



GREENBANK NAA NEWSLETTER

GREY FUNNEL DITS



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GREENBANK NAVAL ASSOCIATION Subsection

Events for August and September 2021

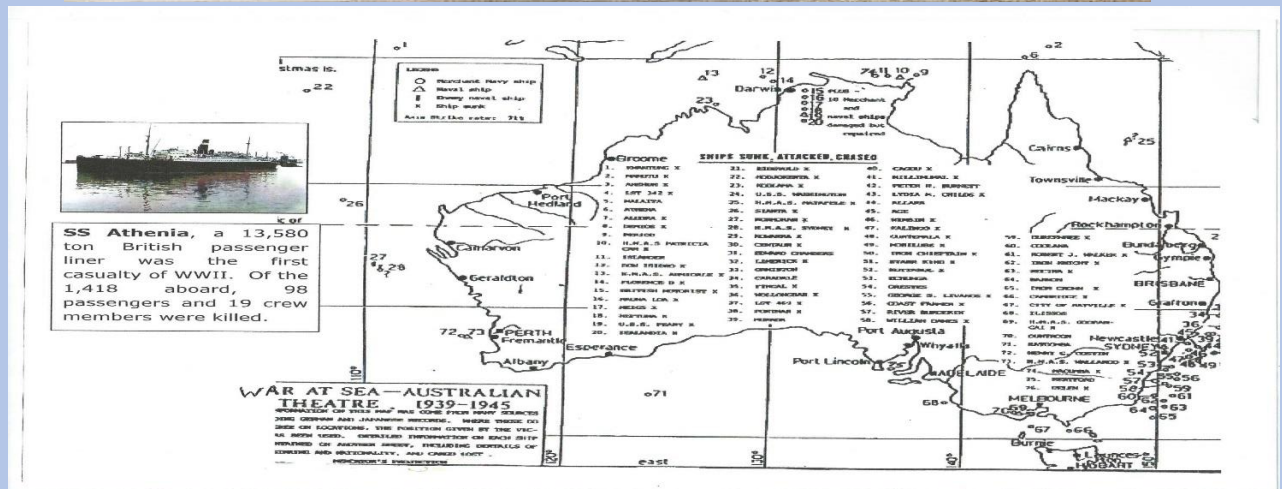
August:

Tuesday 03	Normal Meeting	1930-2100	RSL Rooms
Wednesday 18	Vietnam Veteran's Services	0930	Greenbank Memorial area
Wednesday 25	Executive Meeting	100-1030	RSL Rooms

September:

Tuesday 07	Normal Meeting	1900-2100	RSL Rooms
Wednesday 29	Executive Meeting	1000-1030	RSL Rooms

Merchant Seafarers Commemoration Thursday 26 August 2021 11am At Jack's



ROYAL AUSTRALIAN NAVY – Personality

Cmdr. E. Kingsford-Smith:



Eric Kingsford-Smith was born in Brisbane, Queensland on 27 February 1887, one of seven children born to William Charles Smith (Banker) and Catherine Mary Kingsford. The family later took the hyphenated name Kingsford-Smith. Eric's younger brother Charles Edward (1897-1935) later became the famous Australian Aviator Sir Charles Kingsford-Smith. Eric worked as an accountant with the British Columbia Telephone Company when his family resided in Canada (1903-07) and later he joined the merchant navy and qualified as a Purser. On 26 August 1912 he joined the RAN as an Assistant Paymaster. His first ship was the training cruiser HMAS *Encounter* in

which he served briefly before joining the coastal patrol vessel HMAS *Gayundah* and he served in her throughout 1913. Eric Kingsford-Smith married Mary Josephine Connah in Randwick, Sydney on 24 January 1914 and they later had two children.

