Last weekend, mountainous seas claimed the lives of thirteen merchant seamen in a dredge disaster off the south coast of NSW. Four men survived the tragedy, five bodies were recovered and eight others lost.

Men of the R.A.N. played a major role in the rescue operations which were carried out in difficult and hazardous conditions.

The disaster occurred late on Friday night, May 20. It was dark and wet and a howling gale swept up the coast of N.S.W. from the south, cold and cheerless.

A signal was received that the dredge WD ATLAS was in distress south of Jarvis Bay but that there was no immediate danger.

H.M.A.S. VENDETTA had been exercising in the Botany Bay area when the ATLAS message was received. She responded by turning into the teeth of the gale to offer her assistance and headed south on an 80-mile dash.

When a "MAY DAY" was received at approximately 11 pm the urgency of VENDETTA's arrival on the scene developed into a duel between ship and storm.

Because of the violence of the elements, top speed was far below fair weather top speed and the distance could not be covered until about 3 am.

The gate was still raging as rescue operations were co-ordinated.

There were merchant ships in the area and as well as VENDETTA, a Dakota and four helicopters from H.M.A.S. ALBATROSS swept the area from near Warden Head, 20 miles south of Jarvis Bay, to Point Perpendicular.

One raft with two survivors was sighted and the exhausted seamen were winched up, despite huge waves, one each, into two Iroquois helicopters 485 (Lt. Barrie Loveret, Leading Airman K. Eason and Petty Officer F. McCreanor) and 897 (Lt. P. Vickers and PO. E. Peters).

Two Wessex choppers and a Dakota, continued their sweeps.

Sometimes, the waves were too high to make contact and two survivors were put in the water and picked up later.

The aircraft had to land on the water and were put in the Sirk Bay. The first two recovered and were able to be interviewed.

They gave a vivid description of the suddenness of the disaster which overtook them so quickly.

They said that all the crew of the doomed ATLAS had to jump for their lives before their boats could be launched.

In the darkness and mountainous seas, they were unable to see another.

They feared that their companions had been unable to jump clear of flying debris and were taken down with the dredge.

The survivors on the raft, Messrs. Mulder and De Vries, by a near miraculous coincidence, jumped close together and De Vries grasped a raft.

Mulder was calling out to the water near the raft and De Vries was able to grab him by the hair and then haul him onto the raft.

Messrs. McCrae and Fairburn, who were winched from the water were unable to be interviewed until Sunday morning as they had been more severely buffeted in the water than the survivors on the raft.

The VENDETTA carried on with her mercy sweeps all through Saturday until noon Sunday when all hope of further survivors had completely disappeared.

Five bodies were recovered from the water during Saturday afternoon - four by VENDETTA and one by the Air Sprite which had been attempting to go out from an early hour but her gallant efforts were thwarted by the heavy seas.

Continued on Page 10
The history of:

SEATO
(South-East Asia Treaty Organisation), under whose auspices the 18th maritime Exercise commenced in the South China Sea on May 26, is a unified body which after 12 years of existence, exerts considerable influence in South-East Asia.

Founded in 1954, when eight nations, including Australia, signed a pact at Manila (Philippines), SEATO works towards the economic development of South-East Asia over which it spreads its wings, and continues to strive to deter aggressor nations.

In this letter category its activities take the form of military exercises which generally follow these lines of development:

- Maritime exercises which involve search and rescue forces.
- Air-ground exercises in which aircraft take part, either as part of the Army deployed in the field.
- Sea-based exercises involving support of land operations by naval forces.
- Command-post exercises involving decisions and execution of orders but without actual deployment of forces.

Since SEATO was created, numerous military exercises have been conducted, and from each of these, the planners have deduced that they have proved of benefit to all the participants.

The current exercise "Sea Imp" has brought together 44 surface ships, submarines, and a considerable number of aircraft from Australia, New Zealand, Philippines, United Kingdom and the United States of America.

Since Sea's first military manoeuvre, Exercise Firedrake, took place in 1965, exercises have developed from comparatively simple co-ordination of small forces to highly complex operations designed to thoroughly test the ability and skill of the participants.

Many thousands of men have been engaged in numerous theatres, and each of these has resulted in the nation's exercises having varied to a great degree.

Each year the numbers employed have grown steadily as nations appreciated the value of these co-operative efforts.

The length of the exercises varies, from 10 days to three weeks, duration depends largely upon operational commitments of the nations, and not all are able to take part, but they send observers who join ships, and aircraft, and are thus able to gain a first hand report of proceedings.

In one exercise which lasted 21 days, New Zealand, United Kingdom and the United States sent 30 ships into action.

And so those nations named employ 60 ships to carry out exercises Sea Lion.

In 1965, exercise "Pony Express" saw all 8 Sea nations participating. A naval force of 60 ships, including large aircraft carriers took part.

This was a large operation as more than 200 aircraft were used, and 10,000 naval men were engaged as well as troops of the Royal Marines, U.S. Marines and the Australian Army's special air service.

The exercise took the form of an assault landing by watercraft and helicopters, with naval and air support.

This exercise was deemed to be so valuable that in the following year it was repeated. But this time, the nations used 78 ships, 400 aircraft and 37,000 troops.

Named exercise "Tukgum" it was carried out on an island from where troops landed, under the protection of naval guns and fighter aircraft.

Every phase of sea warfare is covered in these maritime exercises, which are particularly strenuous for the men of the fighting forces inasmuch as they are constantly at "action stations," working long hours, snatching sleep whenever possible.

Emphasis is placed on exercises which involve anti-submarine and air defence training.

The exercise "Ligres" held in the South China Sea in 1964, saw another assault on the island but on a scale far more intense than that of 1962. The number of ships, troops and aircraft gathered for the occasion, was slightly less than that of 1962 but the action was longer, the test of stamina, attack and counter-attack greater, and more complex weapons were used.

This exercise was considered to have made a significant advance in defensive warfare, one of the objects of Sea's constitution.

It proved one that the Sea alliance had developed understanding in these types of operations to a high degree.

Last year's maritime exercise, "Sea Horse," was also considered to have made clear the degree of understanding between the participants.

This exercise, a 12-day convoy passage of 2,000 miles, caused an official statement to be made after the "wash-up" that it had proved the ability of Sea's ships and aircraft to work smoothly with each other.

Thus it is clear that Sea's exercises have provided stringent tests of procedures, use of men and equipment.

In achieving that status Sea has most seriously in aiding by various means, the development of nations, economically and culturally, with the most laudable object of raising the living, health and education standards of the people of South-East Asia.

Sea also has extensive civil activities in the medical field, medical research laboratories and a clinical research centre have been established to investigate major diseases in South-East Asia.

Training programmes to provide workers for industry have been instigated in Thailand, Pakistan and the Philippines and on a higher level, the Sea College School of Engineering in Bangkok provides a 2-year course leading to a Master's degree.

While Sea remains active, progress will be made and if proof was needed of the success of this organisation, it would be necessary only to state that although aggressive nations have openly moved military forces against other countries, there has been no military incursion into any Sea member nation.

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2 NAVY NEWS, May 27, 1966
Forty ships take part

The rigors and dangers of sea warfare were soon experienced by ships, submarines and aircraft engaged in the SEATO exercise "Sea Imp", currently being staged in the South China Sea.

As the 40-ship SEATO fleet steamed out of Manila Bay through a protective minefield to commence practising over 2000 miles of ocean, the movements of a convoy and its protection "enemy" aircraft of the Philippines Air Force and submarines opened a concerted and prolonged attack on the fleet.

Bombard aircraft, protected by fighters, planned to put VAMPIRE and YARRA out of action then "kill" or seriously damage MELBOURNE.

Time for the attack was favourable to the "enemy" - the ships were engaged taking up positions in the convoy, dark clouds hanging low, giving shelter, and the element of surprise to the aircraft; rising sea made detecting of submarines clumsy.

But the ships were not unprepared. Their gun crews were at "action stations" within seconds, fighters roared from the flight deck of MELBOURNE to engage the attackers, ships increased speed, took evasive action, and proved their worth as they always do in war.

VAMPIRE and YARRA raised such a barrage of lead that the aircraft were unable to press home their attack, and were beaten off.

MELBOURNE's flight deck was busy as gunners and aircraft handlers went into action.

Within minutes all of MELBOURNE's fighter planes had been catapulted into the air as the ship revved to full speed, and enemy bombers' escorts found themselves forced into "dog fights" which left the bombers unprotected.

Some managed to close in on MELBOURNE but they met with such intense gunfire that bombing accuracy became impossible.

