QUEEN VISITS
HMAS TORRENS

HM The Queen, HMAS Force Flag, HMAS Torrens Fleet and Federal Fleet, visited vessels aboard HMAS TORRENS on February 21 for an informal visit during the Australian Sovereign visit to New Zealand by the Royal Yacht, the Royal Yacht was at New Harbour, sailing with the Royal Yacht.

After being greeted at the accommodation facilities by the Captain, Captain R J O'Meara, with Pilot Lieutenant LCDR R M Walker and CPO in charge of the Deck, the Royal Yacht visited the Ship's Company, and the Ship's Company was gathered informally.

For 25 minutes the Royal guest visited the ship with members of the Ship's Company, Marcia, appearing in the Royal Yacht for their visit to the

Aerial picture of HMAS TORRENS was taken by Paul Green.
More positive role for Services in national disasters

The Armed Services could be more directly involved in future national disasters, the Deputy Prime Minister and Minister for Defence, Mr. Lance Barnard, announced in Canberra on February 18.

Mr. Barnard outlined some of the areas in which the Services could be involved in its state-ments, during a national disaster. He said:

- Establish an adequate national organisation;
- In consultation with the States, assist in the strengthening of their capacity to cope with national disasters;
- Increase direct involvement of the Armed Services;
- Increase direct involvement of the Armed Services.

Mr. Barnard said that the establishment of the new organisation would not imply greater direct authority over the States organisations to control vital agencies, such as police, fire brigade, medical and ambulance services.

Voluntary organisations would continue to play an important role.

I propose that the range of aid to the States for the improvement of their emergency services should be expanded."

He said:

"I will arrange as soon as possible a conference with State Ministers involved with Civil Defence, and the appropriate Ministers in the Australian Government, to discuss the whole question of national disaster organisation.

"We would also need to define the appropriate areas of responsibility and of support needed from Australian Government sources.

"Although the overall organisation has managed to cope with situations such as the recent floods, I am convinced that better national leadership and a more open approach through State organisations is essential if the effect of present arrangements can be given adequate assurance in dealing with unavoidable disaster situations."

Mr. Barnard said the new organisation would expand the existing activities to include the wider functions of:

1. Disaster planning;
2. Organisational development;
3. Training;
4. Research and public information.

The organisation would seek to develop a greater capacity within the total resources of the State and local government administrations.

This would be directed towards producing effective disaster planning and to help them to equip themselves for a rapid response to disasters.

Mr. Barnard said one of the organisation's main functions would be to develop an effective information service to provide assistance to the States, local government authorities and the public.

The organisation would direct the preparation of the wide variety of specialised handbooks and pamphlets.

Mr. Barnard said there was an urgent need for easy-understood publications on the nature of disasters, warning and precautions steps which could be taken at various stages and the proper channels of communications where assistance was required.

Mr. Barnard said the Australian Government would create an interdepartmental disaster assessment committee which would be chaired by the Director of the National Disaster Organisation. The committee would have regional members, representatives of the departments of the Prime Minister and Cabinet and of the Treasury.

Other members would be co-opted as required from departments such as Social Security, PM&C, Housing and Construction, Health, Northern Territory and Northern Development.

The functions of the committee would include:

1. Assessments at the scene of the disaster on the need for assistance of Australian Government resources;
2. Advice on long-term rehabilitation schemes;
3. Oversight of the annual National Emergency Programmes.

Mr. Barnard said the Australian Civil Defence School at Kings Park, Macquarie Park (formerly another name) in Victoria would expand its present activities to include training for and research into national disasters.

Mr. Barnard said he believed that the Armed Services could play a more positive role. In particular, the Services would be involved with other authorities in the comprehensive planning and preparatory stages of disasters.

The following are some areas in which the services would be involved:

- Contingency plans, in cooperation with State authorities, for the deployment and use of Service resources;
- Assistance to local government in the preparation of contingency disaster plans for particular areas, and in the running of emergency operation centres;
- Provision of emergency radio communications;
- Direct assistance in preventive measures such as the construction of levee banks and firebreaks where local labour is not available;
- The use of CMF units drawn from outside the disaster area, particularly in areas where there are few regular services.

During emergencies, the organisation's staff would be supplemented by officers drawn from the Services, particularly in man the National Emergency Operations Centre to be established within the Organisation.

Our surf-and-sun lover this edition is Christine Luschwitz. — Photography by Vincent H. Hayes.

‘Navy News’ and Area PRO move onto Garden Island

‘Navy News’ and the Navy’s Area Public Relations Offices in Sydney moved onto Garden Island on February 9.

The new offices are located on the ground floor of Building 59 (formerly occupied by Area Finance Office staff) — the first building on the right of the main dockyard gates.

New telephone numbers have been allocated as follows —

- **NAVY NEWS**: ENQUIRIES (ADVERTISING and EDITORIAL) 359 2038. EDITORIAL: (LCDR C. K. WARWICK) 359 2313. ASSIST EDITOR (CPT F. TIERNER, RET) 359 2265. ADVERTISING: MRS. R. KEIR 359 2308, 48 6267.
- All mail for ‘Navy News’ should now be addressed as follows:
  - ‘Navy News’ Garden Island Sydney 2000
  - AREA PUBLIC RELATIONS: (Lieut-Commander, Public Relations Officer) 359 2687. Richard Peakes (Public Relations Officer) 359 2647. Paul Green (clerical) 359 2690.
  - John Gardner (photographer) 359 2598. Enquiries: 359 3359 359 3363

**CHOICE OF THE WEEK**

With the compliments of

The problem of writing a fortnightly column is that some of the items hit the headlines weeks before. However, like all good plums, the newsworthiness value of the items contained therein depends on what the reader gets out of them, not when the news first appeared. So please bear with us if you think that the news is antiquated — it’s not really. Just remember that the Opera House wasn’t built in a day, nor was it paid for in a week!