Eric joined the new cruiser HMAS *Sydney* in January 1914 and except for a short period (March-May 1914) when he served in *Encounter* he remained with *Sydney* until March 1917. During this time *Sydney* took part on the capture of German New Guinea in September 1914 and the destruction of the German cruiser *Emden* at the Cocos Islands on 9 November 1914. *Sydney* later operated in the Caribbean and off the east coast of the United States during 1915-16. The cruiser was then based at Rosyth, Scotland and conducted patrols in the North Sea throughout the winter of 1916-17. Eric was promoted to the rank of Paymaster (Lieutenant) on 26 August 1916. Kingsford-Smith left *Sydney* in March 1917 and returned to Australia where he was posted to the Sydney based Depot Ship HMAS *Penguin* which was moored alongside at Garden Island. His duties here were mainly administrative tasks and in early 1919 he became the Secretary to Captain JCT Glossop who was the Captain in Charge of the Naval Depot. In April 1920 Eric joined the cruiser HMAS *Melbourne* as the ships Paymaster and Fleet Accountant Officer. He was promoted to Paymaster Lieutenant Commander in August 1921. *Melbourne* spent much of her time in Australian, New Guinea and Netherlands East Indies waters, but was also involved in the rescue of the 18 passengers and crew from the schooner *Helen B Sterling*, which sank during a storm near New Zealand on 22 January 1922. Kingsford-Smith served in *Melbourne* until December 1923.

In January 1924 he was posted to *Penguin* where he served until July 1926 when he joined the Destroyer Depot and Fleet Repair Ship HMAS *Platypus*. Eric served in *Platypus* as the Paymaster Lieutenant Commander until January 1927. He then returned to *Penguin* but was injured in fall onboard and punctured a lung, which was later removed. As a result, he was medically retired from the Navy in November 1927 and placed on the Retired List of Officers. He then followed a career as an accountant and resided in Sydney. On 31 December 1929 he was promoted to the rank of Supply Commander (Retired List). When war broke out again in September 1939, Eric Kingsford-Smith immediately returned to Naval service and was posted as the Base Accounts Officer of the Sydney Naval Depot (HMAS *Penguin*). He remained in this role from September 1939 until February 1941. During the period February-April 1941 he assisted to recommission the Repair Ship HMAS *Platypus* which had been in Reserve for several years.

He then returned to *Penguin* in early April 1941 and remained there until July 1945 although he did serve briefly in other Sydney Naval Depots (HMAS *Kuttabul* during January-April 1943 and HMAS *Rushcutter* during August 1943-April 1944). The bulk of his time was spent on the staff of the Flag Officer in Command Sydney Area. In the final days of World War II he served in the Pacific Theatre. From August 1945 until January 1946, he served at HMAS *Basilisk* (Port Moresby), HMAS *Madang* (Madang) and HMAS *Gilolo* (Morotai in the Halmahera Island group). Kingsford-Smith returned to Australia in January 1946 and rejoined HMAS *Penguin* where he served until August 1946. His final posting was to HMAS *Rushcutter* where he was demobilised from the RAN on 16

In retirement he resided with his family in Wahroonga and was a member of the board of directors of Butler Air Transport Ltd. His family also recalled he was an accomplished magician who kept them enthralled with his various conjuring acts and card tricks. His son operated a coffee plantation on the Dunantina River in New Guinea and Eric visited him and his grandchildren a number of times during the 1960s. It was during one of these visits that Eric Kingsford-Smith died, in light aircraft crash at Mount Hagan, on 27 July 1968. His remains were returned to Australia where they were cremated.

ROYAL AUSTRALIAN NAVY ADMIRALS

VADM. C.A. Ritchie:



Christopher 'Chris' Angus Ritchie was born in East Melbourne, Victoria on 16 January 1949.

Chris Ritchie graduated from the RAN College at Jervis Bay in 1968. He received further training at sea and in the United Kingdom before undertaking a succession of seagoing appointments and a staff appointment at the NATO School of Maritime Operations at HMS Dryad. His commands have included HMA Ships *Tarakan*, *Torrens* and *Brisbane*.

During his period in command of HMAS *Brisbane* the ship deployed to the Persian Gulf where she participated for the duration of the Persian Gulf War. In 1991, as a result of this service, he was appointed a Member in the Military Division of the Order of Australia (AM).

