Inside: the SUCCESS story
THE SUCCESS STORY

Ship based on French design

Along the way

SUCCESS is a derivative of the French Navy-designed (PB) RELIEF, the only ship to be acquired by the British Royal Navy. The ship was developed in the late 1960s for the Pacific Fleet in the U.S. Navy and was later modified for use by the British Royal Navy.

The success of the PB RELIEF project and the British Royal Navy's decision to acquire the ship were significant achievements. The ship was designed to be a versatile and cost-effective vessel for the Royal Navy's needs.

TWO POWER SYSTEMS

The ship has two independent power systems, each with its own generator and propulsion system. The main power system consists of a main generator and a secondary generator. Each generator is capable of powering the ship's electrical systems and propulsion systems. The main generator is a reliable and efficient source of power, ensuring the ship's electrical systems can operate effectively.

The secondary generator is a backup system, providing power during emergencies or when the main generator is unavailable. This ensures the ship's critical systems remain operational during power outages or failures. The ship's power systems are designed to be redundant, providing a high level of reliability and ensuring the ship can remain operational under various conditions.

PROPPITCH VARIES

The ship is fitted with two controllable pitch propellers, allowing for precise and efficient control of the ship's speed and maneuverability. The propellers can be adjusted to provide the optimal performance for various conditions, ensuring the ship can operate effectively in different environments.

The propellers are designed to be suitable for a wide range of conditions, allowing the ship to operate in challenging waters with ease. They are capable of providing the necessary thrust and torque, ensuring the ship can move smoothly and efficiently, regardless of the water conditions.

FIRST SHIP BUILT FOR EMERGENCY

The first HMAS Success was a 4,500 ton, 1,400 passenger, 1,200 m sedan, 11 knot passenger vessel built by the British Royal Navy in the 1960s. It was designed to be a versatile and cost-effective vessel for the Royal Navy's needs.

The ship was built with a focus on efficiency and reliability. It was equipped with state-of-the-art technology and systems, ensuring the ship's performance and safety. The ship's design and construction were optimized to meet the Royal Navy's requirements, providing a reliable and effective vessel for various missions.

We wish to congratulate Vickers Cockatoo Dockyard on the launching of HMAS Success.

IN THE WATER AT LAST SUCCESS leaves behind her slipway

HOW THEY COMPARE

<table>
<thead>
<tr>
<th>NAME</th>
<th>STUART</th>
<th>SUPPLY</th>
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<tbody>
<tr>
<td>Location</td>
<td>South Island Dockyard</td>
<td>Cockatoo Island Dockyard</td>
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<tr>
<td>Length</td>
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<tr>
<td>Beam</td>
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<td>Speed</td>
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<tr>
<td>Machinery</td>
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<td>Twin screws</td>
</tr>
<tr>
<td>Efficiency</td>
<td>64.5%</td>
<td>64%</td>
</tr>
</tbody>
</table>

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‘SUCCESS’ SLIPS INTO THE WATER FOR RAN RECORD

An island continent that doesn’t provide itself with ships and the means to protect them either becomes reliant on others, or vulnerable, according to Chief of Naval Staff, Vice Admiral David Leach.

He was proposing a toast to the shipbuilders of Vickers Cockatoo in Sydney after the successful launching of SUCCESS—a new oiler for the Australian Fleet.

After repeated—and finally successful—attempts to break the traditional bottle of champagne on her bows, the largest ship ever built in Australia for the RAN slipped smoothly and quietly into Sydney Harbour.

At nearly 18,000 tonnes displacement, SUCCESS is second only to the current fleet oiler, HMAS SUPPLY (26,500 tonnes), and boasts the flagship, HMAS STALWART (15,500 tonnes).

She will now be fitted out, undertake sea trials next year and will be commissioned into the RAN in 1986.

For VADM Leach, it was a renewal of a very personal involvement with Vickers Cockatoo.

He had joined his first ship, HMAS NEWFOUNDLAND, as a midshipman there nearly 40 years ago.

"Together with the Fleet Commander, I stood by the building and commanded HMAS VAMPIRE in 1943," he told the large gathering at the post-launching function.

"The fact that VAMPIRE is still serving the fleet, a quarter of a century later, attests to the shipbuilding skills of Vickers Cockatoo.

"They have indeed a proud record and SUCCESS is the 36th RAN ship completed here since 1912.

"Since 1942 Vickers Cockatoo have built seven major ships for the RAN with a high proportion of the propulsion machinery.

Sea Kings rescue sailor, bushwalkers

Navy Sea King helicopters of HS817 squadron have been involved in two dramatic rescues.

On Thursday, February 21, two bushwalkers missing in bad weather in the Batlow/Eddington Ranges south-east of Nowra were located and winched to safety, and on Friday, an engineer from the Greek Tanker Artemis Carefaldis was medevaced to Riga Hospital.

The bushwalkers’ rescue started off as a routine Sea King familiarisation flight for ALBATUS (C) Commodore David Aitchis, but suggested the flight was conducted in the search area, which is included in the Nowra training area.

At 1100 POA ‘Tasman’ Mason spotted the two bushwalkers on a rocky outcrop about 30 metres below the top of a rugged cliff.

The pilot, Lieutenant Commander Alex Wright made an approach, but was unable to land on top of the cliff due to turbulence. He flew clear, jettisoned fuel to reduce aircraft weight, then returned.

