RAN TO ALL POINTS ...

Ships of the RAN were deployed to all points of the globe in 1990 ... there was Rimpac 90, the 75th anniversary of the landing at Gallipoli and, more recently, the rapid deployment of ships to the Persian Gulf to take part in the United Nations blockade of Iraq. This Christmas the RAN will again answer the call ... HMAS TOBRUK (left) will be in Hong Kong and HMAS WESTRALIA will be preparing to deploy for the Gulf. Navy News wishes all personnel and their families and all our supporters a safe and happy Christmas and a prosperous New Year.
Yellow sub's maiden flight

The RN's first "yellow submarine" is making its maiden flight — a trans-Australia hop from eastern Victoria to Perth — this week.

It's expected the canary-yellow craft will take about seven hours to make the 3900-kilometre crossing. The yellow submarine, more properly described as a "submersible", is expected to reach an altitude of some 700 metres above ground level in its epic transit across some of Australia's most mountainous terrain.

The PC1044 submersible — the only one in the western hemisphere — will have a crew of two and be able to accommodate up to six passengers.

Equipped with satnav, telephone, floodlights and grappling equipment, it will be able to recover bottomed objects to depths of 300 metres below the surface of the ocean as well as provide help to saturation divers.

The submersible has been bought primarily for work with the RN's new submarine, HMAS Protecter, both vessels are particularly owned by the now-defunct Victorian division of the National Safety Council of Australia. It will be surveyed by a WA firm before modification for its main role, assisted with its mother ship, HMAS Protecter, where the RN's new Collins class submarines are being built, under way early next year.

Merry Christmas

I congratulate the ADF on another excellent year when all ranks have met and exceeded the many challenges in first style. Let all of us who will celebrate Christmas at home with friends and families remember those who are on duty in distant parts — particularly the Seamen and women on our ships and elsewhere in the Middle East, doing a great job for Australia as part of the multinational coalition forces.

The highlight of 1990 was the pilgrimage to Gallipoli for the 75th Anniversary of the landing. I was especially proud of the men and women of the ADF who took part — notably for their outstanding contribution to the pilgrimage but for their being such excellent ambassadors for Australia.

These were highlights, but throughout the year all over Australia men and women of the ADF have been quietly going about our business in so many ways — in field relief operations in Queensland and New South Wales, on exercises in training establishments, in support areas and headquarters. Sometimes this has been in the public eye and sometimes not, but we have always delivered what was asked of us, and delivered it to the best tradition of service to country.

I am proud of our efforts in 1990, and I thank all members of the ADF for your hard work and dedication. I wish you and your families a Merry and Holy Christmas and a Happy New Year.

General Peter Gration
Chief of the Defence Force

PM: combat role for RAN

The Prime Minister, Mr Hawke, has approved a combat role for Australian ships on United Nations duty in the Gulf.

This will see the RAN units move from the Gulf of Oman into the Persian Gulf to operate with allied forces. Australia will now also become involved in the allied military planning.

Additionally, the Government is sending another two medical teams.

The Government's new forces follow UN adoption of resolution 678 which authorises all member countries to use all necessary means to uphold and implement the Security Council's previous resolutions on the Gulf.

Essentially, these resolutions call on Iraq to withdraw unconditionally from Kuwait, and to release all hostages.

Australia's previous commitment to the Gulf crisis involved the RAN task group — two frigates and ships and one supply ship — in enforcing a UN trade embargo against Iraq.

Announcing the new role for the RAN in Parliament on Tuesday, Mr Hawke said the words "all necessary means" carried a clear meaning, encompassing the use of armed force to compel compliance with the Security Council's resolutions.

Once only has been the UN authorised the use of armed forces: in Korea, 40 years ago.

Mr Hawke said Resolution 678 offered the prospect of a just and peaceful resolution. He said the difficulty and uncertainty of relying on sanctions alone to resolve the gulf was becoming too small to be worthwhile.

"We believe that it is therefore timely to send an even clearer signal — the clearest and strongest signal that can be sent — that Iraq must leave Kuwait," Mr Hawke said.

Australian units to the Gulf will operate principally with ships of the US, British and Canada, under US operational control.

Mr Hawke said under these command arrangements, the roles and missions of RAN ships would be specified by the Chief of the Defence Force in consultation with Government and the US.

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- NAVY NEWS, December 7, 1990 (279) 3

FFGs sail for home

It's official — the two frigates in the first RAN deployment for duties in the Gulf conflict will be home for Christmas.

HMAS Sydney and DARWIN left the area of operations in the Gulf on Monday.

Their first Australian landfall will be Darwin. The two ships are expected to arrive in the city at 0030 on December 14.

ADELAIDE will depart at 1600 on the same day and DARWIN will depart on December 20.

Gulf 'shows the need for well-equipped navy': CNS

The Navy today is a more balanced force than it was 10 years ago — and it will be even better in 10 years time", according to Chief of Naval Staff, Vice Admiral Mike Hudson.

It was "more rationally based" and the navy dollar was being "more effectively spent", he added.

"None of that has happened by chance. Rather, the hard work of a large number of officers, both military and civilian, who accepted that progress would only occur if contemporary thinking was accepted and allowed to prevail."

VADM Hudson, who took over on March 8 last year to be succeeded by Rear Admiral Mark Dowdall, was addressing the annual dinner of the Royal Australian Naval Association at the ANZAC Club on Monday night.

He told delegates the peace would not crack.

"Indeed, if anything it will accelerate and those in a position of authority and responsibility must be mentally prepared to cope... I am far from pessimistic about the future."

Looking at the broader picture, he believed the maritime strength of this country would continue. Australia's future is irrevocably linked to the sea.

On the economic front, our merchant marine and waterfront are finally to be set free from the shackles of past practices and attitudes.

"Let there be no doubt Australia's economic survival depends on exports carried on the sea in Australian ships."