As MELBOURNE's rapid firing guns raked necessarily, the gun deck became littered with shells, and the aircraft waved.

Meanwhile the surface ships were "bottling" the submarines. Fastdestroyers, anti-submarine frigates, steaming at high speed, twisting and turning, foiled the submarines' attempts to launch their torpedoes with confidence, and when an advantageous position had been reached, exploded their torpedoes undersea with deadly effect.

As the sea erupted and great walls of water rose high, the submarine went to the "deep"; some were never to operate again, others to avoid a more favourable chance to make a "kill".

As the fleet proceeded westward, practically unharmed, long range bombers, held for night attacks, took to the air determined to avenge earlier setbacks.

But it was not easy for them to effect a sneak attack... radar gave

warning of their approach, shell after shell from the fighting ships made attack hazardous.

Their position became untenable when MELBOURNE's fighters swept upwards to engage them and bombs were dropped hurriedly as the bombers turned homewards.

Soon the fleet was too far out into the sea for land-based bombers to harass the ships, but those controlling the exercise were determined that the fleet would have no respite from danger. The submarine menace remained; now ships in the fleet were detached, converted into the "enemy"...
BRISBANE LAUNCHED

At 1610 on Thursday, May 5 in Bay City, Michigan, Launchmaster Ken Eyre pressed a button that released six guillotines and severed the ropes to the triggers holding the destroyer on the launching ways.

From the launching platform, Mrs. F. C. Chaney, wife of the Minister for the Navy, broke a bottle of Australian champagne against the bow and named the ship BRISBANE.

The 441 foot ship, over 1200 tons of steel at time of launching, ran down the short heavy timber ways and dropped bodily to the narrow launching basin sending waves of spray high into the air.

And so Australia's third guided missile destroyer was afloat.

The launching ceremony started in the early afternoon with thousands of visitors pouring into the Defoe shipyard on the edge of the Saginaw River. Already afloat, and fitting out were three destroyer escorts, destined for service in the United States Navy. At the far end of the yard, red hull bright against the blue sky, DDC-41 towered high above the spectators.

With all cleared away for launching, the ship looked precariously balanced above a puddle of water far too small to float in. Before o'clock the crowd gathered numbered about five thousand including two thousand children from all over Michigan.

The John Glenn band of Bangor High School started the formal proceedings by playing "Waltzing Matilda" as the Minister for the Navy, Mr. Chaney, Mrs. Chaney and other distinguished guests reached the launching platform at the bow of the ship.

All turned to the Australian flag as "God Save the Queen" was played, and then to the "Stars and Stripes" for the U.S. National Anthem.

Guests welcomed and introduced by Messrs. Tom and Bill Defoe included Mr. R. W. Furlonger, Minister of the Australian Embassy, Sir Reginald Sholl, the Australian Consul General, New York, Rear Admiral G. J. B. Crabb, Head of Australian Defence staff in the U.S.A., and their wives.

After a moving invocation by Father Pilarski, Rear Admiral John Fee was introduced by Captain Roy Anderson, Superintendent of Shipbuilding. Admiral Fee represented the Naval Ship Systems Command then addressed the gathering.

Mr. Tom Defoe read a letter he had received from Queensland Premier, Mr. Frank Nicklin of the growing links between the U.S.N. and R.A.N. Local R.A.N. Liaison Officer, Capt. W. J. Bourke, then introduced a very special guest representing the City of Brisbane, the Lady Mayor of that city, Mrs. Glen Jones.

Mrs. Jones charmed the crowd with her reading of a telegram from her husband the Lord Mayor, saying the "love" at the end was she thought mainly for her.

She spoke of the million American servicemen who had been in Queensland and of the fact that as BRISBANE was being launched, the City of Brisbane was hosting Admiral Ramsey and men of the U.S.N. in commemoration of the joint endeavours of the Battle of the Coral Sea.

Brisbane, she said, was proud to be associated again with a ship bearing the name and looked forward to the day, several years from now, when BRISBANE and her ship company would visit the city for which she is named.

Mrs. Jones then presented, on behalf of the Brisbane City Council, a crest of the City of Brisbane bearing the motto "MELIORA SEQUELAM" (Treas: We aim for Higher Things).

The Crest was accepted on behalf of the ship by Captain John Peel, R.A.N., Naval Attache.

Captain Peel then introduced the Minister for the Navy, who in addressing the audience, did not forget to include the girls and boys.

Speeches were concluded by the guest of honour and sponsor Mrs. F. C. Chaney who said how thrilled she was on learning she was to launch and name this ship, but how this feeling was eclipsed by her pride today in having the honour to actually carry out the ceremony.

The launching crew then started the final launch procedure and after a slight delay due to some stubborn props around the stern, all went ready.

At a signal from the platform, men heaved on jacks to start the ship down, restrained meanwhile by the triggers held by heavy ropes.

Mrs. Chaney named the ship BRISBANE and dashed the bottle against the bow.

Champagne flowed against the ship as she rushed at alarming speed down and clear of the ways and into the water.

In a moment the poised hull had become a floating ship, rolling and plunging in a mad madly of floating timber.

The water, after all, proved wide and deep enough.

But in early spring still cold HOBART had sent a message for BRISBANE reading "Come on in the waters fine". Happily the brief reply was made for BRISBANE "Give us a break!"

Defoe workmen and U.S.N. inspectors swarmed quickly aboard the floating ship to check for any damage and after careful check, emerged with "thumbs up.

A good launch.

Some Members of the Australian Party with Mr. Tom and Mr. Bill Defoe at the time of the launching. Those shown in front row are (left to right): Mr. Tom Defoe; Captain John Peel, Naval Attache, Australian Embassy, Washington; Lady Sholl, the Australian Minister for the Navy; Mr. Chaney; Mrs. Glen Jones, Lady Mayor of Brisbane; Sir Reginald Sholl, Australian Consul General, New York; Mr. Bill Defoe.
Sydney returns to South Vietnam

The RAN transport carrier, HMAS SYDNEY, sailed for South Vietnam on Wednesday, May 25 with more troops and equipment for the Australian Task Force established in the area.

It is the second trip to Vietnam this month for SYDNEY personnel. The transport carrier returned from Vietnam on May 18 after one week's reloading, on her way back again.

On this trip, R.A.A.F., as well as Army personnel, will see the Navy at work. A number of R.A.A.F., helicopter pilots are aboard for the journey. Our correspondent on board sent this report of the last trip, to 'Navy News'.

For most of the week before the departure date, what seemed to be the entire Australian Army, accompanied by all of its stores and vehicles, arrived on board.

IN VIETNAM: This picture - released on the return of the RAN's troop transport HMAS SYDNEY, shows General W. C. Westmoreland, Commander US Military Advisory Committee in Vietnam, welcoming Captain I. McQueen, the Commanding Officer of HMAS SYDNEY.

One of the RAAF troopers landing on SYDNEY's flight deck before the troop carrier departed for South Vietnam.

The major item of stores embarked appeared to be a large consignment of brooms and dustpans.

Our army colleagues must certainly intend to "clean up" in Vietnam. Some of the sailors were detailed off as "sea daddies" to the embarking soldiers.

Have you ever seen a soldier trying to fill a hammock? I hear that LSIS "Sleepy" Gillies had to operate on his back to prove to him to remove his boots before climbing into his hammock.

Every soldier without his boots is like a sailor without his beer.

While on the subject of beer issues, many thanks must go to the "regulars" in the beer parlour... notably the "Shorty" Carroll and our boy musician "Curly" Green.

The latter gentleman is one of our most promising youngsters. (The colour of his hair is listed on his L.O.D. card as "eggshell blonde").

On Anzac Day, a combined service was held on the flight deck, with the presence of the sun in all its intensity also brought problems for some of our more delicate members.

R.P.O., Scott was confined below decks during "darken ship" because of the "Day-Glo" stunt he acquired during a short walk across the flight deck.

His Most Gracious Majesty, King Neptune, visited us during the dog one day, to initiate those interlopers who do not possess the necessary passport.

The soldiers were most amused to see their beloved RSM, receive his just reward.

On the following Saturday, a boxing tournament was held. The participants varied in ability but not in courage and the spectators certainly received value for money... especially in the draw between ORD, CD, "Jock" Dempsey and his equally pucky army opponent.

A most enjoyable afternoon was concluded with an exhibition bout between LEM, Green and ME, "Punchy" Gillies, two of our star pugilists.

We were further entertained on the following afternoon by the staging of the "SOUTH SYDNEY"... complete with with corny jokes, sappy music and gollies-tarted jockeys.