Lieutenant Commander Neil Phillips, the observer, winched PO Mason 55m down through trees to the survivors.

After checking their condition, he assisted them into the rescue strap and when both were safely aboard the Sea King, was winched back up himself.

On Friday, February 22, the Air Station was tasked with conducting the medical evacuation (medevac) of a seriously injured engineer from the Greek Tanker Artemis Carefaldis in a position 140 miles south-east of Eden.

At 0644 the Navy’s newest aircraft, Sea King 311, crewed by Lieutenant Commander Keith Evans (captain), Sub Lieutenant Tony Fallon (co-pilot), Lieutenant Terry German (observer), LSIS Mark Dell (aircrewman), Surgeon Lieutenant Peter Meggscopy (doctor) and LEPJ Cameron Martin, depatured the Air Station.

The Sea King arrived at the ship at 1130 Emergency treatment was given to the patient and he was winched up in a stretcher.

Jasmine in bloom

Launch relieves French officers

A small number of uniformed French naval officers appeared anxious as they awaited the “birth” and “baptism” of the first Australian-built ship of the French Durance class—SUCCESS.

Before the launching, they crowded with fellow dignitaries on the official deck, pointing and fetching (quite agitated at times) in French as workmen made final preparations on the slipway below.

The bulwark hull appeared unlikely to clear the lower slipway side— but it did, by inches, to everyone’s relief.

"It may have been French champagne, but it certainly wasn’t a French bottle," one of the French naval officers told “Navy News” after repeated attempts to break the traditional bottle on the bull of SUCCESS.

Vickers managing director, Mr John Jeremy, later set the record straight.

"We are a maritime nation and the bottles are guaranteed in a depth of 180 metres," he jokingly told guests at a post-launching function.

The champagne bottle broke on the bull of SUCCESS. Lady Stephen (wife of the Governor-General, Sir Ninian Stephen) who launched the ship had a tussle with the bottle but eventually got the ship away.
Chief Petty Officer Ron Bratt (picture) of HMAS STIRLING rates promotion to chief stoker as the greatest personal achievement of his career.

"There aren't many of us left," he says.

His retirement intention is to own a country hotel in either WA or Tasmania.

The two main highlights of his career are:
- Having had over six years in Darwin's base VAMPIRE and VENDETTA which he still regards as the hardest ships to serve in but the most rewarding: "Steam one of these and you can steam the lot," he says.
- Having worked with Mr Dennis Willa at OTF Darwin for two years. He is also an ex-Chief stoker and taught Ron how to run a fuelling depot.

Another highlight which was an inspiration to Ron and made other people shudder, was during the 80 deployment in Singapore.

He had the task of being the driver for STAWART's Captain "George" Unwin on a rabbit run.

Over the years he says he's seen a few men blush, but that was the first time he saw a Chinese trader blush and dive for the fridge.

"It's just great to show that it's not cheaper on theponce. It's cheaper with George and Nifty," he said.

"Really happiness is an energy hard filled by a full can," he has served in CEBERUS, YARRA, ANZAC, PARRAMATTA, DIAMANTINA, VAMPIRE, MELBOURNE, LEEMIN, TARANGA, HARMAN, VENDETTA, COOANWERRA, STAWART and STIRLING.

His advice to young sailors is not to take anything or anything for granted, always be punctual and remember your manners and appearance.

OLDEST PILOT TOUCHES DOWN

The RAN's oldest pilot, Commodore J. A. O'Farrell, retired recently after a career of 37 years.

CBDE O'Farrell joined as an adult entry writer in February, 1947.

Seven years later he was at the centre of a UFO sighting which still remains unexplained.

While flying a Sea Fury from NAS Nowra on August 11, HMAS CBDE O'Farrell reported a UFO sighting.

Professor J. A. Hynek, formerly chief scientific consultant to the U.S. Air Force, recently said this was one of the few UFO sightings he could not explain.

The Joint Intelligence Organisation holds a file on this sighting.

The next year he flew rescue missions in helicopters during floods at Mailand and Dubbo.

He helped rescue the crew of a civil helicopter that crashed in rough country on the west coast of Tasmania in January, 1957.

Among his postings has been commander air and fleet aviation in HMAS MELBOURNE.

As director of naval aviation policy, he was responsible for the quick replacement of the Grumman Tracker aircraft destroyed in a fire at HMAS ALBA-TROSS in 1975.

CBDE O'Farrell (left) receives a commendation from the Chief of Naval Staff, Vice Admiral David Leach.

CHRIS WINS POLICE SHIELD

"COs' pow wow

COMMANDING Officers of Fleet Concentration Period units repair onboard HMAS STALWART for a "fate worship" of the exercise with the Fleet Commander, Rear-Admiral Geoffrey Woolfry (front row).

Some of the "COs" must be submariners because we haven't seen their faces before.

Chris wins police shield.

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Navy News, March 9, 1984
The dental branch will lose its most senior sailor on April 7 when Warrant Officer Dental Mechanic David Cooper pays off after a career of 21 years.

"The quiet achiever", Dave's unfailing good humour and considerate ability to get the job done has endeared him to his workmates and has inspired junior members of the branch.

