

# 21<sup>st</sup> ANNIVERSARY OF THE FLEET AIR ARM



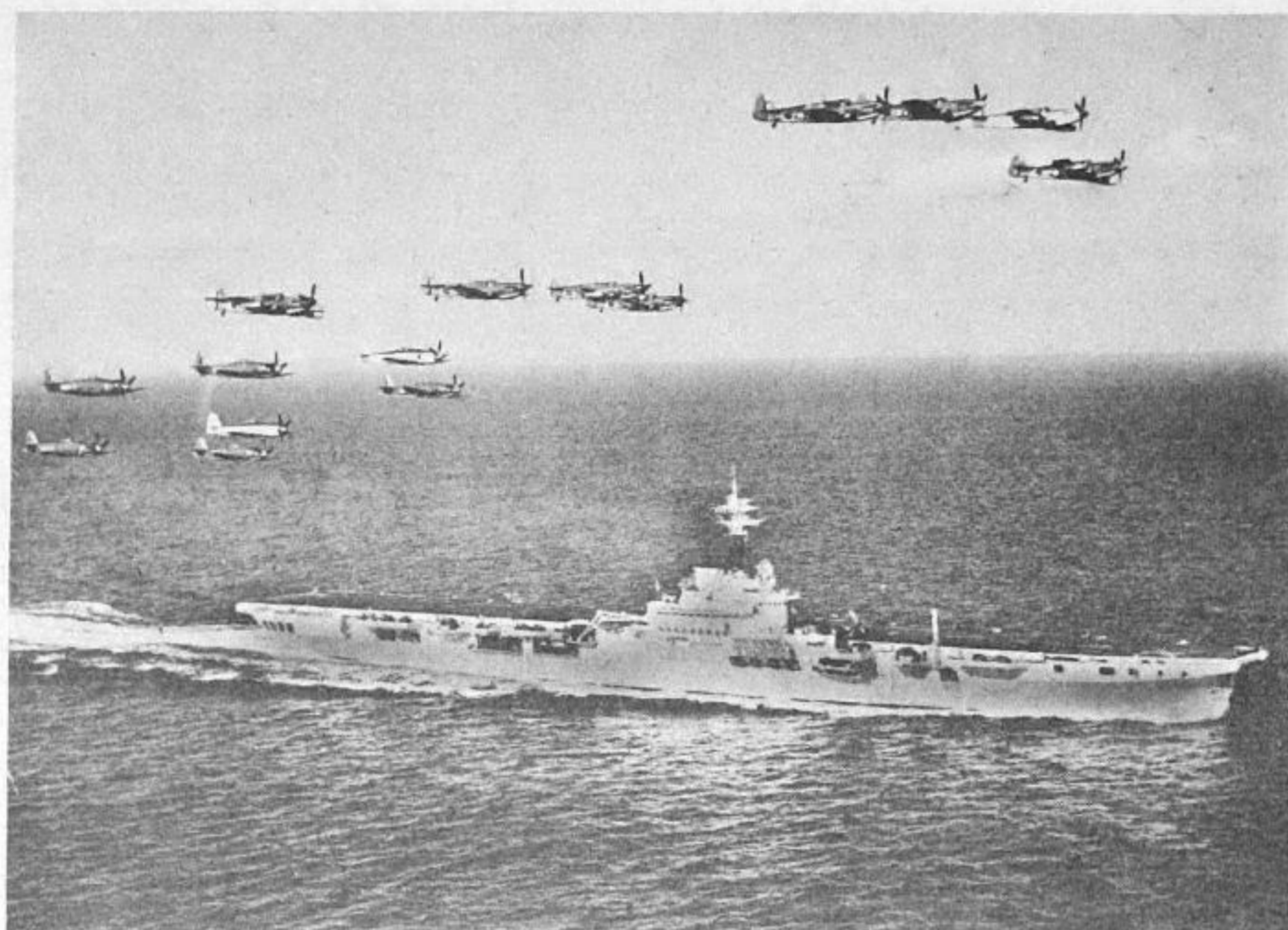
ROYAL AUSTRALIAN

## NAVY NEWS

Published  
Fortnightly

Vol. 12, No. 20  
Friday, October 3, 1969

# FLEET AIR ARM COMES OF AGE



THE REVIVAL OF THE FLEET AIR ARM . . . Aircraft from the 20th Carrier Air Group fly past HMAS SYDNEY at the beginning of the work-up from Eglinton, U.K., during September/October of 1948. The revival followed many years of uncertainty as to the future of Naval aviation in the RAN.



NOW, 21 YEARS LATER . . . the Fleet Air Arm has gone from strength to strength. Its complete re-equipping of modern aircraft such as the Skyhawk fighter/bombers the anti-submarine Grumman Trackers and Wessex 31B A/S helicopters, has made the Fleet Air Arm a very effective fighting arm of the RAN.

Twenty-one years ago, the Fleet Air Arm of the Royal Australian Navy was reborn with the commissioning of the 20th Carrier Air Group at Eglinton, U.K., on August 28, 1948 and of HMAS Albatross, the Naval Air Station at Nowra, three days later.

These two significant events followed many grim years of uncertainty as to the future of Naval aviation in the RAN.

Firstly, tentative plans to form a Fleet Air Arm lapsed in 1921, with the formation of the Royal Australian Air Force.

Then the idea was revived again following the commissioning of the seaplane carrier, HMAS Albatross in January of 1929.

The Aircrew, who flew the nine Seagull V aircraft carried by HMAS Albatross, were a mixture of Naval and Air Force personnel but the maintenance men were all RAAF. But the existence of the Fleet Air Arm was short-lived.

Lack of finance during the early "thirties" effected naval aviation as it did most other aspects of Australian activity.

HMAS Albatross was paid-off into Reserve and later transferred to the Royal Navy.

The paying-off of the seaplane carrier, meant virtually the end of the RAN Fleet Air Arm scheme.

Training of naval pilots ceased and when World War II broke out, aircraft operated by HMA Ships were being flown and maintained by RAAF personnel.

Today, the Fleet Air Arm, with its new fighter bomber and anti-submarine aircraft and its well-performed Helicopter Flight Vietnam combination, is a powerful and efficient fighting arm of the RAN.

Its battle for recognition is outlined in the following article prepared by the Naval Archives Branch.

The article, in its preamble, deals with history of Naval Aviation and how it got off the ground.

At the outbreak of World War I, 101 officers and 39 Petty Officers and Ratings of the Royal Navy qualified as pilots, were serving in the Royal Naval Air Service.

Training of naval airmen had commenced on 1st March, 1911, when three Royal Navy officers and one Royal Marine officer commenced a six month pilot training course at Eastchurch.

The first to gain Aero Club Certificates of competency were Lieutenant C. R. Samson, RN, Lieutenant A. M. Longmore, RN, and Lieutenant W. Parke, RN.

Lieutenant Parke, who created a British speed record in 1912 flying a 60 HP Avro, was killed when a Handley-Page monoplane he was piloting crashed at Wembley, England, on 15th December 1912.

Until 1914 naval pilots served

as members of the Naval Wing of the Royal Flying Corps.

Prior to the outbreak of World War I, some experience had been gained by naval pilots of the RFC in operating seaplanes from water take-off; and experiments had been made in flying off launching platforms built on the decks of warships but no special ships for carrying and operating aircraft had been commissioned in the Royal Navy.

The first flight from a British warship took place on 10th January, 1912, when Lieutenant C. R. Samson, flying a Short biplane, took off from a 100 feet long staging erected on board HMS Africa.

At the Naval Review held in Portland in May, 1912, Samson flew a Short 'Pusher' biplane fitted with floats from an improvised flight deck on HMS Hibernia while the ship was steaming at 10.5 knots. This was the first flight from a ship underway.

Two months later he repeated the feat from the fore-castle of HMS London.

In 1913, the light cruiser HMS Hermes was fitted to carry two seaplanes and later in the same year, the Admiralty took over the frame of a merchant ship then under construction and completed her as the first British seaplane carrier.

She was launched in September, 1914, as HMS Ark Royal and could accommodate 10 seaplanes.

They were launched on trolleys from a platform built over her bows.

Other ships taken up and converted to Seaplane Carriers were the Cross-Channel

steamers Empress, Engadine and Riveria, the old Cunard Liner Campania and the Isle of Man steamer Viking (re-named Vindex).

## ANTI-ZEPPELIN OPERATIONS

On 1st July, 1914, the Naval Wing was separated from the RFC and the Royal Naval Air Service was formed consisting of the Air Department (Admiralty), the Central Air Office, the Royal Naval Flying School and the Royal Naval Air Stations.

In late 1915, experiments were carried out with the aim of adapting the seaplane for anti-Zeppelin operations.

Seaplanes then used by the RNAS lacked an adequate flying speed and climbing rate but the Sopwith 'Schneider Cup' seaplane, then under production, seemed a promising counter.

Early experimental flights using the 'Schneider' were not a success. The aircraft tended to break-up when being launched from the Seaplane Carrier trolleys.

Finally operating from HMS Campania, the answer was found by fitting wheels under the floats.

Thus fitted the light, fast Sopwith was just able to become airborne with the carrier steaming into the wind at 17 knots.

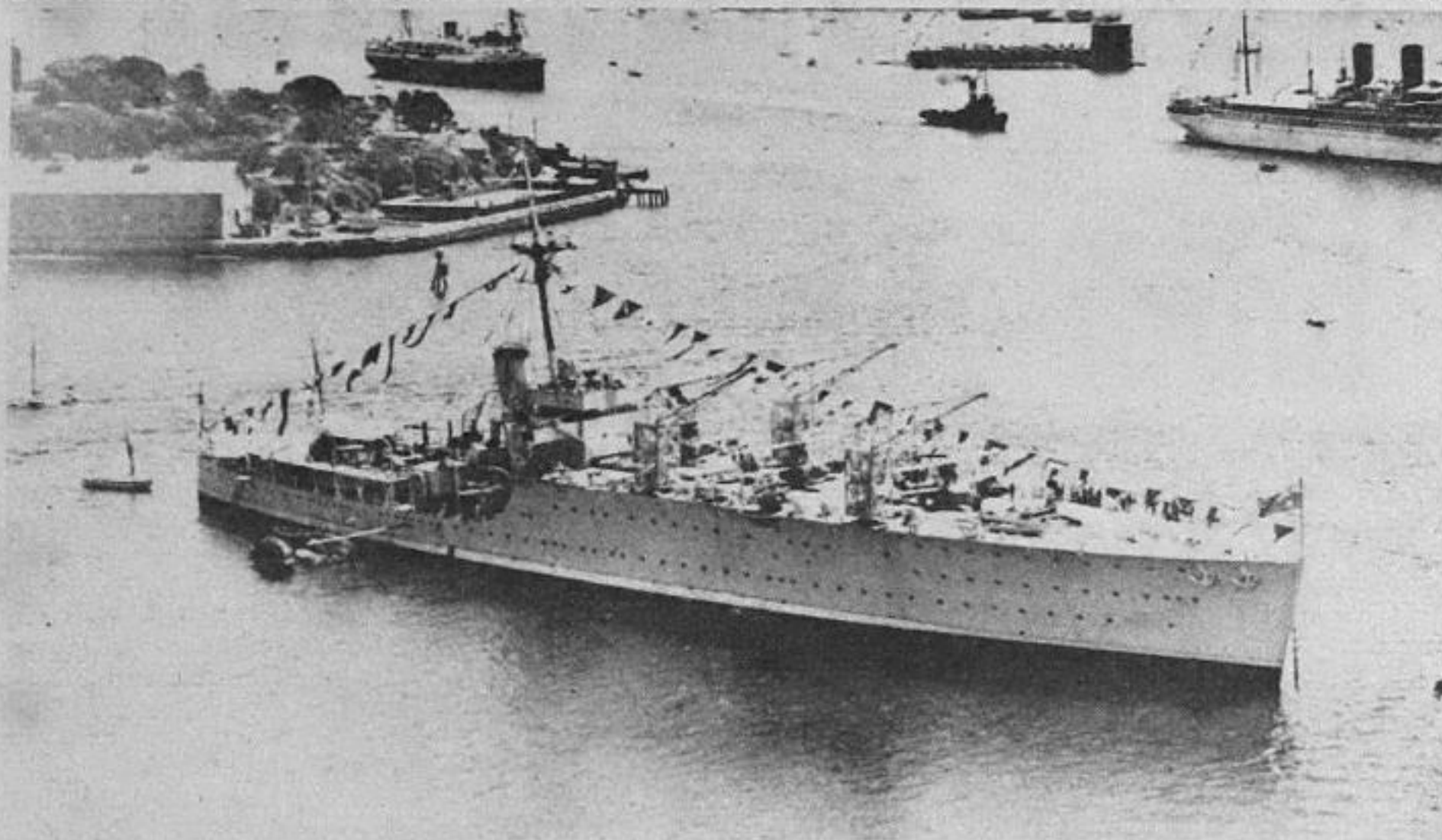
These and later experiments using heavier machines and a longer flight deck, led to the successful development of providing at sea, means to operate from a deck the faster, more manoeuvrable aeroplane and to the end of the seaplane as a naval fighter.

CONT. ON PAGE 3



THESE OFFICERS were members of the original Carrier Air Group and they were photographed at Eglinton before they embarked in HMAS Sydney for passage to Australia. Commander Bourke, now serving at East Australia Area HQ, Sydney, who was a member of the Group named them for Navy News. The picture was supplied by Cdr. F. Sheiborne. Back row: l. to r., Lt. "Chick" Henderson, Lt. John Corbett, Lt. Mike Stanley, Lt. John Robinson, Lt. "Jumbo" Crammond, Lt. Jim Bowles, Lt. Fred Sherborne, Lt. John Gunn, Lt. Tony Robinson. Middle row: Lt. Frank Bromilow, Lt. Des Tiarks, Lt. Jim Trevis, Lt. Henry Young, Lt. Peter Seed, Lt. Jack Wallace-Thompson, Lt. Gerry Molland, Lt. Roy Eveleigh, Lt. Bruce Armstrong. Front row: Lt. "Digger" Bourke, Lt. 'Es' Bowmarman, Lt. "Dickie" Dyke, Lt. eGorge Jude, Lt. "Jack" Cunningham, LTCDR Val Bailey CO 805 Sq., LCDR Paul Whitfield, (Air Group Commander), LCDR Cedric Coxon CO 816 Sq., Lt. "Taff" Hathway, Lt. Pat Brougham, Lt. Roy Carpenter, Lt. John Goble.

# HOW THINGS HAVE CHANGED!



HMAS Albatross has long been associated with the Royal Australian Navy and Naval Aviation. The name originally belonged to the seaplane tender (pictured above), in commission with the RAN from 1929 to 1933. The ship was out of service until 1938 when she was taken to the United Kingdom for transfer to the Royal Navy as part payment for three cruisers—Perth, Hobart and Sydney. The RAN Fleet Air Arm from 1933 until the latter years of World War II consisted of spotter aircraft (Seagull and Walrus), operated from cruisers for reconnaissance work. At the left, a Seagull amphibian is catapulted from the old ship — how things have changed can be seen from below where one of the modern Skyhawks prepares to take off.



## NAVAL AVIATION HISTORY CONT.

CONT. FROM PAGE 2

In 1917, the RNAS turned its attention to the problem of launching and landing land-planes from a ship at sea.

A platform was fitted on the weather deck of the cruiser HMS Yarmouth and in June 1917, Flight Commander F. J. Rutland successfully flew off a Sopwith 'Pup'.

On 21st August, 1917, what had been successful in experiment was tried during an operation when the 1st Light Cruiser Squadron was engaged in a sweep off the Danish coast.

From Yarmouth a Sopwith 'Pup', piloted by Flight Sub-Lieutenant B. A. Smart, was launched without a hitch and after climbing to 7000 feet, attacked and brought down in flames a Zeppelin.

The success of the Yarmouth operations induced the Admiralty to fit aircraft platforms on the weather decks of several light cruisers.

In 1917, the battle cruiser Furious, then building, was completed as an aircraft carrier with a hangar built on her fore-castle of which the roof formed a flight deck 228 feet long by 50 feet wide.

On to this deck on 3rd August, 1917, Squadron Commander E. H. Dunning, DSC, flying a single-seater Sopwith, made the first deck landing on a British ship and the first ever made on any ship under-way.

Two days later he was killed while making a second landing attempt. A tyre burst and his aircraft plunged into the sea.

Dunning's experiments revealed the danger present in flying around the funnel and bridge to land on a fore-castle deck.

Furious was later given a long flight deck astern but owing to the break of air flow by the forward superstructure the stern deck, through an improvement, was not the hoped for answer to the problem of safe landings.

Eventually the difficulty was overcome by the conversion of the partly constructed Italian liner Conte Rosso to the 'flush' deck aircraft carrier commissioned as HMS Argus.

Furious subsequent to the end of the war was also converted to a 'flush' deck carrier.

Early experimental use of fixed platforms on the decks of light cruisers showed that this was not a very satisfactory launching method.

It required a ship to turn into the wind before a launching could be attempted.

To overcome this difficulty in heavy cruisers, an experi-

mental platform was fitted to a forward 15-inch gun turret in HMS Repulse and on 1st October, 1917, Flight-Commander F. J. Rutland successfully flew off a Sopwith 'Pup'.

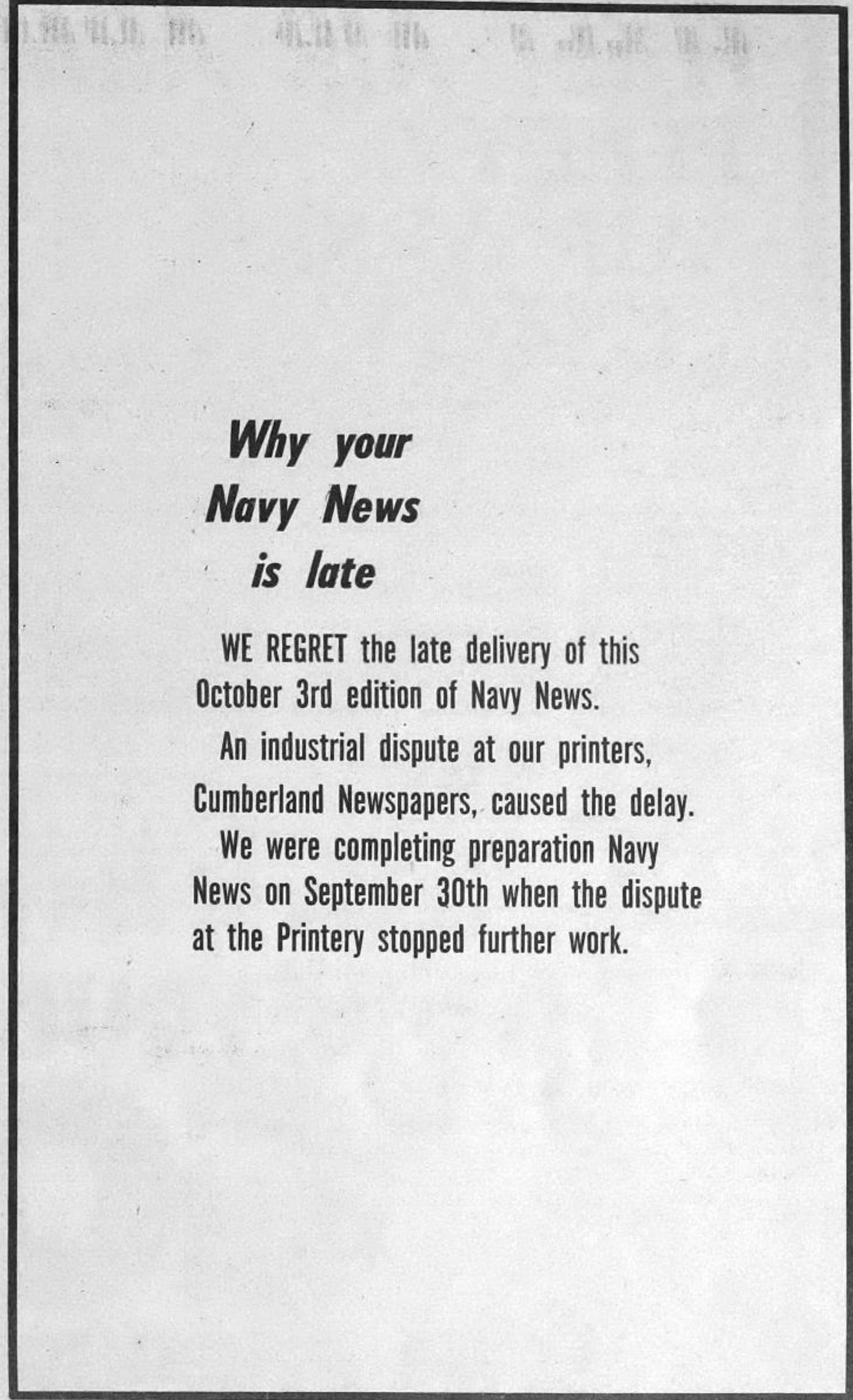
Eight days later he repeated the feat from the after turret. As a result all the battle-cruisers, including HMAS Australia, were eventually fitted with turret platforms and carried Sopwith aircraft.

### AUSTRALIAN PARTICIPATION

On 18th December, 1917, an aircraft was flown from the deck of a British warship for the first time when Flight Lieutenant F. M. Fox flew a Sopwith 'Pup' from Australia's quarter deck.

The Sopwith 'Pup' and Sopwith 'Camel' being single-seater aircraft, were not entirely satisfactory for reconnaissance work. Experiments carried out with 2-seater planes in HMS Repulse were not successful.

Early in 1918 it was decided to use HMAS Australia for fur-



## Why your Navy News is late

WE REGRET the late delivery of this October 3rd edition of Navy News.

An industrial dispute at our printers, Cumberland Newspapers, caused the delay. We were completing preparation Navy News on September 30th when the dispute at the Printery stopped further work.

her experiments by building a ramp extending from a platform on the starboard mid-ship 12" gun turret.

From this platform and ramp secured to the gun barrels, Flight Lieutenant Fox successfully flew off a Sopwith '1½ Strutter'. Later he repeated the feat carrying an observer and full wireless equipment.

These flights were the first successful launchings of 2-seater aircraft from a British warship.

Subsequently until the end of hostilities, Australia normally carried two aircraft on the midship turrets, a '1½ Strutter' for reconnaissance and a Sopwith 'Camel' as a fighter.

Captain J. S. Dumaresq, (an Australian), who assumed command of HMAS Sydney in April 1917, played a leading part in the development of a revolving platform for flying of aircraft from light cruisers.

The first of these platforms was fitted to Sydney at Chatham and the first flight from it was made on 8th December, 1917.

HMAS Melbourne was fitted with a revolving platform in March 1918. She took on her

pilot on 14th April and made the first flight on 10th May, 1918.

Both cruisers carried Sopwith 'Camels'. During a sweep in the Heligoland Bight on 1st June, 1918, they went into action against enemy aircraft for the first and only occasion.

HMAS Brisbane took on board a Sopwith 'Baby' Seaplane at Colombo in April 1917, which she used until June 1917 for reconnaissance while searching for the German raider Wolf.

Thus Brisbane was the first Australian warship to carry an aircraft for operational purposes.

### POST WORLD WAR I

On 1st April, 1918, the Royal Naval Air Service (administered by the Admiralty) and the Royal Flying Corps (administered by the War Office) were abolished and the two corps were amalgamated to form the Royal Air Force.

On amalgamation, the Royal Navy lost control of 103 airships, 2949 aeroplanes and some 67,000 men.

As an economy measure, personnel were permitted to

wear naval uniform until replacement became necessary.