With the recent competition of the Commonwealth Games in Chiswick, all the athletes have gone their various ways, many bearing the spoils of victory and many more having gained very valuable international experience. But once again the “inwards” were there. David Badford, the English 10,000 metre world record holder, was thoroughly beaten in both the 10,000 and 5000 metres races after telling the press at large what he was going to do to his opponents. Guess he could be termed the “Caesar of the tartan track.”

What heartbreak Brisbane has seen this year! This column in complete sympathy with the entire population of the city that boose one of the largest metropolitan areas in the world. One cannot imagine what it would be like to have to leave to return to a floodbound home, wondering what the condition of the house and contents would be. In fact, as many people found out, the house is still there. Natural disasters of this magnitude really test the moral fibre of all concerned.

**PONDER CORNER**: Never proclaim your future to those who know your past.

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2 (46) NAVY NEWS, March 1, 1974
LANDING ON
KITTY HAWK IS DIFFERENT

Landing an aircraft on the US Navy's carrier KITTY HAWK, and on HMAS MELBOURNE, is like landing on an envelope after landing on a postage stamp.

That's how one of two members of the RAN who are serving in USS KITTY HAWK describes his feelings as he brings his aircraft down on this enormous carrier.

It's understandable as KITTY HAWK is of 80,000 tons; MELBOURNE, the flagship of the RAN, is approximately 38,000 tons.

The pilot is LEUT Jeff Dalgleish, who before joining KITTY HAWK was a helicopter pilot in HMAS MELBOURNE.

LEUT Dalgleish also is LEED in anti-submarine Squadron Thirty-eight (VS-38) while it is part of Carrier Air Wing ELEVEN.

The other Australian aboard USS KITTY HAWK is C1 Bruce Spender, who serves as a ship's company in the Navigation Department on the Signal Bridge, and as a junior officer of the Watch.

The two men are KITTY HAWK under the auspices of the Personal Exchange Programme. Recently they decided to co-operate in writing an article about KITTY HAWK, and their duties, for "Navy News".

Commander R. H. Percy Commodore RAN, Naval Attache, Embassy of Australia, Washington DC, forwarded the article.

KITTY HAWK started back in 1972 when the Wright Brothers, Wilbur and Orville, made their historic flight at Kitty Hawk in North Carolina.

The present day USS KITTY HAWK (CV-63) is a far cry from this humble beginning.

She is a KITTY HAWK carrier and with a full load displaces approximately 80,000 tons.

Ship's company and Air Wing make some 5000 men.

CVW-11, the embarked Air Wing consists of approximately 85 aircraft ranging from F-14 Phantom Fighters to SH-3H Sea King helicopters.

KITTY HAWK is the first West Coast-based super-carrier to convert to the CV concept.

Basically this concept is to combine on board one carrier, fighter, attack, early warning, electronic counter measures and anti-submarine aircraft and helicopters so that the role of the ship can be tailored to the threat presented.

Currently the KITTY HAWK with the flag of Commander Carrier Group 1 embarked, is a member of the US Seventh Fleet and is conducting operations in the Western Pacific.

Operating as a pilot from USS KITTY HAWK is quite a different to operating from HMAS MELBOURNE, where the author has spent cruises as both a Wexuse helicopter pilot on H87 and on SI Tracker pilot on VS-86.

Probably the most significant difference between MELBOURNE and KITTY HAWK is also best described as comparing landing on an envelope after landing on a postage stamp.

Landing an aircraft on the US Navy's super carrier USS KITTY HAWK (pictured above) and on HMAS MELBOURNE (pictured below), is like landing on an envelope after landing on a postage stamp. That's how RAN pilot LEUT Dalgleish, now serving aboard KITTY HAWK, summed up the difference in size of the two carriers.

Navy News, March 1, 1974 (47) 3

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a million holiday ideas

NAVY NEWS, March 1, 1974 (47) 3

Safety award to 723 Squadron

The McNeile Trophy for flying safety has been awarded to the RAN's 723 Squadron based at the Naval Air Station, Nowra.

The squadron is equipped with Iroquois and Bell 206B-1 helicopters and is engaged in search and rescue operations, survey and fleet duties, and pilot training.

The Naval Board awarded the squadron the trophy for its accident-free flying record during 1973.

Types of aircraft on board are present in varying numbers.

Up until last year "HAWK" was part of the mighty super carrier force that operated all Vietnam prior to cessation of hostilities; in those days she was an Attack Carrier without any AWG assets.

There being no direct rate communication to a Communications Yoonman in the USA, initially presented some difficulties, but this was soon overcome and now the co-author sends his time between the navigation bridge, where he keeps 200W watch.
BOUND FOR SINGAPORE

The daring class Destroyer of the RAN'S Second Destroyer Squadron HMAS VENDETTA, left Sydney on February 25 for four months' service in Singapore. The 3,520 tonnes warship, commanded by Commander A. G. Ferris RAN, will be in the Singapore area until the end of June and is expected to return to Sydney early in July. On passage to Singapore, VENDETTA will call at Cairns and escort the Royal Yacht BRITANNIA from Darwin into Indonesian waters. Like its sister ship in the Second Destroyer Squadron, HMAS VAMPIRE, VENDETTA has recently completed an extensive half-life refit, making it one of the most powerful and up to date units in the RAN.

LSPH John O'Brien represented Navy News with the camera and took the pictures of family farewells.

BRISBANE’S BALL

HMAS BRISBANE SHIP'S BALL will be held at Groce Bros. Auditorium, Broadway on Friday, April 5, starting at 8 p.m.

Cost $5.00 DOUBLE, $2.00 SINGLE. ALL INCLUSIVE.

ALL PRESENT AND PAST MEMBERS WELCOME

ENQUIRIES: Capt. John O'Brien, LSPH.

