent Annual General Meeting of the EAA Wills Midweek Golf Competition decided to introduce a number of major rule changes for the 1977 season beginning on March 2.

After a lengthy debate, the meeting decided that these rule changes now consist of a maximum of 12 players only to count for points. The seven nominated players must be named before the match starts.

In previous years the rules provided for a maximum of 12 players from each team with nine best men to count, or a maximum of seven players with all cards to count.

Argument and discussion went to a head last week at the KUTTABUL—ALBATIONS Grand Final.

KUTTABUL, on that occasion nominated only seven players — thus reducing ALBATIONS also to seven players — and went on to inflict a rare defeat on the Nwwra combination.

THIRD classed 12 players, with all cards counting, should be compulsory in finals.

At the meeting ALBATIONS moved that the rules on team numbers be reviewed.

After a long discussion, it was finally and successfully proposed by Commodore J. L. Johnson, who was re-elected as EAA Golf Club President, that teams consist of 12 players, with only seven nominated counts to card.

Cons Mr. W. F. Nasson, with a nominated constituted 12 teams, was able to field bigger teams compared with Fleet and smaller establishments.

He thought their proposal would provide greater opportunity for the latter teams to succeed.

Other delegates said that reducing the number of nominated players to only seven would discourage some of the other players — as under the old rules — of competitive golf.

In the past, all 12 players had the opportunity to contribute to their team's chances.

The meeting also decided that a new rule also be introduced into the Wills Competition to cover tied results in the finals, following KUTTABUL's one-point win in last year's Grand Final.

However, the meeting agreed that such team composition may not always be possible — because of ship's movements.

Where the big ships could not field players because of service commitments, it would be the responsibility of the设计器s and escorts to fill in — and vice versa.

The teams in 1977 will be: KUTTABUL, ALBATIONS, WATER-HEIN-PALTZ, NABREIT, NARIBBA, PENGETUN and FLEET ONE and FLEET TWO.

Pre-season Open Day will be held on February 18 at Narrean and the competition proper starts March 1.

Secretary-Treasurer in 1977 will again be Commandant PTI Pedro Rich and handicapper is Harry James (both re-elected from last year).

Membership fees have been increased from 10 cents to $1 and are now due.

They should be forwarded to Chief Rich, HMS KUTTABUL and inquiries should be made payable to EAA Golf Club.

Key sport meetings

Inter-Service swimming, athletics and water polo meetings were held recently at HMS KUTTABUL.

Swimming selection trials held at Drummond Pool, for the I.S. series at Ryde Pool on 11 March.

Coach is LCDR Arthur (ALBATIONS).

Water polo selection trials have been scheduled for 14 February at 1300 at PENGETUN Pool for Sydney area trials and 22 February at 1300 at ALBATIONS for Narara-Canberra personnel and final selection.

Lunchtime was elected union.

Water polo trials will be held at NABREIT and trials will be held at NABREIT from 10-22 February. ALBATIONS will provide this year's I.S. go for way team.
EAA RUGBY SEASON OPENS ON MARCH 30

Mons Cup knock-out competition on March 30. Dempster Cup under way on April 6.

Captain J. S. Partington re-elected President. "Timber" Mills survived challenge and re-elected inter-Service coach. three new 1-S selectors appointed.

They were major points to emerge from the well-attended EAA Rugby Annual General and inter-Service meeting at JIMBY and KUTTABUL last Tuesday.

After lengthy discussion on likely Fleet movements, the meeting finally decided that two ships sides be entered for Dempster Cup — HMAS SHEPHERD and DESTROYERS-ESCORTS.

A total of eight teams will compete in the 1977 competition — last year's premiers PLATTSUDD, VICTORY, ALAMA, KUTTABUL, PENGUIN, WATSON, NIRAMB, BIG SHIPS and DESTROYERS-ESCORTS.

Command Recreation Officer, LCDR D.C. Roberts, and the meeting that the 1977 season's program would be tight because of an earlier scheduled inter-Service series and Fleet commitments.

Delegates were keen to have matches programmed to enable the Fleet teams to be available if they make the finals.

Among proposals were a two-round competition with finals or playing up to two matches a week, if possible.

The meeting decided to leave it to the discretion of LCDR Roberts' department to resolve.

