GREENBANK NAA NEWSLETTER
GREY FUNNEL DITS

Disclaimer: The material contained in this publication is in the nature of entertainment for the members. Contributions are acknowledged, with thanks, from service organisations. The editor expressly Disclaims all and any liability to any person, whether an association member or not. Views expressed may not necessary be those held by the Executive or the members.

GREENBANK NAVAL ASSOCIATION SUB SECTION

Events for April / May 2021

April:

Sunday 04	Normal Meeting	1030 - 1200	RSL Rooms
Sunday 25	Anzac Day	0930 March and Service	
Wednesday 28	Executive Meeting	1000 – 1100	RSL Rooms

May:

Tuesday 04	Normal Meeting	1930-2100	RSL Rooms
Wednesday 26	Executive Meeting	1000-1100	RSL Rooms

Anzac Day 2021   *Lest we forget*   *We will remember them*

Editors Request: *Articles for the newsletter can be handed in at meetings, or by email: articles may be edited to fit the newsletter. The contents of this edition of the newsletter have been obtained from information provided from Len Kingston-Kerr whom I thank greatly, various publication publications and NAA information emailed in.*

NAVAL PERSONALITY

Captain Cousin: **Allan Paterson Cousin** (1900-1976), naval officer, was born on 29 March 1900 at Mount Pleasant, Back Plains, near Clifton, Queensland, seventh child of John McLean Cousin, a farmer from Scotland, and his Victorian-born wife Jane, née McLean. In 1914 Allan entered the RANC, Geelong, Victoria, and next year moved to Jervis Bay, when the college was relocated there. He was awarded colours for cricket and graduated in 1917. Promoted Midshipman in January 1918, Cousin was sent to Britain and appointed to HMS *Agincourt*. In 1919 he returned home and served in several ships, including HMAS *Marguerite*. Back in Britain for courses in 1921, he was promoted Lieutenant in October and embarked for Australia in November 1922. Cousin resigned his commission on 23 April 1923. He joined the Union Steam Ship Co of New Zealand Ltd in 1924 and plied the trans-Pacific route to North America. Appointed Lieutenant, Royal Australian Naval Reserve (Seagoing), on 1 April 1925, he was promoted Lieutenant Commander in 1930 and Commander on 30 June 1936. Cousin was mobilised for full-time service in March 1941 and took command of HMAS *Katoomba* on 17 December. She joined the 24th Minesweeping Flotilla at Darwin and participated in the action in which the Japanese submarine *I-124* was sunk on 20 January 1942. Three days later *Katoomba* was rammed by the American tanker, *Pecos*, and was towed to Darwin and placed in the floating dock. The corvette was still out of the water on 19 February when Japanese aircraft raided the town. Cousin used her guns to harass one plane which attacked the ship and dock. Deployed under Cousin on escort duties in northern Australian and Papuan waters, in August 1942 *Katoomba* rescued the crew of the USN submarine *S 39* from Rossel Island Reef. With a sister-ship, HMAS *Ballarat*, she was targeted by dive-bombers, off Buna-Gona, on 28 November; neither ship suffered damage or casualties, and one bomber was shot down. *Katoomba* was again attacked by aircraft in January 1943, near Oro Bay, but was unscathed.

On 27 January 1944 Cousin was appointed to command HMAS *Manoora*, a landing ship, infantry. As Senior Naval Officer, Australian Landing Ships, he also had charge of *Kanimbla* and *Westralia*. The LSIs supported the offensive in the South West Pacific Area. Between April 1944 and July 1945 *Manoora* landed troops in Netherlands New Guinea at Tanahmerah Bay, Wakde and Morotai, in the Philippines at Leyte and Lingayen Gulf, Luzon, and in Borneo and Brunei at Tarakan, Labuan and Balikpapan. Cousin was awarded the DSO (1945) for his 'gallantry, fortitude and skill' during the amphibious assaults. The efficiency of the Australian LSIs drew widespread praise. Tropical service in the vessels was arduous: they lacked air conditioning and were usually crowded. Cousin had found a three-week break in Sydney's cooler weather (July 1944) 'a veritable God-send' and the crew's spirits lifted. After hostilities ceased in 1945, *Manoora* repatriated prisoners of war and transported personnel of the British Commonwealth Occupation Force to Japan.