One of the more famous horses entered was "Roopies" (by "Effort" out of "Chest"), which was owned by a Miss Taylor and ridden by R. Burton.

L.C.K. "Lofty" White and SAV, Lance Kempster were two of the more colourfully dressed jockeys.

Among the crowd, quite a nice leg was shown by PO "Tiger" Lyons, who showed an amazing resemblance to Mavis Bramston.

During the unloading phase, we were honoured by visits from a number of VIPs, including Generals Westmoreland, Seaman and Lt. Col. Scott (in khaki disguise).

PO, Basil Sheuster was as busy as the proverbial one-armed paperhanger as with appropriate obscene hand gestures, he controlled the steady stream of helicopter traffic.

He was very ably assisted by another "birdie" making the strait jacket embroidered with the label "Spy".

Finally, due to the excellent efforts of our cargo handling parties, supervised by ORD, SIA Stephen, we commenced unloading and were on our way home.

<

6 "Navy News", May 27, 1966
VISIT BY RAN SHIPS
THAT'S ONE MILLION DOLLARS
YOU'RE LOOKING AT...

HONG KONG

INSPECTION OF THE GUARD: Commodore F. D. Halford, D.S.C., R.N., Commodore Hong Kong imparts HMAS MELBOURNE's Guard during an official visit to the ship while the Carrier was in Hong Kong. In the picture also are Rear Admiral V. A. Smith, Flag Officer of Charge Australia Fleet, Sub-Lieutenant Roy, Officer of Guard, and Petty Officer Writer John Lewis, formerly of Canberra, now residing in Sydney, totalled 1,000,000 dollars.

ADMIRAL VISITS
SEA SCHOOL

During the visit of HMAS MELBOURNE to Hong Kong, Rear Admiral V. A. Smith (photographed), Flag Officer in Charge of the Australian Fleet inspected the Hong Kong Sea School at Stanley.

Founded in 1945 as a camp for some of the destitute children left after the occupation, the school has grown to a fully operational boarding school.

About 500 orphans and unprivileged boys, training for a sea career, live in the school, which is self-maintained.

Many boys who would otherwise be faced with a life of poverty and temptation, are thus taught to become useful and self-reliant citizens and are found employment with the many shipping firms in Hong Kong and given help and advice until they are firmly established in their sea careers.

They are taught the English language, and go through basic seaman's training as part of their education.

Their physical training occupies four hours a day and involves all kinds of sport.

The course at the school lasts for two years and every lad who qualifies either as a specialist or for general duties, is assured of a position in the Merchant Navy.

Rear Admiral Smith, visited various classrooms and was impressed by the high standard of their education.

POPULAR MAN ABOARD

It can be said without fear of contradiction that when mail is received overseas, the postman becomes the most popular man aboard a ship.

In fact, everybody waits anxiously if not always patiently for THAT letter, which assumes more importance as time slips by.

Whenever Australia's aircraft carrier, MELBOURNE, arrived at an overseas port, first man to step ashore is the postman, Leading Airman Bruce Johnston, of Blacktown, N.S.W. His return to the ship is hailed with enthusiasm.

While the ship remains in port he also has the duty of despaching mail and here again he's an extremely busy young man.

It may surprise you to know that almost every week MELBOURNE's small office is packed with letters and the bags grow in number and weight.

Here's an interesting point about the letter-writing capabilities of MELBOURNE's personnel. In the last week of March, when MELBOURNE was travelling to Rabaul, 9,000 letters were sent ashore for postage to Australia.

When MELBOURNE reached Hong Kong from Singapore, a journey of 11 days, bags containing 14,000 letters went to the post office, all ready for flying to Australia.

Whilst there must be a tremendous number of keen letter writers in MELBOURNE, it would appear that friends and relatives at home share the same enthusiasm about the subject because the mail bags grow heavier the longer the ship is away.

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The extent of the volume of letters received in the ship has grown so much that it became necessary for postie Johnston to have an assistant.

RPO, Ron Black, volunteered for the job and now he's one person in the ship who appreciates the volume of work which faces the postman when the mail bags are opened.

MELBOURNE reached Hong Kong on the night of May 6, and well aware that everyone onboard wanted their mail delivered expeditiously, the pair tackled the job of clearing 20,000 letters.

Working like a well-oiled machine, they did the job in just under four hours.

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In the above picture taken on MELBOURNE's Flight deck, postman Johnston is checking the last bags of a consignment of mail sent ashore.

BORDER TOUR

Officers and members of the ship's company of HMAS MELBOURNE found much to interest them when a British Army unit stationed at Kowloon, took them on a motor tour to the border of the New Territories and Red China. The river which divides the New Territories from Communist China is seen in the background of this picture of the Navy-Army group.

The journey entailed motoring 20 miles from Kowloon to the border post through which thousands of refugees stream into the New Territories each year.

NAVY NEWS, May 27, 1966
Wherever you go in the Singapore area it is inevitable that you will meet a member of the Royal Australian Navy serving in South-East Asia.

Everyone is aware of the Australian commitment of ships and minesweepers to the Strategic Reserve based in Singapore, but, little is heard of a large number of Australians serving in other capacities.

They are to be found scattered around Singapore Island and even as far as Kuala Lumpur, 250 miles away, in the heart of Malay, performing a wide range of duties.

Generally first contact one makes in the Singapore area is with the R.A.N., Administrative Support Staff, based on MULL OF KINTYRE in the Singapore Dockyard.

A staff of five, under the control of Lieut. Cdr. W. H. Bowes, handles everything from arrival and departure of R.A.N. personnel, to the pay and accounts of the ships. Three minesweepers attached to MULL OF KINTYRE, the "mother" ship of the Inshore Minesweeping Flotilla.

It's a full-time job, but the staff is ever-ready to assist any visiting R.A.N. ship, and give a hand with welfare matters.

One noble Lieutenant Bowes personally communicates with any personnel posted to Singapore acquainting them with the facilities and conditions they can expect.

He gives them advice on such things as clothing, housing, schools, cost of living, pay and allowances and local customs. It's an invaluable service appreciated by the newcomer.

At MULL OF KINTYRE, one is surprised to hear an Australian accent coming from a sailor wearing the H.M.S. MULL OF KINTYRE ship's bell until it is realised that some 35 R.A.N. sailors are serving in the ship.

They are fully integrated with the Royal Navy helping to maintain all ships in the Inshore Flotilla. They can be even found serving in them afloat, not necessarily in an R.A.N. ship as the Flotilla also contains three Royal Navy and two New Zealand Navy ships.

Because MULL OF KINTYRE has no messing or accommodation facilities, single sailors live within the Dockyard in an Australian mess deck in H.M.S. TERROR, a shore base reminiscent of Flinders Naval Depot with its excellent sporting facilities.

MALAYAN NAVY

Not far from the main Dockyard gate and close to the jibaron causeway can be found another group of Australians, serving in the Royal Malay Navy at its new training establishment in K. D. MALAYA, (K.D. in Malay stands for Royal Navy)

The R.A.N. is playing a most important part in the moulding and training of the Malayan Navy, the strength of which has increased three-fold in the last couple of years.

The Commanding Officer of the Royal Australian Naval Staff Commodore Dowdall and his Secretary Lt. Cdr. Schmack are both Australians and work in Kuala Lumpur.

The Australian Captain of K.D. MALAYA, Commander "Speed" Gordon, has on his staff, fellow Australians, Lieut. Cdr. Stewart (in charge of Training) and Supply Lt. Cdr. Langdon (Supply Officer) and Lieut. Cdr. Wilson (Base Exchange Officer), as well as several Chief and Petty Officers as instructors.

In addition, three minesweepers are commanded by Australian officers, Lieut. Cdr. Buckley, Lieut. Cdr. MacCowan and Lieut. Mackay. The fact that the Malayan Government has asked for the loan of so many Australians to fill the key positions, is a tribute to the prestige of the Royal Australian Navy in this area.

Working with the Royal Navy can be found other groups of Australians. Cdr. E. V. Stevens is on the staff of Commander in Chief Far East, while Lieut. Cdr. Morrell, and Lieut. You are on the staff of Commander in Chief Far East Fleet.

In addition, some of the communications sailors work with the Royal Navy in wireless centres, scattered over Singapore Island, and do exchange duties with their counterparts in Borneo.

The R.A.N. Clearance Dive team, under the command of Lieut. Cdr. Jos, is also based on Singapore. This skilled team is in constant demand and members travel far and wide to carry out their duties.

"COLONIES" ESTABLISHED

growth of Australian Naval strength in this part of Asia has led to the establishment of what might be called Australian colonies. For instance, if the ship is away in the Far East, invariably, married personnel bring their wives and families with them and they tend to congregate.

