



GREENBANK NAA NEWSLETTER

GREY FUNNEL DITS



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Series No. 3

Date: February 2020

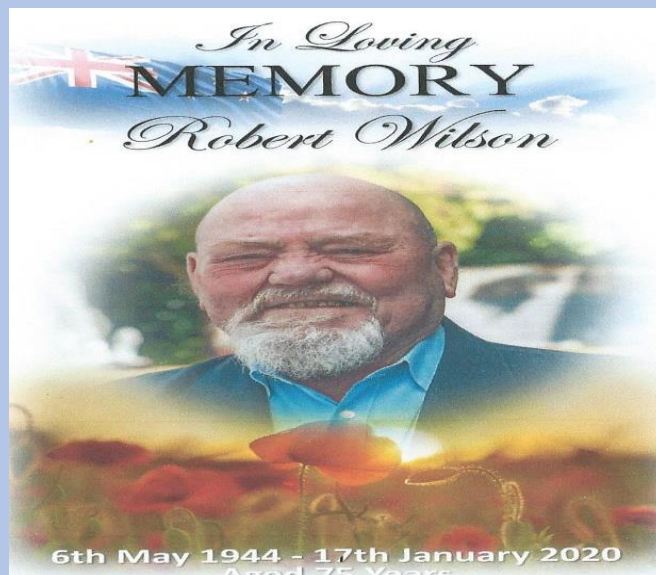
Issue No.2

GREENBANK NAVAL ASSOCIATION Sub Section

Events: February 2020 and March 2020

February: Sunday	09 February	1000-1200	Normal Meeting / AGM	RSL Rooms
Wednesday	26 February	1000-1030	Executive Meeting	RSL Rooms
March: Tuesday	03 March	1900-2100	Normal Meeting	RSL Rooms
Wednesday	25 March	1000-1030	Executive Meeting	RSL Rooms

VALE: Robert (Tug) Wilson



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.

TUG WILSON

We at Greenbank Naval Association Sub Section say farewell to our Member and shipmate Tug Wilson and thank him for his contribution to our country via his Service in both the Royal Australian Navy and the Australian Merchant Navy. Tug joined the RAN as a junior recruit at HMAS Leeuwin in July 1960 as a future Engineering Mechanic. After completing his initial training he, like all of us was off to see the wide world but that did not always work out at the start.

During his time at sea Tug served on the following ships of the RAN; HMAS Diamantina, Queenborough, Barcoo, Duchess, Vampire, Stalwart and Perth. Like us all of that era going from old ship to new ship. Shore time was also served intermingled with the sea time at Shore Establishments; Cerberus, Penguin, Nirimba and Albatross.

Tug paid off in February 1970 and attained the rank of Leading Engineering Mechanic.

During 1970 Tug yearned for the sea and joined the Merchant Navy spending most of his time on oil tankers, with Ampol Sarel being his favourite.

Tug was a good comrade and shipmate who carried on the tradition built in the RAN by taking ordinary seamen and deck boys under his wing and guiding them through the industrial and political side of the industry as well as teaching them the profession of seamanship along the way.

Tug always had great stories and adventures of going to sea in the early days, tall stories but true events.

Tug retired from the service in mid-1990.

Tug joined the Greenbank Naval Association Sub Section in 2001 and has been a dedicated member for the past 19 years. We will sadly miss his jovial input.

Tug developed a passion over the years about the sacrifices and commitment the Merchant Navy played in time of war and the recognition they deserved for their efforts.

To that end he continued to play an active role in the Merchant Mariners Association formed out of Greenbank RSL before the association reformed in Danger Point.

Merchant Mariners Day is still held at Greenbank RSL thanks mainly to the effort of Tug and the Association.

Smooth sea old mate on your final posting.

ROYAL AUSTRALIAN NAVY--ADMIRALS

Vice Admiral D L Johnston:



David Lance Johnston was born in 1962 and entered the Royal Australian Naval College as a junior entry Cadet Midshipman in 1978. He graduated from the RAN College in 1982 as a seaman officer, later specialising as a Principal Warfare Officer. He has served as the Commanding Officer of HMAS *Adelaide* (FFG 01) and HMAS *Newcastle* (FFG 06). The latter command included deployment on Operation QUICKSTEP to Fiji in 2006.

His staff appointments include Command and Control specialist staff positions in Australian Defence Headquarters, Operations Manager at Sailors' Career Management and later as Director Joint Plans in Strategic Operations Division, where he developed the military response options for consideration by Government.