In 1921, some form of naval participation was regained when training of naval officers as Observers recommenced in 1923, training was extended to pilots.

These pilots were attached to the RAF and given equivalent RAF rank in addition to their naval rank.

By 1925 all the pilots borne in catapult ships and about 60 per cent of the pilots on board aircraft carriers were naval officers.

On the other hand, they were all RAF trained and although the general operation of aircraft at sea was directed by naval officers, all the major technical and administrative responsibility was in the hands of the Royal Air Force.

In April 1924, the naval component of the RAF was named the Fleet Air Arm, Royal Air Force.

Finally in 1937 the Admiralty regained administrative control of Fleet Air Arm in addition to the operational control which it then exer-

CONT. ON PAGE 6

# THE FLEET AIR ARM TODAY

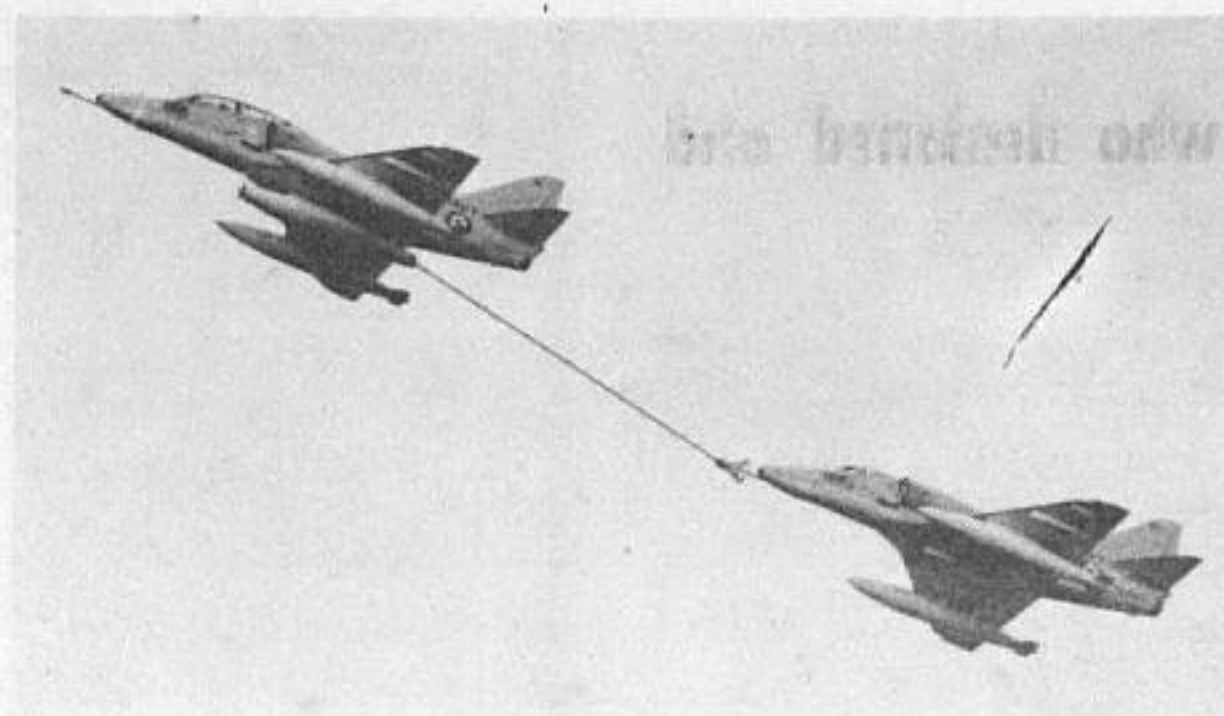
The Australian Fleet Air Arm today comprises seven Naval Air Squadrons split-up into two groups — the TRAINING AIR GROUP, which is permanently based at HMAS Albatross and the CARRIER AIR GROUP, which embarks in HMAS Melbourne.

The squadrons, their aircraft and their roles are as follows:  
**TRAINING AIR GROUP:**—Permanently at HMAS Albatross.

Squadron	Aircraft	Role
723	Iroquois UH-1B Scout AH-Mk 1	Search & Rescue Training Survey — for HMAS Moresby
724	Vampire Venom Skyhawk A-4G Skyhawk TA-4G	Fleet Requirements Fighter Operational (Trainer) Flying School (OFS)
725	Wessex Mk 31B	Anti-Submarine Helicopter OFS
851	Tracker S2E Dakota C47	Fixed Wing Anti-Sub. OFS Navigation Training — Communications

**CARRIER AIR GROUP:**—Embarks in HMAS Melbourne.

805	Skyhawk A4G	Fighter
816	Tracker S2E	Fixed Wing Anti-Submarine
817	Wessex 31B	Anti-Submarine Helicopters



**SKYHAWK A4G.** — The A4G Skyhawk is a modern tactical fighter/bomber powered by a P & W J52-P-8A twin spool turbo jet developing 9300 lbs. thrust at sea level. This gives the Skyhawk a maximum speed of 600 knots at sea level, a transonic performance and an initial rate of climb of 10,000 ft./min. The A4 carries two 20 mm cannon with 100 rounds per gun internally, and up to 7000 lbs. of any combination of air-air missiles, rockets and bombs on 5 wing stations.



**WESTLAND WESSEX MK 31B.** — The Westland Wessex Mk 31B is a modern anti-submarine helicopter capable of locating and destroying submarines by day or night. Its primary detecting aid is a modern American medium range sonar set which is lowered into the water whilst the helicopter hovers close to the sea, and the crew listen for the tell tale "ping" of a submarine contact. This combined with modern radio and navigation aids allows the Wessex to take its place with surface ships in defence against submarine attack.



**GRUMMAN S2E TRACKER.** — The Tracker is an anti-submarine aircraft capable of searching for, detecting localising, tracking and destroying submarines. Although originally designed in 1949 and first flown in 1952, the Tracker is still considered the most formidable carrier based anti-submarine aircraft in the world. The original aircraft has been improved over the years and the well proven engines and airframe now carry the best and latest anti-submarine equipment available.



**BELL IROQUOIS HELICOPTER.** — The RAN Iroquois helicopters are used for basic helicopter pilot training and for Search and Rescue duties. It is a utility helicopter capable of carrying out the additional duties of Medical evacuation, Communications, photography and personnel transfer to and from ships. It is powered by a Lycoming 1100 hp gas turbine engine and carries a normal crew of one pilot, one crewman and up to seven passengers. This type of helicopter is widely used in Vietnam by United States and Australian forces for Combat Assault and as helicopter gunships.

being your own boss  
 is a **GO**  
**WELL**  
**FEELING!**

You can be the proprietor of a successful Shell Service Station. An important member of a vital business. In charge of skilled staff. It's a responsible, highly rewarding career and your Naval training will be of great advantage to you. Shell will pay you a good salary while you receive practical training in all aspects of service station management.

Sounds like the challenge you need? It's a fine opportunity to become boss of your own business. If you'd like further information ring Arch. White, 2 0225 Ext. 242, or write to: "Service Stations," Box 2694, G.P.O., Sydney 2001.

The Shell Co. in your capital city invites you to call, phone or write for further information— ● MELBOURNE 155 William St. 60 0201 ● BRISBANE 301 Ann St. 31 0211 ● ADELAIDE 170 Nth. Terrace 51 0301 ● PERTH 205 St. George's Terrace 21 9531 ● HOBART Macquarie Point 2 7021



The world owes a debt to the men who designed and invented the helicopters, that remarkable air machine.

The RAN Helicopter squadrons are young by comparison with their counterpart overseas, but no one can gainsay that they have not acquitted themselves nobly.

The role of the helicopter is not limited to Service requirements.

In the last 20 years they have been used on innumerable occasions for search and rescue operations and many lives have been saved.

They have assisted the police in hunting criminals, evacuating sick and injured people, on shark patrol work . . . no task is beyond them and they go out irrespective of weather conditions, often so hazardous that men and machines are in constant danger.

The records at Albatross show the range of the work carried out.

Perhaps their finest "mercy" feat was during the tragic Maitland floods in February-March, 1956.

In that disaster the helicopter men did a remarkable job.

The first call for helicopter aid was received on the afternoon of February 24, and within minutes LCDR Gordon McPhee was airborne and heading for Williamstown.

The flying conditions were atrocious, but despite warnings by the Air Traffic Control at Mascot the pilot, conscious of the importance of the call for aid, decided to try to get through.

#### HELO IN WATER

After a wild 180 mile journey he landed his craft, using ground control approach to land, the first time, it is believed, that a helicopter had used this method of landing in Australia.

The extent of the floods was so extensive that there was scarcely a piece of clear ground on which the pilot might land in an emergency—water had covered the countryside.

Near the Singleton railway station next morning, the pilot rescued two men who were clinging to a telephone pole and then endeavoured to rescue a man who was being washed down stream, but he disappeared before the helicopter reached him.

He then proceeded to the West Maitland signal box on which was a group of men, but the box collapsed just as he reached it.

Two men grabbed the wire and were hoisted clear of the water, but they lost their grip on the wire and the change in equilibrium caused the aircraft to stall into the water.

The pilot was rescued by an Army boat five miles down

# 'Helping hand from heaven'

stream and the observer was picked up a further mile away.

Another helicopter took off at first light on Friday, and reached Dubbo, a flight of nearly 200 miles, at 11.30 a.m.

By nightfall the pilot, LCDR Farquharson had rescued ten people from very perilous positions.

Perhaps the most dangerous rescue attempted was when the pilot had to go down between a tree and a water tower to rescue a family with five children, all under five.

#### PROPELLOR DAMAGED

The father was winched up and after discussing the position with him, it was decided to bring back a rubber dinghy in which they could row to safety.

This was done and the family rowed to the nearest dry land, the helicopter hovering over them until the voyage was completed.

One of the helicopter blades was dented by the branch of a tree during this operation.

During the four days that the helicopter was in Dubbo area, it rescued 36 people and carried out many other flights with medical supplies, post office technicians and local relief officials.

The pilot of a third RAN helicopter, Lt. Ferguson, rescued seven people in the Maitland area.

Later, the Minister for the Navy, Mr. Francis directed, in view of the serious nature of the floods, that two helicopters carried in HMAS Sydney should be flown to the area.

Sydney, at sea off Melbourne, flew her helicopters to the RAAF base, Laverton, Victoria, and they reached Williamstown next day.

One of the helicopters rescued two people from the roof-top of a house that was in danger of being washed away.

One of the helicopters received a call to take a woman with a 12-hour-old baby to hospital at Muswellbrook.

The pilot landed but the

moment the patient entered the aircraft, she became hysterical, but soon recovered.

Two of the helicopters returning from Muswellbrook ran into very bad weather nine miles from Maitland and were forced to put down near a farmhouse for the night.

Another helicopter saved a family of ten, stranded at Aberglasslyn in rising waters.

The smartest rescue effected by a helicopter was when a report was received that two boys were adrift in a boat in the Stockton area.

The helicopter located the boys and directed a police boat to them.

By Monday afternoon, the position was easing in the Maitland/Singleton area, but a fresh danger had arisen in the Narrabri district.

Two of the helicopters were sent to this area and rescued ten people.

When supplies of fuel and food became a problem, the naval Dakota was pressed into service to carry maintenance personnel, spare parts and fuel for the helicopters. Fireflies were equipped with 45-gallon drop tanks on each wing.

#### DREDGE RESCUES

By Saturday, the position had eased sufficiently to enable the withdrawal of two helicopters to the Naval Air Station at Nowra.

The two in the Narrabri area, which were assisted by an RAAF helicopter continued however, to drop supplies and medical stores to isolated homesteads in that area, and on Sunday, March 6, proceeded to the Walgett area to stand by in case the floods broke into the town.

A few days later the weary pilots returned to their base, carrying with them the thanks of a grateful public.

RAN helicopter men carried out bold rescues in May of 1966, when the dredge WD Atlas signalled it was in distress south of Jervis Bay.

HMAS Vendetta responded to the call, and headed for



A survivor from the dredge WD Atlas, which sank off the South Coast of NSW, in May 1966, is helped out of a Navy helicopter at HMAS Albatross. The bravery of the Navy aircrews who took part in the rescue operations, was officially recognised in the New Year Honours.

the scene, but could not make greater speed than five knots because of the heavy seas.

When Vendetta reached the scene, five bodies were recovered.

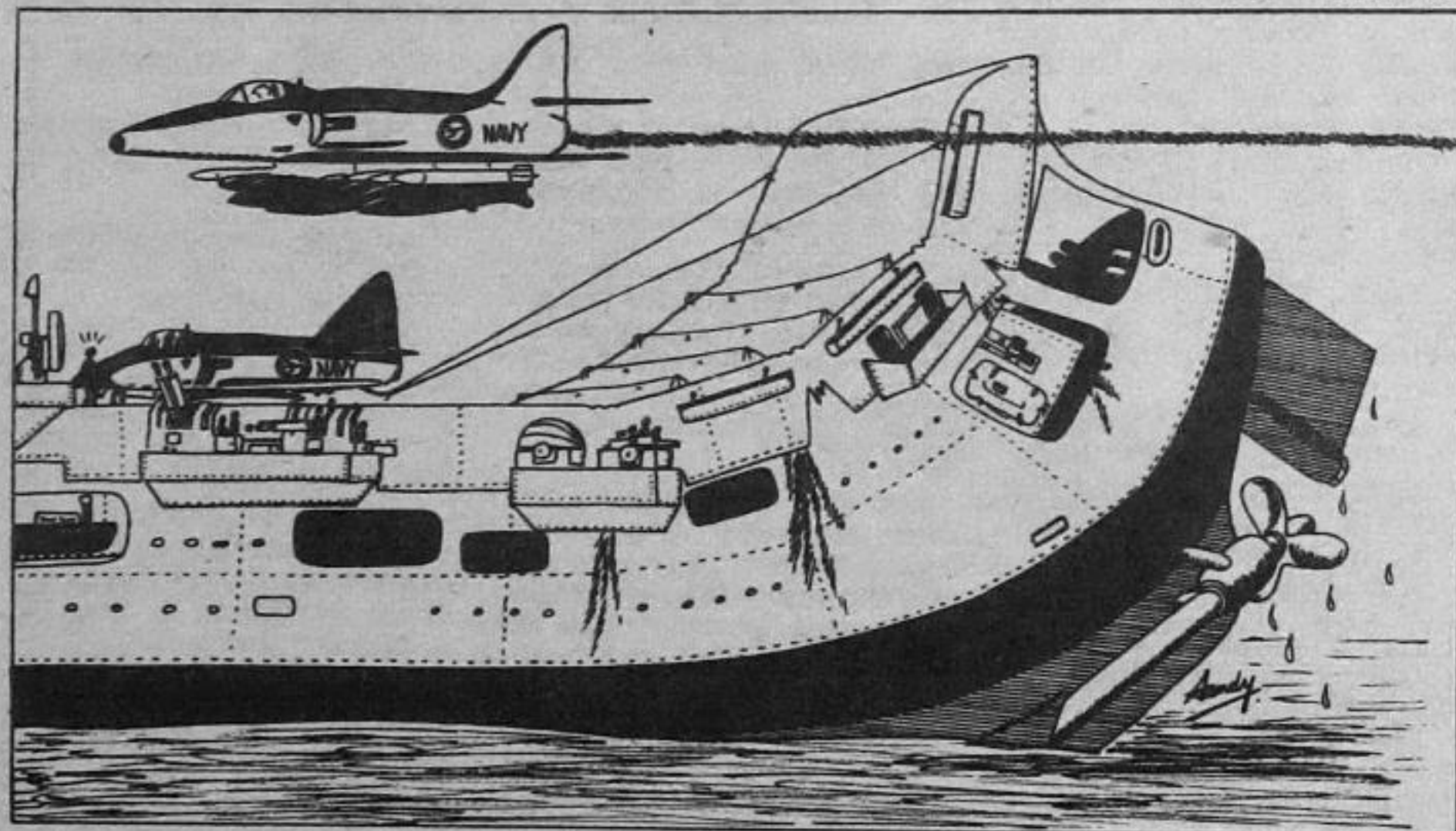
#### QUEEN'S COMMENDATION

Four helicopters went aloft and despite the wind of 60 knot force and the baling sea, four survivors were saved and taken to Albatross. They were the only survivors of the 17-man crew who had jumped into the sea when the dredge sank.

The bravery of the pilots and sailor personnel of the aircraft was officially recognised in the New Year Honours. When the Queen's Commendation for "brave conduct" was awarded to Lieutenant R. B. Lovett, Lieutenant P. J. Vickers, PO's F. C. McCreaney, G. W. Peters, and Leading Airman K. J. Beaton.

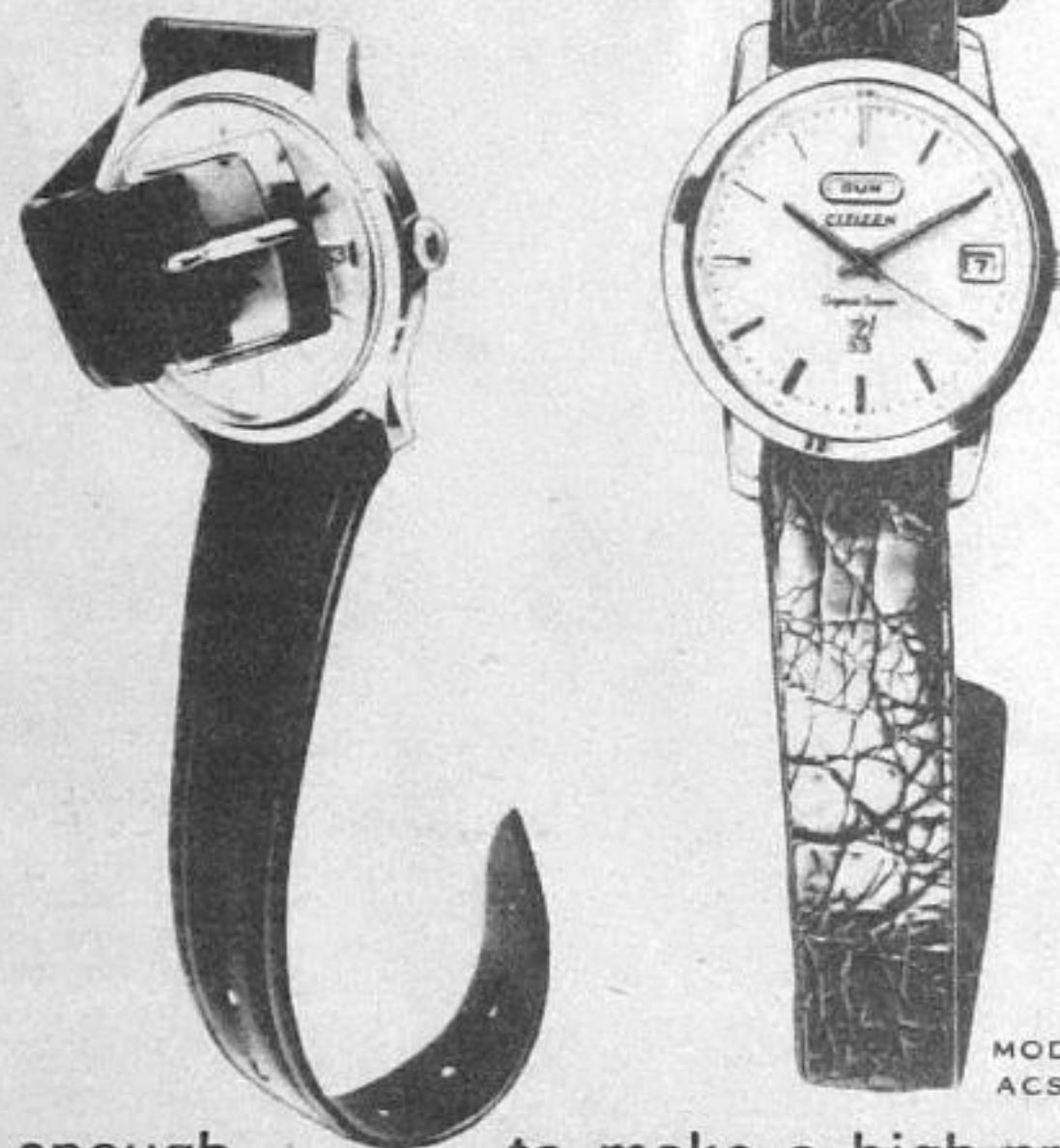
It was revealed that the men involved in the helicopter rescue work took the craft so low, the 60-knot wind swept spray from the 40ft high waves over their aircraft.

There are records of many other fine rescue operations carried out by the RAN Helicopter Squadrons of which the public are unaware, but of which all members of the Armed Services, and the Government Departments concerned, appreciate.



"NOT TOO BAD, BUT NEXT TIME TRY IT A BIT SLOWER!"

## How embarrassing



MODEL NO. ACSG.3007

It's enough to make a high-priced watch hide its face. All of the superb features and craftsmanship of the best expensive watches are in Citizen—at far, far lower prices.

As well as the Crystal Seven shown here, Citizen has a watch to match every competitor, at prices that are almost embarrassing, starting from \$19.95. Crystal Glass Day/Date Automatic Models from \$69.95.

**CITIZEN**  
Precision Products of Japan

To arrange and administer the transition, a Naval Air Branch was formed.

In the RAN, tentative plans to form a Fleet Air Arm finally lapsed in 1921 when the Royal Air Force was formed.

The Australian cruisers landed their aircraft before returning to Australia in 1919 and, excepting for an Avro Seaplane of the AFC, carried at first in HMAS Australia and subsequently in HMAS Melbourne (1920-21), aircraft were not carried in RAN warships in the early post-war years.

In May 1923 the RAN, following Admiralty policy, instituted a Specialist Branch of Observers.

Volunteers accepted for training underwent a three months' course with the Royal Australian Air Force at Point Cook, Victoria.

On qualifying the Observer received a specialist Allowance of 1/- per day. Provision was also made for a small number of selected personnel to be trained as pilots.

The long course (pilots) involved approximately 11 months' training with the RAAF.

On qualifying, RAN pilots were granted an allowance of 4/- per day.

They wore RAAF uniforms as Field Dress, but continued to wear RAN uniform on all occasions when Field Dress was not worn.

While training prospective naval pilots were paid at Flying Officer, RAAF, rates irrespective of their RAN rank.

In 1924, as part of a five-year Naval Development Programme (1.7.24 to 30.6.29), it was decided to build a sea-plane carrier for the RAN.

Named Albatross, it was launched at Cockatoo Island Dockyard on February 21, 1928, and commissioned for service on January 23, 1929.

Designed to accommodate nine seaplanes, the carrier displaced 6000 tons (standard) and was 443 feet 9 inches long overall. She mounted four 4.7-inch guns.

To provide and maintain aircraft for naval reconnaissance and survey, No. 101 Fleet Co-operation Flight, RAAF, was formed at Point Cook in June 1926.

In August, 1926, the Flight, then comprising six Supermarine Seagull III seaplanes, transferred to a permanent shore base at Richmond, NSW.

No. 101 Flight proceeded from Bowen, Queensland, to Port Phillip at the close of November, 1928, for embarkation in HMAS Albatross after carrying out a Barrier Reef aerial survey.

Personnel (five officers and 41 airmen), under the command of Squadron Leader A. E. Hempel, joined on February 21, 1929, and six Seagull seaplanes were embarked on February 25.

The decision to add a sea-plane carrier to the RAN strength involved adoption of the prevailing Admiralty policy of providing a naval component of the RAAF Co-operation Flight.

Termed the RAN Fleet Air Arm, it was based on the scheme then operating in the Royal Navy.