Following the meeting, LCDR Roberts, the Rugby Union (ASU) committee, which includes matches against a touring New Zealand EAA Rugby Official for HFA season. PO "Dinting" Shear- wood, PO "Dabby" Gabbiani, CPO "Dolly" Gray, CPO "Pedro" Mills, CPO "Victor" Mills, LCDR Roberts, Capt Parting- ton, LEUT "Jane" James.

Services side. Inter-Service this year will be held from May 1-10 at NIRIMBA.

The NAVY 1-S squad will be selected for training at NIRIMBA from May 8-18 after trials at Hambrook on April 26.

The selection trials were changed from April 27 to accommodate interested Fleet players, who return from overseas that day.

The ASRU carnival will be held on May 31 and June 1 at either Victoria Barracks in Sydney or Balmy, in Queensland.

Commander PTM Pedro Rich was Cont. on Page 11

Commander Rec. Officer, LCDR "W.O.C." Roberts — usually "up to his neck" administering some 19 sports in the NAVY (as our picture below by ABPHOTO Garth Johnston shows) — casually attended the Sydney Cricket Ground recently as guest of the New South Wales Cricket Association.

During the lunchtime break on the first day of the NSW-Queens- land Sheffield Shield match, LCDR Roberts strolled into the briefing room and moved to a table at the rear.

He was taken by the arm and to his surprise was ushered to the head table where he was seated at the left of NSW CA President, Mr Alan Davidson.

An Alan Davidson's right was State Government, Sir Robert Gribble.

During the luncheon, Mr Davidson welcomed his guest and then, to LCDR Roberts further sur- prise, singled out the Naval Offi- cer to praise his contributions to Service sport.

LCDR Roberts is in his seventh year as full-time Command Recreation Officer and is currently serving his third term as Chairman of the Inter-Service Sports Committee.

Mr. Davidson also apol- ogetic to LCDR Roberts for his NSWCA side having played a "reign" against Cricket Australia's Services side last year.

The "ring leader was Test batsman Doug Walters, who captained the Services side to a win over the Services side.

Mr. Davidson explained that his team was normally chosen from active first grade players.

Doug Walters had not played grade for some time and was in fact reappearing after a serious injury in a match in Melbourne some months earlier.

LCDR Roberts described the As- sociation gesture to him as a trib- ute to the work of the NAVY sports officers, PTI staff and the downing of the contributions to Service sport. Among those unavailable is one of NAVY's most experi- enced players and captains in recent years, Shane Redden, who cannot be spared from his duties with HMAS PIRUTCH.

His loss is a severe blow to NAVY. Support of teams for inter-Service trophy won in 1976.

Others out of this year's series, beginning at HMAS AL- BATROSS on February 27 when NAVY play ARMY, are: wicket-keeper Lee Scriver, Geoff Leitch, Keith Freemantle, Dave Jefferson, Cruise Cumpl and Rod Allister.

Remaining UPI squad mem- bers are opening bowlers Elliot Webb and Keith McWaters, Greame Barnes, Garth Johnston, Irving Keil, Stuart Ludden, Ken, Cremon Dixon and Allan Wadd.

NAVY has taken umbrage of wicket at four runs per wicket. Said Mr Michael Dixson and Dixon have retained with both ball and bat.

In the February 3 round of Zingerari matches, Barnes hit 62 and Dixon (including five wickets in seven balls) to steer his PLATTSUDD side to a first innings win (1/182) over the ARMY.

He had a strong ally in the suspended Joe Wild who scored 49 and took 4-26.

Playing for KUTTABUL, rested NIRIMBA for 38 and 102.

KUTTABUL had declared at 171-7 in 55 overs while NAVY had 100 in 36 overs.

The competition ladder at the time is: ALBATROSS 54, VICTORY 39, KUTTABUL 38, PLATTSUDD 36, PENGUIN 35, WATSON 34, BIG SHIPS 31, DESTROYERS-ESCORTS 27, SHIPWRECK 25 and NIRIMBA 12.

EAA inter-Service draw 27- 29 Feb: NAVY v ARMY; 1. March: LOOP 1st match v EAA; 24, March WINNERS 1st match v EAA.