In 1992 he attended the Royal College of Defence Studies in the United Kingdom. On completion of this course he was promoted to Commodore and had appointments in Naval Policy and Warfare, and Military Strategy and Concepts.[citation needed] In 1997 he was promoted to Rear Admiral and appointed as Maritime Commander Australia (MCAUST). He then served as Deputy Chief of Navy (DCN) and Head of Capability Systems (HCS). As a consequence of his service in these appointments and in addition to receiving the Centenary Medal, he was promoted to Officer in the Military Division of the Order of Australia (AO) in January 2001. He was promoted to Vice Admiral and appointed Commander Australian Theatre (COMAST) on 3 August 2001. He was the first Commander to have previously served as a Component Commander to the Headquarters. He assumed command of the Royal Australian Navy on 3 July 2002 and retired in July 2005.

NAVAL BATTLES

HMAS SYDNEY - SMS EMDEN.



The name Sydney is one of the most famous ever carried by an Australian warship. The first Sydney was a Town Class light cruiser; one of three ordered in 1910 which were part of the initial Australian fleet unit. Traditionally cruisers were the most versatile element of a naval force. A cruiser's role was to go anywhere and to do anything and they were to prove particularly useful in the role of trade protection and scouting duties. The Town Class cruisers were really a group of classes, each representing a steady improvement in seakeeping and warfighting capabilities. *Sydney* (I), *Melbourne* and *Brisbane* belonged to the third group known as the Chathams. These incorporated a side belt of 3-inch armour to improve protection against high explosive shells, while better stability resulted in increased accuracy of their gunnery.

Following a period spent in eastern Australian waters, *Sydney* (I) proceeded to Singapore in March 1914 to meet and escort to the two new Royal Australian Navy submarines, *AE1* and *AE2*, which were en route to Australia from England. *Sydney* (I) spent the remaining months of the pre war period working up in Australian waters. The days preceding the outbreak of war in August 1914 found *Sydney* (I) in Queensland waters. On 3 August 1914 she was joined at Townsville by the destroyers HMAS *Warrego* and *Yarra* before proceeding north to form a unit of Admiral Patey's Pacific Squadron. Following the outbreak of war on 4 August 1914, *Sydney* (I) operated in New Guinea and Pacific waters and in the brief campaign against the German Pacific possessions during which she carried out a series of punitive patrols. Highlights during this period included the capture of [Rabaul](#) (9 to 11 September 1914) and the destruction of the Angaur Island Wireless Station on 26 September 1914.



HMAS Sydney sails from Sydney for war.

In October 1914, *Sydney* (I) and her sister ship *Melbourne* detached from the Flagship HMAS *Australia* and *Minotaur* and the Japanese cruiser *Ibuki*.

The convoy sailed from Albany on 1 November 1914 and on the morning of 9 November 1914 was steaming some 50 miles east of the Cocos Islands. returned to Australia to form part of the escort for the first ANZAC convoy which consisted of some 38 transports. The convoy's escort comprised *Sydney* (I), *Melbourne*, HMS

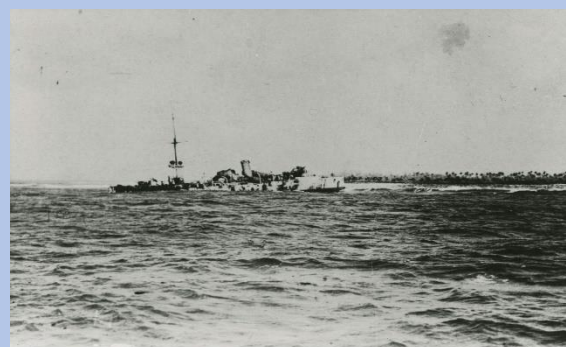
At about 06:20 on 9 November, wireless telegraphy (W/T) operators in several transports as well as in the escorting warships received signals in an unknown code followed by a query from the Cocos Island W/T station, 'What is that code?' It was in fact the German cruiser *Emden* under the command of Captain Karl von Müller, ordering her collier *Buresk* to join her at Point Refuge to coal. Shortly afterwards, the Cocos Island telegraphists signalled 'Strange warship approaching' followed later by the same message prefixed by 'S.O.S.' - the international distress call. *Emden* had by then anchored in Port Refuge and immediately dispatched a landing party, under the command of Lieutenant Commander Von Mücke, with orders to destroy the cable and wireless stations.