Volunteers were called for to undergo a four-year training course with the RAAF at Point Cook.

While attached, trainees were given RAAF rank and were eligible for advancement in the Air Force, but they continued to wear Naval uniform (with a distinguishing badge), and were addressed by their naval title.

# Naval aviation - its battle for recognition

The first four-year course commenced in January, 1926. In the early '30's, lack of finance affected naval aviation in the RAN as it did most other aspects of Australian naval activity.

Albatross, however, remained in commission until April 26, 1933, when she was placed in Reserve at Sydney.

Without again being brought into commission, the carrier was transferred to the Royal Navy in July, 1938, in part-payment for the light cruiser, HMAS Hobart.

She served as a fleet repair ship during World War II. In 1946 she was sold out of the Service and renamed

fitted with catapults and carried Seagull V amphibians of No. 5 Squadron, subsequently re-designated as No. 9 Squadron.

On November 4, 1939, at Singapore, HMAS Hobart was the first RAN ship to receive a Vickers "Walrus" amphibian, the famous aircraft of World War II which replaced the Seagull V.

Flown and maintained by RAAF personnel of No. 9 Squadron or by personnel of the Royal Navy Fleet Air Arm, "Walrus" amphibians were carried during the war in HMA Ships Australia, Canberra, Hobart, Manoora, Perth, Sydney and Westralia.

HM Canadian Ship Bonaventure) and Terrible (completed February 1949 as HMAS Sydney).

The RAN's first Air Shore Station, a former RAAF station at Nowra, NSW, commissioned as HMAS Albatross on August 31, 1948.

A second Shore Air Station was established at the ex-RAAF Station at Schofields, NSW, in 1951.

It became an aircraft storage and repair establishment and in October, 1952, the Aircraft Maintenance Engineering Training School transferred from Albatross to Schofields.

On April 1, 1953, the sta-

Her planes flew 2366 sorties with an average daily rate of 55.2 per full flying day. Ammunition expenditure totalled 902 bombs, 6359 rocket projectiles and 269,249 rounds of 20mm.

## 'MELBOURNE' COMMISSIONS

In 1952, pending completion of the second carrier (HMAS Melbourne) for the RAN, the Royal Navy made available on loan to the RAN the "Colossus" class light fleet carrier Vengeance, a ship of similar design to HMAS Sydney.

She was commissioned in the RAN at Devonport on November 13, 1952, and reverted to the Royal Navy on October 25, 1955.

HMAS Melbourne commissioned on October 27, 1955. Improvement added during reconstruction and modernisation included an angled-deck, mirror deck landing sights and steam catapult.

Built by Vickers-Armstrong at Barrow-in-Furness, as completed she was rated 15,740 tons displacement.

She arrived in Australian waters in April, 1956, with the re-formed 808 Squadron (Sea Venom) and 816 and 817 Squadrons (Gannet) embarked.

Operating Sea Venom all-weather jet fighters, Gannet anti-submarine aircraft and Westland Wessex helicopters, Melbourne steamed some 433,000 miles to the close of 1957.

Each year, 1959 to 1967 inclusive, she served a period in Far East waters.

In September, 1967, following a decision to re-equip the Fleet Air Arm, Melbourne proceeded to the United States to embark Douglas Skyhawk jet fighter-bombers and Grumman Trackers (anti-submarine aircraft).

In January, 1968, work began at Garden Island Dockyard on modernisation and refit of Melbourne, estimated to cost \$7-million.

The carrier was brought back into service in January, 1969, with 816 Squadron (Tracker A/S), 817 Squadron (Wessex 31B helicopters) and 851 Squadron (Tracker A/S), designated as "Melbourne" Air Group.

On May 30, 1958, HMAS



Sydney paid-off into Special Reserve after nine-and-a-half years' service as an aircraft carrier. She had steamed 312,004 miles. On March 7, 1962, Sydney, recommissioned as a fast troop transport and, following refit and conversion, was brought into operational service in July, 1963.

The RAN acquired its first helicopter in March 1953. In the period 1953-69, the helicopter arm of Australian naval aviation developed steadily.

Until 1962, the RAN operated Bristol "Sycamore" helicopters for search and rescue work. They were also used for training purposes.

In the period 1962-65, the Sycamores were gradually replaced by Bell "Iroquois" helicopters as the RAN's basic rotary wing training aircraft.

In the same period, 27 Westland "Wessex" anti-submarine helicopters were purchased from the United States.

Westland "Scout" helicopters were also acquired for service with the RAN survey ship, HMAS Moresby.

Wessex aircraft embarked in Melbourne (817 Squadron) formed the RAN's first "front line" quadron of anti-submarine helicopters.

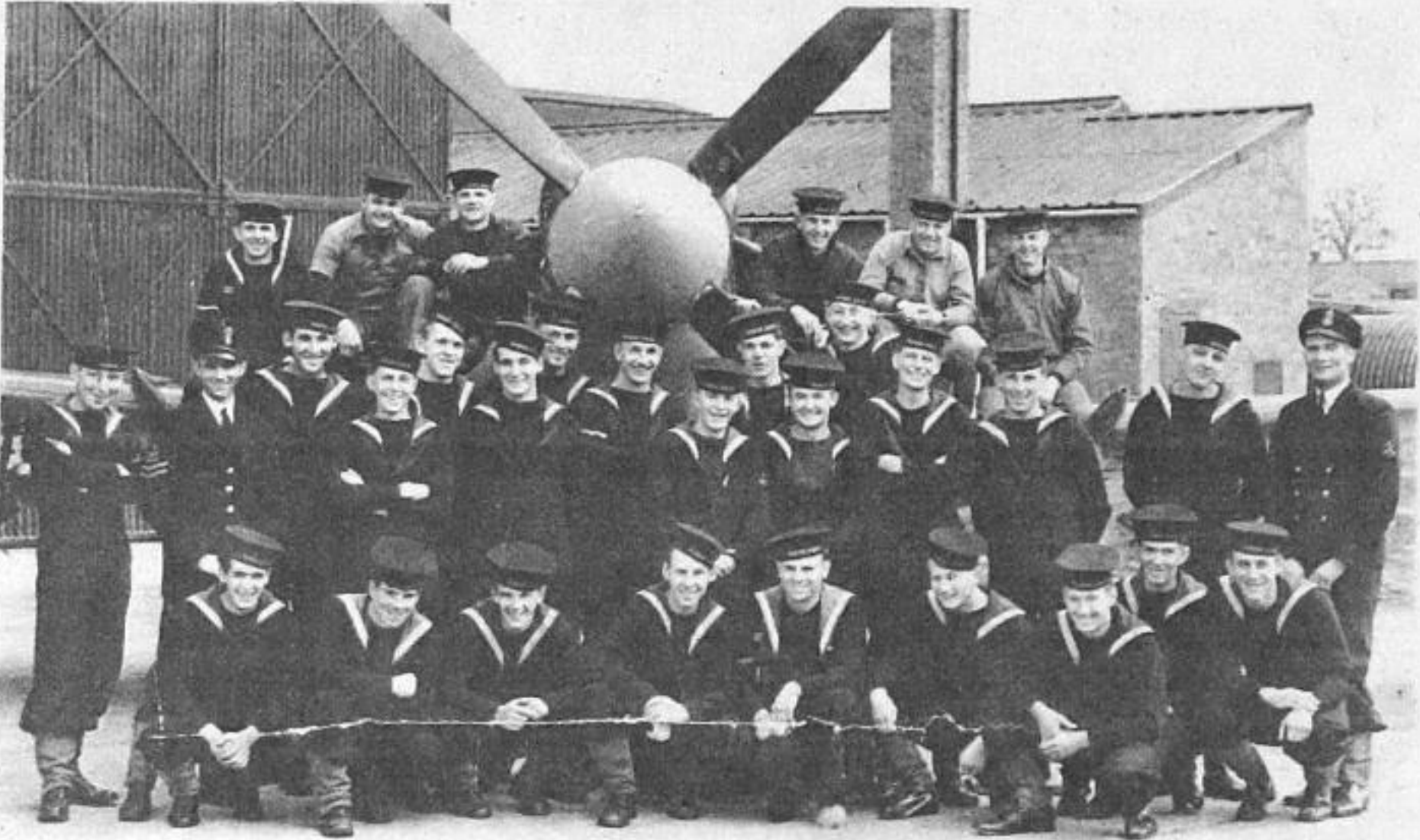
Two other RAN helicopter squadrons were formed, these being 723 Squadron, flying Bell "Iroquois" and Westland "Scout" helicopters for pilot training, search and rescue duties and 725 Squadron, flying Wessex 31B helicopters for anti-submarine operational training.

In October, 1967, a unit of RAN pilots and supporting personnel formed the RAN Helicopter Flight, Vietnam.

The first detachment of aircrew and maintenance personnel was integrated with a US Army Assault Company.

It was an unusual combination, but time has proved it to be a most effective and efficient outfit, one that has drawn favourable comment from many quarters.

RAN helicopter pilots have also served with No. 9 Squadron (RAAF) in Vietnam.



TWO OF THE THREE classes of RAN Aircraft Armourers training at HMS Heron, United Kingdom in 1948. The majority of personnel at this stage were change-over from General Services. Some recruits in the picture here were the first to join direct into the Fleet Air Arm, this being in October 1947. Two of the three classes of RAN Aircraft Armourers pictured while training in the United Kingdom in 1948. The majority of personnel at this stage were change-over from

General Service, but included in the group are men who joined direct into the Fleet Air Arm in October, 1947. Back row: left to right, J. Lombard, J. S. Constantine, now 817 Sq., D. J. Roshbrook, D. McRoberts, J. Cashmore and G. Best (now Navy Police). Centre: K. Clarke, A. R. Brook, I. Ferguson (at Albatross), J. Hallahan, S. McCutcheon, D. Dewhurst, R. Sangster, R. Sheridan, D. Daisley, G. Gundry, J. Herbert, M. Viven, G. J. MacKenzie (now

Lt. CAG Albatross) P. Bisby, B. Rodgers, F. Saunders. Front Row, J. R. Elliott (now Lt. Elliott at Albatross) N. Way, J. Hibbert, J. J. Harrison, T. Gregory, D. Finn, S. Dyker, T. Egan, K. Hope. Those who joined direct into the Fleet Air Arm were I. Ferguson, J. Hallahan, J. Herbert, M. Vinen, G. J. MacKenzie, P. Busby, J. R. Elliott, N. Way, J. Hibbert, J. J. Harrison, D. Finn, S. Dyker, T. Egan and K. Hope. The picture was loaned to Navy News by Lt.

Hellenic Prince. Flying the Greek flag, she visited Australia in the post-war years before being scrapped in 1954.

The paying-off of Albatross meant virtually the end of the RAN Fleet Air Arm scheme.

Training of naval pilots ceased, the abbreviation (P) signifying "Pilot" disappeared from the Navy list and when World War II broke out, aircraft operated by HMA Ships were being flown and maintained by RAAF personnel.

From 1933 to 1935, RAN-RAAF Fleet Co-operation aviation was confined to operations of Seagull III seaplanes ex-101 Flight (renamed as No. 5 Squadron, RAAF) from the RAN cruisers HMA Ships Australia and Canberra.

In 1935-36, the RAAF commenced phasing-out the Seagull III aircraft in favour of the improved Vickers Supermarine Seagull V.

## CATAPULT FITTED TO "AUSTRALIA"

In September, 1935, at Portsmouth, HMAS Australia was fitted with the first aircraft catapult fitted to an RAN cruiser. Her sister ship, HMAS Canberra, was similarly fitted at Sydney in April, 1936.

The light cruisers, Hobart, Perth and Sydney, were also

On July 3, 1947, the Commonwealth Government approved the establishment of an RAN Fleet Air Arm to be entirely controlled and operated by the RAN.

Initial planning provided for the acquisition of two light fleet carriers and establishment of necessary shore facilities.

In the event two British aircraft carriers on which construction had been suspended were acquired.

These were HMS Majestic, launched on February 28, 1945, and HMS Terrible, launched on September 30, 1944.

Known as the "Majestic" class, six of the type were laid down in 1943 (Hercules, Leviathan, Magnificent, Majestic, Powerful and Terrible), but in 1947 none had been completed, construction having ceased in May 1946.

Rated at 14,000 tons standard displacement as a class, but varying individually as modified and completed, they were some 700 feet long and 80 feet beam.

Ultimately five of the ships were completed. These were Hercules (completed 1961 as Vikrant, Indian Navy); Magnificent (completed April 1948, scrapped 1965); Majestic (completed November 1955 as HMAS Melbourne); Powerful (completed January 1957 as

commissioned as HMAS Nirimba (aboriginal word for pelican).

Subsequently the Aircraft Maintenance School returned to Nowra and the station, after a period on Care and Maintenance basis, paid off on February 4, 1956.

HMAS Sydney, commissioned at Devonport on December 16, 1948, and following some modifications, was accepted for service in February, 1949.

She arrived in Australian waters in May, 1949, with the 20th Air Carrier Group comprising 805 Squadron (12 Sea Fury) and 816 Squadron (12 Firefly) embarked.

In July, 1950, Sydney returned to the United Kingdom and there embarked two more squadrons.

These were 808 Squadron (Sea Fury) and 817 Squadron (Firefly) forming the 21st Carrier Air Group.

As an aircraft carrier of the British Commonwealth Forces, Sydney served on Korean War operations from September, 1951, to January, 1952.

The RAN carrier operated one squadron of Firefly aircraft (817 Squadron) and two squadrons of Sea Fury aircraft (805 and 808 Squadrons).

She spent 64 days on operations mainly on West Korean patrol.

# NIRIMBA IN RULES GRAND FINAL

HMAS Nirimba have reached the Grand Final of the NSW Australian Rules Under 19 premiership.

They are to meet St. George at Trumper Park next Sunday (September 21) commencing at 10 am.

The boys won their way into the Grand Final after a close struggle with North Shore in the preliminary final last Sunday. In a very even match, Nirimba won 9-10 (64) to 8-6 (54).

But they didn't have it all their own way. They were beaten in the rucks and it was only the classy display of their rovers that enabled them to overcome this big disadvantage.

Just how close the game was can be seen in the progress of scores.

Nirimba, winning the toss,

kicked off with the wind but were behind 2-3 (15) to 3-1 (19) at quarter time.

However, they pulled themselves up to lead 5-4 (34) to 4-3 (27) at half-time.

They made better use of the wind in the third quarter and led 7-6 (48) to 6-4 (40) before running out winners 9-10 (64) to 8-6 (54).

Full forward Bob Pine headed the goalkickers with four, followed by Rocky Grimsay 2, Andy Blackman 1, Rex Dry 1, and Ian Jackson 1.

The best on the ground went to rover Frank Ockwell, then Pine, centre winger Alan Galley, centre half forward Grimsay and rovers John Moore and Ken Caporn.

## • ADC to Queen

Commander R. F. Williams R.A.N.R., Commanding Officer Reserves, Sydney Port Division, has been appointed Aide-de-Camp to the Queen as from June 21, 1969.

Commander Williams spent almost the whole of his World War II service overseas — from November, 1940 to August, 1945 — being in Royal Navy destroyers all the time.

He was Mentioned in Despatches in 1944, and was awarded the D.S.C. in 1945.

During the campaign overseas he saw service in the Russian and Atlantic convoys and was in ships which took part in the Mediterranean campaign.

He was in HMS Meteor which took part in the last recorded surface action in WW II.

In this action Meteor sank the German manned Italian destroyer, Arturo in a night action; her consort HMS Lookout sank another destroyer.

Commander Williams who joined the Navy when he was 18, joined the R.A.N.R. when it was reformed in May, 1942, and was awarded the Volunteer Reserve Decoration in 1956.

He was appointed Commander in December, 1961, and became C.O. in August, 1964.

## • Exploding 70 War Bombs in Sea

The task of destroying about 70 German high-explosive bombs found outside St. Helier harbour, Jersey, is being carried out by a team of Royal Navy frogmen from Plymouth.

The bombs had lain undetected for 26 years.

The bombs were found by a local fisherman in an under-sea gully not far from one of

# PUTTING IT BRIEFLY

the main shipping lanes leading into the harbour.

They were lying near the wreck of a German freighter sunk in 1943.

The bombs are fused and primed and the chemical reaction of sea water on the primers is said to have made them highly dangerous.

The Naval team, led by Lieut. Cdr. John Wilson, collected stores and several tons of explosives to carry out the detonation operation.

It was stressed that although the bombs were in a dangerous state there was virtually no chance of them all exploding together.

—“Navy News”, U.K.

## • Relaxation of Restrictions

The Minister for Defence, Mr. Fairhall, has announced a relaxation of the conditions governing visits to the Joint Defence Space Research Facility at Alice Springs. Included among those to be allowed to visit the Facility in future are Commonwealth and Territory Parliamentarians and certain officials.

Mr. Fairhall's decision stems from a personal visit which he made to Alice Springs.

Detailing the conditions, Mr. Fairhall said:

“The requirements for security is no less stringent than I have previously indicated. Certain areas of the Facility must remain accessible only to those specially authorised on a ‘need to know’ basis. The requirements of the Defence (Special Undertakings) Act, including the ban on photography, whether from inside or outside the proclaimed area, will still apply.”

## • Garden Island Extension

The Navy Department was examining a proposal to build new wharves at Garden Island Naval Dockyard, the Minister for the Navy, Mr. C. R. Kelly said in Federal Parliament on September 18.

Replying to the Leader of the Opposition, Mr. Whitlam, he said:

“This is one of many propositions at present under examination.”

Mr. Whitlam asked if the department was preparing proposals for the construction of additional wharves on the eastern side of Garden Island which would involve the reclamation of 10 acres of Sydney Harbour.

## • Lee Kuan Yew and the Navy

Singapore's Prime Minister Lee Kuan Yew paid the Royal Navy a handsome compliment in his speech at the National Day banquet attended by Princess Alexandra.

“This evening,” he said, “we deem ourselves among the fortunate few who can afford to be proud of their past with no desire to rewrite or touch up the truth.”

“It is a short history, 150 years, but long enough for us to value our association with the British people.”

“British naval and maritime supremacy is the golden thread that has brought about the four nations of Australia, Malaysia, New Zealand and Singapore.”

—“Navy News”, U.K.

# APPOINTMENTS ANNOUNCED



In Canberra on September 25, the Minister for Defence Mr. Fairhall announced the following RAN appointments:

Rear Admiral H. D. Stevenson above, left at present Deputy Chief of Naval Staff to be Flag Officer in Command Australian Fleet.

Rear Admiral G. J. B. Crabb, top right, at present Flag Officer in Command Australian Fleet to be Flag Officer in Charge East Australia Area.

Rear Admiral D. C. Wells, above, at present Flag Officer in Charge East Australia Area, to be Deputy Chief of Naval Staff.

## NAVAL HEALTH BENEFITS SOCIETY

BENEFITS AVAILABLE FROM SCHEDULES MH 3/4 and MH 3/5.

### HOSPITAL BENEFITS

#### SCHEDULE MH 3/4

Commonwealth Benefit	Society Benefit	Total Rebate
\$2.00 per day	\$10.00 per day	\$12.00 per day (\$84.00 per week)

#### SCHEDULE MH 3/5

Commonwealth Benefit	Society Benefit	Total Rebate
\$2.00 per day	\$13.00 per day	\$15.00 per day (\$105.00 per week)

NOTE: Under Special Account provisions payment of hospital benefits of full insured rate may be made for periods in excess of 105 days.

### MEDICAL BENEFITS (Both schedules)

#### General Practitioner — Item 1.

Surgery Consultation	\$0.80	\$1.20	\$2.00 per visit.
Home visit by doctor	\$0.80	\$1.60	\$2.40 per visit.

#### Specialist — When referred by your doctor — Item 5

1st visit to specialist's rooms	\$2.50	\$4.00	\$6.50 (see note)
1st visit by specialist to hospital or your home	\$2.50	\$7.00	\$9.50 (see note)

#### Item 8

Each subsequent visit	\$1.20	\$2.00	\$3.20 (see note)
-----------------------	--------	--------	-------------------

#### Specialist — When unrefereed — Item 14

Each visit	\$0.80	\$1.60	\$2.40 (see note)
------------	--------	--------	-------------------

### NOTES:

(a) Guaranteed benefits will be a minimum of: 60% of charge for referred specialist consultation 50% of charge for unrefereed specialist consultation 70% of charge for all other items in the Commonwealth Schedule, except Items 1, 5, 8 and 14.

(b) The amount of rebate as a Medical Benefit is the highest amount calculated as follows:

- 70% of the charge, or
- The amount shown in the schedule, or
- An amount that equals the Commonwealth Benefit, except that NO REBATE WILL EXCEED 90% OF THE CHARGE MADE.

### SPECIAL ANCILLARY BENEFITS

Treatment by a Medical Practitioner at the Out-patient Department of a Public Hospital (Limit \$30.00 per year) ..... \$1.00 per visit

Physiotherapy, speech, eye therapy and psychologists' interviews, per attendance under the authority and direction of a Medical Practitioner (Limit \$20.00 per year) ..... \$1.50 per visit.

Refraction Test ..... \$6.00

Theatre fee in connection with an operation where the Commonwealth Benefit payable is:

Less than \$15.00	\$ 6.00
\$15.00 and less than \$30.00	\$10.00
\$30.00 and over	\$14.00

Spectacles, one pair per year (per person) ... \$10.00

Home nursing on a visit basis, by a Registered Nurse acting under the direction of a Medical Service (Limit \$30.00) .. per visit \$ 1.00

Home nursing on a full time basis, by a Registered Nurse acting under the direction of a Medical Service ..... per day \$ 6.00

Ambulance services by a recognised service .. \$ 3.00

Artificial Limbs — initial provision only .... \$100.00

Artificial Eye — initial provision only ..... \$10.00

Provision of certain medically prescribed leg braces, etc. — subject to Committee's approval.

CUT THIS OUT AND KEEP IT

OPEN AN ALLOTMENT NOW

with BEA'S, your Favourite Jeweller  
DIAMOND ENGAGEMENT RINGS  
INDIVIDUALLY STYLED



Jewellery — Watches & Diamonds  
MODERN JEWELLERY DEPARTMENT

If you are unable to call ask for catalogue.

- ★ LARGE SELECTION OF WEDDING RINGS
- ★ GIFTS FOR ALL OCCASIONS

At Beas you receive the best value at lowest prices.

BEA'S JEWELLERS

Room 11, 1st Floor, 104 Bathurst Street, SYDNEY  
Cnr. Pitt and Bathurst Streets  
61 6627

## POSITION VACANT

THE NAVAL HEALTH BENEFITS SOCIETY is looking for a sailor about to be discharged, or recently discharged.

To fill the position of  
ASSISTANT OFFICE MANAGER

with the  
NAVAL HEALTH BENEFITS SOCIETY

Located at Victoria Barracks, St. Kilda Road, MELBOURNE.

The position would suit any sailor with some clerical experience.

Salary to commence would be in the \$3,300 to \$3,500 range, and conditions of employment are largely the same as enjoyed by the Public Service.