In July 2007 on promotion to commodore he joined Fleet Headquarters as Commodore Flotillas where he was responsible for planning maritime operations and the operational training and preparedness of Navy's ships, submarines and diving teams.

In 2008 he performed the duties of Deputy Coalition Force Maritime Component Commander role and Australian National Commander for Exercise RIMPAC 08. In November 2008 Commodore Johnston assumed the role of J3 (Director General Operations) at Headquarters Joint Operations Command. This role encompassed the operational level execution of all Australian Defence Force operations both overseas and within Australia.

Commodore Johnston deployed to Operation SLIPPER, in the Middle East Area of Operations, in October 2010 as the Deputy Commander Joint Task Force 633. He supported the Commander JTF 633 in providing national command oversight of all Australian Defence Force elements conducting maritime, land and air operations in Iraq and Afghanistan. He was promoted to Rear Admiral in March 2011 to undertake the role of Deputy Commander of the Combined Australian/US Task Force for Exercise TALISMAN SABRE and later assumed the role of Deputy Chief Joint Operations Command on 6 June 2011. During his tenure he commanded Defence operations that supported the Commonwealth Heads of Government Meeting 2011 and the visit by the President of the United States of America later in that year.

He was made a Member of the Order of Australia (AM) in the Australia Day Honours List for 2012 'For exceptional service to the Royal Australian Navy in senior Naval and Joint operational staff appointments'.

Additionally on the same honours list he was awarded a Commendation for Distinguished Service 'For distinguished performance of duty in warlike operations as Deputy Commander Joint Task Force 633 on Operations SLIPPER and KRUGER from October 2010 to March 2011'.

Rear Admiral Johnston was appointed Commander Border Protection Command in December 2011. As commander of the whole of government multi-agency organisation he was responsible for the security of Australia's maritime domain utilising resources from both the Australian Defence Force and the Australian Customs and Border Protection Service.

Following promotion to Vice Admiral in April 2014 David Johnston assumed the appointment of Chief of Joint Operations in May 2014. His current role is to plan, control and conduct military campaigns, operations, joint exercises and other activities in order to meet Australia's national objectives. In the Australia Day honours list 2018 he was made an Officer of the Order of Australia (AO) 'For distinguished service to the Australian Defence Force in senior command and staff appointments'.

Vice Admiral Johnston holds a Master of Science in Operations Research from the USN Postgraduate School in Monterey, California and a Master of Arts in Strategic Studies from the Australian Defence College, Weston Creek. He participated in the inaugural Australian Security Executive Development Program in 2009.

In July 2018 Vice Admiral Johnston was appointed as Vice Chief of the Australian Defence Force.

WE REMEMBER THEM

HMAS Voyager 1957 – 1964



Voyager looking quite spiffy here after her refit January 64.

Each year at this time we pause and remember the tragedy that fell upon the RAN on the 10th February 1964

Voyager emerged from dockyard hands on 23 January 1964, with a significant percentage of her crew new to the ship, and took passage to Sydney, where she arrived on 25 January, in preparation for workup prior to a South East Asian deployment. To the end of January, Voyager (II) had steamed a total of 218,300.4 miles since commissioning. On 6 February Voyager embarked ammunition in Sydney Harbour, before sailing for the Jervis Bay Exercise Areas. Voyager and Melbourne anchored in Jervis Bay at midday, Sunday 9 February, allowing the sportsmen in their ship's companies to enjoy the facilities provided by HMAS Creswell.

Both ships sailed from Jervis Bay early on Monday 10 February, with the day being spent in the local exercise areas conducting a series of trials and exercises. For Voyager, these included a shore bombardment exercise (08:30-10:30), and an anti-submarine exercise with the submarine, HMS Tabard (13:00-18:00). Following this latter exercise, Voyager closed Melbourne for the first time that day, for transfer of mail by heaving line. This was followed by radio sea trials between the two ships.

On the night of Monday 10 February 1964, HMAS Melbourne was engaged in night flying exercises off the New South Wales coast. Voyager's role was that of plane guard, involving the rescue, if necessary, of aircrew personnel from the sea.

Since both ships had just completed refits, this was the first time they had been involved in close quarters manoeuvring for almost six months. Both the carrier and destroyer were 'darkened' with only navigational/operational lighting in use.

