Rear Admiral O. H. Becher
CBE, DSO, DSC and Bar, retired from the Royal Australian Navy on January 31 after 44 years service.

He had a distinguished career. Rear Admiral Becher entered the R.A.N. College in 1927, graduated in 1935 and was serving with distinction in World War II and the Korean War.

It was while he was serving in the Royal Navy cruiser, H.M.S. DEVON-SHIRE, in the second World War, that he was awarded the D.S.C. for his services in helping withdraw troops from Norway.

Rear Admiral Becher was awarded a Bar to the D.S.C. when, as Captain of H.M.A.S. QUICKMATCH, he took part in the inshore bombardment of the Japanese held base at Sebang.

During the Korean War, Rear Admiral Becher was awarded the D.S.O. and made Officer of the United States Legion of Merit.

Among the important command and staff appointments he held were: Deputy Chief of Naval Staff (1952-54) and 1959-62; Captain of the aircraft carriers VENGEANCE (1954-55) and MELBOURNE (1957-58); Head of the Australian Joint Services Staff in London (1962-63); Flag Officer Commanding the Australian Fleet (1964-69) and finally Flag Officer in Charge East Australia Area (1965-66).

CHANGE IN FLEET COMMAND

A ceremony onboard the Royal Australian Navy flagship, HMAS MELBOURNE in Sydney on Friday, January 28, marked a change in the command of the Australian Fleet.

Rear Admiral V. A. Smith, C.B.E., D.S.C. succeeded Rear Admiral T. K. Morrison, C.B.E., O.B.E., as Flag Officer Commanding H.M. Australian Fleet - the top sea-going appointment in the R.A.N.

Rear Admiral Morrison, who had commanded the Fleet for the past year, assumed the appointment as Flag Officer in Charge East Australia Area following the retirement of Rear Admiral Becher.

Rear Admiral MORRISON graduated from the Royal Australian Naval College in 1928. He gave distinctive service in the Second World War.

Admiral Morrison was awarded the O.B.E. for his work in H.M.A.S. HOBART during the evacuation of British Somaliland and was mentioned in Despatches for his services at Leyte.

He was awarded the D.S.C. for his part in the operations off Negros. In January 1944, he was appointed to H.M.A.S. Australia as Squadron Torpedo Officer.

From July, 1949 until August, 1951, he commanded the Battle Class destroyer, TOOBAH.

In 1954, he was appointed Captain of the fast anti-submarine frigate QUADRANT. He then became Naval Attaché at the Australian Embassy in Washington in 1956 and attended the Imperial Defence College in 1958. In December, 1958, he took command of the aircraft carrier, H.M.A.S. MELBOURNE, and in December of the following year, took command of H.M.A.S. ALBATROSS, the Naval Air Station at Nowra, N.S.W.

Rear Admiral Morrison was awarded the C.B.E. in the 1962 Birthday Honours.

Rear Admiral V. A. SMITH entered the Royal Australian Naval College in 1927. He specialized in naval aviation and gained his wings as an Observer in the Fleet Air Arm in 1937.

He was Mentioned in Despatches for an torpedo attack on Schouwenhorst, in fighter squadron operations from H.M.A.S. ARK ROYAL in 1941, for outstanding zeal, patience, and cheerfulness and for setting an example of wholehearted devotion to duty.

After his return to Australia in 1942 for Station duty with the United States Navy, he was appointed to serve in H.M.A.S. CANBERRA and was serving on the ship when it was lost. During 1943, he served in H.M.S. TRACKER in the Atlantic and on Russian convoys.

Rear Admiral Smith has held a number of important command and staff appointments.

He has been Director of Air Warfare Organisation and Training Captain of the R.A.N. Air Station, H.M.A.S. ALBATROSS Commanding Officer of the First Frigate Squadron and Captain of the Flag Ship H.M.A.S. MELBOURNE.
**DOWN BY R. D. MIDDLETON**

A TWO FUNNELLED K-CLASS SUBMARINE

( Picture courtesy Imperial War Museum.)

"It was not uncommon for stokers to go on watch in the boiler-room wearing sou'westers, oilskins and sea boats ..." this is how it was on board the two funnelled, steam-propelled K Class submarines of World War I.

In 1914, the K-Boats were the only one that was ready for action. Always giving trouble, the K-boats were an expensive experiment for the Royal Navy, and throughout their career, only one boat was known to have fired a shot in anger, and the torpedo, fired at a homeward bound German U-boat, failed to explode.

This is the story of the K-Boats.

In September 1914, the Royal Navy was alarmed by the invasion of the Firth of Forth by a German Submarine, and in the same month, U9 sank three British cruisers, HMS HOOD, CRESSY and ADRIATIC.

The news spilled over to America again in the following month, this time sinking HMS HAWKE with an appalling loss of life.

It was realised that Germany had made enormous strides in the use of the new underwater weapon, and much pressure was brought to bear by the American government for bigger and better submarines for the Royal Navy.

In these days it was always supposed that the Grand Fleet would meet the German High Seas Fleet in full encounter, and the thinking was to have submarine flotillas attached to the Grand Fleet.

This meant that the boats would have to be capable of keeping up with the big ships, and Naval constructors came up with a submarine which could do 24 knots on the surface by using steam turbines as a means of propulsion.

The recently retired First Sea Lord, Admiral 'Jackie' Fisher insisted that 'it will be a most fatal error to fit any form of steam engine in a submarine' but the design was hurried into production without a prototype being built and tested.

**TWO TRIAL BOATS**

Much of the belief in the class of boats which were to be known as the K Class, had come from earlier decisions made, and contracts let for two trial boats ordered by the Admiralty in 1912.

In that year, Vickers and Scotts had been invited to submit designs for 'oversea going' submarines.

The Admiralty had approved both designs, the Vickers boat being named NAUTILUS and the Scotts boat SWIFTFISH. They were the first submarines in the Royal Navy to have names instead of numbers.

After being committed to the building of many K Class boats, disturbing reports came in from the difficulties that were experienced by Scotts with the steam driven boat. Apart from structural troubles, the main problem was excessive condensation in the machinery and boiler rooms, causing electrical shorts of a grave nature.

**DIVING PROBLEMS**

During sea trials, SWIFTFISH was extremely hard to handle when diving, and had a tendency to roll alarmingly during the diving operation.

In spite of these reports, however, the building of the K Class continued and in August 1916, K3 was the first to be taken on trials.

She looked most odd with two funnels sticking up from the casing and emitting great clouds of smoke.

The boats were 333 feet long, 20ft. Bink, 208 tons displacement, 1,200 knots on the surface and 2,550 tons when submerged.

Propulsion was by 10,500hp steam turbines of 1,400hp electric motors. In addition they were fitted with one 800hp diesel engine as a booster when diving or surfacing.

Armament was eighteen 19-inch torpedoes in six tubes and one 5.5-inch HA gun.

When the bulbous bow was fitted the following year, two torpedo tubes in the casing and the forward 4-inch gun were removed.

In K3 it was discovered that the heat in the boiler room was unbearable even with the casing hatches open wide, and any thought that water would pour down the funnels into the boiler room, putting out the fire.

Ventilation arrangements were improved but the sea down the funnel routine was to stay with the K boats for all time.

Another bad hit discovered was that boats were liable to commence to dive without warning in a rough sea when the long, first fore casing acted as a hydroplane, forcing the bows of the boat under water.

When the late King George V1 serving as a young Lieutenant on board K3 she dived too steeply, and the bow section was stuck in the muddy bottom, and the stern with the propellers whirling, was high out of the water.