Promoted Acting Captain in February 1945 and confirmed in the rank on 30 June 1946, Cousin was a skilful seaman, respected by those who served with him. Although tall, robust and rugged in appearance, he had a retiring nature. He remained with the LSIs until he was demobilised on 10 May 1949. Settling in Brisbane, he worked as a clerk in the War Service Homes Division of the Commonwealth Department of Social Services. On 22 December 1949 at Mowbraytown Presbyterian Church, East Brisbane, he married a divorcee Cena Ethel Gundry, née Christesen (d.1974). He died on 7 January 1976 at his Norman Park home and was cremated.

ROYAL AUSTRALIAN NAVY ADMIRALS

VADM. Sir W.H. Harrington.

Wilfred Hastings ('Arch') Harrington was born on 17 May 1906 at Maryborough, Queensland, second child of native-born parents Hubert Ernest Harrington, solicitor, and his wife Laura Irene, née Barton. After attending Wychbury Preparatory School, Maryborough, in 1920 'Arch' entered the RAN College at Jervis Bay, where he excelled scholastically, and gained colours for rugby union football and hockey. In 1924 he went to sea as a Midshipman in the cruisers HMA Ships *Brisbane* and *Adelaide*.

Later that year Harrington was sent to Britain for training with the RN and joined the battleship HMS *Malaya*, in the Mediterranean Fleet. While an Acting Sub Lieutenant at the RN College, Greenwich, he was commended by the Admiralty in September 1927 for an outstanding war-course essay. Back in Australia, he was promoted Lieutenant in 1928 and served in RAN ships until 1933 when he returned to Britain on appointment to the cruiser HMS *Cornwall*, which was deployed to the China Station for three years. Home again, he was a Lieutenant Commander (from December 1936) and Executive Officer (from January 1937) of HMAS *Swan*.

Following seven months on the staff of the RAN College at Flinders Naval Depot, Westernport, Victoria, on 30 August 1939 Harrington assumed command of the sloop HMAS *Yarra*. In August 1940 the ship sailed for Aden. There she was attached to the Red Sea Force. In the war against Iraq (May 1941) she supported troops occupying positions on the west bank of the Shatt al Arab. On 24 May Harrington commanded naval elements of a combined operation at Habib Shawi. He was mentioned in dispatches and promoted Commander in June.

When the British moved against Persia on 25 August, *Yarra* sailed down the Shatt al Arab from Basra to Khorramshahr. That morning she sank the sloop *Babr*, captured two gunboats in the Karun River, and landed troops. On the 29 August at Bandar Abbas she saved the burning Italian ship *Hilda*, and took her in tow. Commodore Cosmo Graham, the Senior Naval Officer, Persian Gulf, observed that, having given Harrington an order, he was able to dismiss the matter from his mind until Harrington reported, 'as is his custom, that the task has been successfully achieved'. Harrington was awarded the DSO.

In November-December *Yarra* was in the Mediterranean, escorting convoys which supplied Tobruk, Libya. By January 1942 she was in the Far East, running between Singapore and the Sunda Strait. On 5 February, near Singapore, the ship suffered superficial damage when the Japanese made an air raid on the convoy she was protecting. Manoeuvring *Yarra* to the aid of a transport, *Empress of Asia*, which had been stricken in the attack, Harrington 'did a fine rescue job', laying his vessel's bow alongside the liner's stern and taking off 1804 people. He relinquished his command on 10 February and was transferred to HMAS *Australia* in March as Executive Officer. For his organisation and administration of that ship in the South West Pacific Area, particularly at Tulagi and Guadalcanal in July-August, he was again mentioned in dispatches. From July 1944 he commanded the destroyer, HMAS *Quiberon*, in operations chiefly around the Netherlands East Indies.

On New Year's Day 1945 at St Anne's Anglican Church, Strathfield, Sydney, Harrington married a nursing sister Agnes Janet, daughter of Cyril Legh Winser who had been private secretary to governors of South Australia in 1915-40 and Australian amateur golf champion in 1921. Harrington served in the shore establishment, HMAS *Penguin*, in 1945-46 and was promoted Captain in 1947 while attached to the Department of Defence, Melbourne. His command of the destroyer, HMAS *Warramunga*, from April 1948 to January 1950 included a three-month deployment to Japanese waters. In 1950-51 he was Director of Manning at Navy Office, Melbourne. He attended the Imperial Defence College, London, in 1952 and spent the next two years in the Admiralty's Naval Equipment Department at Bath. Home again, he commanded the aircraft carrier, HMAS *Sydney*, from 1955 and was appointed CBE in 1957.