Formerly from Hackettville, Victoria, David joined the RAN on April 8, 1963, as an adult entry and since then has served in HMCS CEREBUS, HMCS MELVILLE, HMAS ALBATROSS, HMAS NIMRIBA, HMAS MELBOURNE and HMAS KUTTABUL, having served in some of these establishments two or three times.

"Cobalt man"

His fondest memories are of HMAS ALBATROSS and HMAS MELVILLE.

Dental Dave opts out for escalator sports

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Mary renews old ties

Miss Mary Haywood, of London, has just ended a long career with the Royal Australian Navy.

For 41 years she worked as personal assistant to the Australian Naval Representative in the United Kingdom writing letters, sending signals and carrying out scores of administrative tasks so necessary in a busy office.

But to scores of ANRUK and Navy personnel who passed through Australia House in London over the years she represented that friendly personality who was always ready to help and advise.

She made life easier for them in a foreign land.

Some of those she helped later became state governors (Sir James Ramsey, Governor of Queensland) or three-star admirals (Vice-Admiral David Lench, CDS).

Recently, Mary visited Australia for the first time to renew old ANRUK acquaintances.

Discussing her early days of service with ANRUK, Mary said that in 1940 ANRUK was a small office run by a paymaster commandant and later a paymaster captain. Later it was headed by a Navy captain or commodore.

Mary Haywood

"During the war Australia House was bombed, and all the windows were blown out," she said.

"But we kept on working. You often did not get time to get to the air raid shelters."

Mary said she enjoyed her first trip to Australia, particularly her visits to old Navy friends.

Jeff flies to record

Lieutenant Commander Jeff Dalglish, Commanding Officer of VC801 Squadron, recently marshalled up 668 flying hours, becoming, it is believed, the first RAN pilot to do so.

LCdr Dalglish joined the RAN as a junior recruit in 1963 and commenced flying in 1965.

He has flown Winjek, Vampires, Tucanos, Wessex, Trackers, Macchis and HH46 aircraft.

During the Vietnam conflict, he was mentioned in dispatches while serving with the RAN Helicopter Flight Vietnam.

He is pictured at the controls of an HH46.

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He is pictured at the controls of an HH46.
The Ubiquitous Harpoon Missile

The Harpoon missile has so distinguished itself in the U.S. Navy that it has become a "round of ammunition." It is demonstrating flight reliability of greater than 90%. The missile requires no maintenance, no additional crew and little specialized training. Yet a single Harpoon-equipped ship, plane, or sub can defend over 8,000 square miles of ocean against hostile ships.

The Harpoon is a bargain when compared with alternatives, or with the latest seeker and guidance technologies) suitable for wide application, and with not one defence dollar wasted on duplicate effort.

Now flowing through production lines for the U.S. Navy and for many Allied Navies, Harpoon is fulfilling the promise of commonality… a weapon (readily encompassing

Harpoons for all missions flow efficiently along a single production line.
**Oh, to be captain!**

Who wants to be a millionaire? Sports cars, luxury yachts and an early, comfortable retirement are the things most people dream of having when they win the big lottery.

But money cannot buy happiness — only power can do that, and of all the positions of authority that are to be sought after in this world, that of captain of one's own ship is probably the most exciting.

So at 2000 one February Valentine evening, the entire complement of HMAS **JERVIS BAY** waited breathlessly to see who would win the big one — a raffle for command of **JERVIS BAY** for a day.

The raffle was organised for charity and the response when tickets were first sold was phenomenal.

There was only one person aboard **JERVIS BAY** who might not have been thrilled at the whole idea, the commanding officer, Commander J. E. Scott, who was to voluntarily relinquish his post (if only temporarily) to whoever might possess the lucky ticket and then take the winner's place.

Where would he end up? To the bar, at the helm, or worse, hauled up before the court martial? In fact, all of this occurred.

Able Seaman Radar Putter Paul Caruson was the holder of the winning ticket.

He quickly took on the mantle of authority by reminding acting Able Seaman Scott that if it had been him instead of the/*caruson he had better get his hair cut.

This was perhaps a little nit-picking as he did not "officially" take command from **CMDB** Scott until 0600 the following day.

Nonetheless, when the time arrived, there was ample time for a complete role reversal.

Acting Able Seaman Scott began his short period of demotion by dining in the junior sailors' canteen.

Here he had to go to the food, whereas back up in the wardroom the food went to acting Commander Caruson.

After both had enjoyed their breakfasts the new captain went up to look over his bridge, a place which was to be his favourite throughout the day.

So too did acting Able Seaman Scott — to take his helm track.

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**The Australian Joint Warfare Establishment at RAAF Willawong is charged with the training of all three services in joint warfare as well as reviewing joint warfare doctrine and observing and reporting on all joint exercises. A recent pupil report...**

**How to stretch the defence dollar**

The Australian Joint Warfare Establishment is not a bit like multi-cultural television.

It gives a cross-section of the Defence community in words and pictures — a joint service approach to warfare — without fear or favour.

Classes have students from the RAN, Army and Air Force of most ranks and even civilians. They are drawn from the three services. In fact, the International Year of the Disabled is the theme of today's session "breaking down the barriers".

Well sums up the establishment's approach to instruction.

A motley crew of junior officers, senior NCOs, midshipmen and civilians recently spent a week on the introduction to joint warfare course.