This was not to be a rare occurrence for K boats and by blowing all forward ballast tanks the boat would start to dive steeply and it was a very difficult business to arrest and correct the dive.

**WATER DOWN FUNNEL**

Being built primarily for service in the North Sea, they would be diving in water not deeper than their diving limits, and therefore generally be extricated if the bow were stuck in the bottom due to a steep dive.

It was not an uncommon sight to see the captain of a K boat walking along the casing after diving stations had been sounded, to observe that all machinery vents and deck openings had been closed.

The diesel engine was of great assistance, with two surfaced, the boat could be moving while steam was being raised, a process requiring only twenty minutes.

One major modification made to the boats was the fitting of the Swan bow to keep the sea off the fore casing and allow the boats to steam through big waves.

Even so, the hazard of water down the funnel and boiler room vents was still a problem, especially with peeing seas, and it was not uncommon for stokers to wear oilskins when on watch.

Because of their size, for they were much bigger than many of the destroyers of the day, the K boats were considered to be self-contained units and crews had to live on board their boat when in harbour, unlike the crews of small diesel submarines which could repair on board a mother ship when they had to be reinforced.

As the boats used oil fuel, the tanks were made up with ballast water, the water being drawn from the top of the tank.

In bad weather, the oil and water would emulsify causing a loss of suction in the fuel lines, the boilers would go out and steam would be lost. This was very aggravating to the next boat when in line ahead, and required a very keen eye and instant action from the officer of the watch to notice, and steer clear of a boat which suddenly lost suction and began to slow down.

**MULTIPLE COLLISIONS**

To give the boats some sort of employment they were used on anti-submarine patrol until the end of the war.

Tragedy overtook one of them, K13, while on diving trials in Carelloch.

After diving to test the water down funnel, they dived to right covers, she failed to surface. Subsequently the boat was raised at the end and the survivors extricated.

When the boat was raised to the surface it was discovered that the four large boiler room vents had been left open.

She was towed to her builders yard for refit and her number was changed to K22. She was the last British submarine to be numbered 18.

This was a well-documented company with other units of the fleet, K5 dived and failed to surface. It was considered that the boat had dived too steeply and had been unable to correct the dive. In November 1917 K1 had failed to re-appear after being in collision with K4.

In 1918, the most expensive calamity in men and material occurred. It was the multiple collisions in the Firth of Forth during fleet movements by night.

H.M.A.S. AUSTRALIA led the Second Battle Cruiser Squadron, followed by H.M.A.S. PEACOCK and with the PEACOCK Class light cruiser, with four K Class submarines. Proceeding this formation was H.M.A.S. COURAGEOUS leading H.M.A.S. ITHURIEL, a Markman Class Leader with five boats.

A jammed rudder on K1 was the cause of a succession of collisions, runnings and sinkings. H.M.A.S. INFLEMMBLE, the last ship in the Second Battle Cruiser Squadron colliding with K22; H.M.A.S. FEARLESS with K7 down, and the final result for the night; FEARLESS with her bow torn away, K4 and K17 sunk, K6, K7 and K22 severely damaged.

Three of the boats, while under command, were changed from steam to diesel propulsion and fitted with single 12-inch turret.

The remaining two submarines, they became the M Class, and like the K Class were a failure.

M1 was sunk in collision, M2 was fitted with an aircraft in lieu of the turret, to carry a light plane.

The launching campaign ran the entire length of the fore casing. In 1932 she disappeared during a dive off Portland Bill.

It had been the custom to open the hangar doors as soon as the fore part of the boat was out of water, even though the ballast tanks had not been emptied and the boat was being let down into the water.

She had been seen to break surface and then slide stern-first under water. Divers found her with all equipment from the hangar back into the pressure hull wide open.

**END OF FUNNELS IN SUBMARINES**

M3 became a minelaying and was sold out of the Service in 1932.

The last of the K line, K26, said to be a bigger and better submarine than them all, gave so much trouble on her maiden voyage to the Far East that she was scrapped.

That was the end of the K Class and funnels in submarines.

CONT. ON PAGE 8
CHANGES TO D.F.R.B. ACT IN FORCE

Changes to the D.F.R.B. Act which are of great interest and importance to all contributors, came into force from December 10, 1965.

As these changes concern you the following should be read carefully and understood.

In brief the main amendments are:

(1) An increase in the rate of children's pension payable to children up to the age of 21 years when receiving full-time education.

(2) Removal of limitation upon amounts of personal income payable should you be employed by Commonwealth, or anyone else for that matter, in a civilian capacity.

So you can now be employed by the Commonwealth as a civilian upon retirement and receive the full amount of pensions to which you are entitled at the same time.

(3) Another opportunity for you to elect to contribute for five eighths widow's pension should not already have been done so when given the chance in 1959. Very little extra payment by you could mean your wife could be considerably better off financially should she become unfortunate enough to become a widow.

Now that you have read so much of this article it would be wise for you to read the following elaboration of the three points mentioned above.

CHANGES IN CHILDREN'S PENSIONS

(a) Children's pensions have been increased as follows:

Children other than orphans - pension increased from £58 p.a. (21 weekly) to £100 p.a. (£2 weekly).

(b) Orphan's children - pensions increased from £156 p.a. (23 weekly) to £260 p.a. (£25 weekly).

(c) Children's pensions, payable up to 16 years of age, are extended to 21 years in the case of eligible children receiving full-time education at a school, college or university.

RE-EMPLOYMENT OF PENSIONERS BY THE COMMONWEALTH

(a) The reduction of the rate of pension payable to a pensioner, who is employed by the Commonwealth in a civilian capacity to £600.10 p.0 a or one-half of his normal pension whichever is the greater, is removed. Such pensioner's currently employed now receive the full rate of pension.

(b) The existing restriction is removed where a pensioner again becomes a member of the Permanent Forces or serves on full-time continuous service. During the period of such service, the share of his pension payable by the Commonwealth is cancelled and he receives the share of his pension payable from the Fund only. (Approximately 22½ per cent of full pension).

(c) A pensioner is now able to receive a widow's pension under the Defence Forces Retirement Benefits Act and who is or becomes a contributor to her own right under either the D.F.R.B. Act or Superannuation Act, is now permitted to draw full widow's pension in addition to her salary. However, the limitation of a single benefit payable by the Commonwealth on retirement is maintained.

WIDOW'S FIVE-EIGHTHS PENSION

In 1959 the D.F.R.B. Act introduced a five-eighths pension for a widow, subject to the payment of additional contributions. Some members elected not to contribute for the increased widow's benefit. The amending Act now provides for a fourth option for those members who are still contributing for the half widow's pension. A time limit of six months, which expires on 10th June, 1966, has been prescribed in which a member can revoke his previous election not to contribute for the additional benefit. Those members who have now elected contributing for half widow's pension will be advised by Navy Office as soon as possible of the increased rate of contributions payable should they elect for the higher widow's pension. Your assistance will be forthcoming sufficient time to allow the member to make a decision before the "cut off" date of 10th June, 1966.

NAVY NEWS, February 4, 1966 3
Since the last time we wrote, VENDETTA has spent ten glorious days in Hong Kong.

On our way from Singapore we had to slow down, because of the weather, and H.M.S. ALBION, with whom we were in company, forged on and at one stage was some 140 miles ahead.

As the weather improved, we were able to increase speed a little and arrived in Hong Kong P.M. January 5.

What a change to be alongside for such a long period, and how nice to be able to wander leisurely through the streets of Hong Kong and Kowloon window shopping.