LATEST IN BOOKS

STORIES OF FAMOUS SEA RAIDERS

By LEN ORTZEN (Arthur Barker Ltd.) 160 pp. $5.50.

In October 1940 whilst in the Indian Ocean Captain Kru- der of the PINGUIN (Raider 33) captured the Norwegian tanker STORSTAD en route from Borneo to Melbourne.

Kruider at this time was preparing to lay several hundred mines off the Australian south and east coasts. It occurred to him that the STORSTAD being expected in Australian waters would not be regarded with suspicion and therefore make an excellent auxiliary minelayer.

Accompanied by his Chief Engi- neer he boarded the STOR- STAD to assess the possibilities. It was evident that it would be necessary to put the after cabins and passageways to make a mine storage after which a suitable room would be devoted to being able to dispose the mines to be launched when ordered.

In addition, strengthening would be required here and there and otherwise it would be a formidable proposition.

Kruider turned to his Chief:

"How long will the transformation take, Krammer?"

"Three days, sir."

And it was so.

Two world WARS

Each of the 51 chapters of the book covers a raiding expedition ranging from the Seven Year War-perspectives round the world, the 19th century privateering cruise of 1798-11 to the 1944 Korean Air Raids against SYDNEY, J 81 in 1944.

The balance of the book is spent in that the final chapters are devoted to the stories of German raiders in the Two World Wars.

While this can be explained by the fact that the latter and the most modern available I feel the author would have been wise to devote the whole book to the German raiders leaving the production of a further book on the earlier privateers to a later date.

The writing is economical and factual, concerned more with a bold narrative of events than in the development of character and atmosphere.

The extensive bibliography provided indicates that every one of the expeditions featured has in the past formed the basis of a full length book and this inevitably tends to confirm in the reader his feeling that the book is in fact a digest of all the others.

As a result of this con- densation, lurking in the book are the few numbers of potentially fascinating stories which follow.

This is a wonderful book for a lot interested in the sea.

Their daughter Melissa, 11 months was interested in the camera as photographer O'Brien scoured LSSMG David Watters of Brisbane with his wife Patricia.

"The time will soon pass" was CPO Paul Wilson saying that to his wife Judy and Son Troy, washed on voyage by Carol Lukins, also of Briskin Hill, Briskin Hill.

"It's moments like this" said Fisar from aboard ABOMG David Highton, Navelle Petschelder, ABWMM Ian Fleming and Michele Smith (right).
Cyclone 'Pam' interfered with exercise

The flagship of the RAN, HMAS MELBOURNE (Capt. G. R. Griffiths RAN), arrived on the west coast of America this weekend.

Before departure on February 11, MELBOURNE underwent a maintenance which was scheduled for three days, but had to be reduced to two days because of the presence of cyclone 'Pam' which had moved south from the Coral Sea to the Lord Howe Island area.

The ship will pick up 12 Boeing Chinook helicopters and six Bell UH-1 helicopters ordered for the RAAF.

During her passage, MELBOURNE landed a contingent of troops of the 5/8th Battalion, Third Task Force at Hawaii where they will take part in exercises with the US 25th Inf. Division.

MELBOURNE also carried 40 tons of “Australiana” for EXPO 74 at Spokane, Washington State.

The cargo included cases of Australian beer and a variety of wines for the exposition.

While at sea the flight deck was a hive of activity with new crews, under the watchful eye of the Flight Deck Officer, LCDR Bob Saimon, practising handling drills with Skyhawk and Tracker fixed wing aircraft.

Wexen and Iroquois helicopters also landed on the flight deck and the ship was overflown by the RAN’s new HSTH.


Anzac W. right: ROYAL COMPANY.

The RAN Training ship HMS ANZAC returned to Garden Island on Friday, February 7, having completed her training cruise of her last year...and what a right royal occasion the cruise turned out to be!

After embarking six university crews directing Sub Lieutenant and Vere Midglishmen along with 19 Cadet Midglishmen, ANZAC sailed from Sydney on Monday, January 24 and anchored in Queen Charlotte Sound on Monday, January 21 to tide up.

On the day before entering Queen Charlotte Strait, much of the crew’s spare energy was expressed in the creation of nonsense pictures carefully controlled by PPO WANK ROUND and LDS TRW.

The much-valued trophy was won by the Wardroom and it now decorates the Cadet Midglishmen’s Mess.

Morning Wednesday saw the big day arrive and after a lot of hard work by all departments, thanks to LGDR Peter Wright (the Jimmy), the ship embarked a look to take place at TMW SAN ANTONIO, HMAS CANBERRA and HMAS AUSTRALIA at Port Lytton.

The ship already had an interest in the Xth Commonwealth Games this year and the latter knows BAN personalities LCOR Spol Murphy took passage to the planes with us at an Australian official at the Brighton. These were lucky enough to have tickets sent to the opening ceremony of the majority of the Chiefs’ Mess and the Petty Officers’ Mess took advantage of the colour television set that they had hired and installed in their quarters.

On the first three days in Lytton the ship had been asked at a communications link for the Prime Minister Mr. Gough Whitlam. The ship was only staffed by another of our most trusted and well-liked. The interest of the people from Lytton and Coachwood was shown by the 3600 residents that visited ANZAC while she was open to visitors.

His Royal Highness, the Duke of Edinburgh and the Flag Officer, Royal Yachts, Rear Admiral H. E. H. Townshend arrived on Tuesday, January 9 and spent forty minutes walking round and talking informally to the ship’s company.

A sad day for ANZAC was Saturday, January 14 when LT. COL. Clarence (R.J.) Jutson arrived at Port Lytton onboard HMPS JUPITER. Her Majesty the Queen, the Right Honorable the Premier and Captain Mark Phillips arrived the next day.

The Games came to an end in most colourful and informal fashion on Saturday evening and ANZAC joined the scene of the proceedings. Meno-War and passenger vessels and the ship’s company were in attendance.