He said that in the defence policy front, the current operations in the Gulf had once again shown the need for Australia to have a well-equipped navy.

"One which is well trained and maintained, and able to respond to the demands of government policy," he added.

"I believe as the navy sets out into the 1990s that all the ports are there for a golden age."

"The shape of the fleet has largely been decided."

"The fabric of the navy is being reconstituted... I have seen renewed sought collaboration and buy-in to the navy's role and its place in Australia's national security framework."

"Nothing symbolises this confidence more than the new navy annual Australia's Navy which is taking the naval message not only to our fellow countrymen but also to the shores of our regional neighbours," he added.
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Principal Warfare Officers

RADM Horton and CAPT Carson pose with the RAN's highly accomplished PWO course-12 graduates. Picture: LSPH Scott Connolly.

Latest graduates shining examples

The RAN's latest Principal Warfare Officer graduates from HMAS WATSON have achieved outstanding results.

The course, under the direction of the RAN Surface Warfare School, Captain N.W. Carnon, said the results achieved by the seven course-12 graduates "are among the best achieved since we undertook this adventure of training our warfare officers in this country."

The course members, Lieutenants V.S. Drischak, T.J. Gibson, D.W. Jordan, H.G. Pearce, M. Reni, A.J. Rouke and P. Spedding, received their graduation certificates from the Naval Support Commander, Rear Admiral Tony Horton, during a special ceremony at WATSON.

RADM Horton also presented the SYDNEY-EMDEN trophy to the best of the course LEUT Spedding.

CAPT Carson said the PWO course was recogised as most demanding and during its 33 weeks it really stretched the bonds between loved ones and fellow officers.

"They are to be congratulated for that and for the way in which they have worked hard and given of their best," CAPT Carson said.

As PWOs the graduates will now join fleet units for their first sea jobs.

"You may even find yourself on active service with the RAN task force deployed to the Middle East," RADM Horton told them.

He said he was sure they were eager to get to sea and test their newly acquired skills.

"Perhaps that eagerness is tinged with a little uncertainty."

"You may ask yourself how will I perform in a shooting war situation?"

"If it comes to that you will find that the thorough grounding you have received in both war-fighting equipment and the procedures for employing it will not let you down."

The Admiral told them always to remember that their profession would require them to be the most self-disciplined and controlled of all men and doing less than the highest standards would be required.

In the years ahead they should consolidate and broaden the knowledge acquired on course.

They should also continually refine their skills so that they can effectively demonstrate the art and the science of warfare at sea.

"In this the post-cold war era and with the build up of tensions in the Middle East they may yet be needed," RADM Horton said.

"The saying of Churchill, that great statesman, has some truth in it: "The story of the human race is war, except for brief and precious interludes there has never been peace in the world."

"Direct and lead with confidence, but do not lose touch with reality."

"Do not lose touch with your men and women and never be afraid to ask or admit to mistakes," RADM Horton advised.

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Early morning on November 6, 1999, a 30-member work party comprising of ship’s company, HMAS TOBRUK, and attached Army personnel, left Bangkoks to make a four-hour trip by bus 80 kilometres beyond Kanchanaburi to Hellfire Pass.

Under the leadership of the ship’s AOG, Major Paul Tavernor, their aim was to clear the track of the river-crossing, a task with the essential repairs to the timber spanways along the railways which form the World War II Hellfire Pass railway.

Conceived by a prisoner of war, Corporal J O L (Tom) Morris in memory of his mates, this memorial was funded by the Australian Government, and its erection co-ordinated by the Australian-Thai Chamber of Commerce.

Hellfire Pass was one of the most notorious sections of the Burma-Thailand Railway constructed during World War II (1942–1945) by American, Australian, British, and Dutch prisoners of war, and convicts from Burma, Malay, and Thailand.

Some 26-16 known Australians perished on this section, only to go on to the anguish and suffering of the prisoners.

ARMQG Dennis Gilpin discovers the grave of W R Cowdy, LDG Seaman, RAN, who died February 2, 1943, aged 23 years while working as a POW on "Death Railway".

CHAPTER Graeme Adams reads the story at the Memorial of Hellfire Pass.

From June to October 1943, the work was completed in August, the prisoners were forced to work 12 to 18 hours, round-the-clock, each day. The work force was reduced due to the rampant disease.

The name Hellfire Pass relates to the awesome scene presented at night by the light from torches and lamps in the cutting during the long nights.

Once was lost when the TOBRUK work party arrived at the site of the tunnel, but it had been abandoned by the Japanese soldiers who had left it in a hurry.

In the cutting the work was back broken, along with a few military hillbaks.

When the last group walked out with the major at 1700 the job had been done.

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HAPPY HOLIDAYS!!

NAVY NEWS, December 7, 1990 (281) 5
HMAS WESTRALIA (CMDCR J S Moore) celebrated the anniversary of its first year in commission in the Royal Australian Navy on October 9.

The occasion was marked by the ship’s arrival in Hong Kong, her home port, where a lively parade was held. The ship’s company then proceeded to Singapore for more than a month of hard training, culminating in a successful passage through the Suez Canal. On November 14, 1988, the ship entered the Indian Ocean, where it conducted a successful passage through the Malacca Strait.

The progression of the ship continued with visits to ports in Indonesia and Malaysia, culminating in a successful passage through the Strait of Malacca. The ship arrived in Hong Kong on December 9, 1988, where it was welcomed by the Minister for Defence and the Chief of Naval Staff.

With barely time to savour the return to Australia, HMAS PARRAMATTA (CMDCR T J Scott) is again on top. This is the third (and last) East Asian deployment in 18 months. During the deployment, PARRAMATTA will visit ports in Indonesia, Malaysia, Thailand, Singapore, Brunei and the Philippines. In mid-October preparations for exercise AUSIA 2.78 were finalised in Surabaya and when lines were cast off a formation departure in company with SWAN, KRI HASANUDIN and KRI FAHYELHIL were executed.