In *Emden*, Von Müller immediately recalled his landing party, raised steam and cleared his ship for action. Unable to wait any longer for the return of his shore party he weighed anchor and cleared the harbour to the north-north-west to try and improve his position with the intention of inflicting as much damage on *Sydney* (I) as possible in the opening stages of the inevitable engagement. *Emden* opened fire at a range of 10,500 yards using the then very high elevation of thirty degrees. Her first salvo was 'ranged along an extended line but every shot fell within two hundred yards of *Sydney* (I)'. The next salvo was on target and for the next ten minutes the Australian cruiser came under heavy, accurate fire. Fifteen hits were recorded but fortunately only five burst. It was during the opening stage of the engagement that *Sydney* (I) sustained all of her casualties. Two shells from a closely-bunched salvo hit the after-control platform wounding all of the personnel closed up there, while a direct hit on the upper bridge range finder took off the operator's leg putting the equipment out of action.

Sydney's first salvo went 'far over the *Emden*'. The second fell short and the third scored two hits. Meanwhile, Von Müller, aware that his only chance lay in putting *Sydney* (I) out of action quickly, maintained a high rate of fire, reported to be a salvo every six seconds. It was to no avail. In spite of the damage to her range-finders *Sydney* (I) used her superior speed and fire power and raked the German cruiser. Her shells wrecked the enemy's steering gear, shot away both range-finders and smashed the voice pipes, severing communications between the conning tower and the guns. Shortly afterwards, *Emden*'s forward funnel toppled overboard followed by the foremast which carried away the primary fire control station and wrecked the fire bridge. Despite the damage and the inexorable end, Von Müller continued the engagement. Half his crew was disabled until "only the Artillery Officer and a few unskilled chaps were still firing". Finally, with his engine room on fire and with a second funnel gone, he gave the order "to the island with every ounce you can get out of the engines". Shortly after 11:00, *Emden* was seen to be fast on the North Keeling Island Reef.



SMS Emden The Raider



SMS Emden aground at Nth Keeling Island.

HAVE A LAUGH

Reaching the end of a job interview, the Human Resources Officer asks a young engineer fresh out of the Massachusetts Institute of Technology, "And what starting salary are you looking for?" The engineer replies, "In the region of \$125,000 a year, depending on the benefits package." The interviewer inquires, "Well, what would you say to a package of five weeks' vacation, 14 paid holidays, full medical and dental, company matching retirement fund to 50% of salary, and a company car leased every two years, say, a red Corvette?" The engineer sits up straight and says, "Wow! Are you kidding?" The interviewer replies, "Yeah, but you started it."

Two factory workers are talking. The woman says, "I can make the boss give me the day off." The man replies, "And how would you do that?" The woman says, "Just wait and see." She then hangs upside down from the ceiling. The boss comes in and says, "What are you doing?" The woman replies, "I'm a light bulb." The boss then says, "You've been working so much that you've gone crazy. I think you need to take the day off." The man starts to follow her, and the boss says, "Where are you going?" The man says, "I'm going home, too. I can't work in the dark."

A thief stuck a pistol in a man's ribs and said, "Give me your money." The gentleman, shocked by the sudden attack, said, "You cannot do this, I'm a politician!" The thief replied, "In that case, give me MY money!"

Three doctors are discussing which types of patients they prefer. Doctor Watson says, "I prefer librarians. All their organs are alphabetized." Doctor Fitzpatrick says, "I prefer mathematicians. All their organs are numbered." Doctor Ahn says, "I prefer lawyers. They are gutless, heartless, brainless, spineless, and their heads and rear-ends are interchangeable."

As a group of sailors stood in formation at a Navy Base, the Drill Instructor said, "All right! All you idiots fall out." As the rest of the squad wandered away, one sailor remained at attention. The Drill Instructor walked over until he was eye to eye with him, and then raised a single eyebrow. The soldier smiled and said, "Sure was a lot of 'em, huh, sir?"