ANZAC was certainly not found wanting in the sporting atmosphere of Christchurch.

On Wednesday, January 30, 1974 an ANZAC cross country race was run on the Parade Ground, with POPP Round, CPOTR Marty Gregan, LTPT Peter Drew, ARDT Colin Neave, CK Blum- don, CMDT Pittaway, CMDT Moncrieff, LTST Neilson, CK Dave Carew and LtSBS Buttons. The course involved an ascent of STAG BRITANNIA, WANS VIKING, WANS VIKING, WANS VIKING and HMS JUPITER in a foot race up a rather towering hill climb known locally as the brute path.

Although an RN runner made it to the top first, ANZAC’s team spirit came to the fore as she took the trophy home in the “Chieftain Cup” division.

On Friday, January 1, ANZAC’s crack sailing team defeated B bonus’ Dinghy sailed by most teams at Port Lytton.

They included teams from the Royal Navy Research and Marco Polo, as well as from TIDEWATER, DIMNES, INVERELL, HMAS CANBERRA. The Royal Yacht and HMST of Fremantle.

LETIT Tob Long, Abu qualified to depict the attention of the media was our impromptu regatta to Port Lytton, six hours after our departure from Sydney Friday January 26.

Reason for the return was ABMTP Michael Topp’s appendix, although he no longer has to keep to him in the wonderful world of the Royal Hobart.

ANZAC’s ships company "line ship" for entry into harbour for the Games.

Little has been heard from HMAS SWAN (L189) so far this year and justly so. After a short Christmas leave period, the Fleet’s "trend-set- ter" departed Sydney for a "mim" work-up, to sort out those few aerobatics imparted by a leave period.

Normal fleet work was pleasantly interrupted for a week when HMAS SWAN, in company with HMAS HARDWICK and HMAS VAMPIRE, played "anti-submarine-war" for the three visitating Indonesian ships in the exercise "Southerns Cross".

A quick but at sea climaxed by a successful HMAS EBALR, set the scene for our forth- coming Island State visit.

The 800 miles to depart, SWAN embarked the small ships CHAP-LARK and RAN BARK for the duration of the tour. In true "silent service" fashion, SWAN departed Sydney on Sunday, February 7.

For the voyage down, the gods were kind and calm seas occasionally swiped by gusting wads were the only concern on an interesting and enjoyable trip to Hobart.

In the cold light of Tuesday morning, SWAN arrived herself for the entry into Hobart, and later she proceeded alongside Prince No. 2 wharf, ideally "situated in the heart of Hobart".

The day after arrival saw the running of Hobart’s Centenary Cup, the 90th occasion of Ho- bar’s most lucrative horse race. Many a SWAN sailor was seen to be enjoying the life-style at one of Australia’s most attract- ive race courses.

By this time, the RAN’s "Dazz-Sailor" service came on board, by courtesy of one of Hobart’s radio station.

For some inexplicable reason, the first days of "Dazz-Sailor" found the Hobartians a little timid of SWAN’s "rend" enter- tainers", but by the weekend, the scene was functioning.

A service such as this can be very supreme to pranksters, but fortunately for SWAN, only two such calls were received.

Our tour proceeded quickly until one of the highlights of the visit on Thursday, February 7. For two hours SWAN entertain- eed children from four homes in Hobart, the Salvation Army’s Children’s Home, the Kentucky Children’s Home, the Chatham Children’s Home and its junior’s Child Centre.

The children enjoyed the visit, thanks largely to their guides LACU "Snapper" Taylor, LACU Farley Chambers, LSO Ron Bodie and ABMTP Ray Wait.

Thanks also to the group of PWOS "Seamer" Brown and POCS "Dorie" Day and their "squad" helpers, the children were hosted to a magnificent afternoon tea in the ship’s cafe- teria.

Good press coverage was given and the visit even rated a paragraph in Hobart’s main newspaper.

Friday, February 8, saw our friends ANZAC arrive after a "cheerful" tour of duty at the Commonwealth Games in Christchurch.

Commanding Officers of both ships paid their official calls that forenoon, concluding with luncheon as guests of His Ex- cellency the Governor of Tasma- nia, Sir Stanley Burley KBE.

That evening, officers of both ships were at a combined Commanders’ cocktail party onboard ANZAC, which many Hobart dignitaries attended.

SWAN and ANZAC visited Hobart primarily to attend the Royal Hobart Regatta Associ- ation’s Annual Regatta.

The opening events concurrent on 00:01, Saturday, Feb- ruary 9, and soon after, the Har- bour was a mass of colour as some of the early sailing events got under way.

The Naval participation for Saturday consisted of a sailing "duel" between SWAN and ANZAC, two teams from each ship, sailing in Hobart’s Dinghy- clase.

ANZAC’s team took the honours registering first and last places, with SWAN’s team hold- ing second and third places.

SWAN’s two crews were LCOXX "Stainless" Steele (as course whip) and WTR "Wedge" Watson, and ABHO "Boo" Rooke (courseman) and ABHO Harvey Phipps.

Warships open to visitors is always popular in Hobart, and Sunday, February 16, certainly proved the rule to be true. Such SWAN and ANZAC were open from 1400 until 1700, and from all accounts, the Open Day was very successful, with about 1500 people visiting SWAN.

Whilst our Junior Duty Staff catered with the thousands of visitors, our valiant sailors, swab and bare-footed rugby teams did battle with the Eastern Suburbs Rugby Under Club and Hobart. The result was 28 points to 3, in favour of our team.

Many a SWAN sailor wanted to grab onto the sporting arena on Monday to contest cricket and soccer matches.

Our cricket team fared well in an exciting game against a "Police" team, winning by 3 runs, the score being 155 to 118.

SWAN’s "star" was POCS "Cocky" Hulme, taking 10 wickets and wicket keeping the bat to score 21 quick runs.