As Rear Admiral (March 1957), Harrington was Flag Officer in Charge, East Australia Area, in 1957-58, Second Naval Member of the Naval Board (responsible for personnel) in 1958-59, and Flag Officer Commanding HM Australian Fleet from 1959. He was appointed CB in 1962. On 24 February that year he was promoted Vice Admiral and succeeded Sir Henry Burrell as Chief of Naval Staff (CNS) in Canberra. Harrington was elevated to KBE in 1963.

Over several years before Harrington's appointment as CNS, the Navy had experienced a series of unrelated accidents with increasingly serious consequences. Then, in October 1963, five junior officers from *Sydney* drowned when the whaler they were sailing 4apsized near Hook Island, North Queensland. In February 1964 eighty-two lives were lost in a collision between the aircraft carrier, HMAS *Melbourne*, and the destroyer, HMAS *Voyager*, off the New South Wales coast near Jervis Bay. Controversy surrounding these events dominated the second half of Harrington's term.

The tragedies provoked a crisis of public confidence in the Navy and heightened concerns outside the Service that professional standards had declined since the departure, a decade earlier, of the last British flag officer to be seconded to Australia. Harrington enlisted the support of two Ministers for the Navy – (Sir) John Gorton (to December 1963) and (Sir) Frederick Chaney (from March 1964) – who were prepared to defend the RAN's reputation in the face of widespread criticism.

Harrington's personal belief was simply that the Service was having a run of bad luck that had to end. In the Naval Board's confidential submission to Federal Cabinet on the findings of Sir John Spicer's royal commission into the loss of *Voyager*, Harrington argued that the failures and shortcomings which led to the disaster were unconnected, and could not have been foreseen and prevented. Moreover, he considered that the incident revealed no fundamental flaw in the administration and operation of the RAN. He was, however, privately critical of the Captains of both *Melbourne* and *Voyager*.

In the wake of *Voyager*'s loss, Harrington obtained permission from the Admiralty for the long-term loan of the destroyer, HMS *Duchess*. He skilfully managed the Navy's programme for acquiring equipment, persuading the Chiefs of Staff Committee to accept it without major amendment and gaining government approval for the construction of two new frigates, *Swan* and *Torrens*, as permanent replacements for *Voyager*. These achievements revealed his resolution and determination and reflected the close relationship he enjoyed with senior British naval officers, notably Earl Mountbatten, with whom he maintained a personal correspondence.

Harrington retired on 24 February 1965. Although the RAN's public standing had declined, levels of Government funding remained high and there was no shortage of recruits. It was also to his credit that the Navy was in a high state of preparedness to meet the challenges of its involvement (from 1964) in supporting Malaysia against Indonesian Confrontation and of its subsequent operations in the Vietnam War. Meanwhile, he continued the policy of reducing the RAN's reliance on Britain and increasing its ability to operate with the USN.

A stern disciplinarian, Harrington was regarded by many as an unfriendly man, yet, to those he came to know and trust, he was sympathetic. Most who sailed under him admired his ability. He was driven by ambition and by a determination to do his best, whatever the circumstances. Although old-fashioned in some ways, he was receptive to new ideas and innovative in applying them. All who encountered him took him seriously, but the tufts of hair which he grew on his cheeks provided a source of humour. On noticing a sailor who affected similar whiskers, Harrington said: 'On me they look dignified; on you they look bloody ridiculous'. The sailor was ordered to be clean-shaven.

In September 1965 Prime Minister (Sir) Robert Menzies appointed Sir Hastings Commissioner-General to represent Australia at the Canadian international exhibition, to be held in 1967 and known as Expo 67. Harrington died of hypertensive cerebrovascular disease on 17 December 1965 in Canberra Community Hospital; at his own wish, he was buried at sea off Port Jackson. His wife, two sons and two daughters survived him.

Harrington's brother Charles Frederick (1914-1941) was born on 22 June 1914 at Eagle Junction, Brisbane. He was educated at The King's School, Parramatta, New South Wales, and the University of Sydney (MB, BS, 1938). Appointed Surgeon Lieutenant, RAN Reserve, on 1 September 1939, he was mobilised for full-time service in October 1940 and briefly posted to the auxiliary, HMAS *Wyrallah*, before joining *Yarra's* sister ship, HMAS *Parramatta*, on the East Indies Station in January 1941. She was transferred to the Mediterranean in June.