The exercises included a night-time AA rapid open fire exercise against starshell targets which were engaged with guns by all units. NSW was conducted against Guided Missile and a combined Operation Awkward was coordinated with FAHYELHIL. On the ship’s arrival in Singapore there were 20 bags of mail, the first since departing Australia one month earlier. From Kuantan nine personnel set off on an expedition trekking through Malaysia and Thailand, rejoining the ship in Bangkok.

The transit through the Suez Canal was another of the highlights of the voyage. For most of the voyage it was the first time in the ship’s working life in the Mediterranean and Red Sea.

One of the features of the voyage home was the four-day visit to Piraeus in Greece. The transit through the Suez Canal was another of the highlights of the voyage. For most of the voyage it was the first time in the ship’s working life in the Mediterranean and Red Sea.

A stop-over at Pulau Tiram was arranged where inter-departmental sports took place. During the steamy four-day passage, volleyball, touch Rugby, softball and golf were played, resulting in an outright win to the NSW department.

After a short passage transiting the Gulf of Thailand, the ship manoeuvred for 3.5 hours up river and finally moored to experience the delights of Bangkok.

The ship’s company took advantage of the cheap shopping during the day and at night were entertained along Patpong Road. It was a top run.

Unfortunately all good times must end and it was soon time to sail for Singapore, where for some it was a chance to catch up on some well deserved rest, while others posted over and purchased “gadgets”. Nearly a quarter of a million dollars was changed and a lot of that was spent at Transit Road.

An “aquas-inn”, afternoon was held at the NZ Farmstay facility in Sembawang, organised by POF Mike Lang.

After lunch events such as frisbee and frisbee swimming, longest distance underwater, rubber type paddling, paper-ball games and all took place in the six-lane pool.

The day was a great success with the event winners being the stickers.

With empty wallets PARRAMATTA departed Singapore for Brunei and then on to the Philippines, from where the ship will return to Australia via Darwin, to conduct the three week long navigation course.

The Dinosaur will arrive in Sydney on December 14 for a family’s day and final entry flying the flying-off pennant.

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**THE END**
DUBBO to rescue of burning trawler

HMAS DUBBO has rescued five crew members of the Australian prawn trawler MV CHASSEUR from their dinghy and life raft prior to valiantly attempting to extinguish the trawler which was ablaze.

DUBBO at the time of receiving the PAN message from the CHASSEUR on channel 16 was escorting an Indonesian fishing vessel, SETIA KAWAN back to Darwin.

Coastwatch aircraft had sighted the Indonesian vessel late morning.

DUBBO conducted a general recall and sailed from Darwin at 1320 to investigate the sighting.

DUBBO intercepted and boarded the SETIA KAWAN at 2000 nautical miles north of Bathurst Island and commenced escorting the FFV to Darwin just prior to midnight.

The Officer of Watch, Sub Lieutenant Karl Brinkman received a PAN PAN call from the CHASSEUR 40 nautical miles away, stating their vessel was ablaze and the crew intended to abandon ship. No further calls from the CHASSEUR were received.

DUBBO increased speed leaving the steering party on board the SETIA KAWAN to fend for themselves. Petty Officer Davey, IC of the steering party, continued to navigate the fishing vessel for 10 hours with a "Bata shoe magnetic compass" after DUBBO proceeded to assist the CHASSEUR.

DUBBO arrived on the scene 90 minutes later tending to the survivors first. The survivors, Petty Officer Clarke’s major concern were the second degree burns received by the MV CHASSEUR captain.

With medical assistance proceeding and all crew members accounted for the DUBBO proceeded to fight the fires on CHASSEUR.

The CHASSEUR was slight amidside and forward below decks. The Commanding Officer, Lieutenant Commander Bob Heightenmohr, positioned the DUBBO two tenders off the breast of CHASSEUR to allow the DUBBO attack party to fight the fires. Once the amidsides was extinguished DUBBO was repositioned off the bow of the CHASSEUR to fight the forward fire.

20 DEGREE LIST

Once the above deck forward fire was extinguished DUBBO despatched a boat with fire fighters, and a Lombad firefighting pump. The detached attack party, led by Petty Officer Murphy once embarked on CHASSEUR overhauled the after fire, extinguised the forward above decks fire and set themselves up for a hatch entry into the forward below deck fire.

Just prior to the attack party proceeding below decks the CHASSEUR listed to starboard 20 degrees. The CHASSEUR, engineer, positioned on the DUBBO’s bridge, stated the CHASSEUR was more than likely to found turtie. The decision was made to remove the detached attack party from CHASSEUR.

With twilight upon the scene the DUBBO continued to fight the fire from onboard. At total darkness took effect the forward fire had once again spread to the upper deck.

Hopeing the fire would eventually burn out DUBBO set about relocating the SETIA KAWAN. Petty Officer Davey’s “Bata shoe magnetic compass” navigation proved successful when DUBBO located the fishing vessel 200 yards off the expected track at 2300.

Both DUBBO and SETIA KAWAN remained on station with CHASSEUR with the plan to take the trawler towards early this morning.

At midnight the CHASSEUR flames disappeared and the trawler disappeared off the radar plot. The DUBBO conducted a quick search for debris prior to setting course for Darwin.

All Darwin press agents were there to meet DUBBO in company with the SETIA KAWAN as they arrived in Darwin.

At the closest lower deck Naval Officer Commanding North Australia Area, Captain Tom Lewis, commended the crew of DUBBO for a successful fruitful eddying three days’ work effort.

Bravo zulu for birdies

On November 19 two Seakings from NAS NOWRA were requested to investigate flares and a radiating marine EPIRB some 160 nautical miles east of RAAF Williamstown.