"Commonwealth Corner" in Johore Baharu is a good example of this. Here one can find Officers and Chief Petty Officers and Petty Officers from the R.A.N., and Royal New Zealand Navy, living alongside each other, but working in different areas and navies.

Some prefer to live in Johore Bahru just across the Causeway from Singapore Island, because of its proximity to the Dockyard, and K.D. MALAYA, as well as the availability of moderately priced, good standard housing.

Others live at Seletar, several miles away.

Most houses occupied by Australians are airy two-storied detached and semi-detached concrete rendered homes with well tended gardens.

Because of liberal allowances and the "bazaar" wage, most families employ a gardener and one or two maids. These women "live in" and attend to such household chores as washing, ironing, house-cleaning, cooking and baby-sitting.

The climate seems to agree with the children who all look healthy. There are many large families and only schooling presents a problem, as it does elsewhere, when Australians serve abroad.

A "Navy News" representative, who was a guest at several homes in Johore Bahru, Seletar, and in the grounds of K.D. MALAYA, found the shops fascinating, while the markets, particularly at Johore Bahru, have an atmosphere of their own.

Australian women find these markets to be of absorbing interest and many a bargain is snapped up and packed away, ready for use when a return is made to Australia.

It is not surprising that the husbands become homesick before the wives. The majority do not seem to enjoy the assistance in the home, (some admit they are being spoiled), but most of all the availability, quality and moderate cost (far below that in Australia) of items of women's apparel, particularly silks, satins, brocades and cotton goods.

No wonder the best way they will return to Australia with large wardrobes filled with classic fitting silk cocktail frocks made for 5/- to 8/.

ALL ABOUT SINGAPORE

For Australians coming to Singapore, Lieutenant Bowes has prepared PICTURED in front of their two storied houses in "Commonwealth Corner" in Johore Bahru are Lieutenant Dave Bowes, his wife Marjorie and their five children, Geoffrey, Andrew, Patricia, Douglas and Catherine. Also in the picture are their two maids and a driver employed by the R.A.N.

DO DROP IN ... In foreign countries, Aussies have a tendency to get together and talk about home. The R.A.N. personnel attached to the Malay Navy are no exception. Lt. Cdr. Langdon and his wife Dora (second and third from left) 'chew the fat' with left to right Petty Officer Edgar, Mrs. A. Thomas (Dana), Mrs. E. James, Mrs. H. C. Robinson of Gosford, N.S.W., and Australian visitor Miss Nade Cox of Gosford, N.S.W.

THAT ALL IMPORTANT MAIL ... The chivalry smiles on the faces of Electrical Artificers Ross Walton of Mt. Druitt, N.S.W., and Weapons Mechanic Raymond Gilbert of Katoomba, N.S.W., showed that they at least had scored as they were handed their mail by a member of the R.A.N. Administrative Support Staff at Singapore Naval Base. All sailors are serving with H.M.S. MULL OF KINTYRE as support staff to the Australian Minesweepers.

8 NAVY NEWS, May 27, 1966
TOUCH OF OLD SPAIN ... Called the hacienda, the residence of the Captain of K.D. MALAYA, Commander "Speed" Gordon seems out of place in a tropical setting.

the following circular which he sends to each family before departure.

L. Bowen writes:

"The notes are issued for your guidance and I hope that they may prove of some assistance to you."

"The various regulations governing rates of pay and allowances may change subsequent to the writing of these notes, but the basic factors which will affect you will remain unchanged.

BEFORE LEAVING AUSTRALIA

"MONEY - You will need reasonable amount of cash at your disposal when you arrive to buy a car, set up a home etc., and if you can manage to bring around A$600 to A$800 you will manage comfortably.

"Do not overlooked the fact that the Navy gives you an "Outlay Allowance" which is designed to meet some of these costs.

"You can draw the "Outlay Allowance" before you leave Australia (within 6 weeks of your departure). The authority for this is Navy Office letter 252/1/43 dated 26th October, 1964.

WHAT TO BRING WITH YOU

"CLOTHING - Singapore is hot, so leave most of your winter woolies behind. It is a good idea however to bring some light winter clothing for use if you should decide to take a holiday in the highlands of Malaysia or in Hong Kong.

"HOUSEHOLD EFFECTS - Most furnished homes are rented without crockery, cutlery, etc., and it is my advice that you should bring most of your everyday household effects with you. Your baggage allowance (outlined in NPI 239/1 and ACB general Message 139F) should prove adequate.

"YOUR WIFE'S ALLOTMENT - As I see it, you have two courses of action to take regarding your wife's allotment. The best is to declare the allotment to a Commonwealth Savings Bank account in Australia, of course, your wife can make withdrawals as necessary through the CSB agency at the Royal Australian Navy Support Staff Office.

"The alternative is to declare a monthly English allotment to a local bank in Singapore. The latter method takes time and cannot be processed until you actually arrive and open a bank account.

ON ARRIVAL IN SINGAPORE

"Service transport and a member of the R.A.N.S.S. staff will meet you on arrival, and you will be taken direct to hotel accommodation, where you can stay largely at service expense for up to six weeks. This gives you ample time to find suitable housing for your family.

"HOUSING - Housing is fairly plentiful, is not difficult to find and the rental allowance provided by the Navy is in most cases adequate. It should cost you no more than the standard 15% of your basic pay and basic allowances for rent.

FAMILY MEDICAL AND DENTAL

"Services are provided by the Armed Forces clinics (a levy of A10 cents per day is made on your Local overseas allowance to cover this). Hospital services are good, and if you are not satisfied with the British Military Hospital you can use any of a number of other private hospitals, and claim back through your Health Benefits Society in Australia.

"SCHOOLING - Service schools provide schooling for your children, and school fees are paid by the Navy. Service transport is provided to take children to and from school.

CARS - As stated previously, you will probably need to buy a car on arrival. A reasonable family car should cost you no more than A$600, and of course you can get something for less.

"The larger the car, the less it will cost (probably because of the price of petrol at A$60 per gallon).

"If you are to be here for over 18 months you may care to spend more on a car and take it home with you, and so take advantage of Australian customs concessions.

Most new cars are quite a lot cheaper and second-hand American cars sell for about half their Australian market value.

Singapore Driving licences may be issued without a driving test to holders of current Australian licences. If service transport cannot be provided you may claim A8 cents per mile for using your private car when travelling to and from work. You will find that with the allowances paid, cost of living is much the same as at home in Australia.

Questions on other conditions of service including leave will be answered when you arrive.

"Do not hesitate to write if you feel in need of more information!"

(D. G. BOWEN)

LIEUTENANT R.A.N.,
R.A.N. Administrative Support Staff,
H.M. Dockyard,
Singapore 27.

HOME OF THE MALAYAN NAVY ... Pictured is K.D. MALAYA, the Malayan Navy's large training establishment on Singapore Island. The administration block is in the immediate foreground, and accommodation blocks behind. A number of R.A.N. personnel, on loan, are serving in the base as instructors.

AUSTRALIANS IN MALAYA

LEFT: The Captain of K.D. MALAYA, Commander "Speed" Gordon of Canberra, ACS, at work at his desk. RIGHT: CPO Jim Cleary, of Canberra.

HOME AWAY FROM HOME ... Typical of the houses that Australian Naval personnel live in when serving in Malaya is this three-bedroom house at K.O.D. Laura Watts, who is stationed at the Seletar Air Base.

BOYS WILL BE BOYS ... Particularly when there's a hose about and it's hot. A family group of the wife and eight children - all boys - of Commander "Speed" Gordon, Captain of K.D. MALAYA. From right to left they are: Matthew (2), Tom (3), David (5), Kevin (7), James (9), Peter (11), Richard (12) and baby Tim (8 weeks).

C.P.O. BOB BEAMANS, of Cairns, with his wife, Marlene and their two children. The family live in Johore Baru and Chief Beamans is on loan as an instructor to the Malayan Navy.

NAVY NEWS, May 27, 1966 9

AT EASE ... Lieutenant Commander Langdon, his wife Deena, and daughters Sue and Elizabeth relax at their home in the grounds of the Malayan Naval Training Base, K. D. MALAYA.

AT HOME ... Pictured on the steps of their comfortable two-storied house in Johore Baru are the Hancock family with their son and daughter. Petty Officer Ron Hancock, of Gosford, is serving at K.D. MALAYA as an instructor.
ROYAL NAVAL HOUSE
OFFICIALS RETIRE

Three prominent officials of the Royal Naval House Council have retired. The Officials, Mr. F. E. Trigg, M.B.E., Cdr. F. L. Gaywe, R.N. (Retd), and Mr. I. V. Nicklin, O.B.E., M.B.E., made a great deal of their own time to the running of Royal Naval House and contributed greatly to the welfare of the sailors generally.