The emphasis is always on "joint" and RAAF's commandant, Group Capt J. Staal RAAF, explained the reason for this in his opening address.

"Joint warfare is getting the biggest bang possible for the Defence dollar," he said.

With that salvo fired the course began.

Two hours later followed, separated by welcome leg stretch breaks, interspersed with films.

The RAN was the first service to be examined.

"Who is the Navy always first, what's this senior service business?" one former conventional joint warfare officer mumbled.

Navy assets and communications were discussed before it was time to talk Army.

Army students were given a knowledge test before the blackboard and the regimental lad tackled the questions after a couple of hours tuition.

If RAAF topped the results (a home-town decision!), followingly Army and then Navy.

"Ah the Navy's showing its usual lack for the army," one RAAF man said.

A RAAF presentation was next which convinced the RAAF students they joined the right service.

**When asked whether he would prefer to take the job full-time he replied that he would not.

"It's lovely...you know the loneliness of command," he said.

It was on this bridge that Acting Commander Caruson reverted to being an able seaman and Commander Scott got his ship back as the **JERVIS BAY** prepared to come alongside in Hobart.

The raffle had managed to raise just over $250 for charity and the morale of all aboard. That which may seem as great fortune as first division of a million-dollar lottery but it was remarkable fan never to be forgotten.

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We're not only competitive and innovative. But being an Australian company, we're right here where you need us for back-up and service. And we look that even further: when necessary the help of our overseas connections.

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YOUNG BOAT GOES WEST

BY W. E. Holley, NAVY PRO

The first Pearson 34-foot yacht to be imported into Western Australia, SIMA GERALTZON, has arrived at the MAAL2622, Fremantle, in good condition with the arrival of SORCERER Y. A. Weir, CPA and W. J. Hawk, CPA, the crew of the vessel.

Sorcerer, owned by the late Mr. H. J. Weir, was purchased in consultation with the MAAL2622, Fremantle, and is the first Pearson 34-foot yacht to be imported into Western Australia.

During the visit, SORCERER will be available for visitors to admire and appreciate the vessel's design and craftsmanship.

Weir's decision to import a vessel of this size was a testament to his commitment to the growth and development of the marine industry in Western Australia.

Sorcerer is expected to make a significant contribution to the local sailing community, offering a unique and exciting experience for enthusiasts and casual sailors alike.

ADELAIDE becomes a V.I.P. ship

BY W. E. Holley, NAVY PRO

SMAI26262 is a large ship in the port of Fremantle, Western Australia, and is currently moored at the MAAL2622, Fremantle, as part of the V.I.P. ship program.

The ship is expected to host various events and activities, providing a unique opportunity for visitors to explore and learn more about the vessel and its history.

SMAI26262 is known for its impressive design and advanced technology, making it a popular choice for V.I.P. events and functions.

The ship's arrival in Fremantle marks an important milestone in the development of the local maritime industry, and is a testament to the ongoing efforts to promote and support the growth of the sector.

Ansett Weekend Holidays.

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BY W. E. Holley, NAVY PRO

If you've ever felt like packing up and heading interstate for a weekend, or longer, don't do a thing until you've spoken to Ansett. They've something called the Weekend and Capital Cities brochure. It's got all the escape information you'll ever need.

Prices, destinations, for those spur of the moment occasions.

Now Ansett know as well as anyone, that if a weekend away is going to cost a fortune no one will want to go anywhere. So Ansett's prices are low.

You can call Ansett, or pick up a brochure from them yourself.

Clip-on 'ears' an RAN first

BY W. E. Holley, NAVY PRO

The RAN has deployed a 'clip-on' earpiece system on a recent deployment to the Middle East region.

The earpieces are designed to enhance communication between personnel on the ship and in the air, providing a more efficient and effective means of communication.

The deployment of the system is a significant step forward in improving the RAN's ability to communicate and coordinate operations in complex and challenging environments.

The earpieces have received positive feedback from personnel on the ship, with many describing them as comfortable and effective.

STALWART WINS AGAIN

First gold, now silver

BY W. E. Holley, NAVY PRO

The RAN has been awarded the Stalwart award for excellence in maritime operations.

The award recognizes the RAN's commitment to excellence and the contributions of its personnel in ensuring the security and safety of the nation.

The RAN has a proud history of excellence in maritime operations, and this award is a testament to the hard work and dedication of its personnel.

Overall, the RAN continues to excel in its mission to protect and defend the nation, and these awards are a reflection of that.

SICKBAY LUNCH

BY W. E. Holley, NAVY PRO

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Clarrie Shaw, ex CPOH

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Boiler Inspection Service

CFA

Joan Worthington

 Phillies

AUSTRALIAN NATIONAL HERALD

For Life in the Navy

PHOTOGRAPH BY ROBERT W. ROBERTS

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**Command Personal Services Organisation (CPSO) Sydney is situated on the 20th level of the Remington Building in Liverpool Street and consists of just over 30 uniformed and civilian personnel.**

The organisation is concerned with the provision of advice and assistance to all members of the CPSO and their families.

Special attention is always given to assist families who are experiencing difficulties when a member is away at sea or on a course.

**Some of the ways CPSO can help you are:**

1. **HOUSING.** Every member within conditions is eligible for housing assistance. Consult with our staff on how these Married Quarter or, if these are unavailable, Temporary Rental Allowance (TRA).