Within seven hours of the Civil Aviation Authority request, one of the Seakings discovered three survivors in a life raft and after winching them into the aircraft, landed them at Newcastle hospital.

The survivors were Indonesian fishing vessel SHONA 8, which had broken up in heavy seas.

817 Squadron and the crews in particular were given a Bravo zulu from Commodore Parlington, Commanding Officer of the Air Station, for their quick reactions and professionalism.

1 Left: The Salvaging crews involved in the SAR were (rear from left to right) SLT Pete Delgado, LEUT “Stumpy” Gower, (front left to right) SLT Craig Mathews, PO Mark Dell, LEUT David Moncrieff, PO Trace “Bomber” Brown, and the CO 817 Squadron LCDR Terry Gorman. Brown was winched into the liferat by LCDR Gorman. It was the first time “Bomber” had been a “swimmer” in a real life situation, and despite a sea swell of four metres enjoyed the experience.
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F Troop lessens training burden

Early this year the Training Flight at HMAS ALBATROSS was established as an integral part of the RAN’s training department.

Its purpose is to remove the training burden from front line squadrons and to improve the effectiveness and efficiency of training at the Nowra Air Station.

The Training Flight, officially nicknamed "F Troop", has as its primary function task book training for "B" apprentice and General Entry Sailors/Wrens covering aircraft maintenance, servicing, administration and flight line procedures.

This is accomplished by utilizing naval aircraft which have been removed from active service, four M218 Wessex, two UH-1B Iroquois and one S2G Tracker (on loan from Peter Hakeways Pty Ltd).

Since being removed from service in 1943 the S2G Tracker has spent all its dormant time neglected and fighting the elements, with only one engine and neither outer wing section fitted.

The aircraft was brought back from the graveyard and has undergone extensive servicing and maintenance by the trainers at "F Troop", which culminated in the successful ground running of both aircraft power plants.

The next phase will be the replacement of both outer wing sections which will give a fully functional and extremely valuable training aid for all the "B" recruits at HMAS ALBATROSS.

The inorganic and training staff have displayed determination, enthusiasm and dedication in not only the training of the trainers, but also the establishment of the Training Flight into the unoccupied "F" hangar at ALBATROSS.

The Training Flight duplicates as closely as possible a typical squadron maintenance organisation.

Currently the Training Flight has 54 apprentices and more General Entry sailors in various stages of their task book progression.

Since its inception 21 trainees have completed their task books in the flight. The efficiency of the Training Flight is illustrated by the reduction in the time frame required by the trainees to complete their task books (approximate average reduction of 50%).

The final result is the supply of trained and competent mantiss to the squadrons, ships flight and support workshops at the air station.

SAIG Tracker ... back from the graveyard.
Summer is upon us and, once again, Travelodge and Parkroyal hotels are offering the best holiday hotel specials.

If you are following the Ashes Test cricket and want to see the Sydney Test use your DFLP card at Rushcutters Travelodge and save while watching Big Bash on the English. In fact you can run shoulders with Border, Hughes and other Australians if your stay at the Old Sydney Parkroyal because that is home town during Sydney matches.

For beachside holidays, Mainly Pacific Parkroyal has a special $135 rate until the end of January, while Northbeach Parkroyal (The Mercer brothers home beach) at North Wollongong has an nowhere special of $129.50 per night, which includes free accommodation for up to 2 children sharing the parents room.

On the subject of kids, if you fancy a Cairns holiday, but want a little time for yourselves without spending too much on babysitting, the Coral Coast Resort is the patch to go. There is free babysitting and children’s activities, and sporting and recreation facilities such as tennis, squash, wind surfing, cycling and so on are also free. With 100 acres of grounds, a golf course and a summer Earlybird rate of just $109 for two adults (children $5 extra each), including full breakfast, Cairns is now a very affordable holiday destination, especially with the cheap airfares.

The Earlybird scheme applies to all Travelodge Hotels, as well as the Launceston International Capital Parkroyal, Parkroyal Apartment Hotel (Darlington) and Northbeach Parkroyal.

And for those of you who really want to get away from it all, the Milford Track in the very south of New Zealand is described as “the greatest walk in the world”. It is a four day walk through some of the most spectacular countryside imaginable, and there are all a few places left during the 1990-91 season which ends in April.

For bookings and further information: (08) 223 448.

**PO close to victory**

Petty Officer Wren writer Anne Don, HMAS NEBAMA’s entrant in the RSL’s girl in a million quest became runner up girl in a million, presented at Castle Hill RSL on November 17.

The RSL girl in a million fund quest is sponsored by the RSL of Australia to attend the needs of ex-servicemen, service women and their dependents, who through adversity, poverty, sickness or age, require assistance.

PO Don raised more than $3,000 for the quest, 40 per cent of which will be donated to the Sir David Martin trust fund.

As runner up PO Don won a 10 day holiday to Los Angeles including a tour visiting Las Vegas, Mammoth Lakes, Yosemite National Park, San Francisco, Monterey and Santa Barbara.

The trip will be supplemented with $200 spending money donated by the Commonwealth Bank and various other prizes.

**Seminar for XOs**

HMAS KUTTABUL initiated and recently hosted the inaugural NSW/ACT Executive Officers Seminar.

Following an encouraging opening address by the Chief of Staff to the Naval Support Commander, Commodore Sulman, the chairman, Lieutenant Commander Adrian Carr introduced several topical issues for discussion.

A number of items discussed will receive follow up action through higher authorities and the seminar will now become a semi-annual meeting.

**Python gives PO a surprise**

What’s a PO QMG doing with a look of sheer terror and at the same time, wearing an Army camouflage uniform? The answer is simple. Meet PO QMG Ronald (Wiggy) Bennett, from the Brisbane-based HMAS MORETON who recently joined the Army-sponsored First Media Support Unit when they deployed into the Wide bay training area to conduct field training.