Checking prices and quality before deciding what to buy and where. All the parties which had been arranged for our visit over Christmas took place this time in port.

Each department had a 'Run' and most messes managed to find the time to get together and spend the money they had been putting aside for months.

This being our last visit to Hong Kong before returning to Sydney there was a big buying spree.

The ship is filling up with 'rabbits' but as yet nobody has brought a 'Bunny' on board, I think.

Our time up here is rapidly coming to a close. Only five more weeks before we head for home and we are going to be busy with escort duties and exercises so the time should go quickly.

A thought to dwell on...

A man can't be too thrifty when he dates

It takes dogh for each nightly whirl;
And while costly to stick
With the same pretty Chick
It costs more to break in a new girl.

REV. G.
FAMILIES BACK FROM THE U.S.

The wives and families of personnel serving in HMAS HOBART, returned from the United States last month.

Our cameraman was at Moscat to capture these scenes.

HOBART, Australia's second guided missile destroyer, is expected to reach Australia in August.

The Moore family spent 18 months in the States with Dad, CPO Mat Moore of Melbourne. From left to right are: Seanne (4), David (7), Mrs. Moore holds Patrick (17 months), Coral (9) and Matthew (2).

Mrs. Kleeus and Mrs. Hackett are interviewed by a "Sun-Herald" Social reporter. The girls, both Americans, are the wives of AB Kleeus of Coolangatta and L/S Hackett of Trelacan, Vic.

Both grandmothers were present to welcome back the Brown family of Canberra. Here Mrs. Brown, wife of Commander Brown, is pictured with the children Symon, Mathew, Graeme, Adrian, Timothy, Julienne and the grandmothers.

Here we introduce Miss Nadia Kayser, of Potts Point. We caught Nadia relaxing near the pool at the travel lodge at Bondi where she is a secretary. This is not the regular rig of a secretary but seeing she was a finalist in the recent "Miss Mediterranean" contest, we asked if she would pose for us. When she agreed, we almost fainted... such beauty. What a pity she's not interested in the position of secretary to the Editor-in-Chief of "Navy News"... one problem was "where to put the 'ST' rate."

Despite the non-stop flight from Boston, the Ludwick family could still smile. Mrs. Ludwick's husband is a Chief EA in HOBART. The little fellow, by the way, was born in the States.

NAVY NEWS, February 4, 1966
YOU SHOULD KNOW THIS REIMBURSEMENT OF REMOVAL COSTS

Consideration has been given to the question of reimbursement of removal expenses incurred by a married member where he removes his family and/or furniture and effects in anticipation of a removal entitlement which may accrue upon his discharge from the Service.

1. It has been decided that subject to the costs not exceeding those which would be met if the removal was to be effected by the Department, reimbursement may be made to the member but not earlier than the date on which he would have qualified for a removal on discharge.

In order to be eligible for later reimbursement of removal expenses so incurred, Naval Board approval for the proposed removal must be obtained prior to the removal being effected.

An allowance under Temporary Accommodation Allowance or Temporary Rental Allowance will not be payable at the new locality.

3. Subject to the above conditions and Paragraphs 4, 5 and 6 hereunder, the circumstances under which a member will become eligible for reimbursement are limited to the following:

(a) where on the advice of a qualified medical practitioner (and in which Naval Medical Officer concurs) he moves his family or a member thereof, because of the illness of his wife or a dependent child, to another locality;

(b) he moves his family because extreme difficulty in acquiring suitable housing in the locality of his existing long term posting to another locality (where suitable housing is available);

(c) he moves his family or a member thereof to another locality for reasons associated directly with a requirement for more suitable secondary or higher level education for his child or children; or

(d) for such other compassionate reasons as the Naval Board consider adequate, he moves his family to another locality.

4. There is no entitlement to reimbursement under this approval where at date of discharge, the member would have been ineligible for a removal on public expense.

5. Under the provisions of IPI 231/12A a member may be provided with a removal at public expense within three months of the due date of discharge, or under IPI 231/12B he may be provided with the entitlement he would have received on discharge where he is posted within 12 months of the due date of discharge.

These provisions will not be affected by the terms of this advice.

6. Family tree purposes of this approval is as defined in IPI 231/1.
Allan Robinson (20) WTR — 45 years (Ex J.R.) Redcliffe, Qld.

WALLY WHITFIELD (18 yrs.) ORD UC in navy 11 yrs.

Wally Whitefield. No, I don't reckon a sailor should get married until he's at least a Kerick. It's not much good getting married when you never get with your wife and you get shifted about and all that. Personally I'd like to stay single until I'm about 22 but if I find some babe that I really could go for, I probably won't make any difference what I think.

Col. ("Lurch") Deller (18 yrs.) ORD UC, in navy 2 yrs.

Ah, I don't really. Some sailor's be better off staying single, particularly when they're really young. In some ways marriage does make him get on with his job better but it just makes him single for a particular reason quickly as possible. Mind you, I've never married a bloke who talks the "Bogans" as home. I'd like to hang off until I'm about 22 and a living scaman because then I've have a bit more dough to get married with.

Hughie Reinhold (22) ARBP — 6 years Portfield Genr. — Adelaide

As far as Pussers is concerned, the married bloke is going to stay on and not get bunched for the outfit as far as efficiency goes. Mind you I think it's really up to the bloke himself and not really a matter of whether he's single or married. I've stayed single for no particular reason and I'd like to make 28, 30, 21 or 22 you still living aren't you.

Ordable Opinions—
FROM WATSON

We asked 12 of our single ORDS and ABs to give us their opinions on what marriage did for a sailor and what it did to him. We asked if they considered sailors should remain single throughout their naval career if they were to be of best value to the service. These are their answers.

Wally Whitefield (18 yrs.) ORD UC in navy 11 yrs.

I just don't think a joker should be married in the Navy. You're too busy too much for a start and if a married bloke has troubles, it could affect his career. It's more fun on a run up top if you're single. I think efficiency depends more on other things though, for example, what sort of a Captain and a Jimmy you've got, and what the mob on the mess deck's like. The married bloke's got a steady sex life hasn't he — he don't have to be married for that I suppose. I'm getting married at the end of the year and I don't reckon it'll effect my efficiency.

"Butcher" Cousins
ORD UC — 23 yrs. (Ex J.R.) Griffith, N.S.W.

I don't reckon you ought to be married in the Navy. You might be away for 7 or 8 months and let's face it, you don't know what your wife's doing while you're away. I've seen it upset a few blokes before today. Single blokes can get around more and perform better as sailors. If I were a Captain I'd let the ship load of single soldiers, I suppose if you're married you wouldn't go on the long trip as much and you'd do better off for it the next day. But it's no fun for me to think of marrying while I'm in Pussers.

"Kerick" Clark
WTR 2-3 yrs. (Ex J.R.) Southport, Qld.

I wouldn't like to say really. There's more stress if you're married — you'd worry about your wife at sea. It'd stop a bloke from drinking. He wouldn't have the satisfaction of the yap and the women who can't concentrate on their work because they're worried about the wife and kids. Doesn't worry some of them mind you. I don't think the married men has any greater sense of responsibility then the single one but they do seem to want to get ahead faster don't they? Me I don't really want to get married while I'm in the Navy.

Chris Mansbridge
ORD UW — 3 yrs. (Ex J.R.) Yass, Vic.

It's hard to say. If the married men's away he always wants to get back and doesn't he, whereas if he's single the Navy's always honest married ladies give you a guilty conscience when you go on runs up top and all that junk, you know. Still I'd think of getting married in about 3 years time and I suppose my future wife would like me around.