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ROYAL AUSTRALIAN NAVY – SHIP HISTORY

HMAS Brisbane (II) Cont:

The review was conducted on 28 June in the Spithead anchorage located in the Solent between Portsmouth and the Isle of Wight. *Brisbane* and *Melbourne* were just two of 175 ships from 18 nations with 30,000 sailors embarked for the occasion. The task group participated in Exercise HIGH WOOD in July which took them from Plymouth on the English south coast, north along the west coast of Ireland to the Faeroe Islands north of Scotland. On the morning of 13 July, a Wessex helicopter crashed into the sea shortly after take-off from *Melbourne*. *Brisbane* recovered the three crew members uninjured while *Melbourne* recovered the aircraft. *Brisbane* continued on to London at the conclusion of the exercise.



HMAS Brisbane passing under Tower Bridge, London

The task group again conducted exercises with RN, USN, French and Indian naval units en route back to Australia arriving back in Sydney on 4 October.

Brisbane steamed more than 36,000 nm during the deployment visiting Fremantle, Colombo, Gibraltar, Portsmouth, Plymouth, London, Antwerp, Toulon, Port Said, Bombay, Singapore, Fremantle and Melbourne. On 9 May, two days out of Fremantle, one of *Melbourne*'s Sea King helicopters crashed into the sea near Cocos Island about 500 yards ahead of *Brisbane*. The destroyer rescued the two man crew and recovered part of the Sea King's undercarriage, but the remainder of the aircraft was lost.

Following her return, *Brisbane*'s crew began preparing for a major refit, which commenced on 24 October and kept the ship alongside for most of 1978 excepting a week of sea trials at the end of November.

She returned to sea for further trials on 30 January 1979 spending most of February at sea undergoing evaluations before her refit officially concluded on 31 March. Post-refit trials and exercises continued on 3 April before visiting Brisbane at the end of May where the crew conducted a march through the city streets exercising the ship's right to Freedom of Entry.

Brisbane participated in Exercise TASMANEX in New Zealand waters in August, Exercise SEA EAGLE in September before a brief visit to Melbourne, and finally the UNZUS exercise KANGAROO III in Queensland waters in October.

January 1980 saw *Brisbane* visit Melbourne and Geelong before departing Sydney on 4 February for her third deployment to Hawaii to take part in RIMPAC 80. En route she rendezvoused with HMA Ships *Supply* and *Hobart* (II) off the coast of Queensland, and HMA Ships *Melbourne* (III) and *Yarra* (III) off Vanuatu. The task group then arrived in Pearl Harbor on 25 February and the exercises commenced the following day, involving 47 ships, 215 aircraft and some 20,000 service people from Australia, the USA, New Zealand, Canada and Japan.

The exercises were suspended in the early hours of 13 March when Able Seaman DB Westwood was reported missing from *Brisbane*. A search was initiated off the small island of Niihau, coordinated from the Joint Rescue Coordination Centre at Honolulu, while the residents of Niihau searched the island itself. The destroyer USS *Joseph Strauss* spotted Westwood, clinging to an inflated plastic garbage bag, just before midday. A crewman from a USN SH3 Sea King helicopter entered the water to support Westwood as *Strauss* moved into position to effect the rescue. The recovery became more dramatic in the final stages when a large shark was observed swimming towards the two men. Westwood had fallen overboard just before midnight on 12 March, spending some twelve hours in the water. He was in good health though exhausted and suffering the effects of exposure. He remained a guest in *Strauss* until returning to Pearl Harbor.

After a brief visit to Kauai, *Brisbane* departed Hawaii on 28 March arriving back in Sydney on 21 April, via Tarawa, Rabaul and Lae. She became the first major fleet unit to be temporarily home ported to Western Australia when she arrived at HMAS *Stirling* on 24 June. There she conducted regular exercises during her eleven weeks in Western Australia, including participation in Exercise SANDGROPER. She also visited Bunbury, Exmouth and Port Hedland followed by a brief visit to Singapore. She departed *Stirling* on 3 September and arrived back in Sydney one week later.