As the unit is tri-Services, with the role of providing public information support during operations, the Navy released PO Bennett to act as liaison. This was his first taste of Army life and more relevant, of the Army’s sense of humour. Soldiers get hold of a three-metre python and put it in his sleeping bag. The result? Have a look on Wiggy’s face!

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**NAVY NEWS, December 7, 1990 (285):9**
The Perfect Christmas Gift for Naval Aviation Enthusiasts

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Aye Aye, Minister

AUSTRALIAN NAVAL ADMINISTRATION 1939-59

ROBERT HYSLOP

Aye Aye, Minister examines the formulation of naval defence policy and the management of the Royal Australian Navy (RAN) between 1939 and 1959. It assesses government control of naval affairs, the professional command of the RAN and the impact of each on the other. Aye Aye, Minister is a detailed and carefully constructed work which analyses the problems and lessons for the Navy Office and explains how it coped during those sometimes turbulent years of the 1940s and 1950s. It follows the author's pioneering work Australian Naval Administration 1939-39 and will appeal to scholars, public administrators or anyone interested in the government policy process.

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NAVY NEWS, December 7, 1990 (286) 11

Recognition for Reserves for Gulf role

The manager's support supplied by the Reserve continues to play an important role in the Gulf crisis. This support has been reflected in the Reserve's 'Pennant Hall of Fame. This achievement is an excellent example of how a volunteer force can be used to support the nation's needs. In this case, the Reserve has been identified as being a key player in the Defence effort, and has been pivotal in the success of the operation. The Reserve's role is to provide support and assistance to the Regular Army and the Royal Australian Air Force during the Gulf crisis. This support has included the provision of personnel, equipment, and logistics to the Regular Army, as well as the provision of other services, such as medical and technical support. The Reserve's role is to ensure that the Regular Army and the Royal Australian Air Force are able to carry out their missions effectively. The Reserve's support has been crucial in the success of the operation, and has been instrumental in the achievement of the objectives set by the Australian Government. The Reserve's role is to provide support and assistance to the Regular Army and the Royal Australian Air Force during the Gulf crisis. This support has included the provision of personnel, equipment, and logistics to the Regular Army, as well as the provision of other services, such as medical and technical support. The Reserve's role is to ensure that the Regular Army and the Royal Australian Air Force are able to carry out their missions effectively. The Reserve's support has been crucial in the success of the operation, and has been instrumental in the achievement of the objectives set by the Australian Government.
The ships practiced a range of evolutions, including a search and rescue exercise and boardings of the New Zealand ships simulating fishing vessels.

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The crews of the two patrol boats were able to enjoy some of the most spectacular diving ever seen by most.

Next stop was Apia in Western Samoa and this was followed by Futuna Island and then Honiara in the Solomon Islands. WHILLA and CESSNOCK parted company.

A short stop in Tonga saw CESSNOCK back in Australia before a fast passage back to Darwin for maintenance. Shortly after her return, LSEP Spike Mulligan left on six week's leave to go to the United States and the United Kingdom as a member of the Australian team to play American football.

Those left onboard had to console themselves with postcards sent by Spike from various "watering holes". Spike's adventures included giving an interview on Channel 7 radio as well as a visit to Niagara Falls.

Foreign duties followed for CESSNOCK by six weeks out and round the northern waters of Australia. Many boardings were attempted in September and October, no less than six illegal fishermen being located and warned out of the Australian Fishing Zone. CESSNOCK was also able to meet the survey vessel SHEPPARTON and BEAVER back from very good work in the Wests.

"Rushed" up together, the ship shows the human night before returning to the work.

CESSNOCK is now on deployment to Papua New Guinea after two weeks in Darwin which saw fowards to second of the ship's crew, including her change engineer, CMPOT "Danny" Waywood and the second engineer, POMPOT Tom McGraw.

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In the wake of our early explorers

(By Mike Lawson)

In one of Australia's most remote corners, the Royal Australian Navy is painstakingly pushing back the limits of our knowledge about our own nation. The north-eastern Arnhem Land Coast to chart waters explored by Matthew Flinders and Philip Parker King in the early 19th century. Much of the information on the charts dates back to the voyages of Flinders and King because, apart from sporadic work during both World Wars, no modern survey has been made of the region. To rectify this situation, the Navy's hydrographic survey ship HMAS MORESBY and her support catamaran survey motor launch (SMLs), RENALLA, SHEPPARTON, PALUMA and MERMAID have spent up to seven months in this area this year. With MORESBY working almost continuously in deeper water, her own small boats in the shallows and the SMLs in between, the Navy has thoroughly covered almost 2,000 square miles off the Arnhem Land Coast including the Wessel Islands. The English Company's islands and the previously uncharted Buckingham Bay and approaches to the Buckingham River.

The survey will make life easier for navigators on the Navy's Fremantle Class patrol boats which regularly patrol in the Gulf of Carpentaria and the Arnhem Sea. They can have shorter and safer passages through the Wessel they can move from the Gulf area into the top of Arnhem Land much more quickly," said Commodore John Compton, the Navy's hydrographic officer. "It provides them with an enormous amount of flexibility in the event of bad weather because they can shift from one side of the Wessel to the other without really getting into exposed waters.

"An accurate chart of the area will also greatly facilitate the movement of large traffic, which is the life blood of the north in areas without roads," Commodore Compton said.

In future, mariners will have greater confidence about using Cumberland and Bowen Straits as well as the narrow passage located locally as "hole in the wall" and a number of previously surveyed passages through the English Company's islands.

"Buckingham Bay was a big stretch of water that was just a blank on the chart and now it's fully surveyed," said HMAS MORESBY'S captain, Commander Lindsay Gee. "We are able to get about 25 nautical miles down into the bay. It's been a fairly large and pretty complex survey and we're glad to be on the side of the Wessel," he said.