John Howie (23) ARBP — 6 yrs. Portfield Genr. — Adelaide

If he's only got intentions of staying in 9 years he should stay single but if he intends to make a lifetime career of it, then he should get married. He can't concentrate on their work because they're worried about the wife and kids. Doesn't worry some of them mind you. I don't think the married men has any greater sense of responsibility then the single one but they do seem to want to get ahead further don't they? Me I don't really want to get married while I'm in the Navy.

"Mack" McManus (18) ORD UW — 3 yrs. Wollongong

As far as efficiency goes, you wouldn't be so efficient for the first 6 months after you're married. I suppose after that you get a bit responsible, go home and see your wife and kids and all that jazz. If you get married you couldn't volunteer for things like Submarines and just show off to Eng land and leave your wife behind. I'd rather stay a playboy. I reckon I'm better value to the Navy as a single bloke. Might get married when I'm a bit older, 22 say, when I've had my fun.

GEOFF CARROLL (18) ORD UC. 1 year. Newcastle

Let's face it, it's up to the bloke himself. If he can get in and have a family it's probably the best for him in the long run. If he tried for more money and higher promotion. He's got a partner, you see, in some ways it's not too good on the family because it's a bit too much to ask of them. I've seen and heard of a lot of them, I've never thought of getting married while I'm in Pussers but if I did, I'd like to hang off until I'm at least 21.

"Kerick" Clark
WTR 2-3 yrs. (Ex J.R.) Southport, Qld.

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"Nobby" Millers (25)
ARBP — 6 yrs. Illawarrie (Hth. Qld.)

I don't just think a joker should be married in the Navy. You're too busy too much for a start and if a married bloke has troubles, it could affect his career. It's more fun on a run up top if you're single. I think efficiency depends more on other things though, for example, what sort of a Captain and a Jimmy you've got, and what the mob on the mess deck's like. The married bloke's got a steady sex life hasn't he — he don't have to be married for that I suppose. I'm getting married at the end of the year and I don't reckon it'll effect my efficiency.

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NAVY WILL GO DECIMAL — ON THE DOT!

By G. B. MIDDLETON, Organisation and Methods Unit, Navy Office, Canberra. Secretary to the Department of the Navy Decimal Currency Steering Committee.

On February 14, 1966, the dollar-cent system of currency will be introduced in Australia. The Navy will changeover to the new currency on C-day.

This will mean that all pay and allowances will be calculated in dollars and cents from this date; consequently your pay envelope will, after C-day contain notes in the new currency.

I suggest that if you become familiar with the contents of this article you will experience no difficulty with decimal currency.

The Australian system of decimal currency may be described very simply as dollars and cents — 1 dollar = 100 cents.

Since we are changing from our present system of pounds, shillings, and pence to the new system of dollars and cents, you must, however, know the basic difference between the two currencies:

This is:

- $1 = $2
- ½ = 10c.
- 1d. = 5c.
- or $1 = 10c.
- 1c = 1½.

**DECIMAL COINS**

There will be six new decimal coins — bronze coins of 1c. and 2c.; copper-nickel coins of 5c., 10c., and 20c.; and a silver coin of 50c.

The 1-cent coin will be between the present threepence and sixpence in size and will be equal to 1.2 pence, while the 2-cent coin will be between the sixpence and shilling in size and will be equal to 2.4 pence.

Thus neither the 1-cent nor the 2-cent coin has corresponding coins in the existing currency, nor have they exact values in terms of our present system.

The 5-cent, 10-cent, and 20-cent copper-nickel coins will be equal in value, and approximately the same size as the sixpence, shilling and florin respectively.

The silver 50-cent coin will be slightly larger than the present penny and will be equal in value to five shillings.

**DECIMAL NOTES**

The new decimal notes will be issued in denominations of $1, $2, $10, $20.

**NOTATION IN DECIMAL CURRENCY**

The symbol for the dollar is $ — a capital S with two vertical strokes, and for the cent a letter c without any fullstop following it.

These symbols will not be prescribed by law and acceptable alternatives may be used. For example, $S crossed with one vertical stroke would be acceptable as the dollar symbol and a c with a stroke through it or some stylised version of the letter c would be acceptable as the cent symbol.

Where it is necessary to distinguish the Australian dollar from overseas currencies, the letter A should be placed immediately after the dollar sign — $A.

The Decimal Currency Board has recommended that amounts in decimal currency be written as follows:

- $59 or $59.00 (not $59)
- $29.26 (not $29.26¢)
- $29.08 (not $28.8)
- $50.25 or 50 cents (not $50)

**ALL ABOUT THE NEW DECIMAL NOTES**

These pictures are not the exact sizes of the new notes. Below are the actual sizes compared with the present currency:

- $1 140mm. x 70mm.
- $2 145mm. x 72.5mm.
- $10 155mm. x 77.5mm.
- $20 160mm. x 80mm.

*Note: Front — The new portrait of Her Majesty, Queen Elizabeth II in the Beatrix of the Order of the Garter and a new exemplification of the Coat of Arms of the Commonwealth of Australia. The Coat of Arms of the Commonwealth of Australia was designed by Royal Academy of Arts of the Commonwealth of Australia, the Beatrix of the Order of the Garter and is the emblem of the National Bank. The exemplification used on the $1 note was specially prepared by Mr. Gordon Andrew, ANZC. The $10 note was commissioned by the Government Department of the Treasury.

*Back — William Forrester is portrayed with representations of different varieties of wheat and wheat products of today. William Forrester (1841-1906) was a pioneer in scientific wheat breeding in Australia. He migrated from England in 1870 and after working as a private tutor and a surveyor, settled on his own property in 1886, where he devoted his whole energies to wheat improvement, primarily by cross-breeding. Later he worked within the Department of Agriculture and his investigations led him to believe that an early maturing, more drought-resistant wheat could be produced; his aim was realised in a new variety of wheat "Federations", which became available to growers in 1902.*
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### Decimal Currency Conversion Table

**BANKING AND ACCOUNTING TABLE**

<table>
<thead>
<tr>
<th>Conversion of Amounts of £ s. d. to Dollars and Whole Cents</th>
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The Banking and Accounting Table converts £ s. d. amounts expressed in whole pence to decimal currency amounts expressed in whole pence. (It is consistent with section 10 of the Currency Act, 1963.)

To convert an amount of £ s. d. to dollars and cents:

* Multiply the pounds by two—to give dollars
* Add the equivalent of the shillings and pence

For example, £23 17s. 10d.

\[ £23 \times 2 = 46.00 \]  
\[ 17.10d. = 1.78 \text{ (from table)} \]

\[ £23 \text{ 17s. 10d.} = £24.78 \]

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**S10 NOTE:** FRONT — A portrait of Francis Greenway with a background of an assemblage of his architectural work. Francis Howard Greenway (1777-1837) was Australia’s first fully-qualified architect. He arrived in Sydney as a convict in 1814 and two years later was appointed Civil Architect by Governor Macquarie. It was in this capacity that he did his major work. He formulated comprehensive plans for designing Sydney and its hinterland and supervised the erection of a number of public buildings. Several of his buildings, including St. James’ Church in King Street, Sydney, are still standing. BACK — Henry Lawson is portrayed against a background composed of photographs of his time and of personal letters and manuscripts. Henry Lawson (1867-1923) is in the forefront of Australian literature as a poet and short story writer. His first poems were published in "The Bulletin” in 1887 and in following years he travelled widely in Australia and New Zealand, contributing to a number of journals and newspapers. He was always passionately concerned with the power and underprivileged sections of the community and his short stories in particular reflected the hardships of country life in his day and the harsh working conditions.