Applicants should write in their own hand to:

The Secretary,  
Naval Health Benefits Society,  
Room 303, N Block  
Victoria Barracks,  
St. Kilda Road,  
MELBOURNE.  
Victoria. 3004

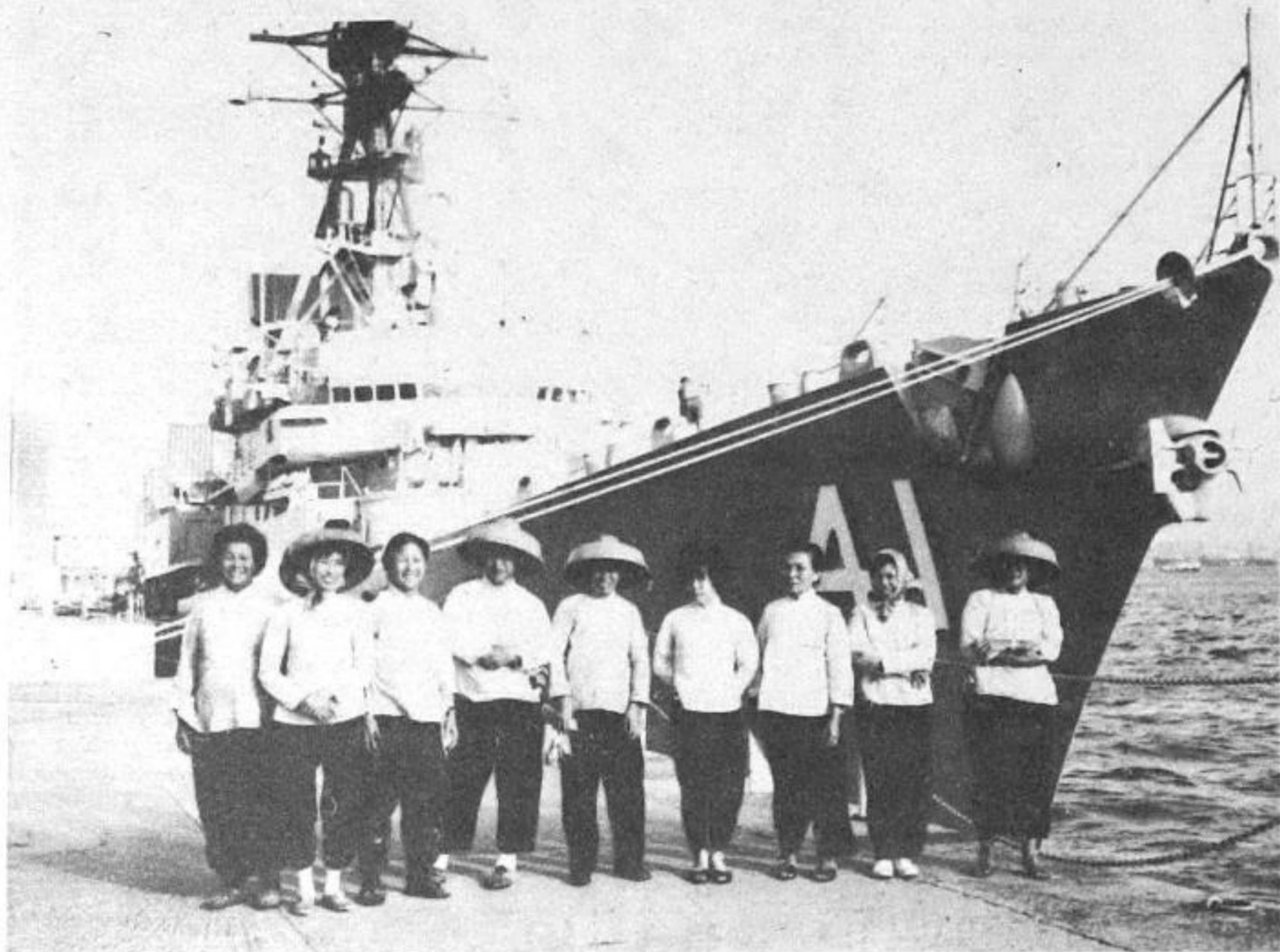
If it's more to your liking—it must be  
Black Bottle Brandy

Such a friendly Brandy

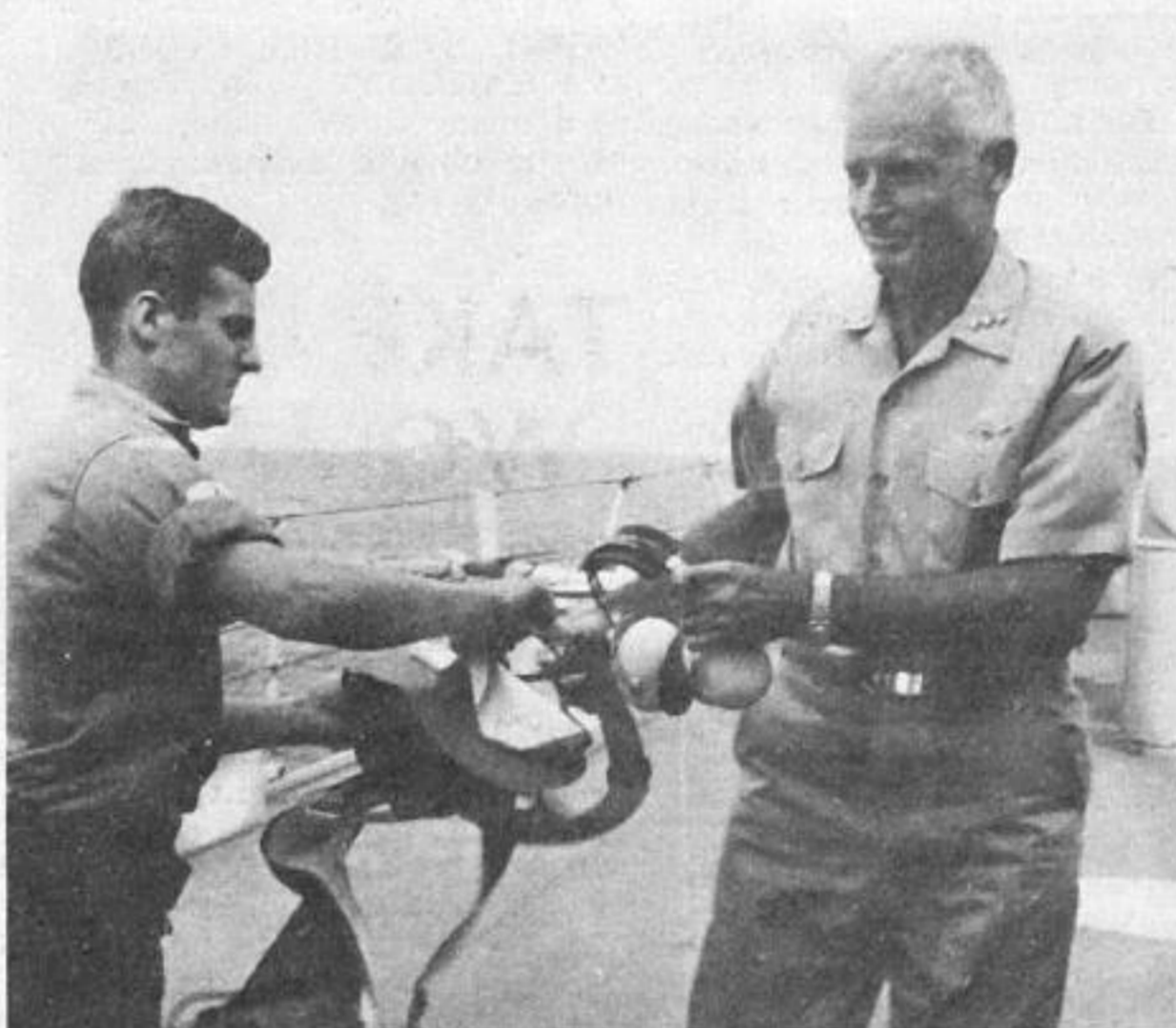


MADE IN SOUTH AUSTRALIA BY  
THOMAS HARDY & SONS PTY. LTD.

**VICE ADMIRAL VISITS BRISBANE** — RAN ships are admired for their efficiency when operating off Vietnam and when the Commander US Seventh Fleet, Vice Admiral W. F. Bringle, has an hour or two to spare he invariably drops in on whatever Australian ship is working with the Fleet. On this occasion he is pictured meeting LSUC Dybink as he walked around Brisbane with Captain Willis, as Brisbane embarked on a special shelling mission.



**JENNY'S GIRLS** — "All the nice girls love a sailor . . ." reverse the words of that popular song and it is correct to say that these girls are loved by all sailors. When naval ships are coming alongside at Hong Kong, Jenny and her girls, popularly known as "Jenny's Side Party", are on the dock cheerfully awaiting the moment when they can go aboard . . . On this occasion they were photographed just before Australia's guided missile destroyer Brisbane was about to leave Hong Kong for the gunline with the US Seventh Fleet off Vietnam . . . Brisbane, spic and span, has been given a thorough clean up by Jenny and her girls who, all sailors will say, are the most energetic, and cheerful bunch of workers who ever stepped aboard a ship.



**VICE ADMIRAL Bringle** receives safety equipment upon arrival in Brisbane from LASE Sommer.



**NO BIRTHDAY** aboard a fighting ship goes without some form of celebration . . . in this picture AB "Dusty" Miller has a look of healthy anticipation as he prepared to sample his birthday cake, cooked by Brisbane's hard working chefs.

**The Rural Bank offers you every trading bank service**

including...

- Cheque accounts for every person or business
- Overseas banking and finance facilities
- Short term interest-bearing deposits (acceptable for the Government Home Savings Grant when specially designated)
- Round-the-clock deposit service
- Trade information
- Transfer of money locally or abroad by mail or cable
- Travellers' cheques
- Letters of credit
- Special facilities for assistance to travellers
- Gift cheques
- Free film library
- Economic and business publications

**RURAL BANK**  
does more for you  
*Personally*

Board of Commissioners:  
J. C. Fletcher, C.B.E. (President);  
E. T. Carroll; R. H. Cooper;  
Sir Norman Rydge, C.B.E.; J. F. J. Auswild.

RB1167

### Patrols in Indian Ocean

"Australia would no doubt be extending its air and sea patrols from Western Australia in view of the increased Russian interest in the Indian Ocean. The Russians will no doubt be making the same kind of forward moves in the Indian Ocean that they have made in recent times in the Mediterranean. They are entitled to be there and we are not entitled to protest. We see no reason at this stage to believe that any of our national interests are being threatened — and certainly not to the point where opposition would become essential."

The Minister for Defence, Mr. Fairhall, said this in the House of Representatives, Canberra, on September 18, in reply to a question.

Mr. Fairhall said the United States was taking a watching brief in the Indian Ocean, but had not thought to proceed with naval development there.

With the present size of the Royal Australian Navy, it would be completely ludicrous for some time to talk of a two-ocean Navy.

The kind of load that would fall on the R.A.N. did not call for immediate completion of a Western Australian naval facility in minimum time.

Nor did any other Navy require such a development.

Mr. Fairhall said the Government was now close to the point where it could consider whether the Cockburn Sound naval facility would be proceeded with.

A naval base in Western Australia would be a major undertaking, construction of which should be spread over a period of years.

Mr. Fairhall rejected a suggestion that Australia should acquire two surplus U.S. aircraft-carriers.

### NOT FORGOTTEN



**WHEN BRISBANE** was at Singapore recently LWTR Alan Smith visited the grave of his brother-in-law, Pte. H. D. Cain aged 21 of the 2/4 Machine Gun Battery who fell during the invasion by the Japanese in 1942. The well kept cemetery contains the graves of hundreds of Australian and British troops who fell in the actions.



**TAA**  
your holiday  
airline



Independence  
Now and in the future  
Security  
Uncertainty removed  
Retirement benefits  
Ask one who knows  
No obligation  
Confidential  
Essential

Ring me for expert advice  
**Peter Felmingham**  
(ex-PORP)  
MELBOURNE

62 2951 - - Office  
783 9206 - - Home



# Info about Sydney

## LIGHTER MOMENTS IN

### VAMPIRE

Before Vampire left Singapore on October 1 members of the Ship's company were given the "gen" on Sydney as follows:—

"Our next port of call during our tour of S.E. Asia is to the historic city of Sydney — the biggest city in the Commonwealth of Orstrailia.

This will be the first visit by Vampire to this area for some considerable time and it is most important that we make a favourable impression on the local natives, some of whom are likely to be friendly ... very friendly indeed!

When Vampire visited the port of Sydney some years ago, a large crowd of local women, clutching babies and young children, were waiting on the wharf.

Almost all these women claimed that the fathers were members of the ship's company.

Needless to say, this could cause great embarrassment and back home questions were asked in the "House".

We don't want a repetition of that performance this time so for goodness sake leave the local women alone!

#### POINTS ABOUT SYDNEY

● The Harbour — Sydney has one of the finest natural harbours in the world and we are fortunate indeed that we are able to see it now in its almost natural state.

In an effort to surpass nature itself, the locals are embarking upon an energetic deforestation programme, to remove all the natural bush-land foreshore and replace it with massive blocks of home units.

The master plan for Sydney calls for the entire harbour to

be reclaimed in the next ten years to make more parking area. Botany Bay will then be renamed Sydney Harbour.

● The Heads — Local natives refer to the entrance of the harbour as "our heads". Try not to look surprised if you are asked, "What do you think of our heads?" or if you are informed that "Sydney has the biggest and the best looking heads in Orstrailia."

● The Bridge — Sydney people are very proud of their bridge for two reasons.

MELL-BUN doesn't have anything like it.

It will never, ever be paid for and therefore must be one of the biggest and best in the world. It is said that the S.H.B. maintenance team uses almost as much paint as Vampire does each year — but this is probably an exaggeration.

#### WHAT TO DO AND SEE

Visit the centre of culture and learning at a place called KINGS CROSS.

Here you can take part in the popular game of trying to tell the difference between the local boys and the local girls.

The Cross natives often wear a peculiar type of clothing and have identical hair styles in order to make classification more difficult.

#### SPORTS

The following sports are very popular in Sydney.

Watching horse racing on 'Telly'.

Watching football on 'Telly'.

Watching wrestling on 'Telly'.

Arm building exercises (utilising a strange machine into which money must be inserted to place tension on the arm lever. It is understood that this form of exercise is very expensive but incredibly popular).

With many miles covered since our departure from SYDNEY, we write of accomplishments and places visited.

It would be fair to say that Vampire accredited herself valiantly, during our stay in the Far East Station and this can be only due to the hard conscientious effort given by each and every individual.

Soon we in SYDNEY, and names such as SINGAPORE, PENANG, PORT SWETTENHAM, HONG KONG, KEELUNG, SASEBO and HAKODATE will remain as a memory, obliterated only by the obvious excitement of home coming.

## TAKE ONE WOMAN

Just about every measuring device possible has been used by publicity agents to present modern film stars.

We know — or are told about all their latitudinal and longitudinal measurements, wishes, temperament, love affairs and everything else.

But, if we are going to keep on assessing women, by numbers — so many inches for the hips, bosom, waist and so on — why not go the whole hog?

Let's present a full physical analysis of woman, just as the motoring writers do when testing a new car.

Take one with a 38in bust, a 26in waist, and 36in. hips, all pretty good measurements.

If these happen to be the statistics of your girl friend, she will also weigh in physiologically this way:

Brain 5lb — even if she's a dumb blonde.

Heart 1 1/2lb. Lung 1 1/2lb. Liver 3 1/2lb. Muscles 55lb. Bones 22lb.

During every day, her heart beats 103,680 times.

By breathing 23,040 times, she takes in 538 cubic feet of air. She eats — unless on some special diet — 3 1/4lb of food and swallows 2.9 pints of liquids in all forms.

She turns 40 times in her sleep and speaks 5000 words, many of astonishing unimportance and 60 per cent about herself.

Even with normal pursuits, every day she moves 770 muscles of which 500 are arranged in pairs.

Her nails grow 0.01714 inches in every 24 hours and, without necessarily coming to a conclusion she will exercise 7 million brain cells.

Under a skin covering an area of 20 square feet are 222 bones.

And, in a piece of skin the size of a postage stamp, there are 3 million cells, three feet of blood vessels, 12 feet of nerves, 100 sweat glands and 15 oil glands.

Complicated character, all right.

But if you really want to find out what makes her tick, there are the answers.

MAN-VAMPIRE.



NAVY AND ARMY come face to face ... or should it be arm to arm! left is Leading sick-bay attendant Trevor Anthony, 22, of the RAN, taking a sample of blood from Private Richard Turnbull, 21. Keeping a careful eye on proceedings is Captain Stan Fraser, Chief Instructor at a pathology laboratory assistants course being held at 1st Military Hospital, Yeronga, Brisbane at which LSBA Anthony and Pte Turnbull were students. LSBA Anthony is the RAN's first representative at the course.

## MALAYSIANS TRAIN IN BRISBANE

Three Malaysians are among 16 young servicemen currently undertaking a four months' course in pathology at 1st Military Hospital, Yeronga, in Queensland.

The three visitors arrived in Australia a month ago.

The course aims at producing a competent pathology laboratory assistant.

This is only the third such course at Yeronga.

It has already been acclaimed as one of the best learning programmes of its type in Australia.

So far, Yeronga has produced 20 qualified pathology laboratory assistants.

The 16 who started on the present course a week ago, include three from the Malaysian Army one from Papua and one from the Royal Australian Navy.

The remaining 11 are Australian Army Personnel, of whom nine are national servicemen.

Basic subjects taught at Yeronga include Physiology, Haematology, Biochemistry and Micro-biology.

Most of the young men on the course have had some previous laboratory training. All have studied science subjects at a tertiary level to become eligible for the course.

Basically, the pathology laboratory assistant is involved in the study of blood, including the taking of white cell and differential counts.

The pathology laboratory assistant is today a vital link in medical treatment. In many cases, he becomes the surgeon's right hand man in the pre-operational phase.

Australians who pass the 16 week full-time course will serve as pathology laboratory assistants at military installations either in Australia or in Vietnam.

The Malaysians will return home to take up positions with their own Medical Services.

### Open a Naval Allotment Account with STRENGTH & CO.

(Peter Ko, Hong Kong Tailor)

Ladies and Menswear

Uniforms

100% Human Hair Wigs

176 Victoria St., Kings Cross Sydney. Tel. 35 5346

drink  
**TARAX**  
**HI-BUBBLE**  
**LEMONADE**

the lift you up lemonade

FLY  
**ANSETT**  
AIRLINES OF AUSTRALIA  
CARES FOR YOU ALL THE WAY

## FEDERAL ELECTIONS VOTING OCT. 25th

House of Representatives elections will be held on October 25, 1969.

Voting by eligible personnel is compulsory.

Eligible voters serving within Australia may vote:—

(a) By attending on polling day a polling place within the subdivision for which he is enrolled.

(b) As an absentee voter by attending on polling day, any polling place other than a polling place prescribed for the subdivision for which he is enrolled, or

(c) As a postal voter at any time between Tuesday, October 7, and the close of the poll, if, on polling day, he will be absent from the State he will be precluded from attending a polling place by distance or illness.

An unenrolled member of the Defence Force on service outside Australia, who is a British subject, has lived in Australia for six months continuously, is a member of the Defence Force and is or has at any time been, on special service, shall be deemed to be an elector and is entitled to vote at elections as if his name appeared on the roll for the subdivision.

(a) If he was outside Australia at the time the writ for the election was issued — in which, immediately before his departure from Australia, he ordinarily lived, or

(b) If he was in Australia, at the time the writ for the election was issued — in which he was living at that time.

Postal vote application forms are obtainable at electoral offices and Post Offices in Australia, or the offices of the Australian High Commissioners and Diplomatic Representatives outside Australia.

An application which should be made at the earliest practicable date, may be made to, and the requisite postal vote certificate and postal ballot-papers obtained from any Divisional Returning Officer in Australia, the Returning Officer at Canberra or Darwin, or the Assistant Returning Officer at Australia House, London.

Special arrangements have been made to appoint an Assistant Returning Officer for Tarangau.

The addresses of Commonwealth Electoral Offices in Australia are:

ACT — West Row, Canberra.

NSW — Commonwealth Centre, Chifley Square, Sydney.

Vic. — Block 2, Commonwealth Centre, Cnr. Spring and Latrobe Streets, Melbourne.

Qld. — Coronation House, 109-117 Edward Street, Brisbane.

SA — 89 Currie Street, Adelaide.

WA — 4th Floor, Commonwealth Bank Building, William Street, Perth.

**WEEKLY CROSSWORD No. 818**

**ACROSS**

- Having many angles.
- Carbamide.
- Solitary.
- Tools.
- Hit.
- High tone.
- Fetish.
- Nothing.
- Pale.
- Tender.
- Pitcher.
- Made uneven.
- Tropical tree.
- Stops the mouth.
- Permit.
- Chairman's hammer.
- Pronoun.
- Period of time.
- Gift for a wife at marriage.
- Fabric.

**DOWN**

- Wall decorations.
- Russian mountain.
- For fear that.
- Pierce.
- Australian airman.
- Joint of meat.
- Prefix.
- Grasshopper-warbler.
- Animal.
- Wickedness.
- Tub.
- Of the mouth.
- Pursue.
- Swelling.
- Hire the services of.
- Loom operator.
- Border.
- Settled.
- Black.
- Twisted.
- Vaporous substance.

**LAST WEEK'S SOLUTION**

MARROWBONES  
AGLO AIDE  
TROUTS PRODS  
RAT USE BAT  
O STRANGE E  
N HENNA T  
SHOE D TIONS  
PARSONS  
OMIT TICON  
FOURS SNARE  
TAME GREY

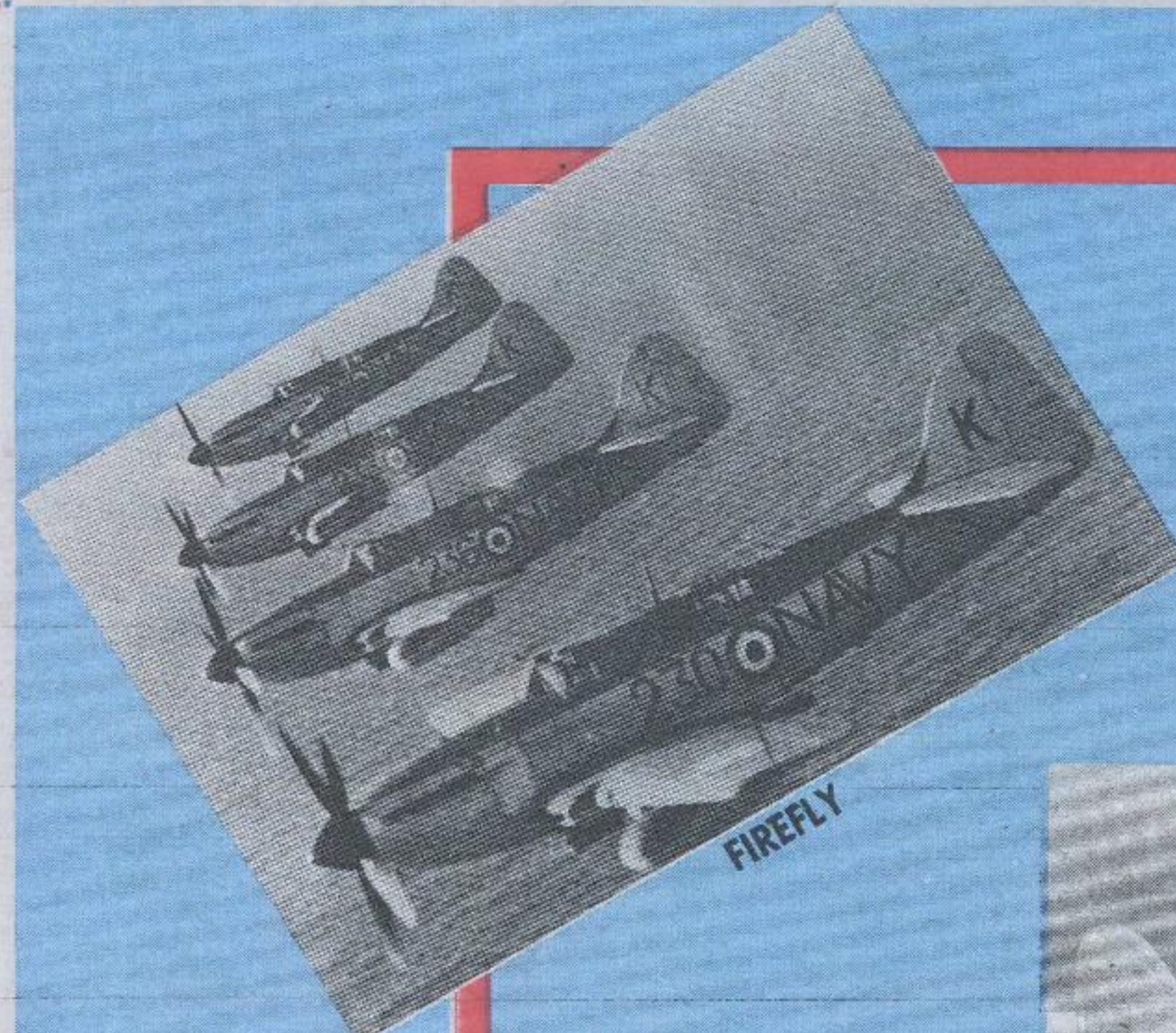
### IN CANBERRA

When buying, selling or renting a home or rural property, we give prompt personal attention and the latest information on finance available.