Mr. Trigg served as a Councillor and Trustee of R.N.H. from October 17, 1947.

He was Honorary Secretary and Treasurer from October 1956 to June 1965 and was Chairman of the Council from June 1965 until he resigned on March 21, 1966.

Cdr. Gaywe was a Councillor and Trustee of R.N.H. from April 1947 until his resignation on February 21, 1966.

Mr. Nicklin, a Councillor and Trustee of R.N.H., from April 1948, was Honorary Secretary and Treasurer from June 1965 until he resigned. On many occasions Mr. Nicklin acted as Honorary Secretary and Treasurer during the absences of Mr. Trigg abroad on business. Mr. Nicklin resigned on April 18, 1966. The Naval Board sent letters to each of the three retiring members expressing their appreciation of their long and devoted service in the running of the House.

INCREASE IN CHARGES

Royal Naval House announced

The increases were due to higher costs for administration and maintenance, now being experienced by all sections of the community.

The new costs are: Cabins from $1 and $1.10 to $1.10 and $1.40 per night, WRANS from $1.25 to $1.25 per day, dormitory beds from 75c to 85c per night, classroom from 80c to 95c, married quarters daily booking from $2.50 to $3.50 (weekly booking at $16). Charges, with the exception of a five cent increase in charges for dormitory beds, have remained unaltered since October 1, 1960.

The Council regretted the increases but said that costs had risen to such an extent, it had to take action.

Wages of staff have increased by 20 per cent since 1961 and the additional increased charges from May 1.

The current scale of charges is interesting when one looks through the early historical records of Royal Naval House.

As early as 1811, according to historical records, Royal Naval House shows this entry: "A manuscript charges for men and women for the present, except that charge of bread and cheese there is to be fourpence. Drinks all to be at tenpence. Sold from surplus meat to be supplied at cost if practicable."

Takings for 30 days in that period were about £7.

In those days there were about 50 beds.

Today Royal Naval House has accommodation for 350.

HOUSING ROSTER

The following sailors are frozen on the R.A.A. Roster until their return to the Sydney area:

ME, J. B. Cusick; OAP, St. R. Kay; LME, R. R. Masters; COAPE, M. M. Crahen; ER/2, D. M. McMillan; LSPC, G. M. Graham; NA, G. M. Campbell; LSP1, J. M. Martin; ER/1, T. J. Underwas; LSP1, J. L. Luffin; LSP, G. F. McDonald.

The following sailors are on the top of the two bedroom roster to date 20th May, 1968:

CK, C. D. Murray; EMWR, J. M. Gilmore; LSRP, B. H. Thomas; ABRP, A. E. O'Maeghton; EMWR, E. Cusick; POPEP, D. V. Buchanan; ABGR, J. M. Murphy; EB/2G, J. G. Hendrickson; LB/ K, L. M. Kelsall; LAAG, J. H. Gillespie; POWTE, T. A. Mordue; ASR, A. S. L. Shand; LSP/ F, C. L. Luffin; A, LSP, S. W. Lyons; Sd, W. B.

visors of the dredge W.D. Atilas which sunk off the South Coast of NSW last weekend, is helped out of a Navy helicopter at ALBATROSS.

However, she did join the search and the whole effort by the Navy was something of which we can all be proud and the following message was released by Rear Admiral T. K. Morgan, O.B.E., D.S.C., Flag Officer in Charge East Australia Area.

"S.A.R. operations for the survivors of the dredge W.D. Atilas which sunk off the South Coast of NSW last weekend, is helped out of a Navy helicopter at ALBATROSS."

"I am very proud of the courage and devotion to duty shown and I congratulate you all on your fine efforts."

"Well done everyone!"

R.A.N.S.A. NOTES

SAILING...The Winter Seazone Harbours Points Race series conducted by the Cruising Yacht Club will be held every Sunday commencing the 30th June until the 22nd August.

The races will be sailed in four divisions:

A SPECIAL DIVISION for yachts eligible for the Admiral’s Cup; an OFF SHORE DIVISION; NO. 1 DIVISION comprising Dragons, Yachting World Keel Boats, etc.; and NO. 2 DIVISION comprising yachts not classified above including JODs, Blue Birds, etc.

ENDAVENT (Boat Secretary Lt, Corrs, I. Marshall, RANR, telephone KY 4013 (home); 22044 (Boy); and ROBERG (Boat Secretary, Sod Lt, L. E. Reynolds, telephone 78 8326 (home); 28 4773 (Boy); have been entered and application for the yachts or position as crew to be made to the Yachting Secretaries.

DIARY...WEDNESDAY 5TH JUNE at 1900, WINE TASTING, Sustentation and America Cup film at Penfold’s Cellar, Tempe.

We are limited to a total of 80 people per head.

Members may invite one guest and applications for extra seats to be made to the Honorary Secretary. First in, first served.

FRIDAY, 24TH JUNE...RANS ANNUAL PRIZE GIVING at H.M.A.S. PEN-GUN.

NEW MEMBERS...WILLIAM H. H. BROWN; CAPTAIN R. RICHMOND; PRIVATE LIA GORMAN; CAPTAIN J. L.

SPR; CAPTAIN R. S. FREEBAIN; MAJOR H. L. NEWLAND; MAJOR F. H. SWAN; PRIVATE JAMES FARRELL; LIEUTENANT ALISON PRICE; RUSSELL PRIOR; WILFRADE HARRISON; LIEUTENANT COMMANDER D. W. BERTRAM; CV; SHIRLEY; CPO; JOHN GROVES.

LOCKERS...Three upstairs storage, (5’ x 4.5’ and 9’ in height) for Yachts gear will be available from Monday the 30th May. Rent 4.50 dollars per month.

TARAX BITTER LEMON

So convenient

Tarax—The sparkling soft drink in gold-lined cans chill fast, stay cold longer. Easy to open. Easy to pour. Flavours galore.

Enjoy Tarax—in the cans with the crust.
MUSICAL MOMENTS

The band of HMAS MELBOURNE completed a heavy round of engagements while the ship was in Hong Kong. Performances were given in establishments and in parks where large numbers of people sat in the shade and appreciated the excellence of the items. Picture shows the band in one of Hong Kong's parks.

As this edition goes to press we are free from Singapore, where in our nine days stopover the married few in the Band controlled their enjoyment somewhat, and wished their wives we were with them.

Change Alley was the scene of attention for several members of the Band and contrary to some rumours, bargaining has definitely not finished.

Haw Par Village was visited by some of our members sporting new cameras.

Ashore at H.M.S. TERROR, receptions and matches of Rugby between Aussies, R.N., and sometimes Kiwis, was our energetic P.O. Munn "Bombay" Brown.

FROM THE BAND AT CERBERUS

With winter sports well underway the Band has started well with an impressive win over the Stokers at Basketball - 64 - 14, with a team consisting of Ordinary Musicians MARTIN, GREEDY, and ELLIS and ABPTI SMITH.

Our recent performance in the Curry Cap on May 18 will not be discussed in this column except to inform our fans that we will not be appearing in the finals.

We were not lucky in the first Soccer match against the Communicators - they defeated us 4 to 1.

There are more new faces in the School of Music - Welcome, Ordinary Musician MULLER, Junior Musicians WRIGHT, WHITE and BASKERVILLE.

We congratulate Ordinary Musicians DONN, ROBERTSON and MUNGOVAN, who have passed out of the School of Music and will now augment the Depot Band.

The P.O.(Q)'s Course is still awaiting the results of the recent examinations at the Conservatorium of Music, but they are expected within the next few days.

Leading Musicians ROCHE and STARK have successfully completed their Instructional Technical courses. John Roche's subject for his lecture was "How to Tune the Motor of a Sports Car", which he did very successfully.

Acting Bandmaster Sub. Lieutenant W. W. Farrell has completed his course and is returning to Australia.

FLEET BAND

"UP-TOP"

Also on the Rugby field, playing instead of refereeing, was Munn Doug Cooper, while Munn Kevin Ridout proved a very capable addition to the cricket side.

A "day of days" was had by all when the H.M.S. TERROR Band, under the direction of Lieutenant Doug Haigh, R.N., entertained us at the Depot Swimming Pool and later at the Tropican Club.

An apron was caused when the Aussies marched in, bearing a kangaroo on a pole, splashed with the words, "HELP STAMP OUT WARM BEER!"