**S20 NOTE:** — A portrait of Kingsford Smith with pendulum tracings symbolic of wings. Sir Charles Kingsford Smith (1897-1935) was a pioneer of aviation in Australia and of air routes both within Australia and linking Australia with Europe and North America. After serving with the Royal Flying Corps he was associated with the establishment of the first regular aerial service in Australia between Geelong and Delhi. In 1928, with three companions, he set out in a Fokker Monoplane, the “Southern Cross”, on the first trans-Pacific flight and carried on to fly around the world. Subsequent achievements included flights between Australia and New Zealand, non-stop from Sydney to Perth and sole from England to Australia in 101 days. BACK — Lawrence Hargrave is portrayed with his drawings of flying machines and kites. Lawrence Hargrave (1850-1915) was an aeronautical pioneer who in 1895 reported to the Royal Society of New South Wales that means for making safe flight were at hand. In 1902 he retired from the position of assistant astronomical observer at Sydney Observatory to devote his life to aerodynamical research and to solve the problems associated with human flight. He studied bird and insect flight and movements of the sea and air. He experimented with monoplane models and kites made of wood and brown paper, and before the end of the century constructed and exhibited a rotary propeller engine.
THE NEW DECIMAL COINAGE

THE BRONZE COINS

The 1c piece features the feather-tail glider, the smallest of all gliding marsupials, on the reverse (or tail) side. The coin is bronze and worth 1.2 cents.

The 2c piece is the frilled-necked lizard. It is harmless, but it can extend its neck into a frill when cornered. The coin is bronze and worth 2.4 cents.

THE CUPRO-NICKEL COINS

The 5c piece is on the reverse side of the 5c piece. The smallest of the silver, cupro-nickel coins. The coin corresponds exactly to the shilling in value.

The 10c piece is on the reverse side of the 10c piece. The male of the species is shown swimming, with full fins expanded. The coin is equal to the florin in value.

THE SILVER COIN

The kangaroo, Australia’s biggest marsupial, and the emu, the world’s second biggest bird, are shown on the reverse side of the 20c piece. The coin, cupro-nickel, is equal to the florin in value.

GET TO KNOW THE COINS AND THEIR VALUES! YOU’LL SOON BE SEEING THEM ALL!

20c

One of Australia’s most famous animals, the platypus, is shown swimming in the reverse side of the 20c coin. The coin, cupro-nickel, is equal to the florin in value.

NEW EFFIGY OF QUEEN ELIZABETH II

A new effigy of Her Majesty Queen Elizabeth II, will appear on the obverse (head) side of all the new decimal coins. The effigy was designed by Mr. Arnold Machin, R.A., of London.

GARDEN ISLAND KENNEL CLUB

FIFTHER ANNUAL SUMMER ALL BREEDS MAMMOTH SHOWSHIP TO BE CONDUCTED AT Her Majesty’s Australian Naval Dockyard, Garden Island, on SUNDAY, 13TH FEBRUARY, 1966

SCHEDULE OF PRIZES

JUDGES

Mr. J. S. de GREVE (N.S.W.)
Mr. A. H. SPIKE (N.S.W.)
Mr. J. H. THOMSON (N.S.W.)
Mr. J. M. HUGGINS (N.S.W.)
Mr. J. M. HUGGINS (Vic.)
Mr. J. A. BURBURN (N.S.W.)
Mr. J. G. HAYES (N.S.W.)
Mr. T. J. M. NANDO (N.S.W.)
Mr. J. R. GRAY (N.S.W.)

CLASSES TO BE JUDGED

BREEDS

Group 1 (Toy Dogs), Sweptakes (6-12 mths.), Veteran Dogs, Group 2 (Terriers), to follow Excellent Shepherd Dogs.
Group 3 (Terriers), to follow Excellent Shepherd Dogs.
Group 4 (Hound Group), except Whippets.
Group 5 (Working Dogs), Sweptakes, 3-6 mths. and Litter.
Balance of Group 6 (No follow Whippets), Sweptakes (6-18 months), Whippets (Breed and Team).

CHALLENGE TROPHY: 7½ in. N.S.W. Scroll.

TAKES PLEASURE IN INVITING YOU TO BE IN ATTENDANCE AT YOUR NAVY AND DOCKYARD’S

DOWM FUNNELS

CONT. FROM PAGE 2

DOWM FUNDINGS

CONT. FROM PAGE 2

Ironically, when the war was over it was found that Germany had never thought of fleet submarines but had built the large diesel engined foreign going submarines, one of which made two epic voyages to the United States, the others being later armed and used operationally.

The French Navy went one better with their giant SURCoup.

Anyone who is missing the 1962 programme she displaced 2,500 tons on the surface, and 4,300 tons submerged. Her main engine was a 7,600 hp diesel motor which gave 18 knots on the surface, 8 knots submerged.

She had an 8-inch turret forward, (two 203mm guns) had fourteen 21-inch (533mm) torpedoes tubes, and carried a small aircraft in a hangar aft of the conning tower.

It seems likely that the K Class, she took two minutes to dive and was the largest submarine at that time.

During World War II, SURCoup disappeared in the Atlantic while on operations with the Free French Forces.

Her fate has never been decided, whether she turned up in enemy action or in an uncontrolled dive.

She had been built to be a commerce raider.

SHIP PICTURES

Mr. F. Hird of 9 Quay Street, Elizabeth Vale, South Australia, is seeking pictures of steamers for his collection of vessels.

He is also seeking pictures of steamers, ships, and vessels for his collection of ships.
GULL ON HER WAY

Our cameraman captured these farewell scenes before the minesweeper H.M.A.S. GULL departed for duties in Malaysian waters on January 19. GULL and H.M.A.S. HAWK, which left on January 5, will relieve TEAL and IBIS, who are both due back in Sydney on February 8.

ABOVE: This big group gathered to farewell STD Geoff Toole. Pictured with his parents are cousins Marion and Joan and aunt, Mrs. Livesey.

LEFT: ME Frank Blanch was another to have a big gathering in attendance. With his mother are sisters Yvonne and Myrise, brothers Winston and Alan and aunt, Mrs. Martin.

BELOW: The Palmer family, from Wangi, N.S.W., have a last-minute chat with ERA (D) Harry Palmer.

BELOW: Miss Sue Findlay (left) and Miss Sandra Richards pictured with RO Ivan Falmingham, of Maffra, Victoria.

IN THE BOTTOM right-hand corner AB Tony Guy is snapped with Miss Gail Paul, of Rushcutters Bay.
Supplied Pipeline

Since our return from Brisbane we have found the Sydney Savages at their brightest and regrets felt at leaving Brisbane are fast fading in our memory.

The Brisbane people were sorry when plans for our departure were announced, but before we slipped SUPPLY entertained the dockyard workers who, like us, thoroughly enjoyed the “do.”

We feel that the dockyard men did a wonderful job on SUPPLY and we are grateful to them.

- On passage to Sydney we were entertained on the poop deck by “Flyn Wall” and his screaming “birds,” who all sortied like a “Banshee off key.” Anybody want to hire a band cheap? Perfect for scaring mother-in-laws out of the house.

Our new Captain has joined and we hope his stay in SUPPLY will be a happy one.

We still have people joining and leaving and among the recent arrivals were, Lt. Cartwright, Lt. O’Sullivan, A/B Woods, A/O Sage and N.A. Pearce.

Those who have left us are, A/B McMillan, A/O Rueger, N.A. Hanson, L.M.E. Kenny, L.M.E. Veare and L/Snn. Campbell.