That October, *Brisbane* participated in Australia's largest multi-national, tri-service exercise, KANGAROO, off the Queensland coast and included some 20,000 personnel, 100 aircraft and 25 ships from four nations. On conclusion of the exercise, she visited Brisbane before returning to Sydney on 11 November

Early 1982 saw *Brisbane* participating in Exercises EUREKA and SEA EAGLE in February and March before once again departing for RIMPAC on 19 March in company with HMA Ships *Hobart* (II), *Yarra* (III) and *Swan* (III), and HMNZS *Canterbury*. HMAS *Stalwart* (II) also participated in in-company exercises for the first three days of the voyage in the Tasman Sea. The task group arrived in Pearl Harbor, via Suva, on 4 April.

RIMPAC exercises were conducted throughout April and included some 60 ships, 120 aircraft and 29,000 personnel from Australia, the USA, New Zealand, Canada and Japan. *Brisbane* departed Hawaiian waters on 30 April and visited Hong Kong, Singapore where she participated in the Five Power Defence Agreement Exercise STARFISH, and Manila. She returned to Sydney via Darwin on 7 July. She participated in Exercises BLACK ORCHID and PITCH BLACK in July before commencing a refit which, affected by industrial action, kept her alongside in Sydney for the ensuing 12 months.

Refit progress was also hampered when a short but intense fire broke out in the ship's main galley on 12 May 1983. Though the fire was completely extinguished in little more than half an hour, and there were no injuries, it did cause damage to insulation, wiring, galley fittings, ventilation and the expansion joint in the superstructure, as well as internal cabling.

Brisbane returned to sea on 19 July 1983 to undertake post-refit trials and exercises. She participated in the Fleet Concentration Period in August, Exercise SHARK BAIT at the end of October, and visited Melbourne in November at short notice to conduct exercises with the HMS *Invincible* task group as the carrier made her way to the East Australian Exercise Areas for Exercise KANGAROO.

In early 1984 *Brisbane* was engaged in the routine program of exercises, training and maintenance. The remainder of the year, however, proved to be a busy one for the destroyer. She participated in a Fleet Concentration Period in February during which she sunk so many targets she received a signal from the Commander of the Target and Services Group with the Biblical reference Job Chapter 16 verses 12-14, which reads; "I was at ease, but he hath broken me asunder: he hath also taken me by my neck, and shaken me to pieces and set me up for his mark he breaketh me with breach upon breach, he runneth upon me like a giant". *Brisbane* then took part in Exercise SEA EAGLE in March which included a port visit to Brisbane where the ship's company again exercised the right to Freedom of Entry with a march through the city streets. Exercise PITCH BLACK, in northern Australian waters, followed in May before deploying on an Indian Ocean deployment. There she conducted exercises with the USS *America* Battle Group and visited Singapore and Sri Lanka (twice), the Maldives, the Seychelles and Kenya before returning home to Sydney, via Darwin, on 2 August. She later participated in the second Fleet Concentration Period of the year in September before visiting Western Australian waters to participate in Exercise SANDGROPER in October and November.



To be continued:

ROYAL AUSTRALIAN NAVY – NEW SHIP (90’s +)

HMAS Collins:



Class	Collins Class	Displacement	3,100 tonnes
Type	Guided Missile Submarine SSG	Length	17.8Mtrs
Builder	Aust. Submarine Corp. Adelaide	Beam	7.8Mtrs
Laid down	14 February 1990	Draught	7Mtrs
Launched	28 March 1993	Speed	20 knots
Commissioned	27 July 1996	Crew	48 + trainees
Machinery	3xHedemoral/Garden Island V18B/14 Diesels. 3xJeumont Schneider Generators 1 MacTaggart Hydraulic motor 43006 Emergency Propulsion	Armament	Missiles- McDonald Douglas Harpoon Block 1B (UGM 84c) Mines -44 in lieu of Torpedoes. Counter measure equipment.