An inspirational figure, Harrington trained a crew from his staff in the use of a Vickers machine gun, mounted it aft and took charge of it in action. East of Tobruk, on 24 June, a force of some fifty enemy bombers attacked *Parramatta* and the sloop, HMS *Auckland*, which was sunk. *Parramatta* recovered survivors as the air raids continued. Harrington turned the officers' and petty officers' messes into emergency sickbays, and he and his men worked tirelessly in caring for the wounded and those suffering from shock. He was awarded the DSC (gazetted 1942).

Charles Harrington was presumed lost in action on 27 November 1941 when his ship sank after being torpedoed north-east of Tobruk by the German submarine, *U-559*. Of *Parramatta's* complement of 9 officers and 151 sailors, all save 23 sailors died.

****

NAVAL DISASTERS

USS Arizona:

USS *Arizona* (BB-39) was the second and last of the *Pennsylvania* class of "super-dreadnought" battleships built for the United States Navy in the mid-1910s. Named in honour of the 48th state's recent admission into the union and commissioned in 1916, the ship remained stateside during World War I. Shortly after the end of the war, *Arizona* was one of a number of American ships that briefly escorted President Woodrow Wilson to the Paris Peace Conference. The ship was sent to Turkey in 1919 at the beginning of the Greco-Turkish War to represent American interests for several months. Several years later, she was transferred to the Pacific Fleet and remained there for the rest of her career.

Aside from a comprehensive modernization in 1929–1931, *Arizona* was regularly used for training exercises between the wars, including the annual Fleet Problems (training exercises). When an earthquake struck Long Beach, California, on 10 March 1933, *Arizona*'s crew provided aid to the survivors. In July 1934, the ship was featured in a James Cagney film, *Here Comes the Navy*, about the romantic troubles of a sailor. In April 1940, she and the rest of the Pacific Fleet were transferred from California to Pearl Harbor, Hawaii, as a deterrent to Japanese imperialism.

On 7 December 1941, *Arizona* was hit by Japanese torpedo bombers that dropped armor-piercing bombs during the attack on Pearl Harbor. After one of their bombs detonated in a magazine, she exploded violently and sank, with the loss of 1,177 officers and crewmen. Unlike many of the other ships sunk or damaged that day, *Arizona* was irreparably damaged by the force of the magazine explosion, though the Navy removed parts of the ship for reuse. The wreck still lies at the bottom of Pearl Harbor beneath the USS *Arizona* Memorial. Dedicated on 30 May 1962 to all those who died during the attack, the memorial straddles but does not touch the ship's hull.

USS Arizona Memorial at Pearl harbour
****

HAVE A LAUGH

I talked to a homeless man this morning and asked him how he ended up this way.

He said, " Up until last week I still had it all, I had plenty to eat, my clothes were washed and pressed, I had a roof over my head, I had HDTV and internet, and I went to the gym, the pool and the library. I was working on my MBA on-line. I had no bills and no debts. I even had full medical coverage ".
I felt sorry for him, so I asked, "What happened? Was it drugs, Alcohol, Divorce?"
Oh no, nothing like that he said.

No, no I was paroled.

Dad always bragged about the gunners on his ship. Once during target practice, an unmanned drone flew past a Destroyer. The Destroyer opened up, shells furiously flying all around the drone but not hitting it. Then came Dad's ship's turn. The gunners' very first shot sent the drone into the water! Forty years later, Dad met the man responsible, and he told him how impressed he had been. "Yeah, I got in a lot of trouble for that," the gunner said. "Turns out we were supposed to shoot around it, not hit it."

Aboard a troop carrier crossing the Pacific, I noticed a seasick pal of mine losing it over the railing alongside several other soldiers. "I never knew you had such a weak stomach," I said. "It's not weak," he replied. "I'm throwing up just as far as the rest of these guys."

It was our first day on the rifle range at Cerberus Rifle Range. I felt confident as I aimed and squeezed the trigger of my .303, for my first shot. "Good news and bad news," my instructor said. "The good news: You got a bull's eye." Before my head could swell too much, he added, "But it was in somebody else's target."

As A.J. and his class of recruits were marching, their instructor slipped and tumbled down a ravine. The irate instructor scrambled back up amid grunts and barked, "Those who laughed, get down and give me 20!" A.J. and some others fell to the ground quickly and did their push-ups. Meanwhile, the instructor glared at the others. "As for the rest of you, get down and give me 40 for lying!"