Fortunately our soccer team went under 3 to 1 better in wakefullness, the Kensington Soccer Club.

Hobart’s gala day, Tuesday, February 12 dawned with blue skies, promising good weather for the most important and con- cluding day of the Regatta.

SWAN’s participation was an indication of more a true spectator’s role as the ship was required in an official capacity.

At 0845, SWAN slipped and proceeded to midstream area of the Regatta paddock.

Soon after arrival, hands were lifted into the air to "hoist the ship" in honour of the Governor of a momentary "fanfare" and the cool waters of the Derwent.

Robert’s Regatta proceeded smoothly, other than an array of events running continuously.

That afternoon the inter-ship sailing had to be cancelled as the weather got a little fickle.

The Inter-Squad were ashore "shooting it out" for a draw with the Police.

At the conclusion of Regatta weekend, SWAN’s sailors "weighed" and proceeded with despatch to the berth, for the last night in Hobart.

6 (30) NAVY NEWS, March 1, 1974

Swan’s tour of Aust’s Island State
CHANGEOVER OF COMMAND

“Having spent the Christmas/New Year period in Hong Kong, PARRAMATTA sailed for Singapore on January 3 in company with HMS HERMIONE. It was rather a shock to the system to have to get back into the swing of things after such a long period alongside.

So it was straight into a shakedown of internal drills and exercising with HERMIONE on the run south to Singapore.

There had also been a change over of Executive Officers whilst in Hong Kong, LCDR D. W. Duich our former XO had been relieved by LCDR N. C. L. Bailey and as we had yet to go to sea with the new ‘Jimmy’ we were all interested in seeing how things were going to shape up for the future.

To LCDR Duich we wish all the best in the future. He was well liked and had become very popular with all of the Ship’s Company in the short time he had served on PARRAMATTA.

PARRAMATTA entered Singapore on January 7, though this was only to be a brief stop. We refuelled and proceeded to sea the same afternoon. The following day we conducted portash firings at PTA’s in conjunction with HERMIONE.

On our return to Singapore we berthed outboard of HERMIONE. Previously in November last year, when both ships had been together in Singapore, PARRAMATTA had played Rugby against HERMIONE for the Sea Lion Trophy. The result of that game had been a 19-12 victory for PARRAMATTA.

As HERMIONE was returning to the UK in a couple of days, this would be their last opportunity to recover the Cup.

The game was played at Woodlands Barracks (ex HMS TERROR) and PARRAMATTA managed to retain the cup with a final score of 21-12. The spectator support was very good, a definite boost to the morale of the team.

The cricket team also scored a decisive win over OTAGO.

This was due mainly to the efforts of LRB P. McKerry and A1/MTP Dave King both of whom gave an excellent display of hard bating and were mainly instrumental in keeping the pace of the game fast. The final scores were PARRAMATTA 8-108 to OTAGO all out 108.

This time it was OTAGO’s turn for blood with another challenge for the Sea Lion Trophy. The game was played at Woodlands on January 15.

The Catholics had the first game, also against OTAGO Catholics. For some of the team this would be their first game, so under the circumstances a few mistakes had to be expected.

The first half of the game looked all PARRAMATTA then the second half saw OTAGO take the lead.

Perhaps this should have been taken as an omen for the main game. It started out hard and fast, and this pace was maintained throughout the rest of the game.

OTAGO scored a well deserved victory as PARRAMATTA team was outclassed in speed and skill.

PARRAMATTA sailed from Singapore for Penang on Wednesday January 10.

While the ship was on passage, a group consisting of SBLT John Moorscroft, PO1NGK Nev Smith, PO1TS Brian Brench, LS(N) ‘Windy’ Gale and A1/MTP Stan Glowiak went out to do the trip around and repair the ship in Penang.

PARRAMATTA duly arrived in Penang on January 16 for a three day visit. The ‘Overlanders’ arrived safely, killing the speculation that they would be wiped out by the monsoon. The river trip through the jungle was interesting. In fact, they claimed they had a very enjoyable trip.

Quite a comprehensive sporting programme had been arranged during our stay with golf, volleyball, soccer, hockey, Australian rules and rugby league.

The volleyballers were surprised to find out that there was very little professionalism in the RAFF teams and that they didn’t have the game so seriously.

Needless to say our teams were knocked out in quick time, though the fact that ‘West Head’ rules didn’t apply could have had something to do with it.

The rugby team had as easy win against the Chinese Recreation Club at the CRCC sports ground. It was obvious that the smaller CRCC team couldn’t bring down the big men of the PARRAMATTA side who bulldozed their way through to win time after time.

Galliers also got a game against the RAFF on the Saturday at Butterworth. The PARRAMATTA team lost out to the locals on a handicap basis, local knowledge of the course was also an important factor in the game.

The Australian Rules played the Australian Army at Butterworth and although there were some good players, RANK Harry Ultin, POWIE Mick Feistrell and especially A1/MTP ‘Rag’ Raymond it wasn’t a spectacular game.

The overall fitness of the Army side combined with the lack of match practice for PARRAMATTA gave the Army the game. Final scores were 14-10 in favour of PARRAMATTA.

Our visit to Penang was very successful and well received and we especially thank all the RAFF personnel and families at Butterworth whose open hospitality made our stay so enjoyable.

PARRAMATTA sailed from Penang on Monday, January 21, for Bangkok.

The ship’s arrival in Bangkok proved to be quite an event with Special Sea Dutymen being closed up from 0000 for the long trip up river.

Upon arrival we found we had to secure in deep in mud stream, which meant of course all the names of getting boats ashore.

For the photographers on board this was the highlight of the whole trip, for Bangkok with its multitude of temples, pagodas and the Royal Palace, is a photographer’s paradise.

The Australian Community in Bangkok had also organized a New Years Day celebration at Lumpini Park and an invitation had been extended to the Ship’s Company to attend the festivities.