Our biggest loss was Danny Hawkins, who now has become Mr. Hawkins. They say the vicecounsels enjoy the fresh fruit for the occasion of his leaving.

Finally—The L/O/CK who amused everybody by taking the rear end of the Brisbane river ferry, one evening whilst going ashore.

Naval Health Benefits Society

You Pay (per fortnight) Schedule “Z” — Schedule “Y”

Single Unit 8/2 5/10

Family Unit (Naval Member) 15/2 10/8

Family Unit (Civilian) YOU RECEIVE 16/4 11/8

Hospital Expenses — $1400 a day 50/0 a day

Doctor’s Expenses — $2 for an individual item of service. 10/6 to 56/10/0, 10/6 to 56/10/0 (Including Commonwealth and Medical Benefits)

Eligibility: All married Naval Personnel and all civilian employees of the Department of the Navy.

On discharge single Naval Personnel may join the Society under certain conditions. Obtain details by forwarding the attached coupon to the above address.

Name

Address

Naval Dept of Navy Single (Tick whichever applies)

Are You About To Leave the Service?

Ambitious and energetic men are required for continuous shift work in our Brisbane and Melbourne factories. We offer secure employment for the right type of men, with opportunity for promotion to supervisory positions.

Apply to Works Manager, Australian Window Glass Pty. Ltd., Euston Road, Blackburn, N.S.W. — 51 3331

Australian Window Glass Pty. Ltd., Greens Road, Dandenong, Victoria — 79 6061

Harman on the Line...

Well, the majority of our Wrens went into recession over Christmas but some of them — e.g. myself — almost forgot to come out again. I now have to endeavour to catch up on the “doings” of the past few weeks.

Exit many old faces — namely L/Pt Kilpatrick and Wrs. Ward, Cooper, Murphy and Crisp to DARWIN; LWR Magor and Wrs. Ogilvie and Sanders to COOKE; Toole, Ryen and Tink to LONSDALE, and Wt. Goulston to WATSON.

A special “good luck” to LWTR Ann Shobban and LSTD Thelma Stewart who have gone to CEBERNUS to do their respective PO’s courses.

We expect Anne to join us again in March and we have said goodbye to Thelma, who has done such an admirable job as our PO Steward over the past few months.

In the New Year we also lost another Wran to the civilian world. LWTR Glenys Kaczmarowski paid off after four years service and is now working in Canberra.

To fill the gaps caused by the above, welcome L/KO’s Fumey, Sibell, Hyslop, Coutts-Smith, Hill, RO’s Dale, Grovesner, Knoll, Heddon, Smith, Casey, Cox, Forsyth, Brew, L/Reg, Bec croft, BF Jacob, STD Nielsen, Wt. Brashare.

Best wishes and congratulations to the following people who have announced their engagements since my last column — Judy Cook and Graham Capes, Robyn Brown and Malcolm Charles.

Judy will be the first to leave us as she and Graham plan to marry in Melbourne on March 19.

Sport

Preparations are well underway now to field a team in the A Grade Softball Competition which begins on February 5.

I don’t imagine Navy will come through undefeated in this higher grade but I think the experience of playing against superior teams will be excellent training for our players and at the same time, increase their standard of play.

On January 17, the Wren Softball Team were entertained in the Petty Officer’s Mess and PO Ron Bagley, President of the Harman PO’s Mess, presented Terry Czesnowski with the ‘Effie Kemp’ Memorial Trophy for best and fairest during the 1965 Softball season.

Last year I mentioned some of our players nominating for the ACT Team to play in Queensland in March.

Since then, Judith Melocco and Terry Czesnowski have been selected and Robyn Simons has been asked to accompany the team as scorer.

Unfortunately personal reasons have prevented Terry and Robyn accepting the opportunity which has been left to Judith to represent the Navy.

Over the past couple of months, she has thrown herself wholeheartedly into the team’s rigorous training program (three nights a week).

Jockey is due to commence the weekend after Easter and it is planned to hold the Annual General Meeting in Alexandra House Recreation Room on March 7.

Since Christmas a squad of Wrens has been under rigorous training and the eagle eye of P1 Allen Jorgensen at the Queensland Olympic Pool.

The Inter-Service Competition is to be held in Sydney in the second week of March and the Wrens seem confident that they will give the Army and Air Force some stiff competition for the cup this year.

Tattler’s Section

Don’t know whether we can anticipate the introduction of a new Inter-Service Sport but I’ve noticed an increasing interest in ‘back-jumping’ and we even have a couple of aspirants who are quite convinced it’s ‘in’ and have been seen practicing at Michelago (and limping for days afterwards).

Somewhere, I’m a little more inclined towards the less braking horse riding that has claimed our Unit Officer and our Third.

I may have to retract portion of that last statement — our Unit Officer, who is being coached by our Third, doesn’t quite agree about the ‘less braking’ — seems the horse broke into a trot last weekend and it was a case of one going up as the other came down.

I’ve been told there is no end to the humorous stories that evolved from the leave period, however, everyone seems a little reluctant to have the stories in print and after hearing one or two I think I agree.

So I shall bring this column to a close and hope we have some suitable tales for the next one...

Open an Account Now

Linsky’s Jewellers

89 Macleay Street, Potts Point

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(swiss watches, engagement rings, gifts, souvenirs)

watch & jewellery repairs

satisfaction guaranteed
When it comes to conversation in "Civvie Street," sailors verbally are a feared mob because they have a "lingo" all of their own. To enlighten interested "outsiders" we publish this glossary of...

When a civvie becomes a sailor a sailor becomes a civvie, or when a sailor meets civvie, there is nearly always a barrier, although often only very small, between the two types of conversation and their different modes.

Often civilian conversation may prove hard to follow.

For the civilian meeting a sailor, spelling terms and service quotations may leave the civilian none the wiser.

It must be remembered that although some sailors may claim that no slang is used in their speech whatsoever, if carefully sifted, numerous expressions that over the years have wedged themselves into one or two vocabulary, pass, and are accepted automatically.

For instance a sailor's wife will in time understand to a certain degree, the strange language her husband often babbles on in.

Take a sailor's parents, they do not want to appear ignorant, so seek and cheerfully acknowledge their young son's exciting tales of sea times, of offices, of being on the OD, of the enemy, different tasks and mates.

But how often would they love to ask a question such as, "What's the rig?" or "What's 'joey' or 'squash'?" or "What's 'scram'?" or "What's the 'Dolly'?"

Instead, these people gather vague ideas of our sailorish terms - then leave it at that... until they find someone arrives homeward bound because of... 'A makers'.

Recently in a major Sydney newspaper, an author who is renowned for his interpretation of Australian slang and for the publishing of several "weird" novels, has written a glossary of Aussie slang terms.

These terms, along with their respective meanings have indeed proved enlightening to many new Australians, and also to many Australians who do not come into contact with these words as much as others.

The Australian Navy provides a similar problem for many relatives and friends, who, like the new Australians, do not really understand many sayings and expressions, but who would like to... try to prove futile to list a complete glossary of Naval terms, this would only add to confusion.

However, the terms that are most likely used and would be used in normal everyday conversation can be compiled into a not too lengthy list. Here are the expressions that one could find in almost any and every conversation, try not to be confused, some have countless meanings.

OD - Before being referred to the able rate, everyone is at some stage an ordinary rate.

Naturally this ordinary status is at one's early stage of a Naval career. It is accepted that an OD is of course rather young and rather new to service ways.