****

ROYAL AUSTRALIAN NAVY – SHIP HISTORY

HMAS BANKS:

Class	Explorer Class	Displacement	250 tons
Builder	Walker Ltd Maryborough	Length	90ft
Launched	15 December 1959	Beam	22ft
Commissioned	16 February 1960	Draught	8ft
Crew	14	Speed	10 knots

HMAS *Banks* was an Explorer Class general purpose vessel (GPV) built by the Walkers Yard, Maryborough, Queensland. She was launched on 15 December 1959 and commissioned in the Royal Australian Navy on 16 February 1960 under the command of Lieutenant MEH Earlam, RAN. She was named in honour of Sir Joseph Banks, the botanist who accompanied Captain James Cook on his voyage of discovery to Australia and the Pacific in 1770.

Banks was originally fitted out for survey duties and patrol work around Australia and New Guinea and one of her first tasks was to undertake a fishery surveillance patrol in northern Australian waters. In April 1961 *Banks* operated in the Darwin area carrying out hydrographic surveys of the Adelaide River. While under the command of Lieutenant AM Carwardine, RAN, she became the first seagoing ship in more than fifty years to make the fifty-mile Adelaide River passage. Some months later *Banks* was selected as the host ship to Miss Tania Verstak (Miss Australia 1961) during her tour of Darwin Harbour. Soon after *Banks* deployed to Java and the Celebes to recover the remains of Allied servicemen on behalf of the Commonwealth War Graves Commission (CWGC). These remains were later reinterred in official CWGC cemeteries.

During 1962 *Banks* visited Portuguese East Timor before returning to survey work in northern Australian waters. At the end of the year she steamed to Sydney where she underwent a major refit. In April 1963, under the command of Lieutenant P Mellish, RAN, Banks proceeded to Manus Island where she was based for general duties and in support of training members of the Papua New Guinea (PNG) Division of the RAN. During that time she was manned with mixed crews comprising two RAN officers and three sailors, the remainder being PNG personnel. She remained in New Guinea waters until 1966 operating variously around its coastline and visiting numerous ports and coast watching outposts. In December 1966 she arrived in Sydney for maintenance having steamed 98,631 miles since commissioning.

In July 1967, under the command of Lieutenant EB Hopkins, RANR, *Banks* was reassigned to the Naval Officer in Charge South Australia as a Naval Reserve training ship and as a support craft for HMAS *Encounter*, the shore establishment and home to Naval Headquarters South Australia. The remainder of *Banks*' service as a commissioned vessel in the RAN was in South Australia.

In 1995 GPV *Banks* left Sydney to undergo maintenance at Port Macquarie. The 10-month refit ended in disaster when the ship caught fire and was extensively damaged. Deemed by the RAN to be beyond economical repair *Banks* was subsequently put up for auction and was purchased by Mr Peter Smith, a retired fitter and turner. The vessel was gradually refitted and restored to her former glory and for many years was a popular attraction at Ulladulla, NSW. *Banks* was later on sold and operated as a commercial vessel in the Airlie Beach region in Queensland for several years. In March 2017, during Cyclone Debbie, *Banks* was stranded at Cid Harbour in the Whitsunday Island Group. The vessel was salvaged by Coral Coast Oceaneering in July 2018 and towed to Townsville for scrapping.

****

ROYAL AUSTRALIAN NAVY – NU SHIP

HMAS SYDNEY (v)

Class	Hobart Class	Displacement	7,000 tonnes
Type	Destroyer Guided Missile	Length	146.7mtrs
Builder	Air Warfare Alliance	Beam	18.6Mtrs
Laid down	19 November 2015	Draught	7.2Mtrs
Launched	19 May 2018	Commissioned	18 May 2020
Missiles	Mk41 VL system 48 cells RIM-66 Standard 2 RIM-162Evolved Seasparrow 2 x Adv Harpoon Quad Launchers	Machinery	2 x GE 7LM2500 SA-MLG38 Gas Turbines 2 x Caterpillar Bravo 16v Diesel engines
Guns	Mk45 5in 2 x Bushranger Typhoon Mts 1 x Phalanx CIWS	Helicopter	1 x MH-60R Seahawk
Decoy	Nulka System	Speed	28+ knots
Crew	180		

HMAS *Sydney* (V) is the last of the three ships of the *Hobart* Class guided missile destroyers. Her sister ships are HMAS *Hobart* (III) and HMAS *Brisbane* (III). HMAS *Sydney* is based on the Navantia designed F100 frigate and is equipped with the Aegis Combat System.