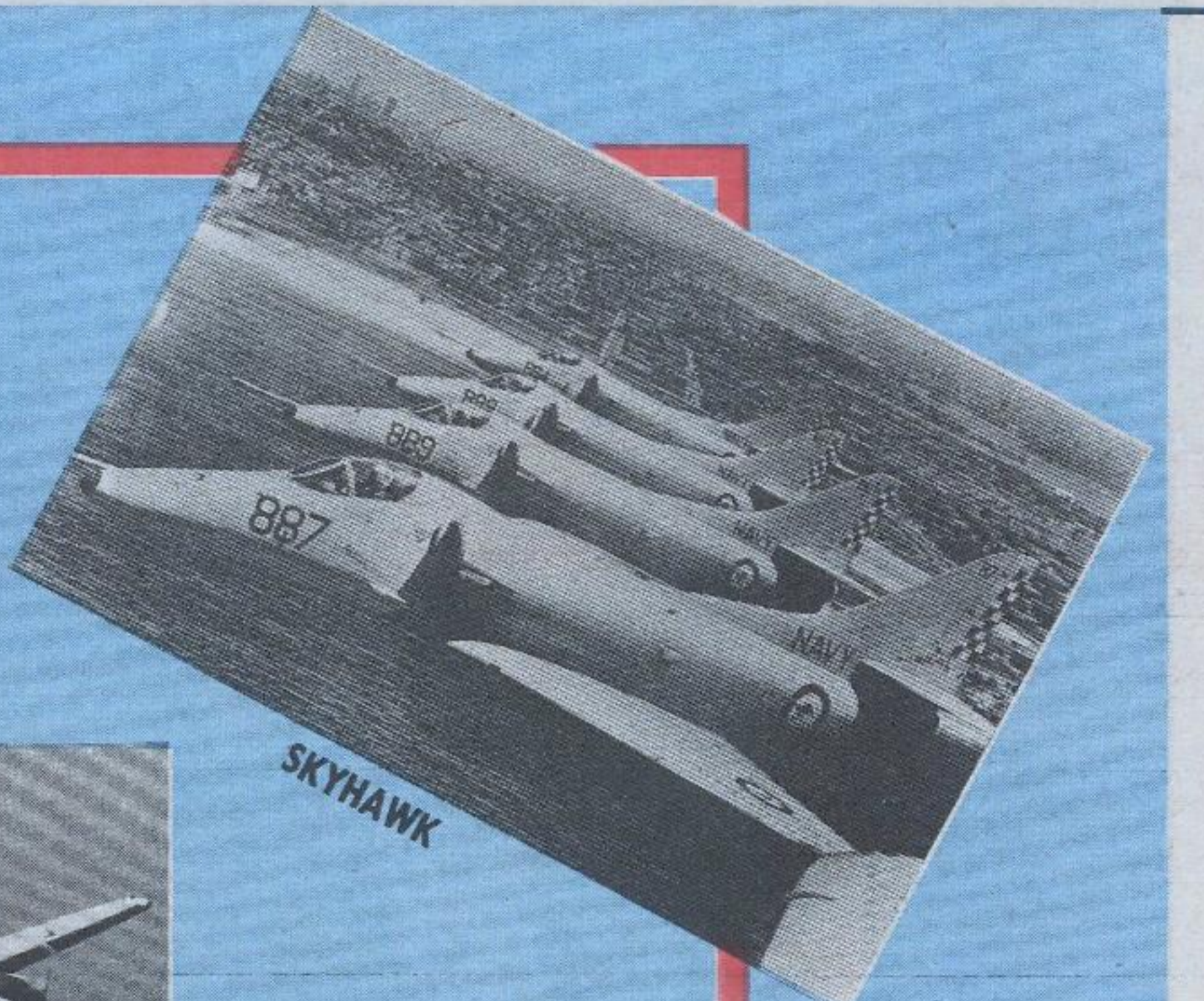


**John Tanner**  
Real Estate 497900  
LICENSED AGENT  
Cnr East Row & Alinga St, City  
MEMBER REAL ESTATE INSTITUTE OF NSW

# AIRCRAFT OF THE R.A.N.



FIREFLY



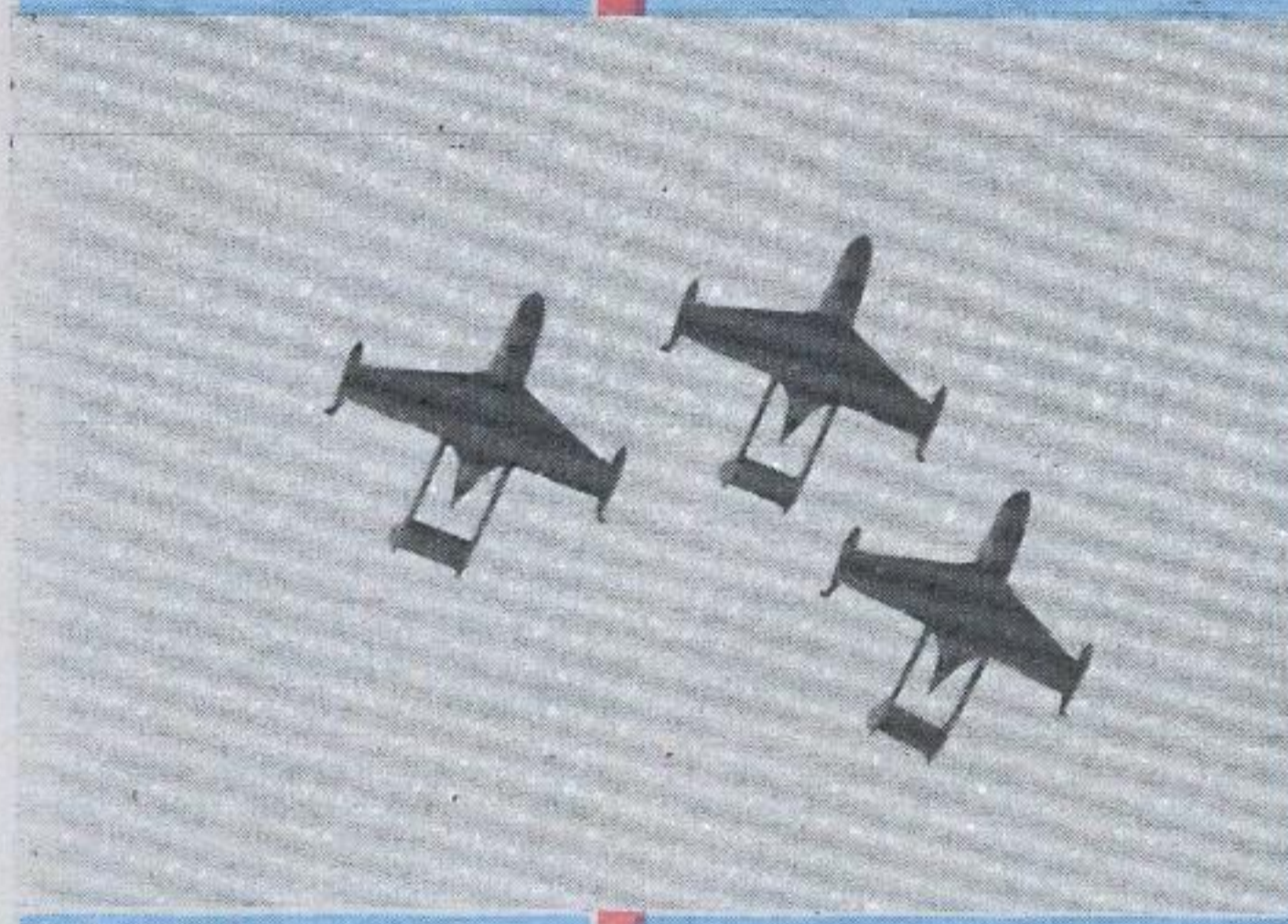
SKYHAWK



SEA FURY



TRACKER



SEA VENOM



VAMPIRE



WESSEX



IROQUOIS



GANNET



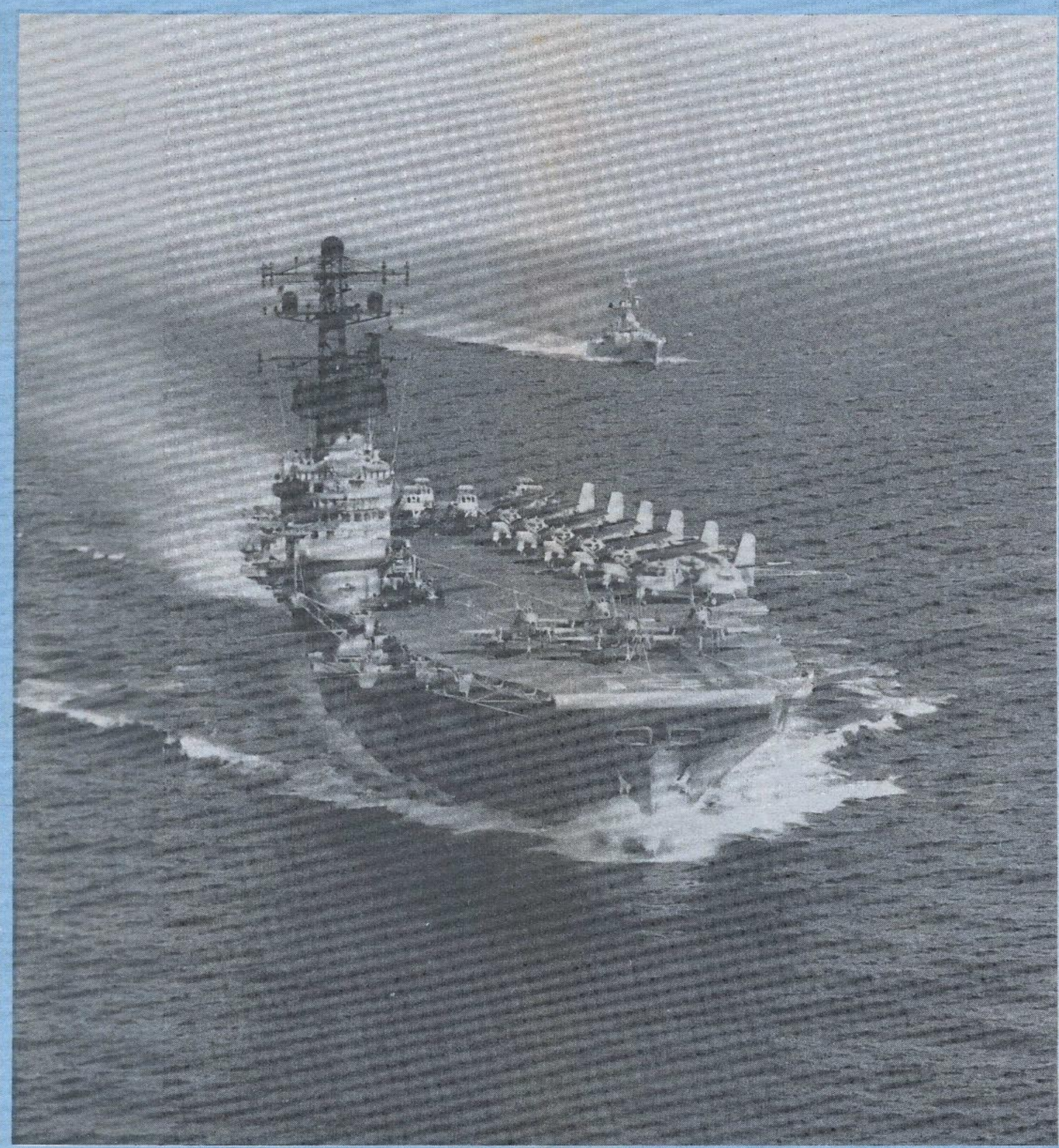
WIRRAWAY



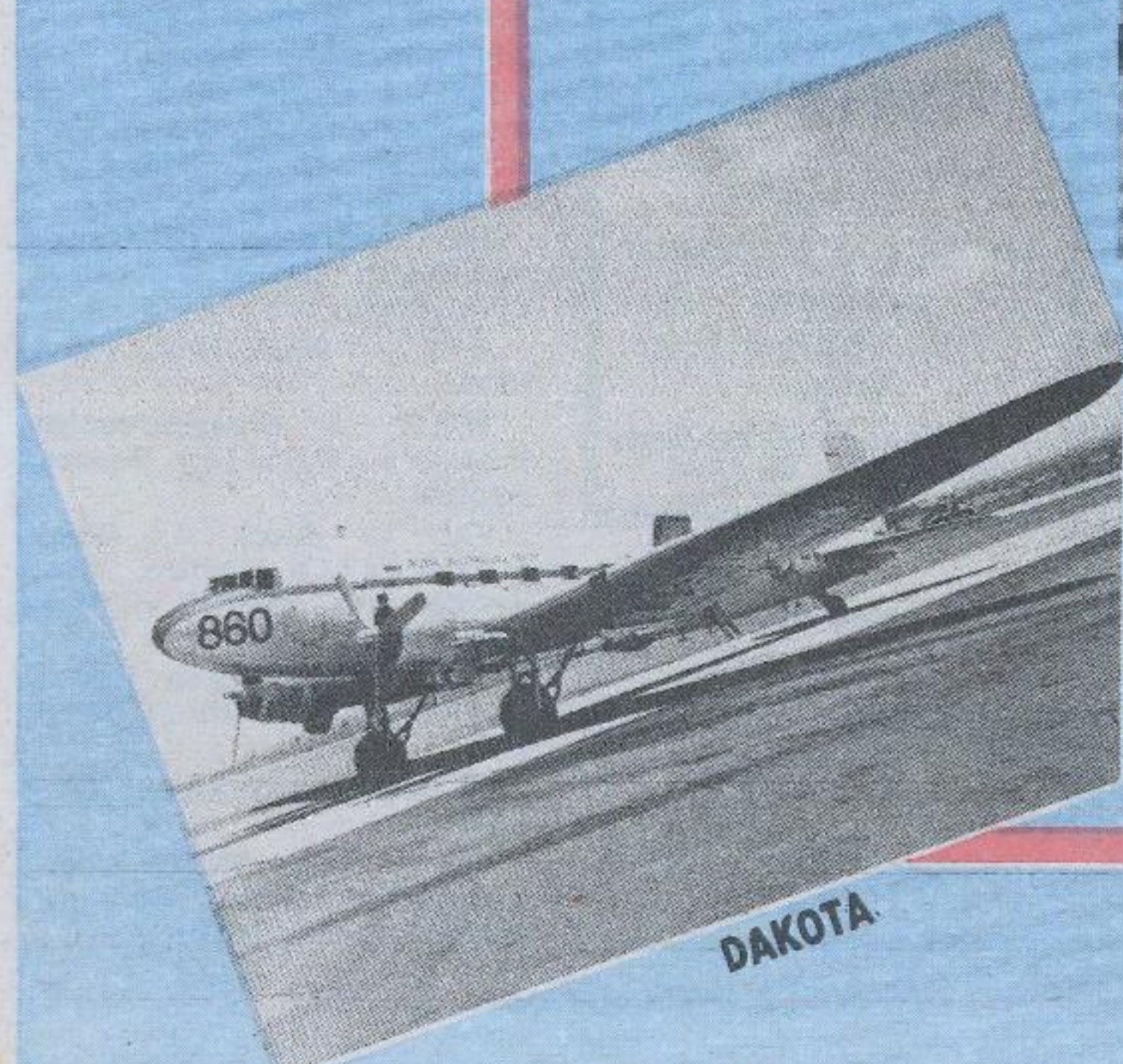
WESSEX 31B



SCOUT



HMAS MELBOURNE



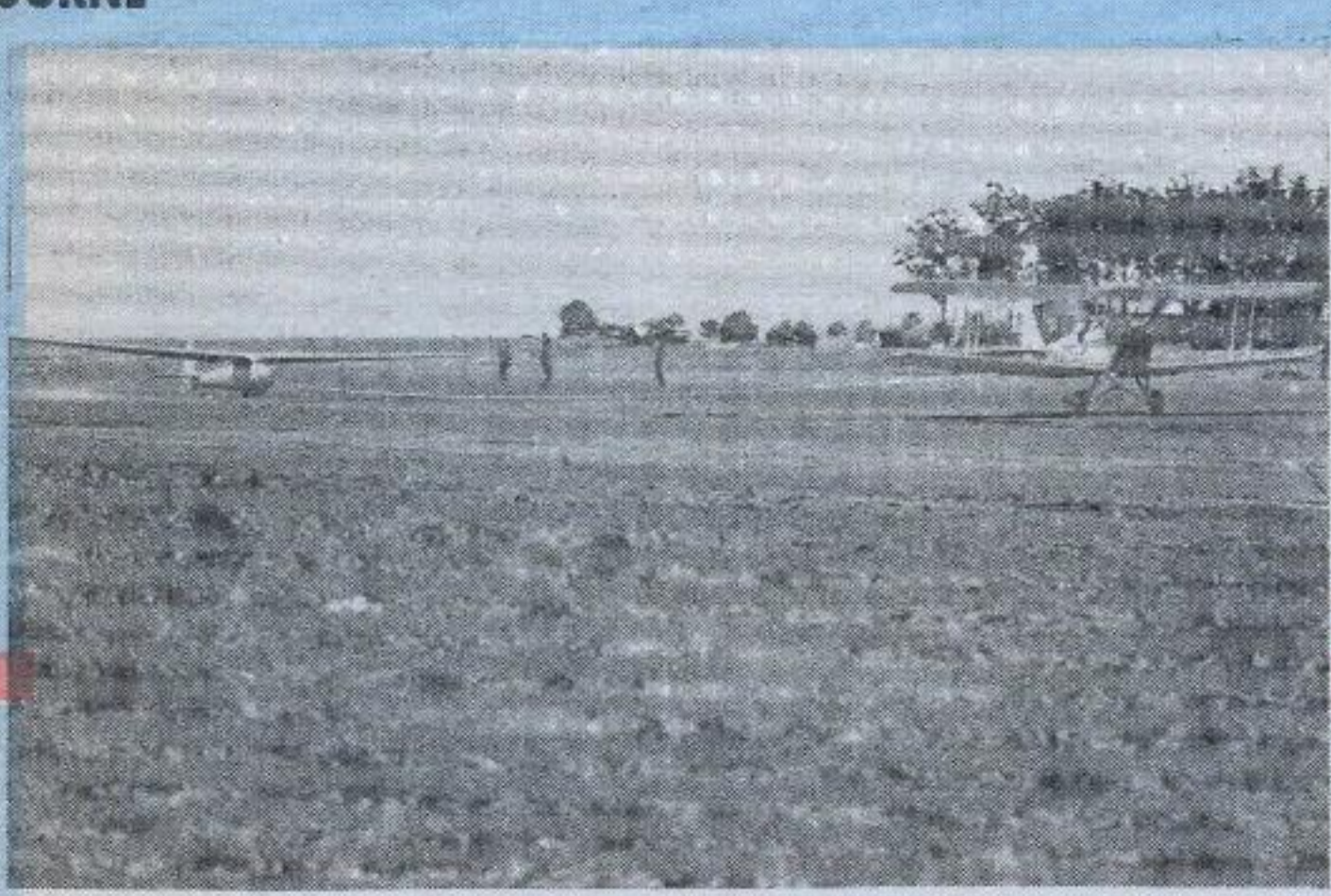
DAKOTA



AUSTER



SEAGULL (AMPHIBIAN)



TIGER MOTH



SEA OTTER (SEAPLANE)



SYCAMORE

# US AWARD TO RAN CDT 3

A Royal Australian Navy clearance diving team, specially formed for service in Vietnam, was awarded a high US award for meritorious achievement at a special ceremony in HMAS Penguin on Tuesday, September 23.

The team of six under the command of Lt. M. T. E. Shotter was formed late in 1966 specifically for service in Vietnam.

It left Australia in February, 1967, spending six months attached to the U.S. Navy as an explosive ordnance disposal team.

Members of the team were the first Royal Australian Navy personnel to serve in Vietnam.

The team's responsibilities included the underwater protection of shipping and diving and ordnance disposal tasks wherever required.

Harbour defence tasks performed by team members included underwater searching of ship's hulls in zero visibility for mines and booby traps and checking suspect junks and other craft to counter sabotage attempts.

During its deployment in Vietnam the team searched the hulls of 945 allied ships for mines and responded to 62 incidents on land and water. Fourteen operations were carried out in enemy territory. The team handled 7500 items of foreign and allied explosive rendering safe 188 items.

Members of the team, who each received the award ribbon, were LCDR M. T. E. Shotter, Petty Officer Clearance Diver P. Boettcher, Petty Officer Clearance Diver B. V. Clark, Leading Seaman Clearance Diver P. C. Kember,

Acting Leading Seaman P. A. Magnuson and Able Seaman Clearance Diver G. D. Lassau, all of Sydney.

Members of the team have been awarded a total of 12 individual decorations for their Vietnam tour of duty.

All members of the team were previously awarded the U.S. Citation, five received the Naval Board Commendation, six received a distinguished Service medal and one received a Mention-in-Despatches.

## OTHER AWARDS

The team also was presented with the Meritorious Unit Commendation pennant on Tuesday.

The Commendation is awarded by the Secretary of the U.S. Navy to recognise valour and meritorious performance by a unit under either combat or non-combat conditions.

A relatively new award, established in 1967, it joined the Presidential Unit Citation and the Navy Unit Commendation as authorised unit awards.

It ranks immediately below the U.S. Navy Unit Commendation — an award which has been won by two Australian ships, HMAS Hobart and HMAS Perth, for service in Vietnam.

The citation to the team's award reads:

"For meritorious achievement while conducting defence and surveillance opera-

tions in the harbours of Vung Tau, Cam Ranh Bay, Qui Nhon and Nha Trang in the Republic of Vietnam during the period February 19 through June 30, 1967. As a part of the Inshore Undersea Warfare Group ONE, Western Pacific Detachment, the Royal Australian Navy Clearance Diving Team THREE displayed well co-ordinated effort and exemplary performance of duty during the planning and establishment phase of the counter-insurgency operations. Although operating in an environment where the United States Navy and virtually no past experience, detachment personnel were instrumental in denying enemy forces freedom of movement within assigned harbours. Harbour Defence units detected, boarded and searched large numbers of suspect junks and craft, contributing significantly to the curtailment of actions of sabotage and the flow of enemy supplies. Through their initiative, versatility, reliability and professional competence, the officers and men of the Royal Australian Navy Clearance Diving Team THREE reflected great credit upon themselves and the Royal Australian Navy, and upheld the highest traditions of the naval service."