Where this term may prove confusing is on hearing an extremely senior rate - say one with two four-year good conduct stripes, calling another sailor an OD even though this sailor may have one stripe - in the eyes of the senior he is still an OD.

Various ways in which OD may be expressed - say "I'm a four OD" - "Keep your OD place", or even "They were only a bunch of ODs," none of this bunch may have been ordinary rates, but in the eyes of someone senior, their behaviour may warrant the term.

PUSHER'S - To ask how long has one been in Pusser's naturally means the Navy.

The name Pusser was originally derived from the term Purser, this being the supply or book-keeper officer on board a Navy ship.

SEEN OFF - When a civilian is taken down in some kind of dealing, defeated and shown-up in an argument, or to make an honest mistake, a sailor's version would be, "seen off". This expression is used in countless different ways.

ALONGSIDE - Means exactly that; to be alongside in Hong Kong, or to be alongside for several months, means the ship is actually tied up at a wharf with gangway down.

STOPPING - Used mostly as, "are you stopping tonight," or, "I stopped off at noon."

Derived from the imaginary action of stepping from ship to shore. Even in shore docks, one steps ashore.

RUNNING - A person on being afloat from his ship, and after being afloat for a certain number of days, is marked "running".

To be reported as 'run', one is considered a deserter. However, more commonly 'A run', is to proceed afloat for the sole purpose of making merry.

Often a sailor may remember an incident ashore and remark on this by saying, The best run we had for months.

UP TOP - This term is self explanatory. Geographically it means the Far East; literally towards the top of Australia.

One has either been up top, is going up top, or remembers something that happened 'whilst up top'.

TOWNIES - When one refers to "Johnnie's" he means, Royal Naval House, this being a place where sailors can make a home-away-from-home in Sydney.

Johnnie's has all modern commodities, billiards, TV rooms, beer gardens, lounges, cabins, and a host of other attractions to interest the sailor of any time or weekday.

The name could have been derived from the way all sailors are called 'John' by people of the Far East, and likewise nearly all orientals are called 'John' by sailors serving in the Far East.

RIG - To arrive home in 'the rig', or to ask, 'will you be in the rig', more commonly a 'brew'.

On board a ship there are numerous rig's: right rig, working rig, division rig, etc., but when sailors, the rig implied is the sailor's uniform being worn at that time of the year by all sailors ashore.

BREW - Most people would recognise this word. Brew-time, three brew's mate, or the pipe 'a brew to wet in the cafe' are common sayings on board.

A brew could be anything from coffee, cocoa, tea, or KI.

A sailor keeping a night or early morning watch is indeed pleased on hearing the mention or being offered a 'brew'.

STAND EASY - This is the actual brew time. Ten minutes in the forenoon and afternoon. In civilian life 'smoko' would suffice.

Sailors recalling their initial training would remember the command, Stand Easy as meaning time to relax a little.

SLEEP - Unlike other forces, the Navy requires personnel to either shave completely, or not shave at all. No half measures, meaning no chiselled beards, or dashing pencil moustaches.

If your son or husband grew a 'set' whisker 'up top' - He wore a bushy beard.

MAKERS - Makers come from the smoking orders, 'Make and mend', this being an afternoon originally seen as save for mending ones clothes and general kit upkeep.

Most sailors now, on being granted a 'make and mend' proceed ashore, and find time in duty hours, or when at sea for kit upkeep.

SQUARIE - Many sailors wives would have been referred to as 'My Squarie'. This is one's permanent girlfriend. Once married your not squarine any more, your the 'Missus'.

DHOOGY - A term used day in and day out, it means to wash, shower, bath or do the washing.

CHOOKS - When one can not proceed ashore because of 'employed', it has nothing to do with poultry. Most minor offences are punished by a form of punishment most commonly called 'chook's'.

This means extra work in your own time, and of course leave stopped until the 'chooks' are completed.

STOPPAGE - A welcome sound to most ears. Secure in knock-off time, sometimes piped in the form of shrill blasts from a brass's pipe and sometimes said or announced over the ship's intercom.

JIMMY - The first Lieutenant is second in command and from the Captain, his responsibilities include the ships appearance and upkeep, running of the ships routines, and general management throughout the ship. The first Lieutenant is more commonly known as 'The Jimmy'.

SWAIN - The swain is a ship's policeman, he is responsible to the 'Jimmy' for the discipline and conduct of the crew. Any requests or charges are made firstly to the cockswain.

SCORCH - Three times a day 'scorched' is served. In other words it means meal and you can imagine it is the most widely and popularly used term in the R.A.N.

EMJAGE

NAVY NEWS, February 4, 1966 13
SUBSCRIPTION FORM – HOME POSTING
CHEQUES, etc., to be made payable to:
EDITORIAL COMMITTEE NAVY NEWS
NAVAL HEADQUARTERS
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Enclosed please find 15/- to cover 12 months' subscription and posting for "NAVY NEWS".

USE BLOCK LETTERS

NAME ______________________________
ADDRESS ____________________________

14 NAVY NEWS, February 4, 1966
WITH "SALTY" ON SPORT

PENGUIN DISMISS KUTTABUL FOR 18

Our and out one-eyedness was showed by the big TP Gardiner and Neville Clarke; thinking PARRAMATT A had a chance.
Big Barry Murray, who has bar-

ACKNOWLEDGE

A final night was held and attended by a large gathering of Naval Officers, Sir Alan McNicol, Commodore Marks and many other V.I.P.'s.

Starv' Fred Chun recently received well earned praise from the Naval Officers, B, M, and L. He has big things in store for him. Now he is in line to WIN for his professional and sports Interest in the training of JR.'s.
Fred was recipient of a trophy presented by the Governor of WA, Sir Douglas Kendrew, Why are all the Officers leaving the Navy?

Whilst on the west Tommy McLearne, formerly one of the Serve-

RUSHCUTTER / WATERSHED - WOODS lost to Foster 8, THOMPSON v Foster 0, CLARKE 2, BECKER 0, STOTT 1, LEE 0, WOODS 6, BLANKSTEIN 1, EVANS 0, BORDER not out 17, Sundries 5, Total 127. BOWLING: Clarke 4-0-18-1, THOMPSON 6-0-9-1, EVANS 3-0-16-1. 

PENGUIN S4: 3rd innings: VINE v PENGUIN not out 24, Sundries 5, None out, EVANS 0-15; Woods 0-31; Liyonford 0-2. KUTTABUL / RUSHCUTTER / WATERSHED - EVANS v Clarke 47, THOMPSON lbw Armstrong 20, WOODS not out 21, BARRIBALL 0, WOODS 0, Sundries 8, Two for 86. BOWLING: Clarke 1-27; Foster 0-25; Armstrong 1-15. Nickolas 57 not out (106). In a previous match against NIRI-

NAVY CRICKET

in his fifth over, Foster clean bowled Matthews and Heaslip, in the next over Clarke claimed Woods and Blake and NIRIMA "A" was reeling at 6-11.

The next wicket claimed was Clarke, Foster and Sargent nine were maid-

PENGUIN S4 - VINE c and b Birch 30, FOSTER c Birch v Webb 6, RIBOT c Woods v Webber 0, CLARKE c and b Sargent 4, MEIKLE john c Birch 53, ARMSTRONG v Cheeldon b Webber 3, BORDER v Cheeldon 4, EVANS c and b Birch 4, LEE c Matthews 5, NICKOLAS not out 18, RING not out 1, Sundries 19, Total 146. BOWLING: Clarke 6-0-21-0, Birch 7-0-29-3, WEBBER 1-0-8-0. NIRIMA "A" - COYOTE c and b Clarke 0, Evans run out 4, MATT- HEWS FOSTER 0, HANES c Birch 5, WOODS c and b Clarke 0, WEBBER c and b Sargent 9, HOBHOUSE c and b Sargent 1.