2. **Maintenance and inspections of Naval Housing are also carried out by us through CPSO and CPSO should be contacted for any problems in these areas.**

3. **REMOVALS.** All removals to or from the Sydney area are supervised by the CPSO removal section.

4. **FAMILY SERVICES.** Working with the social workers, the family services section provides reception and initial support for families moving in and out of CPSO. CPSO also provides subsidised transiting care for children.

**WESTERN DISTRICTS - NSW**

Many wives will be gathering once again at HMNS Nirimba, Quakers Hill on Saturday, March 15, in the Maritime Arts Centre, Balmain.

This program will be available at the creche next door for a fee of $3 and a morning tea.

**Let CPSO do it right for YOU!**

Members in other states and rows, may be with some mid-westerners.

Human nature being what it is though, we work better at that sort of thing in a short burst. It tends to grind low and lose momentum if we try all the time.

So what are some positive steps we can take, if we decide to embark on a special program for Lent?

Here are a few suggestions as starting points.

**R.A.N. Wives' News**

(please forward forms to Mrs Carol Yick, 98 Rose Street, North Ryde, N.S.W.)

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Human nature being what it is though, we work better at that sort of thing in a short burst. It tends to grind low and lose momentum if we try all the time.

So what are some positive steps we can take, if we decide to embark on a special program for Lent?

Here are a few suggestions as starting points.

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Congratulations on your promotion...

TO WARRANT OFFICER/WRA
WGS 7522 B.G.D. 800100 LSCMG BICKLE M.D., M.E.
WGS 7522 B.G.D. 800100 LSCMG BICKLE M.D.
WGS 7522 B.G.D. 800100 LSCMG BICKLE M.D.
WGS 7522 B.G.D. 800100 LSCMG BICKLE M.D.
WGS 7522 B.G.D. 800100 LSQMG DAVY D.G.
WGS 7522 B.G.D. 800100 LSQMG DAVY D.D.

TO CHEF PETTY OFFICER/WRA
CP0726 ADAMS A.G. 800100 LSCMG ADAMS A.G.
CP0726 ADAMS A.G. 800100 LSCMG ADAMS A.G.
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CP0726 ADAMS A.G. 800100 LSCMG ADAMS A.G.

Sculptors and companions who went to sea in the destroyer escort HMAS TOBERMORY (from left): Ken Board, sculptor; Jack Goddard, sculptor; Dr Susan Weigl, Barry Marshall, architect; Hilt Martin Brooker; Diane Hunt, Jeanne Aitken, Peter Anderson, and Peter Lewis.

(A photograph)

A group of 14 leading sculptors and several architects from all over Australia have recently been seen in ships of the Australian Fleet, taking part in a $350,000 contest to design the Naval Memorial to be erected in Anzac Parade in Canberra.

This memorial is to be ready for the 75th anniversary of the RAN in 1986.

The 14 sculptors were the first short list.

‘AUSTRALIAN & NZ WARSHIPS’

by Ross Gilbert (Sydney Australia Pty Ltd)

Did you know that there were HMA Ships called BOMBO and MANLY? And what about LYANNA and MOTHER SNAIL?

You would be hard pressed to believe that these were the names of ships that were actually constructed. It wasn’t until naval records were opened up for inspection that these ship names were discovered.

These names were assigned in W.W.2 and W.W.3 and were the names of mothers, sisters, aunts, cousins etc which indicates the affection that ships were given by those responsible in naming the ships.

The book contains information similar to that found in the well-known JAMES ships series and covers all ships and craft from hulk carriers through tugs, launchers and gunboats used by the Army and the RAN as the RAN and RNZAN during the period from the outbreak of World War I to the end of World War II.

It includes brief summaries of all actions, incidents and ship losses, and interesting appendices on naval ordnance and aircraft during that time.

Price of this well-produced publication, is $35.

It is a compelling consituent in the library of anyone who is a serious student of naval matters of the antipodes.

FORD’S ‘PROBE’ ON SHOW

Ford is bringing the world’s most aerodynamic four door car – Probe IV – to this month’s 50th Melbourne International Motor Show at the Royal Exhibition Buildings.

Designed and engineered by Ford’s International Design Studio in Detroit, USA, and built by the Ford plant in Turkey, Probe IV differs from most aerodynamic show cars in that it is a full four-seater car.

It is a compelling and competently produced probe.

The book contains information similar to that found in the well-known JAMES ships series and covers all ships and craft from hulk carriers through tugs, launchers and gunboats used by the Army and the RAN as the RAN and RNZAN during the period from the outbreak of World War I to the end of World War II.

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Shift Supervisor
(Steam Power Station)
Gove N.T.

shift supervisor will be required to supervise the operation and control of the generation and distribution of electricity, power, steam, air and cold water to various consumers.

The power station plant consists of three 225,000kW oil fired boilers. three 35MW back pressure turbo alternators one 7.5MW condensing turbo alternator, four 14,200m air compressors, five 2MW diesel alternators and associated ancillary equipment.

Experience in operating and maintaining the above or similar equipment with appropriate certificates of competency is essential. Several years as a ‘Class B’ engineer and experience operating from a remote control position in a modern power station or equivalent industrial experience in power station, or related trade qualifications would be considered an advantage.

An attractive salary will be negotiated and the additional fringe benefits would be of a very attractive package.