The sixth such clearance diving team is currently serving in Vietnam. Members of subsequent teams were among those attending the ceremony.



The award, the Meritorious Unit Commendation was made to Clearance Diving Team Three, by the United States Ambassador, Mr. Walter L. Rice.

for your special deal on...



MORRIS 1500 SEDAN  
MORRIS 1500 NOMAD

MINI 'K'  
MINIMATIC  
COOPER 'S' MK II



AUSTIN 1800  
MANUAL AND  
AUTOMATIC

phone  
or write

MR. TONY "WIGGY" BENNETT, ex R.A.N.

**LANCASTER-BMC**  
SYDNEY'S BIGGEST MORRIS PEOPLE

101 William Street, Sydney.  
Phone 31-0444.

Low deposits —  
easy terms available.  
Also good used Minis,  
1100's and 1800's  
available.

LM123

## N. B. commendations



Some of the officers and sailors who served in Perth in Vietnam between September 1968 and March 1969 were presented with Naval Board commendations on board HMAS Stalwart by FOCAF Rear Admiral G. J. B. Crabb on September 10.

Those who received the commendations were: Commander D. H. Thompson, RAN; Leut. Commander M. B. Ward, RAN; Leut. Commander W. G. Ritchie, RAN (now HMAS Melbourne); Leut. Commander E. Mentz, RAN (now HMAS Supply); Leut. J. W. Ellis, RAN; Leut. J. L. Raleigh, RAN; CPOFC R. G. Birch, CPOSN B. J. Beardman, CEWB D. R. Harty, CME J. B. Nash, ERA1 L. E. Green, SAW1 J. L. McGrath, SAW1 J. G. Bradley, POQMG D. A. Kane, POWM K. P. Heberle, SAP2 C. E. Godden, LSRP J. M. Carpenter (now HMAS Sydney).

LEADING SEAMAN J. M. Carpenter, receives his commendation and the congratulations of Rear Admiral Crabb. Officers and other members of the Ship's Company who also received the commendation are in the background.

BELOW: Commander D. H. Thomson, RAN, shows his commendation to Mrs. Thomson. Commander Thomson was the Executive Officer in "Perth".



# GOOD ON YOU LESLEY



HERE'S A GIRL who's happy in the Service. She's Lesley Burgh, of Aldgate, South Australia, who's serving in the WRANS. Lesley, 18, is looking pleased because she was chosen Miss Charity Queen in the Southern Tablelands (NSW) section of the Miss Australia Quest. She's been in the WRANS one year and was chosen to represent the Navy in the quest. Lesley is serving at the Naval radio station HMAS Harman. Adelaide's loss is Canberra's gain!

## YOU ALSO PEGGY



# NEWS IN BRIEF

## NEW A.J.S.S. HEAD

Air Commodore D. L. G. Douglas will succeed Major General D. Vincent, as head of the Australian Joint Services Staff, Washington, in February, 1970.

Air Commodore Douglas will be granted the acting rank of Air Vice Marshal on taking up the appointment.

## NAVAL CLUB IN BRISBANE

It has always been the dream of the Naval Association of Queensland to have a Naval Club in Brisbane.

On July 4 the dream was realised, when the Naval Memorial Club opened its doors at 152 Charlotte Street, Brisbane, formerly the Rugby Union Club.

Already the Brisbane natives on leave have heard about it and have exercised their honorary membership.

Any visiting sailor merely shows his I.D. card to the manager (an ex-matelot) who welcomes him aboard.

Thus they can have the full facilities of the club whilst in Brisbane. This includes excellent meals from 1000 to 1900.

Visiting ships are welcomed at any time as, after all, this is one of the main reasons for the club. See you there!

## RECRUITING BILLETS

Recruiting billets at Leeuwin, Lonsdale, Moreton, Kuttabul and Kuttabul (Newcastle) are due to be relieved in March, 1970.

Additional volunteers from CPO's and PO's of any branch are required for consideration to fill the billets.

Applications by recommended volunteers are to be forwarded to Navy Office in accordance with ANO 599/68. Names of volunteers received before December 1, 1969, will be needed for the billets. Sailors who have previously applied need not re-apply.

## PEN-FRIEND WANTED

Miss Charlotte Drieman, of 468 Sydney Road, Balgowlah, Sydney, seeks a pen friend in the RAN.

She would prefer a sailor in his twenties.

Miss Drieman is interested in dancing, music (she plays a guitar), ten-pin bowling, cycling, swimming and surfing.



ABLE SEAMAN Stephen Ruff says farewell to his wife Michelle just before Vendetta departed Sydney.



LSRP ROBERT CAVANAGH and Miss Sandra Patterson are quiet as they say farewell.

## VENDETTA TO V.N.

On September 15, the Daring Class destroyer, Vendetta sailed from Sydney for service with the US 7th Fleet in Vietnam. She replaces HMAS Brisbane and is the first Australian built ship to serve in Vietnam.



LSRP Reg Tulip with his grandmother Mrs. Marshall, his mother, Mrs. Joyce Tulip and his father, Mr. Ted Tulip and friends, Mrs. Murray, second from left and Mrs. Millar, right.



ABRP MALCOLM Wilent knows his wife Kaye will have a busy time looking after their son Darren while Vendetta is away.

## INSURANCE

For all types of insurance including Life, Fire, Car and General, contact Reg Gilbert, your cheerful MLC Representative at 121 Illaroo Road, NOWRA or phone NOWRA 20350.

Special attention for HMAS ALBATROSS and HMAS CRESWELL personnel.



REAL ESTATE  
Cote, Thompson Pty. Ltd.  
188 MOGGILL ROAD, TARINGA, QLD. 4068

Clive Watson

Ex-Clearance Diver will help and advise on your Land or Housing problems in Brisbane.

PHONE 71-3222 — A.H. 78-3198

PROPERTY MANAGEMENT - RENT COLLECTING - INVESTMENTS  
FINANCE CONSULTANTS - TO BUILD OR BUY - LAND DEVELOPERS  
FIRE, ALL RISK & GENERAL INSURANCE - LAND SURVEY

## Buy Direct From The Manufacturers

Gifts normally bought through the most expensive salons in Sydney are yours from Custom Jewellers, manufacturing jewellers of distinction.

• Diamond Engagement, Wedding and Eternity Rings • Ladies' Diamond Sets, Marcasite and Gold Watches • Gent's Chronometers and Brand Watches • Electrical Goods • Leather and Fancygoods • Opal, Cultured Pearl and Precious Gem Jewellery • Trophies • Contemporary and Dining Room Settings • Crystal and Cut Glass • Pen and Pencil Sets • Cigarette Lighters, etc.

GEM CRAFT SALES  
& CUSTOM JEWELLERS  
PTY. LTD.

82-84 FOVEAUX ST., SURRY HILLS  
P.O. Box 25. Phone 212 1299  
Ladies' Watches, famous Swiss  
Watches in Diamond or Marcasite.  
Gents' Self-winding Water-  
proof Watches

Eternity and Dress Rings, all in exclusive designs all exquisitely made.



# SANDOVER MEDAL TO SAILOR

The Sandover Medal, WA's most coveted football award, was won this year by Ord. Writer Malcolm Brown, a member of the RANR at HMAS Leeuwin.

Besides winning the Sandover Medal, Mal Brown, a ruckman for East Perth, won all the big football awards given by the Press, TV and Radio stations.

## JR's TO ALBANY

To mark the end of the Australian Rules season in West Australia the Junior Recruits Team at Leeuwin spent a long weekend at the Sea Cadet house "The Residency", at Albany.

Under the management of Father Lyons, Petty Officers Evans, Brownrigg and Matthews, the team left Leeuwin on Friday, August 29, and arrived at Albany close to midnight the same day.

Next day a social match was played against the Albany Royals Under 17 team, and after a close match the home side ran out winners, 10-9-69 to 9-6-60.

Tours around the Albany district took place on the Sunday afternoon, and at 0400 on the Monday morning one energetic group left their warm beds to brave the wind and rain to see whales being cut up at the local whaling station.

The return trip to Leeuwin was made the same day.

After playing a full season in the South Fremantle Ju-

nior Football Competition Leeuwin finished just outside the four. The Premiership was won by South Fremantle.



THE LEEUWIN TEAM warms up at Centennial Oval before the game at Albany. Left to right: JR K. Pratt, JR W. Povey, JR C. Summers, JR R. McPherson, JR K. Lane, JR M. Butler, JR L. Dobson, JR P. Gregson, JR A. Robinson, JR P. Fowler, LJR R. Sexton, JR I. Pickens, JR P. Sypek, LJR E. Callister (Captain) partly obscured, JR K. Kesters, JR R. Shaw, LJR P. Veen. Out of the picture are JR Ross and JR Jackson. — Picture by courtesy Albany "Advertiser".



ALBATROSS WAS JUST BEATEN in the grand final of the South Coast Australian Rules by Wollongong, 91 points to 81 — the team — back row, Nobby Clark, Dixie Lee, Lt. K. Johnson, NA Lucas, SA Marsh, RO Laundry. Centre, Les Barclay, LEM Mitchell, NA Williams, SAV Wright, NA Fischer, Tex Callender, Bluey Lymn (captain). Front row, AB Lynch, NA Baker, S/Lt. B. Spee, RO Ryan, AA Menadue, RO Bobass, NA Spencer.

# Third Pacific Games

The third South Pacific Games were held in Port Moresby in August.

Competitors came from the British Solomons, Gilbert and Ellice Islands, Western Samoa, American Samoa, Guam, French Polynesia, New Caledonia, New Hebrides, Fiji and a small contingent from Wallis and Fortuna Islands together with the teams and individual athletes from all parts of the Territory of Papua, New Guinea.

The range of sports covered included football, soccer, golf, yachting, table tennis, boxing, wrestling, swimming, etc., and all of the events attracted crowds of spectators.

A small, but very noticeable portion of these spectators were sailors from HMAS Ladava, a patrol boat of the PNG Patrol Boat Squadron.

Ladava was in Port Moresby

as the RAN flagship for the South Pacific Games, and also to assist in the control of yachting events, and to conduct the victory ceremonies for the swimming and tennis.

The Games were opened by HRH the Duke of Kent, on Wednesday, August 13.

The opening was preceded by a March Past of all competitors in very colourful uniforms; the French Polynesian team in particular, were noticeable in their red Hawaiian shirts and straw hats.

The Duke and Duchess of Kent, took the salute as the South Pacific Games flag was marched in by a colour party of 3 sailors, 3 soldiers from the Pacific Islands Regiment, and 3 constables from the Royal Papua-New Guinea Constabulary.

The yachting trials commenced on Thursday, and Ladava sailed at 0945, started the race, and then proceeded to the upper end of Port Moresby harbour to the leeward marker.

This was to be the pattern on every race day, and each race was a hard fought battle with a very strong SE wind blowing throughout the entire Games period.

For the yachting minded, the entire series were sailed in Fireballs, and the Gold Medal

before the games the office of the Deputy Naval Officer in Charge, LCDR D. C. S. Smith, RAN, was a hive of activity, but the arrival of the patrol boat officers from HMAS Lae and later Ladava prior to the Games eased the load considerably, and allowed DNOIC's office to resume some semblance of order.

Port Moresby itself was a festival town during the games, with people from all over the world in to see the events.

NOICPNG (CMDR G. Halley, RAN) and Mrs. Halley arrived in Moresby on Tuesday, August 12, but for NOIC this turned out to be more work than holiday.

The town is a fascinating place for the newcomer, but with the various tribes which were in town for displays at the cultural centre, and their picturesque dancing costumes (if costumes be the word for paint and a strategically placed leaf or two), who mingled freely with the visiting competitors and tourists in the main street; Port Moresby was at its best.

Various functions were held during this time. Two excellent art exhibitions proved popular, and a ceremonial Sunset and Beating of the Retreat by the PIR Pipe band and guard at Murray Barracks was enjoyed by a large audience, which included CMDR and Mrs. G. Halley, LCDR and Mrs. D. C. S. Smith, LCDR W. L. R. McInnes and 3 cadet midshipmen, as well as LEUTs P. Blenkinsopp and T. Cox from Ladava and LEUTs K. Flindell and M. Donaldson of Lae.

Moresby's clubs and night spots is well-known, and during the games these were well patronised, especially by the familiar faces of ABQMG "Bacardi" Knight, and his "supporters" ME Nowik, TO Wally Cook and LSQMG "Wacker" Walker.

This group had grand plans to witness the finals of the boxing, but Ladava was called out to escort a small vessel to the Great NE Channel, a two-day trip which led us through some nasty weather; the wind which had made the yachting so exciting made our days at sea on Monday, Thursday and Friday even more exciting, and it was with relief that we re-entered Port Moresby at midnight on Friday.

Saturday was the final day of the Games, and Ladava sailed to participate in the finals of the yachting, and to cheer Papua-New Guinea on to a brilliant victory.

During the afternoon, the Rugby Gold Medal was contested between Papua-New Guinea and Fiji; the medal went to Fiji with a comfortable margin of 88-3.

The closing ceremony followed this event, and with the announcement that Tahiti would hold the next South Pacific Games, a highly successful and interesting sporting event was brought to a close, and with it, Ladava's role as flagship ended.

## W. N. Brooks Pty. Ltd.

THE STORE FOR THE MODERN

★ COMPLETE HOME FURNISHERS — FLOOR COVERING SPECIALISTS ★

485 KING GEORGES ROAD, BEVERLY HILLS

Telephone: 57 5237

- ★ Money Back Guarantee on all goods.
- ★ Merchandise delivered on approval of Trust Relief Loans. You get the goods, we wait for the cheque.
- ★ All manufacturers furniture available for selection.
- ★ Free Car Service from your home and return.
- ★ Free Carpet, Lino Quotes, all types and brands.
- ★ Free prompt deliveries. Select to day. Delivered tomorrow.
- ★ Terms Arranged — Low Deposits.
- ★ Special No-interest Terms on balance over loans.

FOR THE BEST DEAL — THE BEST SERVICE  
SEE THE BEST PEOPLE TO DO BUSINESS WITH

FURNITURE — ELECTRICAL — CARPETS  
FREE DELIVERY

## NAVY NEWS

"NAVY NEWS" is distributed throughout all ships and establishments, to serving personnel throughout the world and civilian employees of the Department of Navy.

### MANAGEMENT COMMITTEE

Captain S. R. G. Sharp, RAN (Chairman); Captain R. J. Scrivenor, RAN; Commander R. E. Bourke, RAN; Commander K. R. Kimmerley, RAN; D. Green, Esq., Director, Public Relations, Navy Office, Canberra; Lieut. Commander F. Tierney, RANVR (Rtd.) (Editor), Lt. K. Warwick, RANVR.

### EDITORIAL and ADVERTISING

Lieut.-Commander F. J. Tierney, RANVR (Rtd), Lieutenant K. Warwick, RANVR; Mrs. R. Keir, 48 6267.

ADDRESS: Office of the Flag Officer-in-Charge, East Australia Area, Naval Headquarters, Garden Island, NSW.

TELEPHONE: 35 0444, extension 260.

went to PNG's Geoff Dabb, who sailed consistently well, with the Silver Medalist, French Polynesia a well deserved second. The Bronze Medal went to New Caledonia.

The victory ceremonies at the swimming were ably directed by Ladava's coxswain, POQMG Bert Kindelan and his assistants, ABQMG Selef, RO Zimlun and ME Habitein.

This team also conducted a similar ceremony at the presentation of medals to the successful tennis team.

The efforts of this group were only a small sample of the immense effort which went into the staging of the Games in Port Moresby.

When the idea was originally proposed, it was realised that to stage the Games would require a lot of self help, self sacrifice and plain hard work.

Those of us who were around to see the plans slowly becoming reality were a little concerned that everything would not be ready in time, but the organisers are to be congratulated for a sterling effort and a very successful Games.

Some of this organisation was done by the Army and the Navy, and in the weeks

# Rugby side at Cobar

Over the past three years Navy football teams have fielded a Rugby side against Cobar which we hope will continue the hospitality shown to us.

This year was more than just a visit and a game — Cobar staged its 100th Copper Mining Centenary at the same time and the festivities were endless, and though we think we are fit we felt the strain.

The sailors made full use of all facilities and we thank the RSL and Golf Club for their generosity and hospitality—it was wonderful.

Due to commitments, the Navy side did not start on the right note.

Only 17 sailors were free to go, but as it worked out, a better bunch couldn't have represented the Navy as did this team, which was known as "Timber and the Team."

The RSL Hostel provided accommodation and it was fun as one end was occupied by women golfers.



"TIMBER AND THE TEAM" — before the game — backrow, l to r, Tony Guy, Buck Rogers, Lofty Herrod, Timber Mills, Arty Sick, A. White, A. Hampton, Bill Monaghan; middle row, Vulture Davis, Bob Speed, O. Twigg, Blue Bidgood, Shorty Wilson, Steve Buchanan; front row, Shorty Ell, D. Kong, Mick Horne, Glen Monihan, Shorty Ranson, Pincher Martin, Peter Stevenson.

The golfers appreciated the Rugby games organised by LSPTI Stevenson, and must have wondered what really goes on in the Navy.

The game, as was expected, was hard (ground, too) and fast.

Cobar mustered on the field wearing long black pants, their socks were rolled up to their knees, and they wore beach hats, which made them

look more like mountain climbers than football players. But the sailors soon found out they could play football.

We now know that Cobar was premiers of the area this year and the Navy, not having had a chance to play together, put up a good show.

The final score was 11-3 (we "bombed" a couple of chances), and the Cobar captain commented after the game, "I won't say that the better team won, but we will take the points."

Thanks, Cobar — ask us again to make a return visit, please.

## Boredom Breeds 'Swift' Sports

The British warship Diamond found there are many ways to relieve monotony of a long and boring Far East patrol, according to the Naval News Summary.

Replenished 35 times at sea, Diamond and support ships devised novel means of getting the first line over from the royal fleet auxiliary for the transfer process.

Once an RFA type punted a football across with the line attached.

Another time the first officer of RFA Stromness yelled "fore" and drove the line across with a golf ball.

The golf ball bit was a great favourite of Captain Tommy Pullen of Canadian naval fame, when he was driving the operational support ship Provider for Canada's Atlantic fleet.

## "TAKE ON ANYONE"

In a recent issue of N.N. "Salty" our sports columnist referred to the possibility of BOMBARD fielding a Rugby team and said: "Tis quite a task as the ship has no more than 17 available". When N.N. reached Manus Island and was read aboard MADANG, the item brought a smile, and a letter was soon despatched to NN which stated:

"We not only have a rugby team but we also field an Aussie Rules team (our complement is 19). Normally we lose because we are a working ship, but here are some interesting Rugby results:

V. 2PIR Wewak (400 men), lost 0-17; v. Aitape Town, drew 5-5; v. Vanima Town, on 21-0; v. 2PIR Vanima (120 men) lost 5-8.

A week after Madang Town had thrashed ANZAC, we avenged the defeat 17-16. The return match was a 6-6 draw.

We play in jumpers donated by Easts and we'll take on anyone — as long as they are bigger." The signature read, "Terry Jones".

P.S. He promised to look us up in October; that's why we publish his letter.

# SYDNEY-NAVAL NOTES

At its meeting on August 25, the Board of Management of the NSWANFL announced that an eight-team first grade competition would be conducted in 1970.

This would necessitate the relegation of two teams, and it was decided that South Sydney and University of NSW would be dropped to Reserve Grade.

The First Grade competition will be played over three rounds instead of the customary two, and it was likely that on some occasions during the season, each club will have its First and Reserve Grade teams playing on different days at certain weekends.

Because of its past record and the fact it fields teams regularly, Sydney-Naval has been retained in First Grade.

On Saturday, September 6, Sydney-Naval's Presentation Night was held at Coogee-Randwick R.S.L. Club.

Over 110 people were present to see Club President Danny Wilson make the awards, which were as follows:—

● **Best and Fairest:** Ray Houston (First); Stan Pochroj (Res., Nirimba); Brian Lovell (Nirimba).

● **Most Consistent:** Don Sward (F), John McCartney (R), Richard Grimsey (N).

● **Best Utility Player:** John Goodman (F), Bobby Mason (R), Norm Worrall (N).

● **Best First Year Player:** Ian Johnson (F), Paul Kelly (R), Kerry Hudson (N).

● **Leading Goal Kicker:** Ian Johnson (F), Eric Leeming (R), Rex Dry (N).

● **Best Clubman (open to players and non-players):** Albert Johnson.

● **Special Club Award:** John McCartney.

The most sustained applause went to young Brian Lovell, Nirimba's Best and Fairest for 1969.

Ray Houston received the Mark McGrath Memorial Medal, donated by Mr. and Mrs. George McGrath of Plympton, Adelaide, in memory of their son Mark, who played nine matches with the club in 1967.

On January 3, 1968, when approaching his home base at Ubon, North Eastern Thailand, Pilot Officer Mark McGrath was killed when his aircraft crashed about two miles from the base.

Mark's body was recovered and returned to Adelaide for burial.

Ray Houston also received the Meg Johnson Memorial Trophy, a beautiful canteen of cutlery donated by Mrs. L. Johnson as a tribute to the memory of her late mother-in-law.

For winning the club's Best and Fairest (Reserve Grade) award, young Stan Pochroj received the Lola Johnson Trophy, a canteen of cutlery

identical with that won by Ray Houston.

Sydney-Naval is looking forward to 1970, and the club committee will shortly be buckling down to the task of building the strength of the teams.

The club's basketball team had started quite well with

three wins from its first four matches.

The football club will be awarding prizes for best and fairest, etc., and these will probably be presented on the annual launch picnic in December.

A definite picnic date will be announced in Navy News at a later date.

—AJAX.

Open an Allotment Account Now!

## Linsky's Jewellers



89 Macleay Street, POTTS POINT, N.S.W. (near Chevron Hotel) Tel.: 35 1064

Special discount to Navy personnel

DIAMOND ENGAGEMENT RINGS  
GIFTS - SWISS WATCHES - SOUVENIRS  
WATCH & JEWELLERY REPAIRS  
ALL GIFTS WRAPPED  
Satisfaction Guaranteed

MEET YOUR FRIENDS & SHIPMATES  
IN THE FRIENDLY ATMOSPHERE OF

CHEVRON QUARTER DECK BAR  
AND TAVERN BAR . . .

CHEVRON

HOTEL  
POTTS POINT, SYDNEY

Australia's Most Experienced  
International Hotel

35 0433



"The Plantation"  
AMERICAN PANCAKE INN

(OPPOSITE CHEVRON HOTEL)  
OUR SPECIALTY — LATE SUPPERS

Enjoy this

Warmhearted Hospitality

. . . and try Steak and Mushrooms, 75c — Variety of Pancakes from 45c — Or a Special Scran for our Navy only . . . Steak, Sweet Pancake and Coffee, \$1.30.

OPEN: 8 am to 12 pm seven days per week.  
38d MACLEAY STREET, POTTS POINT  
Australian Owned

that's  
the  
spirit

Chateau  
Tanunda

traditionally,  
the brandy of distinction.

REMEMBER  
**LEGACY**  
ALL THE YEAR ROUND

## JOIN THE NAVAL DOCKYARD POLICE

Applications are invited from ex-navalmen and serving sailors within three months of discharge to train as Naval Policemen.