Based at Fleet Base West in Western Australia, HMAS *Collins* was the first of the six Collins Class submarines to enter service in the Royal Australian Navy. These submarines are a formidable element in Australia's defence capability.

Collins was launched in Adelaide, South Australia by Vice Admiral Sir John Collins' widow, Lady Phyllis Collins on 28 August 1993 and commissioned in Adelaide on 27 July 1996.

HMAS *Collins*' operational characteristics and range have been tailored specifically for its defence and two-ocean surveillance role in the Royal Australian Navy. Designed to be as quiet as advanced technology can achieve, *Collins* Class submarines have been developed from five generations of submarines designed and built by the Swedish Navy.

One of the first submarines to be totally designed by computers, HMAS *Collins* boasts a vast range of features. They include a high-performance hull form, highly automated controls, low indiscretion rates, high shock resistance, optimal noise suppression and an efficient weapons handling and discharge system.

The submarine moves silently on electric power supplied to the propulsion motor by banks of new technology lead-free batteries. The batteries are charged by three onboard diesel generator sets.

The sophisticated combat system gathers its intelligence from its sensors, computes the input and then launches and directs weapons.

Since commissioning, HMAS *Collins* has successfully conducted a range of activities throughout the region in support of Australian Defence Force exercises, operations and the government's strategic directives.

HMAS *Collins* is named after Vice Admiral Sir John Augustine Collins, KBE, CB, RAN who was a significant figure in the Navy's history. During his tenure as the captain of HMAS Sydney (II) in World War II, Collins lead his men to victory in the Mediterranean against a formidable enemy. In June 1944, in recognition of his valuable services, he was made a Commodore First Class and appointed Commander of the Australian Squadron. In October 1944, Collins was severely injured after his flagship, HMAS Australia (II) was attacked by Japanese suicide aircraft. In 1947, Collins was promoted to the rank of Rear Admiral, becoming one of the first graduates of the Royal Australian Naval College to attain flag rank. In February 1948, he assumed the appointment of First Naval Member of the Australian Commonwealth Naval Board and Chief of Naval Staff.

History of the Crest

The Blazon

Azure: a Maltese Cross argent surmounted by an Admiralty anchor.

Motif description

The blue field represents the Navy and the sea. The white Maltese Cross represents wartime naval service in the Mediterranean Sea while in command of HMAS *Sydney* (II) where the then Captain Collins earned his reputation. The double fouled anchor has been lifted from the Chief of Naval Staff (CNS) flag and indicates that Collins was the first Australian born Chief of Naval Staff.



PICTURE FUNNIES



"Sorry, but he won't be hanging out with the Corvette Club today. He's elected to stay in and watch a romantic movie with me."



"You should keep up on the maintenance on yourself like you do that Mustang of yours."



THE PHAROAH'S FINAL REQUEST WAS TO BE BURIED WITH HIS CAT...



Here comes a big gust!
No ... wait ... faded out.
Just a breeze. But, hoo boy,
are those trees rustling
way over there!

NAVAL TERMS / TRADITIONS

Recognition of Service Badges:

Royal Australian Navy Reserve Badge and Brooch:



Announced in 1951 by the Minister for the Navy, the Hon Josiah Francis MP, the RANR Badge was presented to members of the Royal Australian Naval Reserve, the Volunteer Reserve, the Fleet Reserve and the Women's Royal Australian Naval Reserve. The badge was worn with civilian clothing.



Family Support Pin - Navy

Introduced in 2012 the ADF Family Support Pin recognises the invaluable support families of deployed service personnel provide to their loved ones overseas. The badge was initially conceived by Mr Milan Nikolic who had served in Rwanda as an Army medic. There are four different pins, one for each Service and one for Defence civilians.



RAN Bereavement Pin

Introduced in 2008 the RAN Bereavement Pin is presented to family members of Navy personnel who have lost their lives while serving in the RAN. The first pins were presented to families of those who lost their lives when HMAS *Sydney* was lost.

Entitlement to the badge is retrospective so that all family members of RAN personnel who died while serving in the Navy are eligible to receive the Navy Bereavement Pin. There is no restriction placed on the service, either war or peacetime service.