All Nabalco employees live in furnished air conditioned accommodation in Nhulunbuy, the third largest town on Gove Island. All Nabalco personnel are engaged in a number of activities including shellfishing, artwork, cultural, TV etc. The location on the shore of the Aralura Sea provides a wide range of recreational facilities for adults and children.

Applications are requested in writing with details of present and past work experience and should be addressed to position no. 641U.

Nabalco Pty Ltd, manager of the Alumina Treatment Complex on the Gove Peninsula, Northern Territory, invites applications for the appointment of

The Personnel Manager.

NABALCO PTY. LIMITED

Gold Fields House, 1 Alfred St, Sydney NSW 2000

Nabaco sign copy.?
The "Beach Olympics" at RAN, now held annually for the Pixel Cup, were won this year by COOK Division. The cup has now been contested eight times.

The RAN swimming carnival, at the Bomaderry Pool, was contested after the 'Olympics'. The B.V. Dechaineaux trophy for the winning division went to University Division with Jervis second. Progressive totals for winning the swimming carnival were: JERVIS 7, FLINDERS 4, PHILLIP 2, COOK 2, UNIVERSITY 1.

Midshipman Richard Blight of Cook Division won both the trophy for the best individual performance at the swimming carnival and also the Iron-man trophy at the Beach Olympics.

**Enjoy your leave at YOUR Holiday Centres**

**AMBLIN CARAVAN PARK, WA**

<table>
<thead>
<tr>
<th>Phone (08) 55 4879</th>
<th>PO Box 222</th>
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<td>9020 BUNBURY, WA 6230</td>
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**BURRELL LAKE (26 Cottages)**

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<th>Contact</th>
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<td>Ralston</td>
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**BURT BLIGHT receives the iron-man trophy from CMDBR PIXLEY RN (Ran), while the Commanding Officer of HMAS CRESSWELL, CAPT P. BOSS, looks on.**

**FITTENESS HINT** - the training effect on the heart.

The term "training effect" describes the many physiological changes that result from participation in vigorous muscular fitness activities. As fitness progresses in a conditioning program, the training effect on your heart will begin to show. The heart rate varies with the activity you are performing. An increased heart rate is accompanied by an increase in the amount of blood pumped per minute (stroke volume), and the magnitude of the stroke volume depends on the functional strength of the heart.

**SHAPE UP – BE IN THE ‘BEST’ OF HEALTH**

**SERVICE CRICKET**

From page 14

In the final match, NAVY occupied the crease for most of the day to total 111 from some 464 overs. Their highest score was 213, Will Clarke 23, Mark Campbell 22 and Christian Donnan 20 for the wickets while Tom Perkins took 5/39 in 8 overs for ARMY.

ARMS resumed the following morning at 5/49 and quickly lost six wickets for 15 runs.

They were finally out for 75 (in just 41 minutes) play on the second day and had lost their last seven wickets for a mere 15 runs.

Johnson, with 41, was ARMY’s only real contributor.

Ken Lincoln took NAVY’s bowling honours with 5/14 from 30 overs and had good support from fellow opener Frank Johnstone 34 and Dixon 1/22.

**RETIRED NAVAL PERSONNEL**

**REDUCED TARIFF RATES FOR**

**FIVE IN A ROW FOR NIMIRBA**

HMAS NIMIRBA has taken out the grand final of the NSW midweek water polo competitions for the fourth year in succession.

NIMIRBA beat HMAS KANGAROO in a contest played at Randwick in Sydney.

The winners received the Lorraine Crapp trophy for their effort.

There was little between the teams until halftime but after in NIMIRBA took control.

However, both teams performed well throughout the competition and especially in the grand final.

HMAS NIMIRBA goalkeeper Geoff Singleton kept his side afloat and intercepted a Naval Hill shot at goal during the grand final.
Gun opens with a bang

Mark 'Gun' Lewis, from HMS CANBERRA, has opened the golf season with a bang.

In a Prize versus St Michael's match, Lewis recorded a superb round of 67 (five under par). I had the pleasure of partnering him and can assure golfers it was delightful just to watch him go around. As a matter of fact that's about all I did do, watch! Navy defeated St Michaels 107/10.

At the recent AGM it was decided that in future the grand final would be played on the same day as the grand final.

Open day this year is on March 20, and the mid-week competition starts on April 11.

For Collins in the city area, Moore Park Golf Club has come up with an offer hard to resist.

The course closest to Garden Island is offering membership with no joining fee with payment on a quarterly basis. Contact Secretary/Manager, Mr Cliff Freeman on 08 362 4311.

Like all sports writers, we only survive on information. If you have some good news to 'bag a free', questions or any general, just pick up the phone, dial 6620 076 and ask for Harry James.

The 1986 golf program: April 19, 20, 21 PLATINUM; May 23, 24, 25, 26, 27; June 6, 7, 8; July 19, 20, 21.

---

CRICKET

KUTTABUL

KUTTABUL last just nine wickets in compiling 538 runs in three 15-over matches to claim the inaugural NAVY limited over knockout cricket competition in Warragul.

KUTTABUL hit 5-17 (Ten French 67, Ian Place 88) from their 13 overs to claim the final against HMAS CANBERRA 3-118 (Tony Rush 80, 'Jerry' Lewis 43, Bert Reynolds 17, Place 11/2, Ray Cooper 1/7).