Sundries 0, Total 31; FOSTER 3-2-15-2, Sargent 2-2. 

KEVIN BOLLER.

NAVY NEWS, February 4, 1966 15

Passionfruit

All the flavour of fresh picked passionfruit sealed in a roll-

Enjoy the 500g roll lasts 3 days.
CARRIERS/SUPPLY ON OF DEMPSTER CUP

Last year's grand finalists, CARRIERS/SUPPLY will not participate in this season's Dempster Cup Rugby Union competition.

This was decided at the annual general meeting of the East Australian Rugby Union held at Naval Headquarters on January 27.

Other important changes made to the running of the Dempster Cup were:
- The competition will be played over three rounds.
- Only six teams will contest the Cup.
- And a new competition date has been brought forward by one week to start on March 16.

The decision to exclude CARRIERS/SUPPLY from the competition was made after careful consideration of the strength of the teams of MELBOURNE, SYDNEY, and MELBOURNE.

This left only six teams: ALBATROSS, NIRMBA (HINTON); WATSON; NIRMBA (KUTTABUL); MORYS; PALMA; SHERBUT; and WATKINS.

The composition of teams, proposed by CPO Reg Holton (ALBATROSS) and seconded by PO PT Jack Kemp (MELBOURNE), was carried by eight votes to one.

PO Pat Les Davis opposed the move to eliminate CARRIERS/SUPPLY.

He moved that they should be absorbed into the Destroyers/Frigates under the name of "Fleet" team but Davis met with no support and a seconder could not be found.

Last year, you may remember, ALBATROSS defeated CARRIERS/SUPPLY by 15-14 in the Cup Grand Final.

Realizing the wealth of talent onboard the three units, the meeting agreed that suitable arrangements would be made for Inter-Service selectors to see teams from these ships in action.

Inter-Service selectors for this coming season will be PO Buck Rogers from NIRMBA, CPO Ernie Solway (WATSON) and CPO Reg Holton (ALBATROSS).

The nominations of N.S.W. Combined Service Selector was deferred until the first meeting of the E.A.A. committee.

Captain S. K. G. Sharp was unanimously elected President of the East Australia Rugby Union and Lieutenant Neill Henderson was re-elected Secretary.

The committee will comprise of President, Secretary, Commandant P.T.I. and one representative from each team participating in the Dempster Cup.

The meeting decided that a quorum for a committee meeting to hear charges, that is, those not in the field etc., must in future consist of at least 60 per cent of the committee.

Coach for the Inter-Service will not be appointed until later in the season. Further meetings of the Committee are already being held by P.T.I. Secretary to obtain details of training plans and coaching assistance that may be available through the Rothmans Sports Foundation.

It was pointed out also that these facilities may not be used by ship teams as well as representative teams, if necessary. Further details of the proposed annual meeting were: Capt. G. T. Gafford (Command Recreation Officer) (President), PO PT Davis (Command P.T.), LS Stead (SYDNEY), CPO G. Hartman (DESTROYERS/FRIGATES), L. W. Frewer (NIRMBA), PO CG Thompson (PEN GUN) and PO FT Kemp (MELBOURNE), CPO Reg Holton (ALBATROSS).

The following is the Command Recreation Officer’s report on the 1965 Rugby Season:

The 1965 Rugby season proved to be a busy one for the East Australia Area Rugby Union Committee as Navy acted as Host Service for all Inter-Service and Australian Combined Service fixtures in New South Wales.
Due to the exigencies of the Service, Commander Sherburne was a constant worry. In particular, Commander Duncan, Commander Peckham and Commander Sherburne’s appointment away from the Sydney area.

Although Navy didn’t win the Inter-Service series or the McKean Cup, the season provided sport and recreation.

Navy was well represented in the numerous Australian Combined Services fixtures. Leading Seaman Rogers was selected on two occasions to lead the Combined Services team.

DEMPSTER CUP

The season commenced on March 24, 1965 with seven teams competing.
Two rounds were conducted and the grand final was played on August 27.

Teams Comprising: ALBATROSS; DESTROYERS/FRIGATES/STUART; WATSON; KUTTABUL/MORYS; PALMA/KIMBIA; NIRMBA; KUTTABUL/WATERMEN/PEN GUN/MSHP. WATKINS.

It was noted that amended Ship programmes caused misunderstandings between Carriers and Destroyers/Frigates for the venue of the semi-final.

Woollahra Oval was used for the final with the win went to the victors defeating NIRMBA 29-9. The Grand Final was conducted under ideal conditions at Victoria Barracks and resulted in ALBATROSS defeating Carriers 15-14.

It was pleasing to note that only two players were reported to the Committee throughout the season for serious infringements of the rules.

On May 29, two teams were invited to play in the Combined Services Rugby Cup. Both Navy teams were beaten but much experience was gained and good public relations were cemented at the social gathering held at the Eastwood Club.

A team of eight players went to H.M.N.Z.S., LACHLAN on June 7, for the Lou Smith Trophy. This match resulted in a win for the R.A.N.

The Inter-Service series were held on 28th, 29th and 30th August at the Reg Barton Oval, Rushcutters Bay. Results were:

Army 35 defeated N.A.A.F., AIF; Army 12 defeated Navy; Navy 38 defeated R.A.A.F. 11.

Army were the winners and now hold the McCabe Cup.

Police acted as Host on September 1, for the Combined Schools Cup fixture at Trumper Park, Police defeated Navy 14-9. Navy players and officials were later entertained at the Police Club with a Buffet Dinner and drinks.

The Navy squad was accommodated at NIRMBA for training and coaching by Lt. Cmdr. Sherburne. It was felt that the two days training prior to the Inter-Service series was not long enough to develop good temo work.

CUTBACK SERVICE MATCHES

On May 29, a series of selection trials were conducted at Victoria Barracks and a half-forward team selected to play Victoria at Canberra.

The University of California Rugby Team and Combined Services were accommodated at WATSON in July, 1965 for five days. Unfortunately, rain washed out the matches between these two teams on July 28. The postponed match was played on August 2, at Sydney, Redfern Oval and resulted in a win to the Americans.

Six Navy players had been selected for the Combined Services team.

A Combined Services Team made a tour from 12-26 August and played matches against Queensland, City of Sydney, Minister of Inte,er services Cleansham at Canberra, and Victoria. Eight Navy players were originally selected for the Combined Services team, but not all players could participate.

To sum up the season, a lot of foot ball was played and the season would be woefully without the Army Referee Association, there would not have been a Dempster Cup competition.

S-Naval seek players

Sydney Naval Australian Rules Football Club will start official training at Trumper Park on February 8.

The club requires players who will have plenty of opportunity for good standard football in the pre-season competition which will be held. Anticipations are that this competition will start in March and continue through April.

The pre-season matches will be held on a double-header basis - two first grade games on the one weekend.

Committee Members:— Ron Bennett (Bennett’s Men’s Wear (patron); George Finley, Four in Hand Hotel (patron). Dr. G. Wilson, N.D.P., Chief Instructor—J. Magner Senior. Assistant Secretary—G. Higgins. Delegate to the League—J. Gerber, CPO Draft Board Navel Headquarters; G. Dutton, Provisional Selectors—J. Harding, L. Jesse, J. Kelly. Honorary Medical Officer—Dr. Gillman. Author—K. Murray. Gear Steward—O. Foster, H. Woolgham.