### QUALIFICATIONS:

#### EX NAVALMEN

- Completed at least nine years satisfactory Naval service over the age of seventeen.
- Not have been discharged in excess of five years.
- Held the minimum rank or relative rank of leading seaman.
- Be medically fit, not less than 5 feet 7 inches in height and less than 45 years of age.

#### SERVING SAILORS

- Completed at least nine years satisfactory Naval service over the age of seventeen.
- Normally to hold the rank of leading seaman. Able rank sailors may be accepted if recommended.
- Medically fit and not less than 5 feet 7 inches in height.

**ENGAGEMENT:** Six years for ex-navalmen, 5 years for serving sailors.

**LEAVE:** 28 days per annum.

**PAY:** Rates of pay on entry vary with previous naval service and are aligned with Group 10. e.g. A married applicant with 2 years seniority as a Petty Officer will receive \$76.79 per week. All members, except those serving sailors receiving deferred pay, will be required to contribute to the DFRB Fund. Medical and Dental treatment is free.

**SERVICE:** Applicant may elect to serve in either Sydney or Melbourne areas.

Further details and application forms can be obtained from any Naval Recruiting Office or by writing to the Director of Naval Reserves and Naval Dockyard Police, Navy Office, Canberra, A.C.T. Serving sailors are to make application through their Captain. See R. I., Chapter 57.



THE PILOT HAS MISSED the arrestor wire and is heading straight for the steel crash barrier . . . this is what happens, the plane is caught by the barrier but the damage is quite considerable.



## SAFETY AT SEA

READY FOR ACTION . . . a helicopter "standsby" for rescue work in this case the plane which has been catapulted from the flight deck of HMAS Melbourne, stalls and hits the sea . . . the splash in the water is caused by the stop which holds the plane before it is freed falling clear . . . a device has now been fitted to Melbourne which prevents loss of the stop.



When ships and aircraft are operating day and night flying, safety for the ship, planes and pilots are of paramount importance.

Every precaution is taken to ensure that no 'plane, or life is lost.

There's a history to this of course.

From the beginning men have risen to the challenge of the seemingly impossible, so from the earliest concepts of naval aviation, it was no more than a matter of time before an aeroplane landed on the deck of a ship.

The highlight was in August, 1917, when a Royal Navy pilot landed his Sopwith Pup on a wooden landing deck 200ft long and 50ft wide constructed on the forepart of the heavy cruiser HMS Furious.

To effect the landing, he had to fly close to and parallel with the ship's side at just about deck height level until reaching a point ahead of the funnel.

Then he had to manoeuvre the aircraft quickly sideways, close the throttle, and complete the landing.

This was quite an achievement . . . this first ever landing stirred the imagination of the Navy and landing platforms were put in ships.

Then uninterrupted flight decks on carriers came into existence.

Prior to 1931 aircraft landed on without any form of arresting equipment but as the aircraft became heavier and stalling speeds increased, the problem of safe recovery became acute.

In 1931, a system of transverse steel wires was introduced and all aircraft were fitted with arrestor hooks.

But this was not altogether satisfactory . . . a plane when missing the arrestor wire, would crash into the steel barrier and considerable damage would result.

But man was not to be beaten . . . today crash barriers are of strong nylon . . . a plane can smash into the barrier without damage.

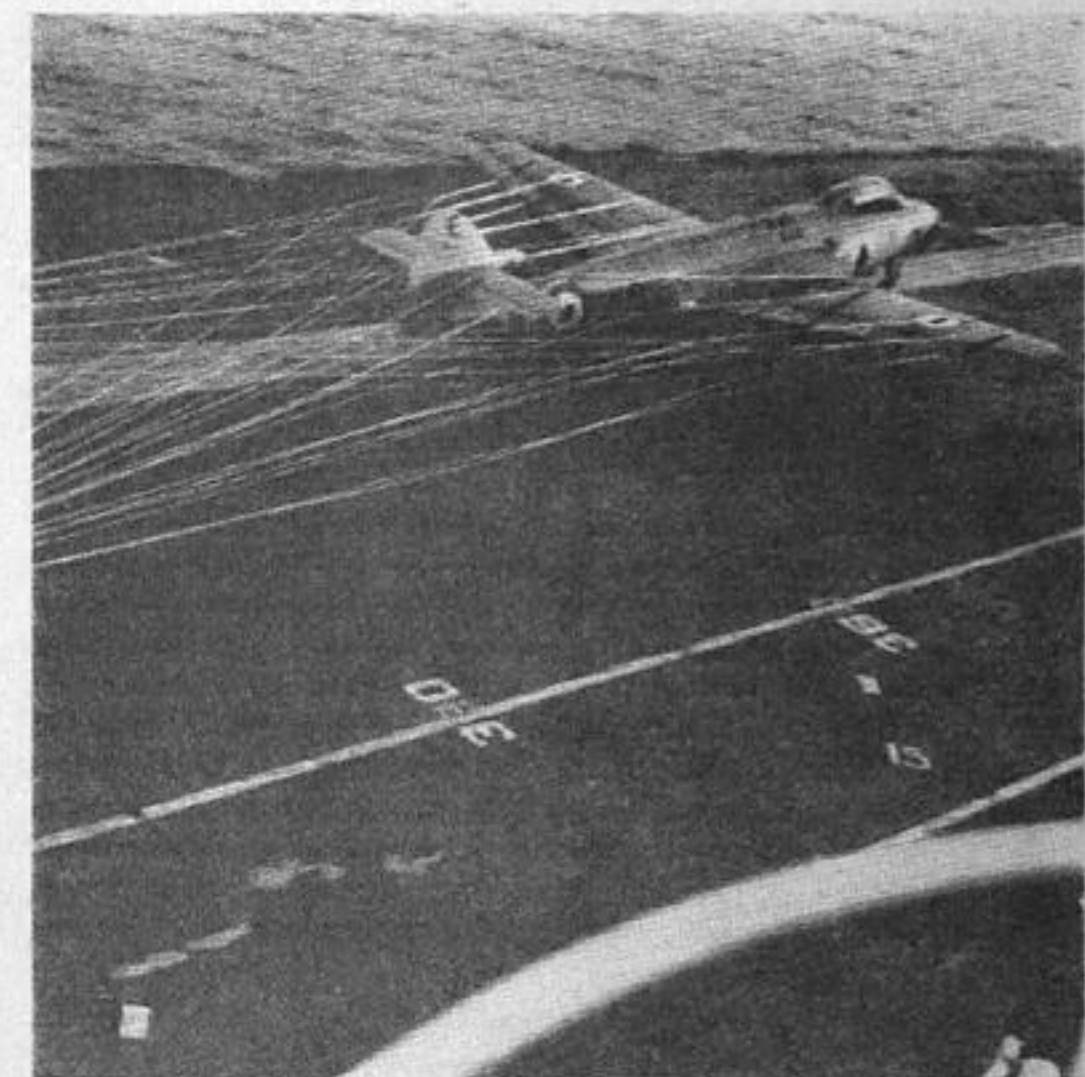
Which is quite a relief for the worried pilot . . . he knows that once his plane overshoots and goes overboard, his life is endangered.

Fortunately this rarely occurs nowadays but the Navy endeavours, in another way, to ensure his safety.

Hence before flying operations commence, and when planes are scheduled to return to the ship, helicopters leave the ship and hover nearby, their crewmen ready to go to the rescue of a pilot and observer who may be struggling in the sea.



THESE TWO PICTURES show a modern crash barrier in action. This barrier is a nylon webbing. Note the helicopter, standing by.



THE BARRIER was rigged in twenty seconds, as an emergency measure when the pilot was unable to lower his arrestor hook . . . the plane is brought to a stop without damage



### N.I.C. Instrument Company

*Congratulate the Royal Australian Navy Fleet Air Arm on the achievement of 21 years service.*

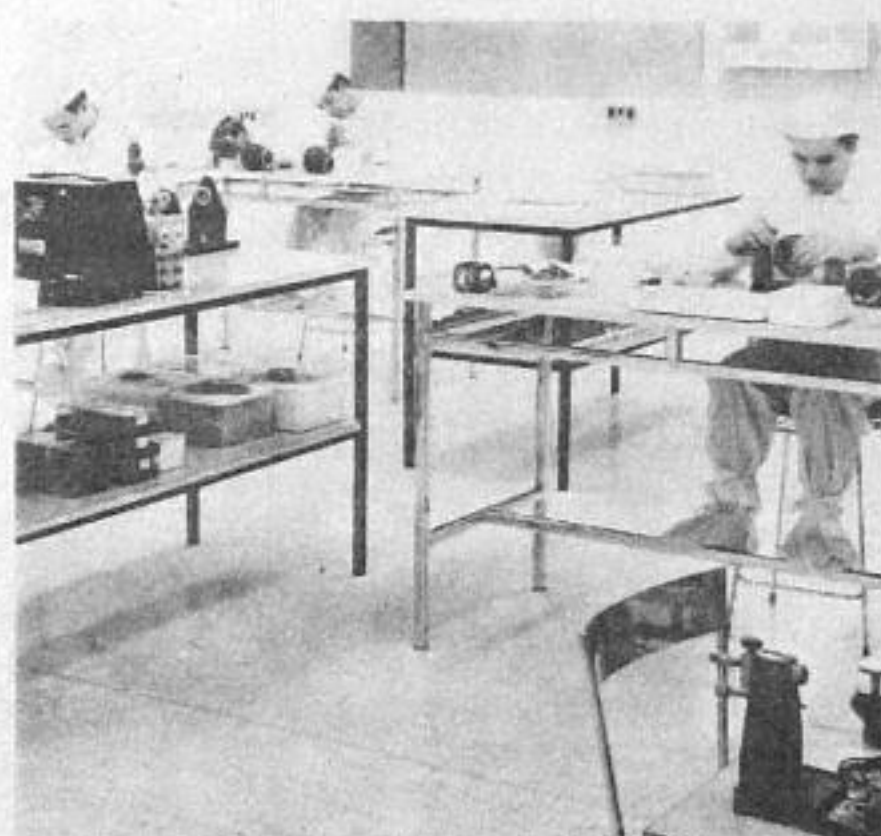
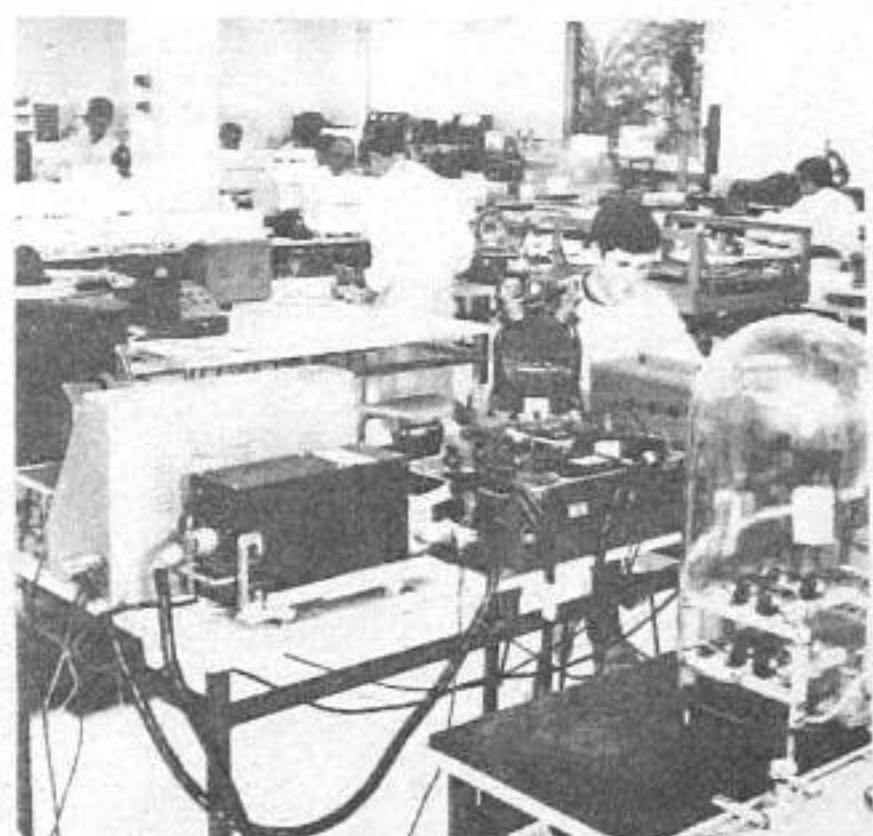
We are proud to be associated as a Contractor to service Navigational Equipment for the Fleet Air Arm as manufactured by many of our Principals, such as—

SPERRY GYROSCOPE CO. LTD.  
ADMIRAL CORPORATION  
KOLLSMAN INSTRUMENT CORPORATION  
GENERAL PRECISION INC.  
LEAR SIEGLER — and others.

HEAD OFFICE: North Essendon, Victoria. Telephone 379 1528

BRANCHES:

SYDNEY: 1-7 Sydney Street, Marrickville. 51 8931  
BRISBANE: 11 Cordelia Street, South Brisbane. 4 2111  
ADELAIDE: 265 Halifax Street, Adelaide. 23 2246  
PERTH: Cnr. Great Eastern Highway and Boulder Avenue, Redcliffe. 65 4655



Two photographs of the N.I.C. Essendon Clean Room area (left) shows a clean area "class 2" which is satisfactory workshop standard in which to repair most types of aircraft instruments including Gyros. Right: is a "class 3" area in which precision navigational systems such as the attitude reference system from the Skyhawk aircraft are overhauled. Note the technicians are specially dressed in plastic clothing to prevent entry of dust or other small particles into the workshop. It is necessary for the technicians to enter the clean area through an "isolation" room for decontamination prior to entry into the "Class 3" area. Environmental conditions such as temperature, humidity, pressure differential and airborne particle count is controlled, recorded and records reviewed as specified. Sophistication of components and systems has demanded new cleanliness standards and the need for Clean Room areas. N.I.C. is the Australian leader in Clean Room experience, commencing with the opening and operation of the Essendon Clean Room in May, 1964.

### OPEN A NAVAL ALLOTMENT ACCOUNT

with  
**RED ANCHOR TAILORING CO.**

for all your  
NAVAL and CIVILIAN  
CLOTHING, MERCERY,  
FOOTWEAR, CAMERAS,  
JEWELLERY and WATCHES  
Mail Orders Receive Prompt



Attention  
**12 Macleay St., Potts Point - 35 1518**  
HMAS CERBERUS and now at 448 City Rd., SOUTH MELBOURNE,  
Tel. 69 5550.

# IT HASN'T ALWAYS BEEN SMOOTH FLYING!

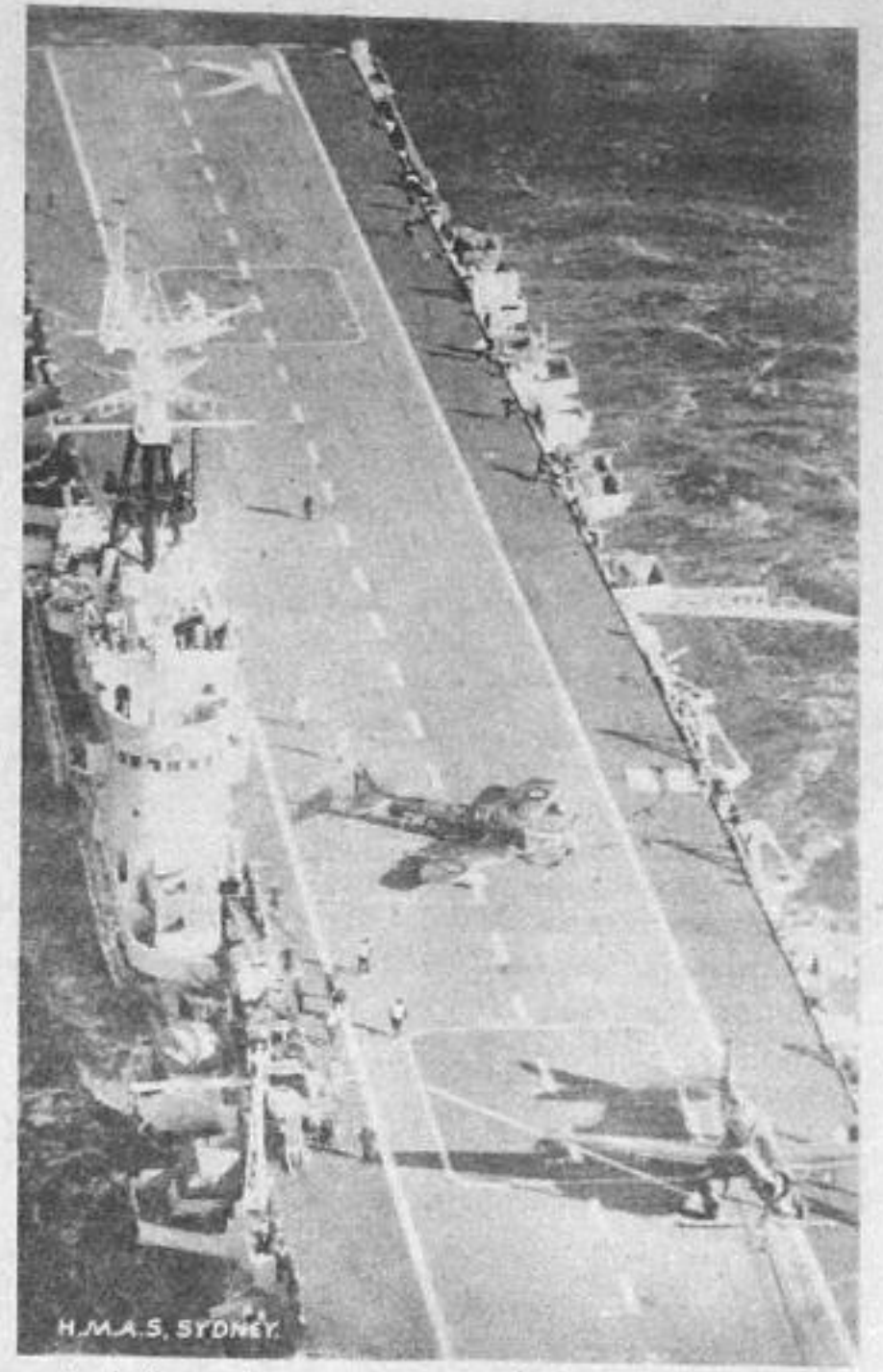
There's always a certain amount of drama involved when aircraft take-off or land — particularly from or on aircraft carriers. The pictures on this page illustrate some of the "close shaves" experienced by some members of the Fleet Air Arm.



Any closer to the edge and this Sea Fury and pilot would have been in the water. It occurred on board HMAS SYDNEY during trials in the Atlantic in 1948.