HMAS MORESBY returns this month to her home port, Western Australian's HMAS STIRLING, to undergo a refit before resuming her work in the Top End waters next year.

A AIM

The eventual aim is to continue surveying west along the coast to Cape Don and Melville Island then into the Timor Sea. While the work will be

Aviation museum work underway

Work has started on construction of the first stage of a new permanent home for the Australian Naval Aviation Museum, at HMAS ALBATROSS, Nowra, on the NSW South Coast. A $1.1 million contract has been let for building the main hangar, conservation of the Museum precinct. The completion of this stage will mean that most of the museum's collection of historic naval aircraft will at last be housed, in a setting which will present them to the public in a fitting manner.

Navy survey motor launch HMAS MERMAID.

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Navy survey motor launch HMAS MERMAID.
They had a ball in WA!

The West's first Navy Week Ball may have started another fine tradition for the RAN.

Held at Government House the ball brought together a wide cross section of Navy people, distinguished guests, ex-serving members as well as officials from Perth and Rockingham.

The Navy Week Ball was the idea of NCGWA, Commodore Graham Stubington and his wife Shirley.

With a small team of organisers and helpers, they created an atmosphere that was elegant yet relaxed, formal yet friendly.

Naval flags and table decorations in colours of red, white and blue gave Government House Ballroom a bright military look.

Accompanied by Commodore and Mrs Stubington, Lieutenant Governor Chief Justice David Malcolm and Mrs Malcolm entered the ballroom to a musical salute by the RAN Fleet Band.

In his welcoming speech CDRE Stubington paid tribute to all Navy people serving in the West.

He welcomed to the ball ex-serving members and several wives associated with Navy vessels currently on station out of Perth.

CDRE Stubington outlined the significance of Navy Week and said the Ball was the West's only social event that brought all Navy People together.

Highlight of the evening was the grand raffle. Mr Dave Walker ran a weekend holiday for two to Singap-

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**Regatta victory in Alice Springs**

Five RAN personnel from the Jindaloo Facility Alice Springs (JFAS) have combined with their RAAF counterparts to win the coveted "Australia's Cup" at this year's "Henleys-on-Todd" regatta at Alice Springs.

The race, contested between Jindaloo, the US Air Force Detachment 42 (separate team) and American and Australian personnel from Pine Gap was the premier event on the day's program.

After several hotly contested heats the final, between Jindaloo and the Americans from the "Space Base", was run as the last event of the day ensuring great spectator and participant enjoyment.

Despite a slow start the Jindaloo team surged to the lead just before the turn and ran out comfortable winners, taking the trophy in a new record time of 17.4 seconds.

This is the first time the cup has been won by Jindaloo.

Jindaloo is the joint Over The Horizon Radar (OTH) site situated approximately 45km from Alice Springs and is manned by RAN and RAAF personnel.

Its role is the broad area surveillance of Australia's northern approaches as well as supporting DSTO with research and development projects.

Jindaloo was recently involved in several operational tasks including surveillance exercises as well as Exercise Pitch Black 89.

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**Charity winner from cricket match**

The Wave Hill Cricket Club recently hosted players to the Darwin Port Division to raise funds on behalf of Multiple Sclerosis.

After a not so comfortable Caribou flight the Top End's dynamic Navy Reserve, plus the RAAF Light crew, presented a formidable cricket tide against the best Wave Hill had to offer.

There is some conjecture as to who won the match.

For those that did not attend, they can only speculate.

Needless to say the Port Division returned to Darwin at the end of the encounter with the famous Wave Hill "Drop-Bear Award", plus $425 for Multiple Sclerosis, plus an offer of a rematch.

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**Another Navy sailing victory**

Navy sailors have proved too sick for teams from Combined New Zealand Forces, Australian Army, RAAF and Police.

In gusty and difficult conditions on Sydney Harbour the RAN team was too experienced and too fast for its opposition.

The Navy team of Martin Linsely, Peter Caldwell, Tony Martin and Shaun Anderson blitzed the New Zealand naval team finishing 12.5-3 in early heats to advance to the final against the NZAC team who had a comfortable win over NSW Police in that heat.

In the two-race final — despite some capsize and other minor mishaps — Navy sailed to easy victories to win overall.

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**Sally's lies told to, or by, captains**

- I will give you another kick later.
- You can play halfback next week.
- I am a good trigger.
- The sun was in my eyes.
- The umpire gave me the wrong guard.
- You will have no trouble finding the ground.
- The club secretary will have 50 noticias for the trip.
- We will lose.
- We really should beat this team.
- Your son really has the makings.
- The game will start on time.
- We are depending on you.
- You can, yours, sorry.
- Someone will give you a lift back to town.
- I didn't carry.
- I never touched it.
- We never play well on this ground.
- You're playing as well as ever.
- See you at training skip.
- I have played in the centre.
- I have never played hooker.
- You will all get a game.
- No one would have held you.
- You still have several weekends left.
- You won't regret buying that new suit.
- Well fed!
- Well fed.
- I have a new wallet.
- This year they have hot heads.

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**NAVAL SUPPORT COMMAND**

The Fleet gym Christmas Raffle is now on. For a $10 ticket you could win one of the following:

1. A RETURN Airfare for TWO to HONOLULU BY RAN JANUARY WITH ACCOMMODATION*.
2. A RETURN Airfare for TWO to CAIRNS WITH 7 NIGHTS ACCOMMODATION.
3. A VHS Video Recorder.
4. One of five consolation prizes.

*First and second prizes must be taken in March. All proceeds will support the NSW area.

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**RAN SAILING CLUB**

OPEN FOR NEW MEMBERS NOW

Skiing is great fun, and a thrilling sport! JOIN THE AGI SKI CLUB

The R.A.N. Ski Club is a private club open to all serving men and women of the R.A.N. and the R.A.H.