W.O.C. 'bowled' by Cricket Association

Command Recreation Officer, LCDR "W.O.C." Roberts — usually "up to his neck" administering some 19 sports in the NAVY (as our picture below by ABPHOTO Garth Johnston shows) — casually attended the Sydney Cricket Ground recently as guest of the New South Wales Cricket Association.

During the lunchtime break on the first day of the NSW-Queens- land Sheffield Shield match, LCDR Roberts strolled into the briefing room and moved to a table at the rear.

He was taken by the arm and to his surprise was ushered to the head table where he was seated at the left of NSW CA President, Mr Alan Davidson.

An Alan Davidson's right was State Government, Sir Robert Gribble.

During the luncheon, Mr Davidson welcomed his guest and then, to LCDR Roberts further sur- prise, singled out the Naval Offi- er to praise his contributions to Service sport.

LCDR Roberts is in his seventh year as full-time Command Recreation Officer and is currently serving his third term as Chairman of the Inter-Service Sports Committee.

Mr. Davidson also apol- ogetic to LCDR Roberts for his NSWCA side having played a "reign" against Cricket Australia's Services side last year.

The "ring leader was Test batsman Doug Walters, who captained the Services side to a win over the Services side.

Mr. Davidson explained that his team was normally chosen from active first grade players.

Doug Walters had not played grade for some time and was in fact reappearing after a serious injury in a match in Melbourne some months earlier.

LCDR Roberts described the As- sociation gesture to him as a trib- ute to the work of the NAVY sports officers, PTI staff and the downing of the contributions to Service sport. Among those unavailable is one of NAVY's most experi- enced players and captains in recent years, Shane Redden, who cannot be spared from his duties with HMAS PIRUTCH.

His loss is a severe blow to NAVY. Support of teams for inter-Service trophy won in 1976.

Others out of this year's series, beginning at HMAS AL- BATROSS on February 27 when NAVY play ARMY, are: wicket-keeper Lee Scriver, Geoff Leitch, Keith Freemantle, Dave Jefferson, Cruise Cumpl and Rod Allister.

Remaining UPI squad mem- bers are opening bowlers Elliot Webb and Keith McWaters, Greame Barnes, Garth Johnston, Irving Keil, Stuart Ludden, Ken, Cremon Dixon and Allan Wadd.

NAVY has taken umbrage of wicket at four runs per wicket. Said Mr Michael Dixson and Dixon have retained with both ball and bat.

In the February 3 round of Zingerari matches, Barnes hit 62 and Dixon (including five wickets in seven balls) to steer his PLATTSUDD side to a first innings win (1/182) over the ARMY.

He had a strong ally in the suspended Joe Wild who scored 49 and took 4-26.

Playing for KUTTABUL, rested NIRIMBA for 38 and 102.

KUTTABUL had declared at 171-7 in 55 overs while NAVY had 100 in 36 overs.

The competition ladder at the time is: ALBATROSS 54, VICTORY 39, KUTTABUL 38, PLATTSUDD 36, PENGUIN 35, WATSON 34, BIG SHIPS 31, DESTROYERS-ESCORTS 27, SHIPWRECK 25 and NIRIMBA 12.

EAA inter-Service draw 27- 29 Feb: NAVY v ARMY; 1. March: LOOP 1st match v EAA; 24, March WINNERS 1st match v EAA.

WHEN IN CANBERRA

For professional care with
- Homes sales and purchases
- Letting and property management
- Industrial and Commercial Properties
- All insurance requirements
- Latest advice on available finance

CONTACT:

JOHN TANNER
REAL ESTATE
Pty. Ltd.
LICENSED AGENT
33 AINSLIE AVE.
CIVIC SQUARE
A.C.T.
TELEPHONE: 49-7900
MEMBER R.E.I.A., A.C.T. & MULTILEST

OPEN A NAVAL ALLOTMENT ACCOUNT
with
ROYAL AUSTRALIAN
NAVY NEWS

Navy News

ROYAL AUSTRALIAN
NAVY NEWS

plenary noticeboard

Now that you've read this section, TAKE A NOT OF IT HOME. Your family member enjoys reading it! We're sure you made your copy in the newspaper format. 30 in the onepurpose form in this edition — the 900 covers you receive A month. So, we hope you enjoy reading it.

DON'T FORGET YOUR FAMILY!