This proved to be an excellent night, for as well as being an ideal opportunity to mix with fellow Australians, there was as much one could eat and drink, just for the asking.

Perhaps the most impressive thing about our stay in Bangkok was the open friendliness and courtesy of the Thai people and the high regard in which the Australians are held by them.”

... VAMPIRE STYLE ...

Ceremonies marking the changeover of Captains of two of our distinguished ‘fighting’ ships were carried out in different fashions at Garden Island recently.

Senior Officers aboard the destroyer HMAS VAMPIRE performed the old customary way of waving their former Captain, Capt G. J. H. Woodrych—a shew but we’re not convinced that Captain Woodrych was all together ‘taken up’ with the ceremony as these three pictures show. In the above picture he is seen handing over to the new Captain Capt G. M. C. Johnston before being handsomely shewn off by Senior Officers (pictures right) then minutes later (pictures right), having to struggle up the side of the vessel.

PERTH’s changeover on February 4 was dignified and simple. The old Captain Captain P. J. Hutson was piped onboard by CPO(N) John Hawes and LJM(N) William (pictures below); the former C.O. Captain 1 H. Nicholson himself congratulated his successor, then signed the transfer of command (pictures right) watched by LS Hirons, and that was that Capt Nicholson. By the way, the old Captain to command two DDIS’s HMAS HO

... AND PERTH FASHION ...

BART May 1972-73 and his new appointment in Canberra with the Department of Defence, Director of User Requirements.

CAPT Hutson was previously NCO North Australia for two years. One pleasant duty CAPT Nicholson performed before relinquishing command of PERTH, was to present CFMGS George Rawlinson with his Long Service and Good Conduct Medal (pictures bottom right).

Navy News asks you to support those generous people who help keep this paper alive. You can’t go wrong.

NAVY NEWS, March 1, 1974 (51) 7
A new Australian in the 'court' of Uncle Sam

Studies need to say, men with every Everyday conversation

...
LOOKING FOR EMPLOYMENT?

LOOKING FOR STAFF?

“Navy News” receives numerous inquiries from Royal personnel, due to leave the Service, for civilian employment. In an effort to assist them find suitable positions, we have introduced this “Navy Want Ad” column, which runs from page 10 to page 21. Interested advertisers are asked to contact our Advertising Agent, Mr. Kanin, in Sydney on 402 3267 or, write to him c/o “Navy News”.

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Whale Car Wash International has a limited number of automatic car wash-petrol outlets available in the Sydney metropolitan area. These are high cash flow businesses which can return $15,000 to $25,000 p.a. to the man who is willing to work hard.

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The Utilities complex has an electrical capacity of 28 megawatts and a steam raising capacity of approximately 450 tons per hour. Qualifications:
Minimum — Boiler Attendant Certificate and Second Class Engine Driver Certificate.
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Successful applicants will be eligible for fringe benefits and will immediately join our superannuation scheme.

Applications in writing giving personal history, qualifications, previous employment should be forwarded to:

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If you are seeking a secure future please write giving full personal details and particulars of experience and education to:
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The versatility of women is unlimited... in almost every field in which she can exercise her talents she has proved her worth.

Age-long laws that restricted her have been annulled, or de-leted. She has emerged as a woman whose contributions have been significant, as a woman who has achieved in every facet of life.

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History is ripe with tales of women naval officers and pira-tes dressed as women. Some of these stories may even be true, but the important thing is that women in the post-World War II Navy have not been unfamiliar with these figures.

As part of the standard pro-gram of training, first-year cadets at Newport, R.I., spend at least five hours per day on the ship. The women learn shipboard ops and their search and rescue functions, the living and working spaces of the men on board.

One of those is to witness much of the information gathering equipment, such as radar and radio at work, and even some of the weapons systems of the particular ship they board.

Besides opening the possibility of new positions for women in the service, which we are to see more and more in the future — the Navy’s new policies toward its women — are opening up new areas in which women will have the opportunity to work.

One of those is the Reserve Officer Training Corps (ROTC). Most ROTC programs have special women’s organizations, and at some, like the University of Michigan, the women participate actively in cadet training.

The program results in a commission as an ensign in the Reserve Officer Reserve Officer Training Corps (ROTC) and a Bachelor’s Degree in a particular field of study.

Navy women

In an area near another, Commander Elizabeth M. Barrett became the first woman naval officer to serve in Viet-nam in a combat zone. She is in Vietnam as a weapons officer in a battle group.

Another field being broken into by women is that of civil en-gineering. Ensign Jane Bigelow, who graduated from the Massachusetts Institute of Technology in 1966, has been assigned to the Public Works Centre, Guam. Thus she is the first woman in the Navy’s Civil Engineer Corps.

One of the apprehensions that many people - men and women - have had about women in the Navy is that they will lack of - to endure some of the hardships and risks that must be placed on them. Damage control has been an area of par-ticular concern.

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In New South Wales, motor vehicle drivers (and motorcycle riders) who break the traffic laws or commit certain criminal offences involving motor vehicles may be debarred from driving by decision of the Court.

These powers are supplemented by the Points System administered by the licensing authorities, the Commissioner for Motor Transport.

ACTION BY COURTS

MAJOR OFFENCES

Some offences are so serious that conviction means disqualification either for a period fixed by the Court, or if a Court order is not made, for one year.

If the driver was convicted of any of these offences within the previous five years, the period of disqualification is seven years, or one year longer if conviction of a lesser or shorter period may be fixed by the Court.

Examples of these major offences are:

- Driving in a dangerous manner or at a dangerous speed.
- Failing to stop and give assistance after being convinced in an accident in which someone is hurt.
- Operating or attempting to drive whilst under the influence of intoxicating liquor or a drug.
- Driving or attempting to drive with a concentration of alcohol in the blood of 0.80 per cent or more, or refusing to submit to a breath analysis.
- Criminal intercourse as defined by law.