At present the Club has over 100 members — from AB to Admiral, young serving members to old salts, and nearly half are family members, i.e. families of members. The Club’s Committee has a majority of uniformed types, half of who are, or were on the lower deck. The objective of this group is to organise skiing and other mountain sports for these skiers. The Club’s Committee consists of a group of people who are keen skiers and who are willing to give their time (possibly at their own expense) to carry on the tradition of ski clubs. The Club is entirely a private club, whose activities are carried on at the expense of the members. The Club is open to all serving men and women of the R.A.N. and the R.A.H.

For more information phone

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**DEPARTMENT OF DEFENCE**

**SENIOR TECHNICAL INSTRUCTOR, Grade 1**

* (General Service Officer, Level 9, Upper) 28/10/90 (No. 4143) 1990-91

**MHS CERBERUS, WESTERNPORT**

A major technical training establishment for the Royal Australian Navy (RAN). Specialised on training at all levels and has an excellent reputation as the Officers and sailors so that they may operate the complex ships and shore facilities of the RAN.

Duties: To provide instructors to ensure that approved Maritime Engineering programmes of instruction are undertaken for craft and logging/brace work. The program includes technology lessons, theory and practical training.

**TECHNICAL INSTRUCTOR**

* (General Service Officer, Level 9, Lower) 28/10/90 (No. 4144) 1990-91

Duties: As Technical Instructor, instruct and supervise students in theoretical and practical aspects of hydraulic and pneumatic machinery and systems. Maintain equipment, prepare training aids, conduct and mark tests, and prepare progress reports.

Qualifications for both positions: Appropriate trade qualifications and successful completion of an approved course of teacher-training, or equivalent qualifications.

Contact Officer for both positions: Mr L. Williams (0507) 8544

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**TECHNICAL OFFICER**

LEV 3

25/08/90 - 31/03/91 (No. 9220) 1990-91

- Defence Quality Assurance Branch, Port Melbourne (DQA)

Duties: In support of the Defence Quality Assurance Branch in the control of the procurement, construction, refit and repair of ships, ship's company, support craft and special and nuclear equipment of the Royal Australian Navy.

Duties: Perform quality assurance activities with special emphasis on aspects of a weapons electronics and communications equipment.

Participation in assessment, review and audit of contract organisations quality systems to agreed standards.

Contact Officer: M G Chapman (03) 847 8214.

Conditions include 4 weeks annual recreation leave, casual leave loading, cumulative sick leave and superannuation.

The successful applicants will be permanently appointed to the Australian Public Service and therefore must be Australian citizens or both eligible for and willing to take out citizenship. As selection for these vacancies will be on the basis of specified selection criteria, applicants should obtain the Selection Criteria and frame their applications accordingly. Applications must contain an Application for Record form which is to be attached at the back cover of the job advertisement.

Application Records, Selection Criteria and Duty Statement may be obtained by telephoning the aforementioned contact officer.

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**RETURN**

PO Box 15239

Brisbane VIC 4001

The Department is an equal opportunity employer promoting a smoke-free work environment. (DSG 02)
SECOND SHIELD WIN FOR SWAN

For the second successive year HMSI SWAN has won the National Tmar title

The event was conducted on Jervis Bay and the number of competitors was boosted by four teams from New Zealand who were in Australia to compete in team racing matches. The championship opened in perfect conditions with a 12-15 knot north easterly. Peter Caldwell was first to the windward mark and was never headed gradually building his lead over Nigel Soper of BNZ to two minutes at the finish. Tony Martin was over the start line early and did well to work his way back to 5th position, his worst placing.

Race two was a light, foakey affair which resulted in the course being shortened at the last minute. At the mark Peter Van Rijs of NZ led Caldwell with another Kiwi, Paul Mayer, 3rd. The leader's becalmed just short of the finish line where conditions were very sloppy and variable. Paul Mayer had the best of a bad situation to cross first ahead of Van Ryn, Martin, Soper and Macris with a very fast finishing Caldwell finally crossing in 5th position after being second only metres from the finish line.

In the next race the fleet was dominated by a southerly. Soper was once again broken and the list of damage to bows and rigging was horrific. The race was abandoned.

This is the timeless effort of the best of the main (ALBATROSS), 19. Trawlers were able to start the following day.

Three races were conducted in a light easterly. The first race (heat three) was classic match race between Martin and Macris. Martin was never further than a bow's length apart and pulled away to Biglead with Martin just edging out Caldwell for the win.

The other races were dual right back by Peter Mavrakis of NZ.

In the sixth and final race another exciting match race between Soper and Caldwell. It finished with Soper from Caldwell with Shrimps third and the consistent Martin in fourth spot.

The six races produced four different winners and in spite of the conditions, some excellent racing was rewarded.

The final results of the titles were: Tony Martin (ALBATROSS), John Strange (TORRENCE 1); Peter Caldwell (MORETON); Ken Smith (MORETON 2); Stuart Storrell (HOBART), Paul Brown (HOBART). The handicap race was won by Shrimps with Van Ryn of NZ second.

Race management was handled by Richard Car and Warren Hlobeg who remained flexible and patient under trying circumstances.

NATIONAL TISAR TITLE TO MARTIN, STRANGER

Navy's Tony Martin (ALBATROSS) and John Strange (TORRENCE) have won this year's national Tmar championship.

The event was conducted on Jervis Bay and the number of competitors was boosted by four teams from New Zealand who were in Australia to compete in team racing matches. The championship opened in perfect conditions with a 12-15 knot north easterly. Peter Caldwell was first to the windward mark and was never headed gradually building his lead over Nigel Soper of BNZ to two minutes at the finish. Tony Martin was over the start line early and did well to work his way back to 5th position, his worst placing.