Quite a night was enjoyed by Sub. Lieutenant Jim McDoough and P.O. Mans Kev Foole and Col Morris when they took in a variety of sights, liquids and foods all over Singapore.

The occasion was Keel's birthday (age classified). Congratulations also to Kev on his recent promotion to C.P.O., Mans.

The Band can now look forward to their period at sea, finally culminating with that Port, the pearl of the Orient, Hong Kong.

VERDI-GRIS

If You've Popped the Question -
Then Questioned the Pop YOU'LL PROBABLY NEED

AN ENGAGEMENT RING

OVER 20 YEARS' EXPERIENCE IN THE TRADE ENABLES US TO OFFER YOU A SAVING OF AT LEAST 25% ON RETAIL PRICES

WE ARE QUALIFIED TRADESMEN AND ALL OUR STOCK IS MANUFACTURED ON THE PREMISES.

May we suggest -
You call in and see our range.
Write, phone or call for an illustrated pamphlet

BIRD, CRISP & Co.

(Ex. R.A.N.)
Room 411, 8th Floor
183 Elizabeth Street, Sydney

ALLOTMENTS GLADLY ACCEPTED (PHONE MA 7988)
“Fabulous” was the way Sgt. Noel Hull of the R.A.A.S.C. described his trip in a Wessex helicopter on a recent exercise anti-submarine patrol from HMAS Melbourne.

Noel, who is serving with the Australian Field Gun Office, FAREL, based in Singapore, spent five days on the carrier operating out of Singapore.

He had just finished participating in exercise “Lions Roar” with the 28th Commonwealth Brigade, and so, with leave due and arrangements made by his brother Lts. Henry “Nobby” Hall, Hangar Control Officer and Air Explosives Accounting Officer in Melbourne, Noel became a sailor for five days.

BROTHER WAS “ALL AT SEA”

Noel’s family lives in an Army Married Quarter in Singapore.

This was the second meeting in eight years, of the brothers and one not likely to be forgotten by Noel.

After 13 years’ Army service, he was not prepared to switch loyalties; however, a tour of the ship from engine room to bridge, left him visibly impressed.

FLEET CHAMPIONS

HMAS ANZAC climaxed a great sporting year with the presentation last month of the Fleet Sporting championship trophy – the Pakistan Shield.

The Pakistan High Commissioner, Dr. A. M. Malik arrived aboard ANZAC to present the award.

At the picture above, Dr. Malik hands the Shield to P.T. Leading Seaman Hackett, ANZAC’s C.O., Commander L. M. Brown looks on.

ANZAC’s sporting triumphs include the following championships:
- Small Ships Rugby
- Fleet Rugby
- Small Ships Australian Rules
- Fleet Australian Rules
- Clock-of-the-Fleet (boat pulling) and now
- The Fleet Sporting Championship – the Pakistan Shield.

Congratulations ANZAC.

A GENUINE OFFER!

DO YOU NEED A NEW CAR?

We sell more imported Japanese Motor Cars than any other Dealer in the State

WHY?

1. The Bellett and Colt vehicles are the best pound for pound value on the market today.
2. Your car is traded-in at the price you know it is worth, not £50 less.
3. Finance arrangements are unbeatable. We are associated with two of the biggest finance companies in Australia.
4. All parts are available immediately.
5. Service is carried out with the very latest electronic equipment.

If your car is worth approximately £175 and you can afford £4 per week

DO YOU NEED A USED CAR?

Because we sell more imported Japanese cars than any other dealer in the State our used car yards are full of vehicles ranging in price from £30 to £2500.

These vehicles are fully pre-serviced and carry the company’s warranty.

This is a genuine offer and a price comparison will show a reduction of at least £75.

The trade-ins must be cleared and you will find that it is much easier to own that later model vehicle than you imagined. Holdens, Falcons, Cortinas, Mini Minors and Vivas... all late models are ridiculously priced.

If you have approximately one tenth of the purchase price

YOU DO NEED A NEW CAR

WHELAN MOTORS Pty. Ltd.

(KEVIN WHelan, MANAGING DIRECTOR, 40 SUPPLY DIVISION, R.A.N., GUARANTEES NAVY PERSONNEL, AN EXCEPTION DEAL)

“THE BIGGEST BELLETT DEALER IN THE STATE”

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YOU DO NEED A USED CAR

WHELAN MOTORS Pty. Ltd.

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12 NAVY NEWS, May 27, 1966
Cerberus Scene

“SANDY” LOOKS AT THE NEWS...

AMERICAN FLEET UNITS IN SYDNEY FOR CORAL SEA WEEK...

BETWEEN US WRANS

The trains to Crib Point still run as frequently, and the weather is still the same, but CERBERUS looks a bit different — or is it just because I'm Ship's CO. this time instead of being a recruit.

The hedges are going and you know what that means? The one around the Gunroom has gone and the well-known one around the Warrandyte, is about to be slaughtered.

There is a pile of bricks where the flag staff used to be, this is to be Club 600.

I don't really know why they brought it down near us, but I haven't heard any complaints.

There is a new building behind the WRANS Quarters, Mitchell Block, soon to be filled with Chief's, Petty Officer's, O.T.C., Lucky Leading Wrans and the most permanent Wrans.

That's all that's changed. The Recruit Cooks now stay at CERBERUS for their course, but that's not the reason everyone comes home to dummy crew, maybe it has been finally proved that male cooks are better in the galleys. The food is really marvellous. Thanks from all of us, Chief & Co.

By the way, we're allowed in the front door of the Southern Cross Theatre now. Has this anything to do with the Naval Discipline Act — or a drive to get more customers?

In fact if the sun would make a bit of an effort every now and again, I might even dry out my shoes enough to walk down and give "Naval News" an article to say to everyone, "It's pretty good down here at CERBERUS."

The window depicts the honours gained by personnel during rescue operations, the ship's crew with battle honours, a motor cutter and helicopter used during rescue operations and the wording on the top reads: "In Proudest Remembrance of our gallant shipmates."

Music for the service was provided by the Depot Band under the baton of Lieut. Don Ewen, and the harmonised "Last Post" was particularly well rendered at the Commemoration.

A thirty-six member choir from Christ Church, Geelong, led the singing and sang an inspiring anthem. Their own organist, Mr. A. L. Firth, accompanied the music of the band, and their Vicar, formerly Senior Chaplain H. E. Fawell, now retired from the service, performed the service of dedication.

At the invitation of Commodore J. P. Stevenson, Sub-Lieutenant Kinglsey Perry, the senior VOYAGER survivor present, unveiled the window at the base of the Chapel Tower, before the prayers of dedication were said.

The service which was attended by 19 VOYAGER Survivors and over 100 relatives and close friends of those lost, was conducted by Chaplain A. W. Rosier.

The address was given by Archdeacon John Were, Senior Anglican Chaplain, who took as the text for the day "The Souls of the righteous are in the hand of God and there shall no torment touch them."

Lunch was provided for the relations and friends of those lost in VOYAGER, and these guests were shown around CERBERUS by the VOYAGER survivors and a number of volunteers.

P.T. STAFF CHATTER

Our usually quiet P.T. Section has recently livened up with the arrival of PO's "Yak Yak" Dennis, Roy Osborne, "Witch" Mitchell and Lt. Bill Hodges for the "Battmanics" Gymnastic Course being held by Mr. Graham Portland.

The course includes all apparatus and ground-work and his fine coaching has enabled the staff to grasp quite a few new movements.

The POPT and LSPT courses conclude on Friday, May 27th and will be followed by an exodus of P'T's to SYDNEY for NBCD courses and postings so only the MELBOURNE circuit P'Ts will remain.

The next POPT course starts on September 5th and LSPT course on July 1st.

Jim Kettle has now settled in as Chief of Staff and with Frank Round as his deputy, he has no worries. "Waddy" Mellish has finally joined us after all his leave from the DUCHESSE but we lost our Guy to SYDNEY.

Big George Daniels (Mr. Daniels from St. Kevin's College) is enjoying a mid-winter vacation with us doing his "Rockies" training and has once again taken over the swimming pool. Annick Zmail leaves us on May 31st to return to his family in Malaysia and the staff will be sorry to see him go.

He has spent quite a lot of time studying during his course but still found time to display his pleasant personality and participate in every possible extra curricular activity.

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WRANS RETAIN SOFTBALL TROPHY

The WRANS retained the Inter-Service Softball Trophy at Richmond on May 18, 19 and 20 — after a three-way tie.