The keel of *Sydney* (V) was symbolically laid down on 19 November 2015, on the anniversary of HMAS *Sydney* (II)'s sinking in November 1941. She was launched on 19 May 2018 by Mrs Judy Shalders, the wife of former Chief of Navy, Vice Admiral Russ Shalders, RAN, in Osborne, South Australia.

The Chief of Navy's speech from the launch ceremony is available at https://www.navy.gov.au/media-room/publications/chief-navy-speeches-floating-nuship-sydney.

Sydney was constructed in Australia by the Air Warfare Destroyer Alliance and when commissioned her principle role will be the provision of air defence to RAN task groups engaged in maintaining maritime security. *Sydney* will also be capable of supporting land forces and protecting important infrastructure in coastal areas.

The Aegis Combat System, incorporating a state-of-the-art phased array AN/SPY 1D(V) radar in combination with the SM-2 missile, will provide an advanced air defence system capable of engaging enemy aircraft and missiles at ranges in excess of 150km. *Sydney* will carry a MH-60R helicopter for surveillance and response to support key warfare areas. The surface warfare function will include long range anti-ship missiles and a naval gun capable of firing extended range munitions in support of land forces. *Sydney* will also conduct undersea warfare and be equipped with modern sonar systems, decoys, surface-launched torpedoes and an array of effective close-in defensive weapons. These capabilities ensure that the *Hobart* Class guided missile destroyers have the layered defensive and offensive capability required to counter conventional and asymmetric threats.
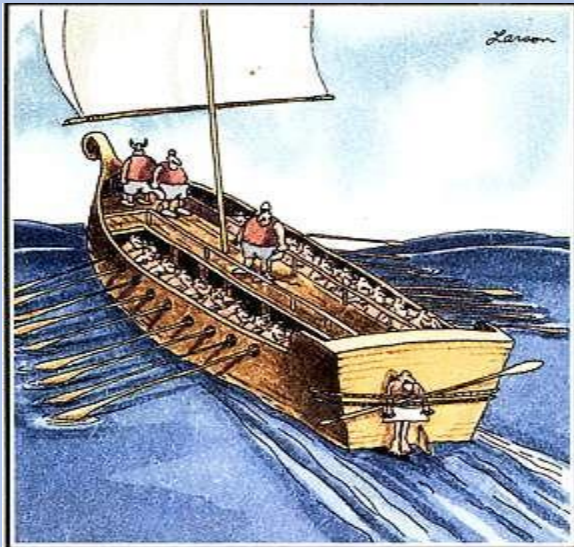
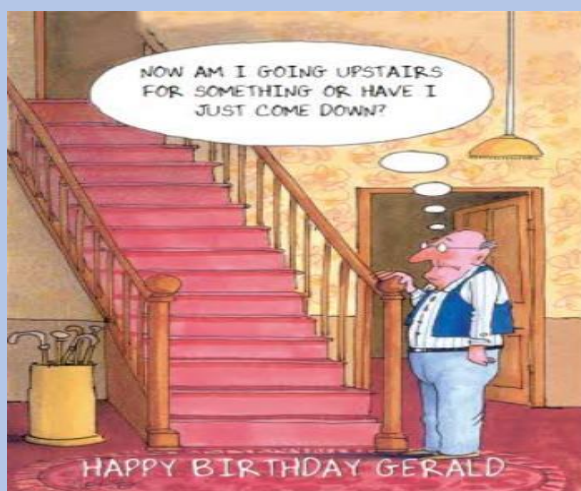*Sydney* was commissioned during a ceremony conducted off the coast of New South Wales on Monday, 18 May 2020.
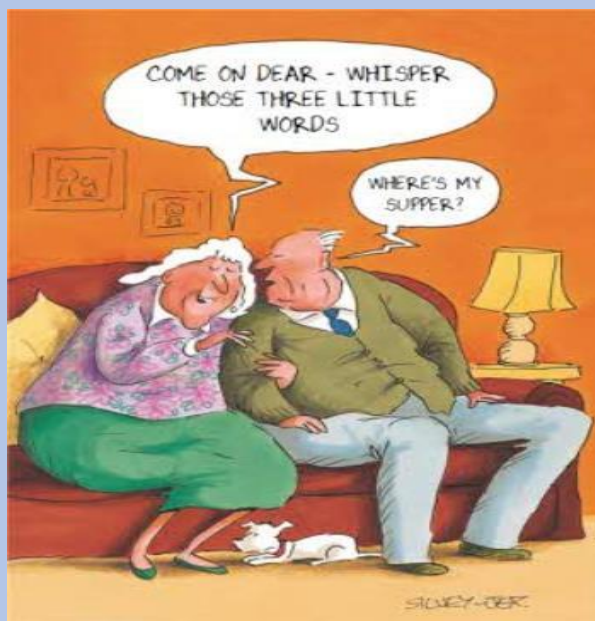