The Courts also have power to impose penalties of imprisonment and fines for these offences. For example, the maximum penalty for failing to stop and assist after an accident as described above, or for driving under the influence of intoxicating liquor is a fine of $400 and six months imprisonment.

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OFFENCE

PENALTY

Driving, requiring more than 10 metres per hour
Cross centre line at grade or curve
Pass stop/reserve marked intersection
Not give way to pedestrian at marked crossing
Not stop at intersection

ACT NAVAL ASSOCIATION

The following Officers were elected at the office of the Naval Association of Australia held on 21st Jan.

President: Mr. J. R. Willis
Senior Vice-President: Mr. W. J. Great Head
Secretary: Mr. E. Evans
Hon. Secretary: Mr. J. R. Willis

The management includes the following officers:

- President: Mr. J. R. Willis
- Senior Vice-President: Mr. W. J. Great Head
- Secretary: Mr. E. Evans
- Hon. Secretary: Mr. J. R. Willis

The management of the Naval Association of Australia is responsible for the conduct and management of the Association, and the officers elected by the membership are expected to act in the best interests of the Association.

YOUTH CENTRE LIKES NAVY MEN

Former Chief Staff PTT Ken Kay, who worked with the Royal Australian Navy in the Pacific War, has praised the ability of naval personnel in administering and training young people in youth organisations.

The Chief Staff of the Naval Association in the Pacific War, has praised the ability of naval personnel in administering and training young people in youth organisations.

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Most people dream of recovering sunken treasure from Davey Jones’ Locker.

CAPT A. Pilkington and LCDR K. Hoyntz of HCN PNGDF, reversed the process last month and sank it in the form of MV FORTUNATE TREASURE.

Built about 1940 for the Royal Navy, the 80 tonne vessel was later used as a coastal trader around Papua-New Guinea.

The MV FORTUNATE TREASURE was a hazard to shipping in Port Moresby Harbour. Stripped of all valuable, the hulk was in danger of breaking its moorings and sinking.

In came the Defence Force on a combined civic action project and training exercise.

CAPT Pilkington and LCDR Hoyntz led 40th of plastic explosive and the hulk was towed outside the harbour by a naval landing craft, escorted by HMAS LADAVA.

The pictures tell the last few seconds in the history of MV FORTUNATE TREASURE….

"ILLEGAL FISHING"

Boats, allegedly fishing illegally in Australian waters, formed the subject of questions in the Federal Parliament. The Minister for Primary Industry, Senator Wright answered the questions.

Senator Wright had been asked by Senator Drake-Brockman the number of boats arrested for illegal fishing in the last two years. He also asked to state the charges laid and the result of court actions.

Senator Wright said nine vessels had been apprehended since November, 1971. All were engaged in commercial operations for Taiwanese interests.

Fines ranged from $500 to $1000. In each case, the vessel, catch and fishing equipment had been forfeited.

As a result of an appeal two vessels were returned to the owners: agreement had been reached between the owners whereby the catch had been returned before they sailed for Taiwan.

In other actions the masters of two vessels were fined $200 on each of two charges in default of a previous imprisonment. The vessel, catch and equipment was forfeited.

The masters spent 5½ weeks in gaol, and following determination of appeal hearing, the fines were waived and the masters returned to Taiwan.

Eighty one fishing vessels had been reverted from the fishing zone adjacent to the Australians maintained in the past two years.

All were small self-powerd fishing vessels found to be engaged in substance fishing.

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CHANGE OF ADDRESS

NAVY NEWS, March 1, 1974 (57) 13
Seven departmental teams of nine competitors took part in the annual VAT Smith annual obstacle relay race held at HMAS ALBATROSS on February 6.

The seventh team was a breakthrough team from the Carrier Air Group and fielded some of the biggest stars on the ALBATROSS sports scene.

This annual event first held at ALBATROSS when Admiral Sir Victor Smith was Commanding Officer of the Air Station from 1977 to 1980. This year, to make the race even more difficult, the traditional batten was replaced with a football jersey. Competitors in the swimming and subsequent events found they were in trouble and lost valuable seconds in the handicap.

The starters gun was in the capable hands of Captain A. J. Robertson, Commanding Officer of the Naval Air Station who got the first event, the wheelbarrow race underway. This was an important event to win as first home had first go at the obstacle section.

Training Department showed their form when the first jumper change came half-way through on the change-over of puffer and passenger. The wet jumpers proved to be the big let-down for the CAG "All-stars" who, for all their strength, were left out of the first three places.

Training Department finished easy winners with 735-725 Squadrons taking second place despite a trip-up ten metres short of the line by "Bagby" Baker and POATC Chris Masters. "Bagby" Baker recovered in quick time to gain second place. This is one event where spectators don’t just sit around if they want to see the action. In fact, it takes a bit of doing to get all the venues and be there at the finish.

Captain Robertson made the presentations to the winning team, Training Division after the competitors had sufficiently recovered.

TRIBUTO TO CAPTAIN SCRIVENOR

The Sydney "Daily Mirror"'s, yachting columnist. R. B. Messenger said the following tribute to the late Captain Bob Scrivenor:

"Bob Scrivenor, the RAN's Director-General of Training, who died recently from injuries sustained in a car crash, was a man to remember.

"More yachtsman, no doubt, will recall it was his quick-thinking that saved the life of a young crewman who was dragged overboard in the first year's race from the Australian yacht Carina II in the 1951 Hague Race.

"A light spanker was being hoisted up by mistake to a 25-foot wind in Bass Strait when the navigator was caught in a brace and dragged overboard.

"Bob snatched a knife from another crewman, and smashed it in the face to free the man. Corrigan (Alan Marshall) saw Carina's flags at dawn and picked up the crewman in the nick of time from the icy water."