After nearly three days of extensive training from P/Whr. Jorgensen, the W/R.A.N.S. of the East were ready to retain the Inter-Service trophy.

The first game between R.A.A.F. and W/R.A.A.C. was a battle to the end with a close finish of 5-4. The game went R.A.A.F.

The Navy got off to a fine start with the score at 10-4 in the first innings. Perhaps the WRANS were too confident after this first innings score for the 7th innings, the score was 12-11.

Army managed to get one runhome and this gave them victory by 12-11. The team changed 12 of its 14 personnel from the coach, the W/R.A.N.S. went all out to deduce all W/R.A.A.F., but again it was a close result favouring the W/R.A.N.S. 8-4.

From the side line, the game was really something to see. The work team was once again excellent and the fielding top class. PO Dalbotho and L/Whr. Calvert both did well on Friday in the outfield. Outstanding players over the two-day series were L/Whr. Hyllsg (Capt.) and W/Enr. Czerniowski (Lurch).

This resulted in a three-way tie and since W/R.A.N.S. won the Inter-Service last year, we once again retain the trophy.

HOCKEY

The W/R.A.N.S. scored their third win in succession over Sydney Teachers College on May 15.


The W/R.A.N.S. are playing well as a team and the forward-line keeps them all on the move.

Softball team from H.M.A.S. PEGUIN photographed prior to departure for H.M.A.S. GUMPERTIS on April 22nd. April and 1st May at HARMAN, Taxis on Anzac/Pioneer City Terminal on 29th April. Team left to right: P/OHMT. T. Muir, LWRMC. S. Goodridge, W/RP. N. Smith, WRMOS. S. Cozenes, Coach, W/Enr. C. Olsen, LWSTD. H. Worrall, LWRP. D. Calvert, WSAV J. Dean.

IN THE WRANNERY....

The WRANS in the E.A.A. have taken up the pen, so look out fellows, you could get a mention in the future.

Here are their first contributions.

MOTOR TRANSPORT DRIVERS

Wran drivers have given our up driving on the roads—well according to one Wran — who managed to drive an R.A.A.F. immediate M1G1 along the footpath at Hurstville last Sunday night — apparently Sydney Naval de- fects was just too much for her — however she has recovered and is giving her lungs a week's rest before next week's game.

The United States Marine Band spent a few days on board — at PEGUIN recently.

The word spread in the Wrannery and everyone was able, troops up to the mess deck (hungry of course) only to see one little old marine, whom everyone also knew was an Australian commander, with an extra short haircut.

L/Whr. Goodrich, had had luck with her Morris 1000 — she had had it two days when some bright spark decided not to give way to left — “Scrunch” one injured front mudguard. However, its been dehorned up now though.

WATSON RFS.

Although Easter is well behind us here is a brief report of our 12 days at the Easter Show with the “Naval Display Team.”

The display was situated in the manufacturer's hall, and a very eye catching display it was.

At the front of the stand was a scale model of the HMAS WARRIOR, the Skyhawk, with a smaller model on the flight deck of the MELBOURNE behind this was the information desk manned by Wrans, of different branches, there to answer questions and give information to the public.

The main feature of the display was the driving tank, every hour or three hours, including a Wran.

Our driving men will have died in vain, if we go on with our comfort and ease.

Being exactly as we dangle we pass, Freedom isn’t free.

The Wran got off to a grand start with the Hockey season. Our first match for the season was against Halman. Scores at fulltime were Navy 1, Halman 0.

Goals were scored by PO Laker, Leading Wrans Marshall and Cook.

The next weekend we had a hard and fast game against Sydney's Teachers College.

Our warm was made up of PO Muir (Captain) Laker, L/Whr's Marshall, Cook, Grivell, Whr Muir, W/Enr's White, Shrapnel, Keenan and Pickering.

At fulltime the scores were Navy 10 — North Sydney 2. Goals hit by PO Wran Laker (4) L/Whr's Marshall (1) Cook (1), Wrans Cozenes (3) Van Weenen (1).

Penguin Wrans who made the trophy winning inter-service team were PO Muir, L/Whr Calvert, Wrans Cozenes and N.A. Smith, Well done.

Fellow Officers of HMAS YARRA formed a Guard-of-Honour for Lieutenant David Innes and his wife, formerly Miss Shirley Svider, of Harborough, Sydney, after their marriage in Hong Kong on May 10. The marriage ceremony was conducted by Chaplain Long in HMAS MELBOURNE and the reception was held in HMAS YARRA. The bride was given away by the Commanding Officer HMAS YARRA, Captain G. J. Wilks. She was attended by Matron of Honour Sue Spratly, best man was Lieutenant Brian Duttle.

KUTTABUL

The Old Fleet club wrapped up recently with a few sentimental beers. There was not an ounce of beer left and only one half bottle of lemonade and 23 packets of cigarettes remains.

There was certainly no time lost in establishing ourselves in the new building.

The “reeds” on the first floor, overlooks Sydney Harbour and it is rather pleasant to sit in the Cafeteria which has an equally magnificent view.

Wran Rosemary Farre, formerly of H.M.A.S. HARMAN, has settled in at KUTTABUL in the M.S.O. Rosemary is a temporary drafts to make the numbers up, while mid-winter leaves is under way.

Congratulations go to TO Ross Hardy and his wife, former Wran Sue Haywood, who are proud parents of a baby girl.

SPORT

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Police beaten in Rules thriller

On May 18 at Norwe, ALBATROSS and SYDNEY POLICE met in a spectacular clash that went down as one of the outstanding Rules games of the season. It was a resounding victory for the scalors, the scores being 13-13(9) to 7-6(43).

As the teams took the field in perfect sunshine, it was obvious that the ALBATROSS was not lacking in brains and the Navy team looked small alongside the giants of the contest. For the first fifteen minutes, although there was not much scoring, the Ex-C kontest was going to be a hard one.

Suddenly, however, Happy Templeman made a break right through to the centre of the field, with the game changed completely.

By quarter time, ALBATROSS was a goal in front and the Police did not look like being able to continue.

The second quarter was to be the scalors’ best. All round the ground there were some fantastic exhibitions of speed and a fit Navy side was showing the value of regular training.

Templeman, who had been the State contestion, was starting many drives towards goal, and the strong Navy backline was doing its best to match that of giant Constable Noack.

The wings, Peter Rossell and Bill Taylor looked as if they had Police motorbikes under them.

Ted Kendall and Barry Hanford were taking the ball well up and down, and down the back line, the resting ruckman, Dale Lee, was tremendous support for the tired defence work of Fisg Richardson and Fred Kold.

Templeman, in particular, who is the spearhead which did not belong to the Navy and Police was not at all happy.

Templeman, despite his own operator, was typical of the Navy play as he wormed his way in and out of the curvy coppers.

At half-time, ALBATROSS was much too strong for their opponents and would have been streets ahead but for the stout defence of the Police and N.G. back, Peter Capper.

In the second half, the Police were trying to break down the Navy’s massive front line, but the scalors were not to be intimidated and withstand the pressing pressure.

At the final change, they were even further in front. Three-quarter time scores were 12-9 to 4-6.

The last quarter was to be a real thriller. The Police were not giving up and launched an all-in effort to close the six goal gap.

Boyes flew through the air as both sides showed grim determination to gain victory.

Both teams were defending with tremendous vigour and the score for the quarter was the lowest for the whole game.

But the big crowd, which had meanwhile grown as the word got around the place, was treated to a wonderful exhibition of power football. It was a hard one for substitution, with neither side giving any quarter, and the fit, fast ALBATROSS side became the pride of a well-worn victory.

The umpire, Mick Carr, had handed a tough match, and both teams adjourned with their proudest trophies to the Spinnakers’ clubhouse. The Cooks and the Band and the volunteer barman, made sure everybody was content as that was a real "boomer," and the defeated Police, simply went on their way rejoicing.

It had been a day for all to remember, but especially the ALBATROSS rowdies who had won a "beautie."

ANOTHER WIN

Playing their second game of the season and Sydney Naval Establishment team at Erskineville Oval on May 11, ALBATROSS were too good for their opponents in a contest that was a season in a game which failed to produce football of a very high standard.

E.A.A. GOLF

The first Open Day for 1966 was held on Wednesday, 8th May at St. Mary’s Golf Club, Sydney.

Due to the absence of the Fleet and other factors, the number present was not as great as expected.

Thirty-eight starters hit off in very pleasant conditions (very little breeze, for a change) and I am sure enjoyed the walk around. Judging by the cards a lot did only.

The "A" Grade was won by the old faithful McHarris with a 75 from Smoove Smith on 85. "B" Grade by Wally Weckes on 72 (good to see) from Barry Murray with a 73 on a course that was getting into the B grade.