PLATINUM/WATERN 5-118 (Mike Wester 56, Rob Gibson 43, Bryan 33) were bowled out for 114 (Nick Sandeman 2/17) to win the Plate.

KUTTABUL blasted 3-09 in their opening match against PERTH BATS.

Bob Jeffrey hit a wicket and not out (including seven wickets from seven successive balls off PERTH bowler KANE).

Unsure to his place priority in his century, Jeffrey hit only a single on the final ball of the innings.

The contest was between the Greens and Paperbacks.

In France, Bows included seven successive balls off PERTH bowler KANE.

Against G.D., KUTTABUL totalled 5-118 (French 46, Nick Sandeman 17, Bert Reynolds 17, Place 11/2) to their opponent's 151/7 (Holmes 17, Nick Sandeman 1/3, French 2/2, Bill Bradford 1/4, Ray Cooper 1/4).

With Captain David Thomas behind the wickets, HMAS NIRIMBA was set a target on another community project.

Leading the field in the Dulux Million Mile Walk, is associated with the Blue Mountains and is interested in the local junior.

CERBERUS RUGBY EXODUS

HMAS CERBERUS Rugby Club at the crossroads. A mass exodus of established players in Cammins, Thompson, Bryant, Smith, Jones, Seif, Troness, Grant, Carroll and Coller has weakened the club.

ASRU five-eighths Buck Rodgers is the coach. He is a new young player with modern ideas. Latty Moss, if he becomes more vigorous, could be a valuable player with the 'Bros', C Megold, who is a dedicated team man, maybe the only forwards of note in the park. Dick Watson, now that he has qualified, hopes to revert to his old position at fullback. I hope Dick is not played in the centres as he can be devastating coming out of the backline. Victoria is not strong at fullback and he may get a chance to get back into the State side.

I believe the gentleman of Rugby, Graham Pollock, is retiring and will not be available on his return south. I will take every man he plays again.

At the moment former Navy representative centre Dave Simpson is at CERBERUS for a short stay. A pity because Dave is a most knowledgeable Rugby man. Dave still lives in the Blue Mountains and is interested in the local junior.

CERBERUS will not be without of recent season. The pen-blowers include Dave Barnes, Phil Heritage, Mick Moore and Jeff Stanger. Phil has been on the scene a while, but hopes to really click this year with a full season. Steve Harris is hoping to be graded in first grade this year. He impressed me greatly last season.

Muscle house Tabby Davies recently returned to CERBERUS after an overseas trip. He visited Cardiff Arms Park, Twickenham, Murray Fields in Edinburgh and Princess Park in Paris and was introduced to every great club. When in Paris he bumped into Chief Scribe Brian Eagles who is scoring in Paris. Brian is playing for the Dragons Rugby Club. I believe he also played in France. He is an ex-CERBERUS player, Brian also represented at Basketball and Australian Rules before leaving Australia. * * *

I have been nominated to coach the Hawthorn Rugby Club in the first division in Melbourne. The club has not been a real success since entering the first division, but we are making an all-out drive this year. Any player is welcome at the club. I can be contacted in Melbourne 772 997.

Since my last column I have come in for some flack from the muscle bosun at CERBERUS. I mentioned that Joey Donovan was still in the Service. Joey has been outside more than five years. Stalwarts and unsung for the PT school, Phil Heritage, is certainly on the ball.

With the upcoming football season getting closer, the midweek rules is hoping for a good year. At the moment the grand gallop Lindsay Ergerton isn't a side on the Menton Hotel Fren

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ANNIVERSARY

COMMEMORATION SERVICE

The president and members of the EX-WRANS ASSOCIATION and president and members of GARDEN ISLAND SUB-SECTION of the NAVY ASSOCIATION OF AUSTRALIA extend a warm invitation to all interested members to attend the EX-WRANS ANNUAL COMMEMORATION SERVICE to be held at 10am on SUNDAY, MAY 27, 1984, at the dockyard chapel, Garden Island, Sydney.

At the conclusion of the church service a wreath-laying ceremony conducted by the Garden Island Sub-Section of the Numer Association will take place at the KUTTABUL STEPS in remembrance of all those who lost their lives in the sinking of HMAS KUTTABUL on May 31, 1944. Decorations and medals to be worn.

For further information contact Mrs Doreen Davison on (02) 573 2479 or Mrs Joyce Jan 9595.

ANNOUNCING

LUXURY ACCOMMODATION

AMBASSADOR

The 1000 Square Foot Suite at the Ambassador is available for the EX-WRANS Association.

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NAVY NEWS, March 9, 1984 (49) 13
RAN ANXIOUS TO REGAIN NATIONAL RUGBY CROWN

The challenge has gone out – the Royal Australian Navy Rugby Union wants its national crown back.

Navy lost the title to Army last season but before that held the crown for four years since the competition was inaugurated in 1972.

Army will again prove Navy’s biggest stumbling block this year.

At the recent annual meeting of the RANRU, re-elected president, Commodore Partington, said he had accepted the challenge of getting back to the top of the national ladder but added that it would be no easy task.

“A lot of failures will be away at the time of the carnival so it will be a difficult task,” Commodore Partington said.

This year’s national carnival will be at Victoria Barracks in Sydney on June 25, 27, and 28.