"Another five minutes and he would have drowned. When we gave him out he had on just a sock. He had been hazy shuffling his heavy weather gear..."
CRICKET ‘FINAL’ WASHED OUT
NIRIMBA WIN ZINGARI SHIELD

NIRIMBA have been declared winners of the 1973-74 I. Zingari cricket shield.

NIRIMBA finished on top of the competition with 40 points and were unable to meet KUTTABUL, second on 38 pts. in what was to be the final at NIRIMBA on February 20, but rain washed out play.

DEMPSTER CUP TEAM SELECTION

Due to a clash in complementary training, WATERHEN is unable to form a team but will contest with PLATYPUS to compete in the Dempster Cup.

The following teams will form the three teams to compete with PLATYPUS to compete in the Dempster Cup.

ALBATROSS, PENGUIN, WATERHEN and ZENITH

The competition will commence as follows:

At the E. A. A. Area Rugby Union on Saturday 22 February at 2:00 PM, on February 30, CDRMR Walker (RMS KUNDA) has been elected President and CPOFT Rich has been chosen as Secretary.

Selected for the LCOR Morris (ALBATROSS), CDMAN KUNDA, PENGUIN I (STARWATT), ROY McCOLL (KUTTABUL), CGU Bill (MELBOURNE) and CPOFT Larson (ALBATROSS) and WO McColl was elected Chairman of the committee who will be responsible for selecting all National Inter Service Rugby Squad.

It was stated that at least 3 selectors be present at all representative trials.

This was the first time for many years that the 1. Zingari competition was conducted on a “first past the post” basis.

NIRIMBA lost the services of two good all round sportsmen, John Holland and Charlie Hend-erson to PARRAMATTA, Date 1. Their all round cricketer, a player who has rapped in inter Services series. He also has proved himself to be a fine centre-winger in the Dempster Cup Rugby team.

Char is also a good all round player who has been a rugby player, but last season played him second row or backrow.

Personalmente, I think he has made an excellent break away and could make the Navy and the Footy won.

He is a fast footer and could be a valuable addition to the Binnor. Added to his attributes as a reputation as an excellent sprinter.

PENGUIN has started training and looks like having a good club, especially, as they are a tough team and know how-ling coaches.

To give a hand in a club sports, as well as playing with the “Bill’s” and playing for Vic, Wollong. Back from a longer and from good training.

The front row could be the best competition with Vic, Stacey, and Western and Australian.

Other players in training are Alan Smith, Mike Blundell

ALBATROSS will gain the ser-vices of ferry props Maca McManus this season, and he should be a key player for inter-Service selection as prop. A fine sight from Tom Farren. Ian has been out for the past few weeks and is expected to make up for the loss of Squizzy Taylor from last year. His replacement “Squizzy” is now in Melbourne.

John McDonald, a first grade pow-er, or lock, will be missing from ALBATROSS this season and has been replaced by Alex Smith, where I am sure he will be appreciated.

KIMBA has been keen been keen since the game at Gas. Hannah Newell has been a key player for the Moors.

Gas will be welcomed to Moore this week and it is expected that they can front row, and will be a handy acquisition to the Moors. Gas.

Gus is interested to style on the ball on his idol, and it is expected that Bob. He/ Rett Collins of Parramatta.

I recently had the pleasure of being interviewed by the local paper and was impressed by Len Mitchell. Len is working in the far north west of Western Australia.

He is also coaching the local Rugby League Team. Len showed his versatility last year in the Inter-Service Administrative officer of war team.

My old club Gordon again has a very tough draw. Sunnyside is trying out for breakaway.

Formerly selected PTI Quinlan Twigg in Gordon coach Brian Bunsen, and now Twigg aproper-PTI instructor for the 1974 season.

He intends to try out as fullback and it he knocks down behind the strong Gordon team, he has a great chance of being graded in the higher team, espe-cially as they have no out standing full backs.

Showing his versatility in NIRIMBA at the moment is the powerful PTH Bill Stokes. Formerly one of the most rugged props in Dempster Cup, Bill has broken into an excellent Water Polo player.

He is one of the most im-pressed players in the depot and must be a chance for inter-service honours. One of Bill’s roles in Navy Water Polo was John Pottle who was one of Navy’s best players until he severely in-jured his leg.

SERVICES’ TRIAL MATCHES IN Q.L.D.

The Australian Services Rugby team will tour this season and players keen to “make the side” should take the oppor-tunity to get into sound physical fitness.

There will be plenty of op-portunities for matches with the Dempster Cup series coming up, but selectors of the ASRF team won’t only regard the midweek games as their guide.

It is desired to retain its prestige this year especially in New South Wales as the NSW and Australian RU will be celebr-atng the centenary of the game in Australia.

ARAU has an engagement during its season in its annual match against Sydney and it will be anxious to win this game.

To do so won’t be easy as expect-ations in Sydney are very high and they will choose a very strong team as it did last year, and its determination to beat ARAU, whose team, the previous year enjoyed much success.

Before the ARAU team is cho-sen, it is intended to play a match between NSW Combined Services and Queensland Com-bined Services in Brisbane.

Suggested date, July 4, was discussed at the recent meeting of the inter-Services Sport Management Committee in January.

The Chairman, CDR W. O. C. Roberts, asked Combined Service selectors to choose a squad for this event, Rail, was agreed to.

So the incentive is there to be fit as selectors this year will insist on every player chosen be capable of giving his best.

CLARK CUP RUGBY

‘At the EAA Rugby Annual General Meeting on February 10, delegates from the Command and the Fleet expressed support for the continuation of the Club in the weekend competitions conducted by the Metropolitan Sub-District Rugby Union.

Last season, the Navy team competed in the McLean Cup Competition but if Navy competes this year it will be in the Clark Cup section.

A meeting of the Navy Rugby team shall be held on Wednesday, March 4, at 1000 in HMS KUT-TABUL.