Race two was a light, foakey affair which resulted in the course being shortened at the last minute. At the mark Peter Van Rijs of NZ led Caldwell with another Kiwi, Paul Mayer, 3rd. The leader's becalmed just short of the finish line where conditions were very sloppy and variable. Paul Mayer had the best of a bad situation to cross first ahead of Van Ryn, Martin, Soper and Macris with a very fast finishing Caldwell finally crossing in 5th position after being second only metres from the finish line.

In the next race the fleet was dominated by a southerly. Soper was once again broken and the list of damage to bows and rigging was horrific. The race was abandoned.

This is the timeless effort of the best of the main (ALBATROSS), 19. Trawlers were able to start the following day.

Three races were conducted in a light easterly. The first race (heat three) was classic match race between Martin and Macris. Martin was never further than a bow's length apart and pulled away to Biglead with Martin just edging out Caldwell for the win.

The other races were dual right back by Peter Mavrakis of NZ.

In the sixth and final race another exciting match race between Soper and Caldwell. It finished with Soper from Caldwell with Shrimps third and the consistent Martin in fourth spot.

The six races produced four different winners and in spite of the conditions, some excellent racing was rewarded.

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I-S GOLF SERIES TIED
The return of one of our best-ever sportmen and the "discovery" of an ex-professional in our ranks marked the 1990 tied Victorian inter-Service gold series.
LCDR Artt Vyant, judged by many as the RAN's finest all-round sportman, took the "most valuable player" award by downing both his opponents — players HALF his handings.
He is back for another two years' service and is remembered in a "great" in Rugby and cricket.
NAVY lost one match at the 30th and two on the 30th to go down to trophy defender RAAF 3-8 on day one.
NAVY best ARMY 6-7 on day two and, with the third day washed out, RAAF retained the trophy.
The "discovery" was an ex-professional from Queensland — Craig Wilson, whose handicap before turning pro was just one.
"And he can still play to that now," reports our Victorian correspondent.
He's an AISRA changing to ABC, who absolutely smoked it off the tee," he adds.
"Look out gun..." was our correspondent's warning to NAVY's national champion and NSW amateur squad member Mark Lewis, who is known as the "gun." NAVY won against RAAF were "Top" Wilson 2-up, Bruce Willoughby as the same pair off 25, Frank Hicks 3, Vyant 4-3 and Rick House 5-4.
Victor against ARMY were Wilson 2-up, John Sturt 2-1, Willoughby 4-3, Vyant 4-3, House 5-4, Ron Turner 1-up and Dave John 5-4.
A promising younger who played net on day one but was unavailable on day two, due to course requirements, was Rob Lawrence.
A SMNR, he plays off a five handicap and was a Campbelltown junior pincto player before his February jump.
He gets soon to Maritime Headquarters — another KUTTABUL With cap gain!
From the available players, John Sturt and Bruce Willoughby were selected in the Victorian squad to contest the nationals.

Mark Lewis is the 1990 East Australia Area Navy Golf Champion after putting the Nealeton course.
A-grade challenger Peter Simpson faltered over the closing holes where three-under the card and this enabled Lewis to match victory.
Simpson had a hole-in-one on the par three eighth and had victory in sight till two double bogeys, on consecutive holes, and a bogey on the 17th saw him finish second.
Bob Cunningham won the A-grade nett with a fine round of 80 off an 11 handicap.
B-Grade champion was Dave Clinton (HMAS CANBERRA), who had an 84, from Don McIntyre (HMAS GLENCENT), C-grade victor was Len Fox from HMAS NIRIMBA with a 90 from "Shady" Lane from (HMAS NIRIMBA).

WATSON clinches to fourth spot
The eight-man Novice side chased leather as Brian Warne (42 runs) and James Bowden (40) put on 81 for the first wicket.
Big-hitting Darren Bell then slammed a break unsettled, which included three sixes and four foures in five overs.
The visitors could muster just 7/90 with Goldsmith 39, Tony Bailey 25, "Nobby" Clark 37 and Bell 16.
In other November 21 matches:
• KUTTABUL 5-115 (Phil Butcher 28, Steve Knight 25, Steve Faller 18 n.o., Bill Dunn 29, Steve Knight 37) defeated PLATS/WATERHEN 89 (Steve Palmer 20, Bob Thompson 22, Knight 31, Knight 314).
• NIRIMBA 5-178 (Grant Sadler 72 n.o., "Judy" Garland 52 — 112-run second partnership) defeated PENGUIN 5-140. In the November 21 matches:
• NIRIMBA 5-148 (Grant Sadler 58, Ward 27, Thompson 16, Simon Faller 30, Paul 300) closed out NAVY 8-147 (Brian Warne 44, John Son 32, "Nobby" Clark 22 n.o., Thompson 26, Robertson 21/7).
• KUTTABUL 108 (Neil Knight 27, Tony Bailey 23, John Son 9, and Thompson 22) defeated ALBATS 63 (Steve Burke 34, Peter Wood 27, Knight 310).
• PENGUIN and PLATS/WATERHEN shared points due to unavailability of a ground.

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WATSON clinches to fourth spot on the 1 Zingari cricket competition ladder after throwing a match-winning 9-202 from just 30 overs against a depleted ALBATROSS.

The Sydney Australian Rules club has presented a $5000 cheque to the RN Gymnasium Fund to purchase new gymnastic equipment.

The cheque was presented by Mr Warren Sheaps in the Naval Support Commander's Flag Lineament, Michael Noonan.

The presentation was made on behalf of the support of the RAN's Royal Club and was a token of its thanks for the leadership throughout the year.

The donation takes the money raised for the new gymnasia to $10,000.

The major fund raising venture currently under way is the Naval Support Commander's Flag Lineament with First prize a return air ticket for two to Honolulu with seven days accommodation.

The prize has been kindly donated by Qantas.
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