"C" Grade was a good one, four players returning cards of 72. This was won by Barry Gillingham of the City's Frank Dunn and Dave Millington with Blue Diricham just put out of the column.

Nearest the pin was cleaned up by Wally Weckes he finished fourth from the pin and what a boys fort to put the N.T.P. on.

The longest drive was won by Simon Wooldridge who is hitting the ball better than ever.

Last but not least the Bradman Trophy was handed over to Bill Holm, who was all smiles because he knew it was the only one who played fair and consistently.

Next Open Day is on 21st July at Bayswater and it is hoped a few more starters will be able to make the event.

More of that from your secretaries nearer the day.

Navy News, May 27, 1966

Rules Win to QUEENBOROUGH

Already QUEENBOROUGH is showing her talents on the sporting field.

With a skeleton crew, "QB" defeated 6-4 in a total of 3 goals 12 points. LONSDALE was unlucky in the last quarter. They had 9 points on the board after 10 minutes before full-time. "QB" went to the lead with a kick along the ground which dribbled in for one point. From the first bounce, a ball was being hand-delivered by two centinmen Writer Banksian Petersen (QB) and John Rimington (QB) who both put terrific efforts for their sides. Sources coming around the packs by OA Tassy Munro and "QB" landed goals.

Terry Kelly (QB) went hard but could not stop "QB"s" attack. LONSDALE had the wind for the last part of the game with "QB" holding off a great wall of attack spearheaded by AB Squirey Taylor and Wrin, George Edgel. "QB" did not score in that quarter.

The ball bounded for half-time and some handball and kicking by Bell and Edgel gave "QB" ahead 9 goals and 5 points.

Wrr. Kev Cummins missed 4 goals for forwards scoring only points each time.

"QB" fought back and from around the back line scored two more goals. The bell sounded with "QB" an easy winner.

Contests to ABPT Smith, who came up from depot to umpire the game. Well done. Thanks must also go to the current Navy umpires, John Iknes and judge glor Gilderski Wright, Gordon Coules and Don Deale.

Players on the field: Tassy Munro (QB), Benno Paterson (L), Sturry Williams (QB) and George Edgel (QB).

Scores for "QB"; Mannings 3-1, Bell 3-1, Brazer 4-2, Barker 1-2, Gordon 1-0, Edgel 1-0, Roach 1-3, Ranson 0-1, Latimer 1-2, Cummins 0-4, Kenden 0-2, for a total of 13-13.

TROSS RUGBY (Contd) . . .

Scores from 1st Panel.

ALBATROSS were soon in top gear in the second half. Powell, Wotherspoon and Guild, each scored two tries, and O'Brien scored three. Goals came from Gild with three goals and a penalty, and O'Brien also kicked a further goal. D. and F. winger Barry, who had a good game, failed to rejoin after half time. ALBATROSS won the ball and had more possession. Hunter received suffered ribs before half time and was replaced by Jones. Aarons was not resuming. Over the next few weeks out with a broken finger, stood up well with a tireless performance in the second half and defence.

Hales Lynch and Powell settled down well in the second half and they were a good piece as a permanent fixture in this position.

Robinson and Luke and Barry, until injured, were best for the losers.

ILLAWARRA CUP.

After competitive matches between 2nd and 3rd XV are sharing second place on the points table.

For the second year in a row and a loss each a win for the 1st XV in the pre-season competition, portray a remarkable run-up to our venture into the Illawarra Rugby Union world.

Haskell, Aarsen, Davis, Deegle, Noel Williams and Guild, represented Illawarra and Aarsen took part in the Country Carnival in Sydney.

The 1st XV went down to University on May 7th in the ALBATROSS. Down 11-0 at half-time, the scalors rallied to level the scores 11-11 but Albatross in the final minutes, allowed their opponents to score the winning try.

Thus ALBATROSS was defeated in a competition match, the first time for almost two years.

The 2nd XV lost 0-27 to early season favourites Woonona CVO on May 14.

In the main game, ALBATROSS accounted for Harold Palmer’s Port Kembla team 17-6. The scalors came in for a lot of needling and were something but slow to play.

Young centre John Biggell fell for the oldest trick in the book and receaved his marching orders.

Willyck collected several punches from a Port Kembla player.

As usually happens in these cases, the referee’s attention was attracted in the 20th minute and by this time the guides were playing for the pips.

First Greg Kelson and then Brian Melville became involved in punch-ups with our opponents.

Harry Harkness then came in for his share of buffeting. He received a nasty wound over his eye which required stitching.

ALBATROSS played well but allowed themselves to be unsettled by their opponents tactics. Half-back Lynch, breakaway Boyd and lock fullback Williams, were best for ALBATROSS.

TED RICHARDS in LEAGUE

Diminutive half back and goal-kicker, Ted Richards is playing for Northern Districts in the Group 7.

Although Nwans has lost both its first round matches against Navy and Jamborees, Ted has received favours from the critics in both matches.

Ted had two early Dempster Cup matches with ALBATROSS.

He has come under the eye of the Navy selectors and we hope that he gets his chance for Navy honours again this year.
Navy boxer chosen in Games team

McGuire fought his way into the Games team after ousting another Australian light-heavyweight champion, Sydney's Keith Keith, in the Australian championship at Perth last Friday night.

Although the Australian boxing team will not be announced officially until May 31, the Secretary of the Australian Boxing Union, Mr. Arthur Tunstall, informed "Navy News" of McGuire's selection at Tuesday's meeting.

Mr. Tunstall said that the manner in which McGuire outpointed Keith in Perth, impressed Australian selectors and officials to such an extent that he was judged the "best boxer of the tournament." For this he received the "T. Tunstall Trophy." Mr. Tunstall commented: "Not only was McGuire the best boxer of the tournament ... he was the fastest."

The impact he made gained McGuire selection in the five-man game team.

The procedure in the past has been that winners of the eight Australian titles could start packing their bags, but for this year's games, the high costs of sending over-all Australian team to Jamaica caused reductions in numbers of competitors for each sport.

However, McGuire is one of the fortunate ones and he richly deserves this honour if only for his determination over the past few months.

Each year he has made a strong bid for selection in Australian teams only to be beaten in close decisions in the final bout. Now, at last, he has achieved this ambition but he has still two important obstacles to overcome before he can think about Jamaica.

The first is to secure the necessary thirty days leave from the Navy to compete in the Games, and thus he will have to do it in a hurry as the boxing team will leave Sydney at 5.00 pm on July 19.

The other problem is finance. As he represented Victoria in the National titles, that State is virtually responsible for raising enough money to send McGuire and other Victorian representatives to the Games.

But the public is not responding to the fund-raising mainly because of the behaviour of several Australians at the Tokyo Games. Victoria, like most other States in well behind in the race with only one week remaining before the fund appeal ends.

Unless the State raises sufficient finance, McGuire could miss out on the Jamaican trip.

The only other way out would be for the Navy to find a sponsor to raise the 700 dollars necessary to cover all costs.

What an appalling situation for someone who has sacrificed much of his leisure time to training in the hope of representing his country. This year, when he has achieved this, there is this strong possibility that he may not get to Jamaica because of lack of funds.

If McGuire is given leave to compete, it is possible for the various Navy messes to "help McGuire get to Jamaica," after all it is quite unique and an honour for Navy to have one of its sportsmen chosen to represent Australia in such a prestigious sporting event as the Commonwealth Games. THANK YOU & FELTOWN.

161 WALLABY TO COACH NAVY

John "Sparrow" Bowles, who played for Australia against Fiji and Fiji in 1961, will be the Navy's coach for this year's inter-service series to be held at Richmond on July 6, 7 and 8.

Bowles, a prolific goal-kicker, has played in every back-time position. He went away with the 1961 Wallabies to South Africa where he played in two tests and the same year, he played in all three Test matches against the Fijians in Australia.

During his career he has played with three clubs, University, Northern Suburbs and Manly. In his four years with University, he played in two premiership winning sides 1945 and 1946. In his first year with Northern Suburbs, in 1951 Norths won the premiership and made the final four the following year.

In 1962-63 season he played with the Manly Club.

This is the first serious coaching job and "Sparrow" is looking forward to it with great enthusiasm, particularly as he would love to get back on his old club, Lou. Col. Max Carpenter, Army's coach this season.

He intends, if possible, to "live in" with the Navy squad at Watson between July 6-25.

"I think we will all get to know each other much better this way and by the time the Inter-Service series comes around, I expect we will have great understanding and a match-winning combination."