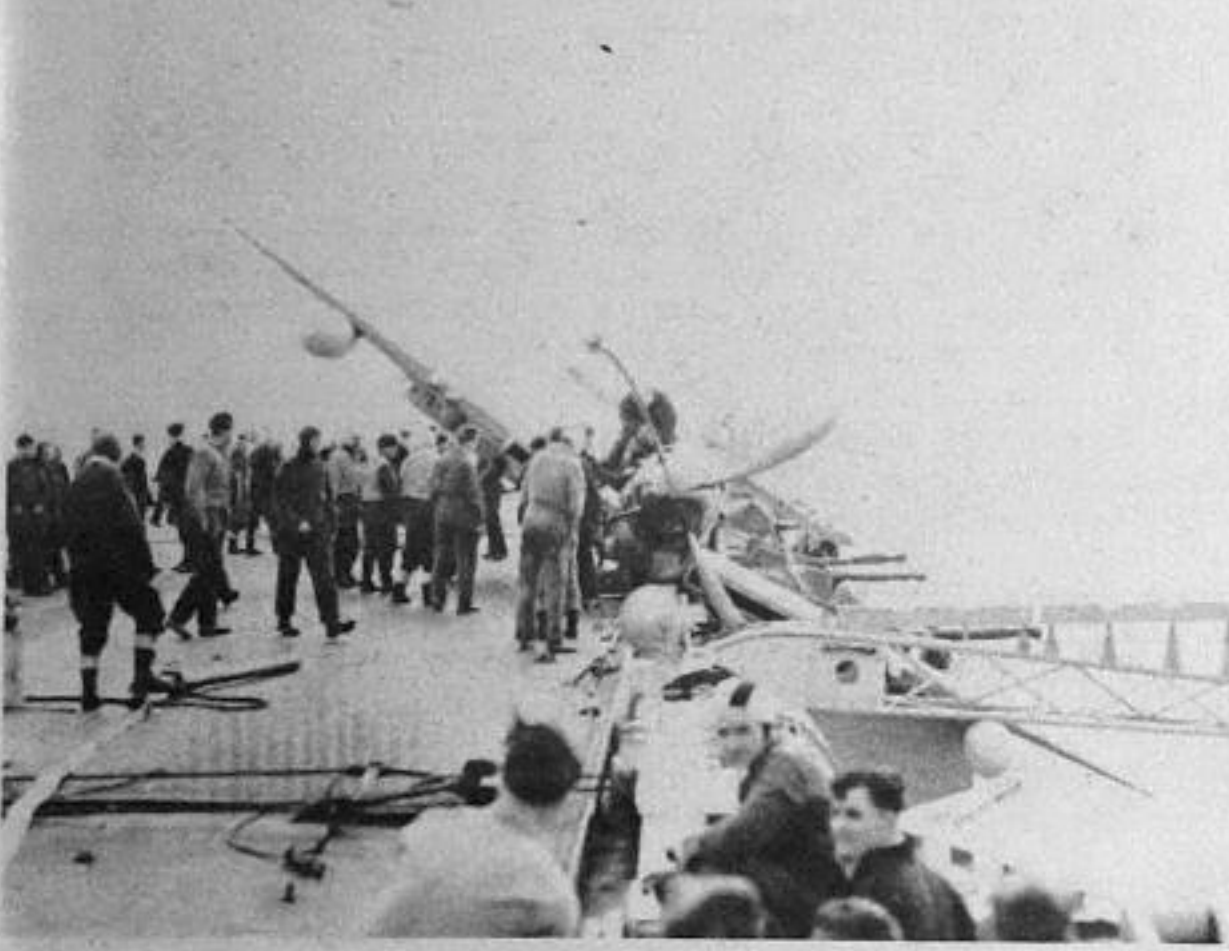


H.M.A.S. SYDNEY

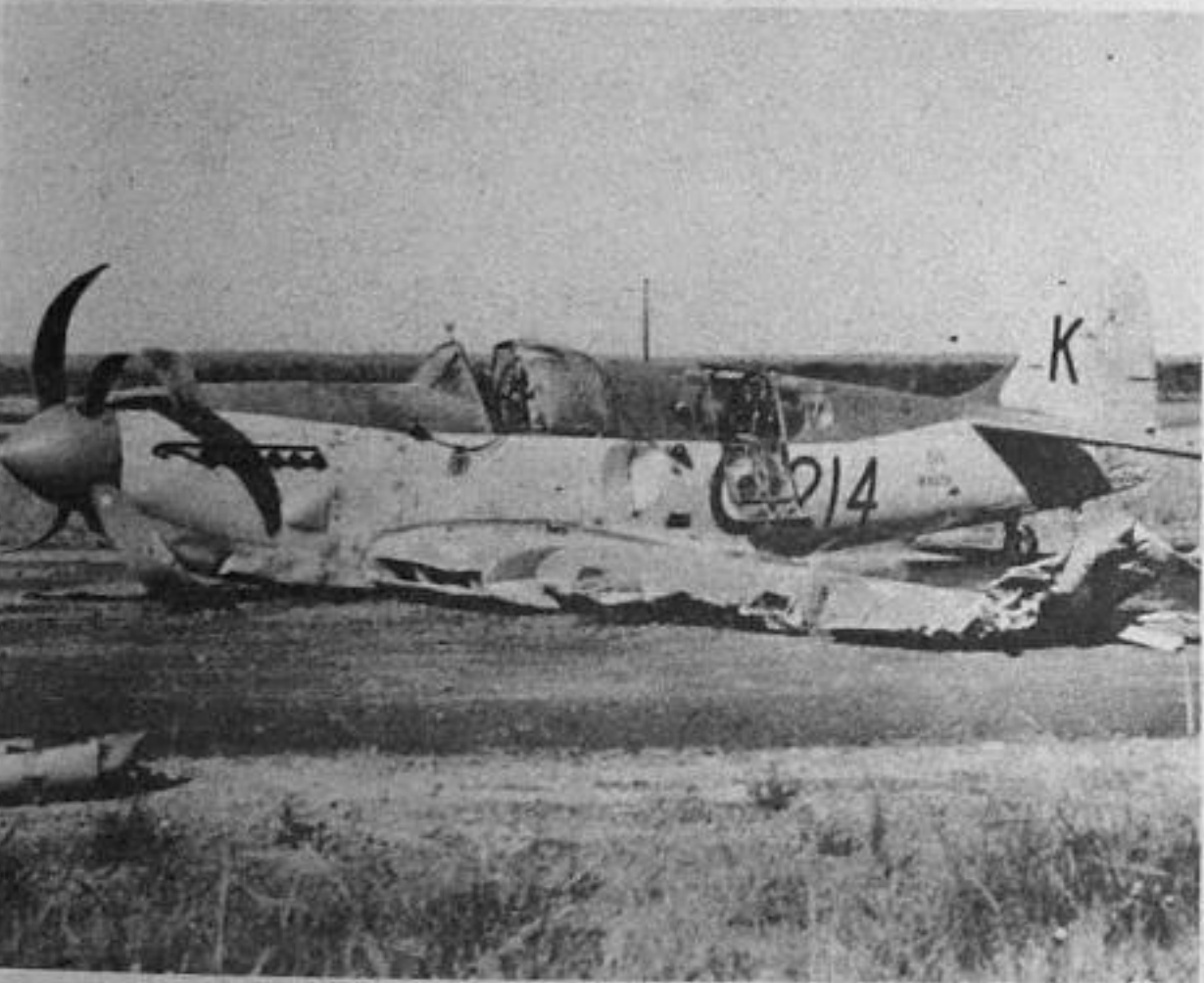


H.M.A.S. SYDNEY

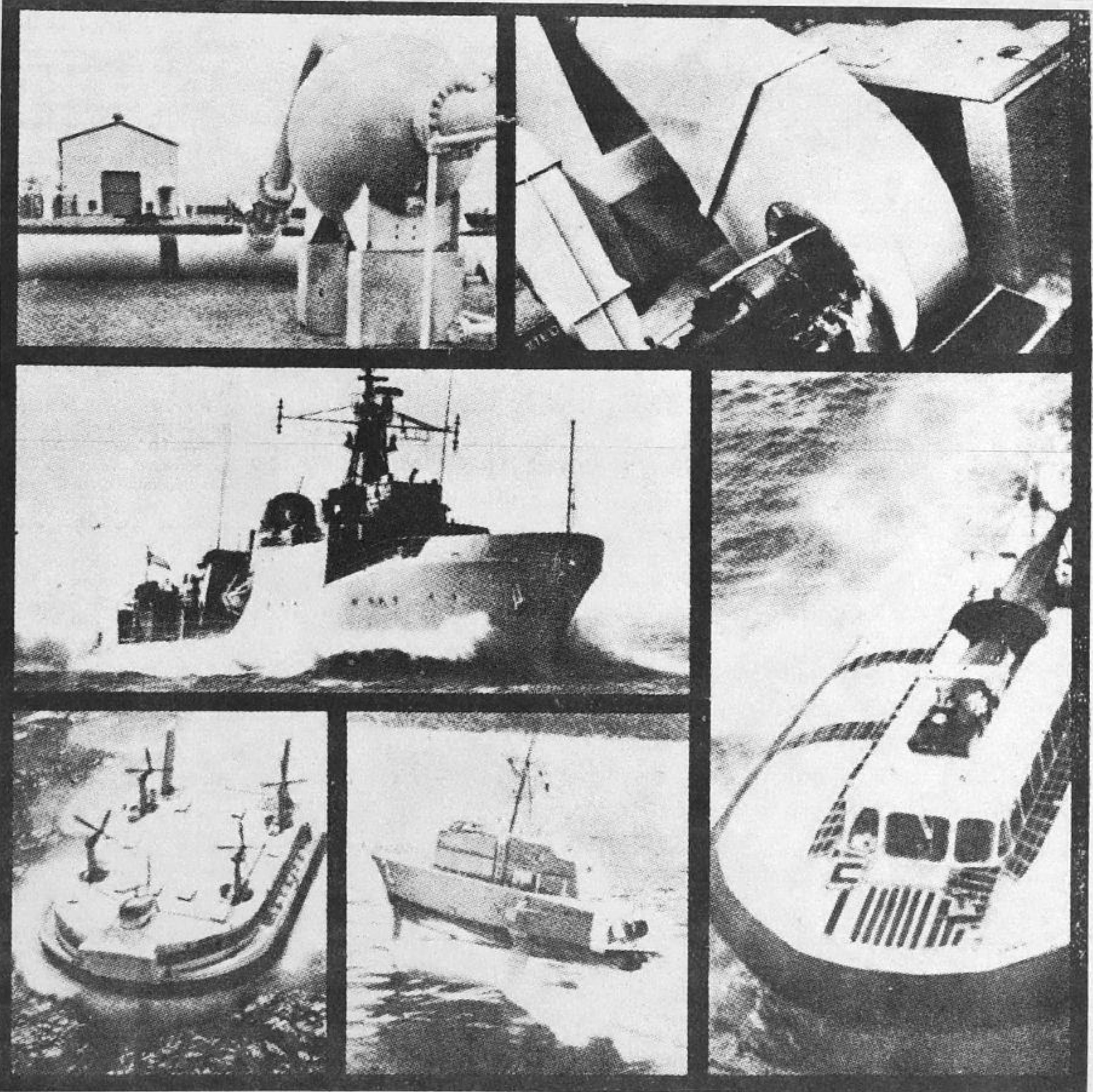
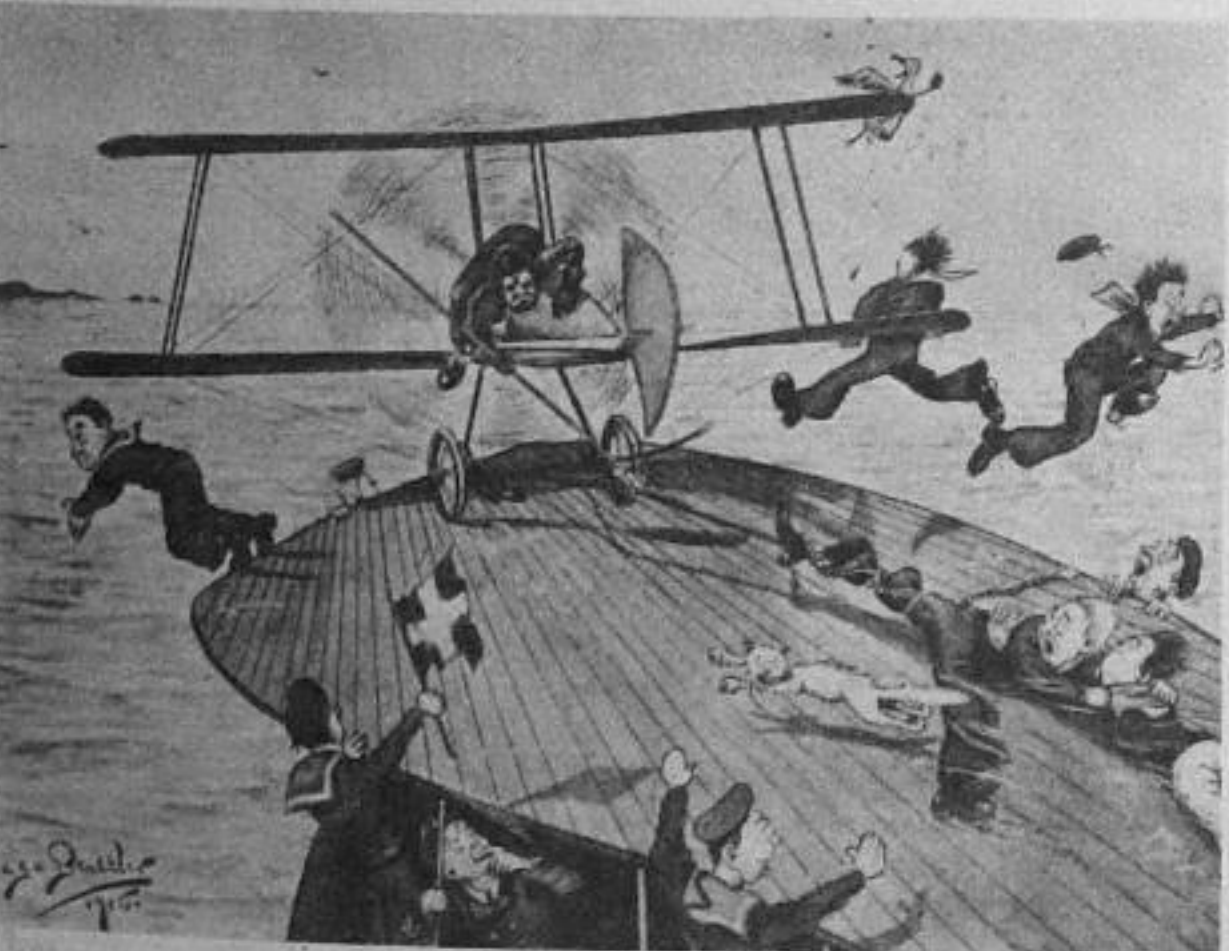
The pilot of this Firefly had many anxious moments before he came to a halt safely onboard HMAS SYDNEY in 1948. The picture on the left shows the Firefly losing a wheel as it touches down and on the right, the aircraft brought to a halt in the safety barriers.



And another close-go.



A very sick Firefly at the end of its run.



# POWER

Industrial gas turbines for gas pumping and electrical generation.  
Marine gas turbines for warships, hydrofoils and hovercraft.

Rolls-Royce Limited,  
Industrial & Marine Gas Turbine Division,  
P.O. Box 72, Ansty, Nr. Coventry, England.

Rolls-Royce of Australia Pty., Limited,  
P.O. Box 38, Revesby 2212  
New South Wales.





# RANHFV's BIG REPUTATION IN VIETNAM

"Professionally the Australians are extremely competent. Give them a job and you know it will be carried out." These words of praise were attributed to Australians under the command of Major Harry Woodmansee, US Army C.O. of the Experimental Military Unit, Camp Bearcat, who is on his second operational tour of duty in Vietnam.

He made this comment during the latter part of the recent tour of duty by the second group of Navy men from the RAN Helicopter Flight Vietnam.

These men have since turned their backs on Vietnam and the jumble of huts, mud and helicopter flight lines, that have been their life for the past 12 months.

They are now back home enjoying a well deserved rest and knowing that during their year in the war zone, they carried out an arduous and hazardous tour of duty efficiently, and to the detriment of the Viet Cong.

The Flight, led by Lt. Cdr. Graham Rohrsheim of Ken-

more, Queensland, built an enviable reputation through its operations with the 135th Assault Helicopter of the United States Army.

The Unit is known as an Experimental Military Unit within the United States system, a name which has given rise to the name "EMU," which ironically enough, is a bird which cannot fly.

Through professional competence, the Australian sailors were allocated key positions in the Company.

Lt. Cdr. Rohrsheim was Executive Officer, Lt. Max Speedy of Killarney Heights NSW, the Operations Officer, one of the three platoons was led by an Australian, and the other two had Australians as second-in-command.

In the workshops where the Company's Huey helicopters were kept in flying trim, PO Ron Hayes of Nowra, NSW, was in charge, and PO Ron Cole also of Nowra, ran the quality control section.

It was here that initial inspections of helicopters requiring repair and maintenance were made, work to be done was listed, and the completed job inspected before the



helicopter went back on the flight line.

All of the Navy men with 135th Company gained years of experience in their 12 months in Vietnam.

The six pilots had each flown 9,000 hours — a total they would amass only in five years of squadron flying in peace-time conditions.

Much the same can be said of the maintenance crews. During their year, they made 114 engine changes and changed nearly 60 main rotors.

Apart from repairing battle damage, the workshop personnel had a heavy programme of maintenance carried out on the flight's 24 helicopters.

Every 100 hours flown — about once every two weeks — a helicopter must have a thorough overhaul involving two to three days of pains-

taking work to make sure that an unnoticed worn part or unlubricated bearing will not cause disaster next time the helicopter is flown into battle.

This is where PO Cole's quality control men stepped in, evaluated the work needed and made sure that it was done correctly.

When the Company moved from Blackhorse base in Long Khanh Province, to Bearcat in neighbouring Bien Hoa, the ground crews virtually had to build up their own workshops and still keep the choppers flying.

That the company's high availability rate for its aircraft did not suffer during this period is proof enough that the men of the joint US-RAN unit were on top of their job.

Working 12 hour shifts, day and night, seven days a week, the crews toiled in either the

Helicopters, flown and maintained by mixed crews of Australian Navy men and Americans, prepare to embark troops for another assault on the Viet Cong.

hot, dusty conditions of the dry season, or the humidity and lashing monsoon storms of the wet.

PO Hayes and PO Cole considered the experience gained by young RAN helicopter mechanics in Vietnam was invaluable.

PO Cole says: "I would think they gained 10 years experience up there. The type of work, often done in shocking conditions, gave them a tremendous amount of confidence."

The maintenance men do not always stay behind while

Continued on Page 19



This picture gives an idea of the conditions experienced by men serving in Vietnam.



## Our magnificent men

Looking after you in the air is a man-size job. That's why we have stewards. We feel they add that little extra to make dining aloft a special pleasure. Our men are proud of their reputation. They make you feel

you are enjoying the service and comfort of an exclusive restaurant whose theme is excellence. And you are. We can think of only one thing that will impress as much. Our gorgeous girls. **QANTAS**

# RANHFV's BIG REPUTATION

Continued from Page 18  
the helicopters pilots fly into action.

If an aircraft is forced to land away from base—in a rice paddy, or in the scrub—a team goes with the maintenance helicopter to evaluate what has caused the engine failure.

If it can be remedied on the spot, the team gets on with the job. If not, it arranges

recent tour of duty, the Navy pilots and their American Army colleagues flew in support of 7th ARVN Division, lifting troops into areas where the enemy was thought to be operating, evacuating casualties and extracting the troops after operations.

The company's gunships, known as Taipans, suppressed enemy movement in the area where troops were inserted,

Twelve of its aircraft were lost, 160 damaged by enemy fire and 13 members, two of them Australians, killed in action. A further 22 (three Australians), were wounded.

More the 160 rockets or mortars were fired into the company's base area—shrapnel from one mortar bomb splintering the cinema screen at the "EMU Drive-in".

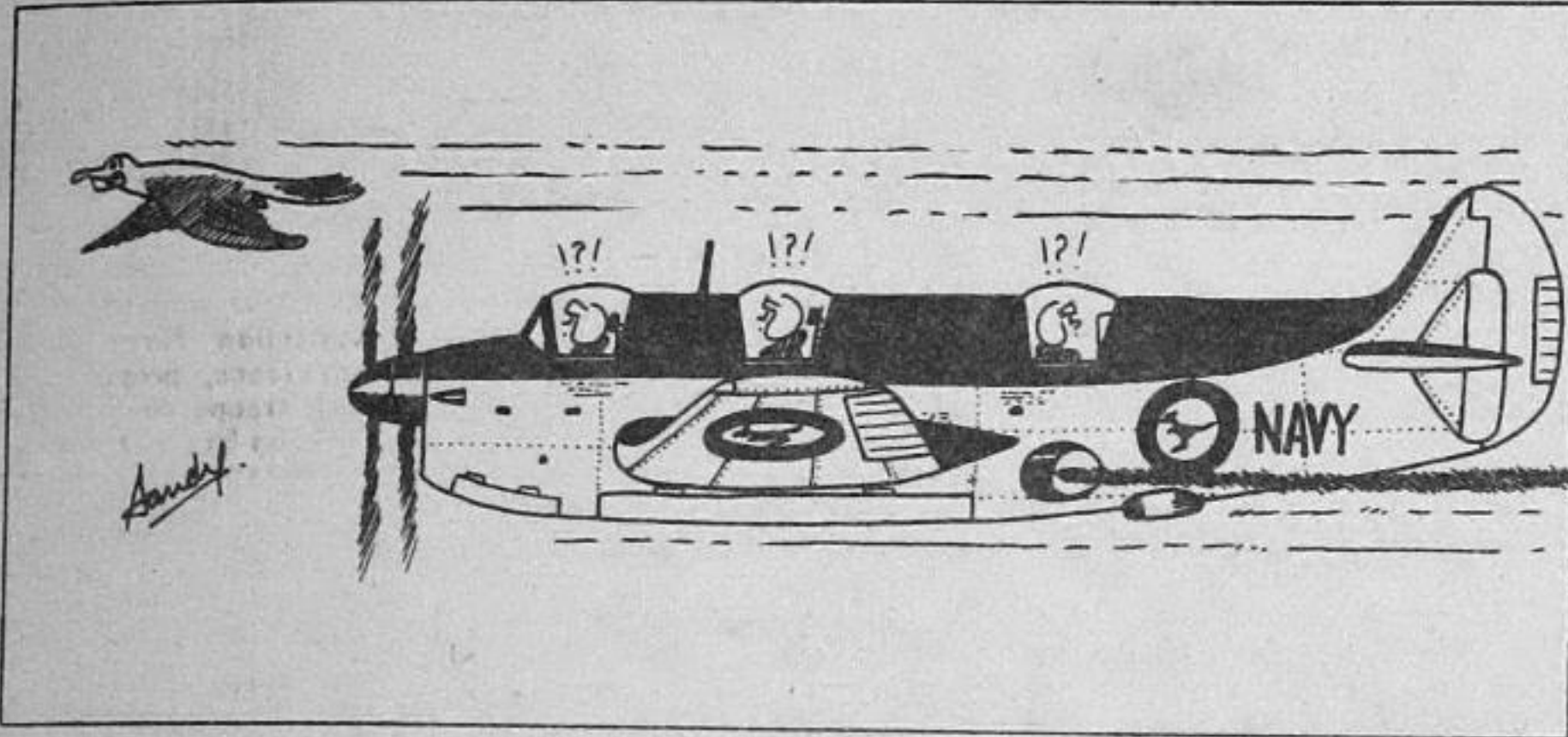
The Commanding Officer of

Vietnam, added "Professionally the Australians are extremely competent. Give them a job and you know it will be carried out".

Early in its tour, following a terse command from Lt. Max Speedy, during an operation, the company adopted the motto "Get the bloody job done."

The Royal Australian Navy element, who during their 12 months in Vietnam, certainly had "done the bloody job", are now home enjoying a well deserved rest.

The second group of RANHFV personnel were: LCDR Graham Rohrsheim, Kenmore, Qld.; LEUT Bob Ray, Nowra, NSW; LEUT Max Speedy, Killarney Heights, NSW; LEUT Tom Supple, Wayville, SA; SBLT Mick Bayliss, Muswellbrook, NSW; SBLT Jerome Hart, Southport, Qld.; SBLT Mick Petrov, Hastings, Vic.; SBLT Charlie Rex, Sandy Bay, Tas.; SBLT Warrick Symons, Sans Souci, NSW; MECH Kevin Camm, Nowra, NSW; PO Ron Cole, Nowra, NSW; PO Ron Hayes, Nowra, NSW; MECH Murray Herrmann, Nowra, NSW; PO John Macartney, Nowra, NSW; PO Brian Melville, Nowra, NSW; PO Doug Mosman, Maitland, NSW; LA Barry Arthur, Nowra, NSW; LA Bob Brennan, Cairns, Qld.; LA James Connolly, Revesby, NSW; LA Brian Goener, Manly West, Qld.; LA Ray Hawkins, Nowra, NSW; LA Alan Hutchings, Bacchus Marsh, Vic.; LEM Frank Lord, Seven Hills, Brisbane, Qld.; LA Mac McWaters, Bribie Island, Qld.; LEM Alexander Stevenson, Wentworthville, NSW; LWTR Graham Waugh, Tallangatta, Vic.; NA Barry Ballantyne, Nowra, NSW; NA John Bothwell, Port Pirie, SA; NA Russell Boyce, Nowra, NSW; LSTD Ted Domanski, Carina, Qld.; NA Frank Eyck, Perth, WA; NA Ian Hughes, Adelaide, SA; NA John Lambert, Burwood, Vic.; NA John Newell, Nowra, NSW; CK Peter Nolan, Southport, Qld.; EM Bob Ralph, Elizabeth Downs, SA; NA Ted Richards, Kempsey, NSW; NA Pat Stewart, Balga, WA; EM Adrian Whiteman, Williamstown, SA.



for the machine to be lifted back to Bearcat.

The pilots of the 135th Company now work in the Mekong Delta area, south-west of Saigon.

In the tremendously fertile area, known as the rice bowl of Asia, they fly day after day, sometimes leaving Bearcat before first light and returning after darkness has fallen in the evening.

In the latter stages of their

and generally acted in support of the Vietnamese troops on the ground.

Earlier, the company had acted in support of the 5th and 9th ARVN Divisions and the 25th and 9th United States Divisions.

During their 12 months' tour, the company carried 233,000 troops, killed 431 Vietcong and destroyed over 400 enemy structures or sampans.

the EMUs, Major Harry Woodmansee of the US Army is a Texan, and speaks highly of the Australians in his command.

"We got no more problems than one would expect with any unit of mixed services. In fact we have a pretty close relationship and this has been one of the most enjoyable commands I have had."

Major Woodmansee, on his second operational tour in

## Marshalled support to the Royal Australian Navy

**ENGINEERING SERVICES**  
**SYSTEMS ENGINEERING**  
**MANUFACTURING**  
**BOAT BUILDING**  
**TECHNICAL PUBLICATIONS**  
**INDUSTRIAL CHEMICALS**  
**ENGINE OVERHAUL**  
**LOGISTIC SUPPORT**



View of one of the Hawker de Havilland manufacturing and servicing complexes: New South Wales, South Australia, Western Australia, Singapore, New Guinea.

**hdh** Hawker de Havilland  
AUSTRALIA PTY. LIMITED

Head Office: Birnie Avenue, Lidcombe, N.S.W. 2141. Phone 649 0111

Member of the Hawker Siddeley Group  
SUPPLIERS OF MECHANICAL  
ELECTRICAL AND AEROSPACE EQUIPMENT  
THROUGHOUT AUSTRALIA AND SOUTH EAST ASIA

This picture was taken on an historic occasion . . . the day when HMAS Sydney became, in September, 1951, the first Dominion carrier to go into action . . . she had on board three squadrons of aircraft under the commands of LCDR W. G. Bowles, RAN, LCDR J. Appleby (RN), and LCDR R. Lunberg (RN), . . . the fly past meant much of those airmen . . . in the Korean War, Sydney set records for duration of patrols . . . she operated in ice and heat and her aircraft inflicted heavy damage on the enemy . . . two pilots and five aircraft were lost in 2366 sorties . . . the performances of the squadrons was recognised by the awarding of three DFC's, one Bar to a Cross, one DSM and a US Commendation of the Legion of Merit.