Coaching staff for the position is former NSW and Randwick coach Jeff Sayle. He is expected to be away at the time of the carnival.


Coach of the national side is only a short term commitment this year.

Also, this year the Moore Cup will not play such a major part in selecting the national squad.

CDRE Partington said the selectors should have a good idea of the squad before the Moore Cup. However, the selectors would still confirm or produce players for the squad.

Other officials and coaches elected at the RANRU meeting included:

Secretary, CMDR Callender; treasurer, LEUT Rodgers; national team manager, WO McMiles; Coordinator representation, Commodore Partington; NSW inter-service coach, WO McMiles; NSW selectors: CAPT McFarren; COG Rolfe; Lieutenant, WO McMiles; National OIC, LEUT Fung; NSW manager: WO McMiles; coach: LS Britton; NSW selectors: CAPT McFarren (chairman), WO McMiles, LEUT Rodgers and Jeff Sayle.

RUGBY CALENDAR 1984

<table>
<thead>
<tr>
<th>Day</th>
<th>Match</th>
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<tr>
<td>Sunday 1</td>
<td>ASRU v Victoria, MELBOURNE; Fijis v Queensland CSS</td>
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<tr>
<td>Wednesday</td>
<td>ASRU v ACT, CANBERRA; Fijis v Hunter Valley, SINGLETON</td>
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<tr>
<td>Sunday 2</td>
<td>ASRU v Queensland CSS, BALLYMORE; Fijis v Illawarra</td>
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<tr>
<td>Wednesday</td>
<td>ASRU v Newcastle, NEWCASTLE; Fijis v ACT, CORONET</td>
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<tr>
<td>Saturday</td>
<td>ASRU v NSW POLICE, the de-legate to Randwick Sports Complex</td>
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<tr>
<td>Wednesday</td>
<td>ASRU v Victoria, MELBOURNE</td>
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Navy dominates Services cricket squad

The entire victorious NAVY XI has won selection in the 17-man NSW Combined Services cricket squad for next week’s major representative matches.

The block selection is believed to have succeeded in NSW Service cricket circuit and followed the NAVY’s domination of their rivals in last week’s NSW Inter-Service series at RAAF Richmond.

Three NAVY ‘reps’ in last year’s Combined Service matches couldn’t win a place in the 1981 ‘Senior Service’ side which retained the 1-5 trophy.

One of them, Rod McKenna, is in standby for next week’s CS matches.

The 1-5 squad in Bob Jeffreys (captain), Mark Campbell, Ian Picone, Brett Mark, Mike Clark, Tim French, Roger Norcan, Ken Lincoln, Cranston Dunn, Bob Nicholls and Frank Johnstone (all NAVY), Joel Johnson, Tom Perkins and Dave Baggs (all Army) and John Evans, Dave Crowe and Tony Still (all RAF).

Rival skippers Paul Hill (ARMY) and Bill Warren (RAAF) were unavailable for CS selection.

The Combined Services side plays the combined NSW POLICE XI at Randwick Sports Complex next Wednesday: the NSW GOVERNORS XI the following day at Cranbrook school; and the NSWCA XI at Sydney Cricket Ground on the Wednesday.

Ian Picone survived a disputed run-out appeal to hit a top-score of 46 in NAVY’s opening match win over RAAF.

Picone batted a very slow opening innings, was dropped 3 times and hit 3 sixes and 11 foures before being held out at Randwick.

The ball hit to the gulley fieldsmen then flags were thrown it to another RAFF fieldsmen in the covers.

Picone naturally assumed the ball was dead and was belatedly recalled and his wicket the bowler for the next delivery.

He stepped forward off his crease to play the ball on the pad.

The RAAF cover fieldsmen then went down the wicket.

The umpires conferred, the ball was dead and rejected the appeal from the fieldsmen.

Pichone who held the innings together as he saw Brett Mark (run out for 35), Mike Clark (run out for 0), Bob Jeffreys (28) and Tim French (30) go for a lost run.

Left-armers John Evans (3/25) and Dave Crowe (3/27) were the chief RAAF wicket-takers.

In reply, RAAF were never really in the chase after three wickets fell for only 16 runs.

Bill Warren grinded away for 46 of the RAAF runs and was involved in the run-outs of two of his teammate’s.

Navy went down 46 accurate overs.

Bob Nicholls took 3/21, Cranston Dunn 3/2/17, Ken Lincoln 2/18 and Frank Johnstone 1/12.

In the second match, RAFF 7-166 (Bill Warren 3, Tony Still 3), Paul Hill 3/28, Tom Perkins 2/27 scraped home for 46 of the RAAF runs and was involved in the run-outs of two of his teammate’s.

Navy sent down 46 accurate overs.

Bob Nicholls took 3/21, Cranston Dunn 3/2/17, Ken Lincoln 2/18 and Frank Johnstone 1/12.

(Continued on page 16)
Serving the navies of the world. Since 1857.

That's a long time, a lot of experience. Enough for us to grow with the navy's advancing technical needs and increasingly complex ships and submarines, whether in connection with new construction, refit or repair.

As part of our submarine refitting and modernisation task we continue to play a leading role in the RAN's Submarine Weapons Update Programme (SWUP). HMAS ORION, pictured above, is yet another fine product of our refitting team—completed on time and on cost.