****

PICTURE FUNNIES

The better-equipped slave ships, of course, always carried a spare.

That's one heck of a recoil, Bob!

COME ON DEAR - WHISPER THOSE THREE LITTLE WORDS

WHERE'S MY SUPPER?

WE ALWAYS HOLD HANDS WHEN WE GO SHOPPING. IF I LET GO, MARY WILL BUY SOMETHING

NOW AM I GOING UPSTAIRS FOR SOMETHING OR HAVE I JUST COME DOWN?

HAPPY BIRTHDAY GERALD

LOUSY VIRUS! I SHOULD BE HAPPY IT'S THE LAST DAY OF SCHOOL!

INSTEAD, I WISH IT WAS THE FIRST DAY OF SCHOOL!

NAVAL TERMS / TRADITIONS

Navy Recognition of Service Badges:

Returned Sailor's Badge

A Returned Sailor's Badge, also described as a Returned from Active Service Badge, was authorised for members of the RAN along a similar vein to the badge issued to the AIF. As the Navy was a permanent force all members of the sea-going forces who had served at sea between 5 August 1914 and 11 November 1918 were eligible for the award. The exception to this were members who had been discharged either Services No Longer Required, for disciplinary reasons, or who as a result of their own neglect or misconduct had been discharged for medical reasons.

Personnel who had been discharged 'at own request', prior to the Armistice, for compelling personal or compassionate reasons had to have served afloat for at least 12 months.

Full eligibility criteria for this badge was promulgated in a number of Commonwealth Navy Orders (CNO) issued between 1918 and 1921. The later instruction, CNO 218/1921, expanded eligibility to include the RAN nurses who served onboard the hospital ship HMAS *Grantala* during the campaign in German New Guinea, and civilian canteen staff.

Initially these badges carried a numerical serial number on the back. In later badges the serial number is preceded by the letter N.

As overseas service chevrons were already worn on naval uniform this badge was only to be worn when not in uniform.

The Transport Service Badge was issued to non-enlisted personnel, between the ages of 18 and 45, who were employed on board transports during the war. The initial issue of the badges was apparently made in 1917 through the Port of Melbourne Authority.

Transport Wireless Operator's Badge

The Transport Wireless Operator's badge was issued to non-enlisted personnel who served on board transports as wireless operators. They had to have served at sea for 12 months and in a ship that had sailed through a war zone. These badges were issued by the Director of Radio Service.

RAN wireless operators who served on transports received the Returned Sailor's badge.

Naval Terms:

Nick Names: Cont;

Walker: Phantom
Webb: Spider
White: Knocker
Williams: Bungy
Wilson: Tug
Wright: Shiner

Terms/slang

Adrift: Absent or late for a muster
Ahoy: A seaman's call for attention
All nighters in: All night in one's bed/night without going on watch
Aloft: Anything above the main deck of the ship
Alongside: Against the side of the ship, such as the wharf
Amidships: The centre part of a ship or boat
As you were: A warning to return to your original position
Avast: Stop what you are doing
Badges: Short name for continuous service badges
Bait Layer: A member of the cookery branch
Bandy: A musician
Banyan: A beach BBQ
Beagle: A steward
Below there: A call to a person below
Bight: A loop or slack in a length of rope
Birdie: A member of the aviation branch
Black Cat: A person with more impressive stories than you
Bravo Zulu: Well done (BZ)
Brew: A coffee or tea
Bright Work: Polished metal fittings
Buffer: Sailor in charge of the boatswain branch
Burgoo: Porridge
Buzz: A rumour
Common Dog: Common sense
Civvies: Civilian clothing or personnel
Deck Head: The roof

****