At approximately 20:56, some twenty miles south east of Jervis Bay, the two ships were in collision. Melbourne struck Voyager at the aft end of her bridge, heeling her over to an angle of about 50 degrees. A flash appeared to come from Voyager's 'A' Boiler, and she emitted high pressure steam and black smoke. Debris, including the revolution table from Voyager's bridge, and a pair of binoculars, was thrown onto Melbourne's flight deck.

The impact pushed Voyager bodily through the water for a few seconds, and then she broke in two. Her forward section passed down Melbourne's port side, and the stern section down the starboard side. The forward section sank soon afterwards and the after section about three hours later. The disaster resulted in the loss of 82 lives (14 officers, including the commanding officer, 67 sailors and one civilian dockyard employee). There were 232 survivors. Melbourne was damaged but sustained no casualties.

The wreck of HMAS Voyager lies some 600 fathoms deep, twenty nautical miles off Cape Perpendicular on a bearing of 120 degrees.



We will remember them

LEST WE FORGET

HAVE A LAUGH

During lunch at work, I ate 3 plates of beans (which I know I shouldn't). When I got home, my husband seemed excited to see me and exclaimed delightedly, "Darling I have a surprise for dinner tonight." He then blindfolded me and led me to my chair at the dinner table. I took a seat and just as he was about to remove my blindfold, the telephone rang. He made me promise not to touch the blindfold until he returned and went to answer the call. The beans I had consumed were still affecting me and the pressure was becoming unbearable, so while my husband was out of the room I seized the opportunity, shifted my weight to one leg and let one go. It was not only loud, but it smelled like a fertilizer truck running over a skunk in front of a garbage dump! I took my napkin from my lap and fanned the air around me vigorously. Then, shifting to the other leg, I ripped off three more. The stink was worse than cooked cabbage. Keeping my ears carefully tuned to the conversation in the other room, I went on releasing atomic bombs like this for another few minutes. The pleasure was indescribable! Eventually the telephone farewells signalled the end of my freedom, so I quickly fanned the air a few more times with my napkin, placed it on my lap and folded my hands back on it feeling very relieved and pleased with myself. My face must have been the picture of innocence when my husband returned, apologizing for taking so long. He asked me if I had peeped through the blindfold, and I assured him I had not. At this point, he removed the blindfold, and twelve dinner guests seated around the table, with their hands to their noses, chorused, "Happy Birthday!"

Definition of OLD

Just before the funeral services, the undertaker came up to the very elderly widow and asked,
"How old was your husband?"
"98," she replied: "Two years older than me"
"So you're 96," the undertaker commented.
She responded, "Hardly worth going home, is it?"

I've sure gotten old.
I have outlived my feet and my teeth
I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and
diabetes – I'm half blind
Can't hear anything quitter than a jet engine
Take 40 different medications that make me dizzy, winded and subject to blackouts,
Have bouts with dementia
Have poor circulation
Hardly feel my hands and feet anymore
Can't remember if I'm 85 or 92
Have lost all my friends
BUT Thank God

I still have my driver's license

ROYAL AUSTRALIAN NAVY SHIP HISTORY

HMAS Stuart (II)



Class	River Class	Displacement	2,700 tons
Type	Frigate / Destroyer Escort	Length	112.8 mtrs
Builder	Cockatoo Dockyard	Beam	12..5 Mtrs
Laid Down	20 March 59	Draught	8..5 Mtrs
Launched	08 April 61	Machinery	RC Boilers / Steam Turbines
Commissioned	28 June 63	Horsepower	30,000 shp
Crew	234	Missiles	Seacat and Ikara
Speed	30 knots	Guns	1 x 4.5 in
A/S Mortars	Triple Barrel Mortar	Torpedoes	Triple barrel a/s torpedoes

The type 12 Anti-Submarine Frigate, HMAS *Stuart*, was the second ship to carry the name in the Royal Australian Navy. She was constructed at Cockatoo Island Dockyard, Sydney, and was launched on 8 April 1961 by Mrs JG Gorton, wife of the then Minister for the Navy. On the day of her launching Sydney Harbour was graced with a warm sunny day and a large crowd of over 4000 people was in attendance. She commissioned at Garden Island, Sydney on 28 June 1963 under the command of Commander Maurice L Molony, RAN.

After working up, *Stuart* commenced a series of tests and trials of the Australian developed Ikara missile system. *Stuart* was the first ship to be fitted with the weapon. This task continued to occupy the ship during 1964 and the first half of 1965. A refit followed from August to December 1965.

Following a series of post-refit trials, *Stuart* departed Sydney 30 May 1966 for Pearl Harbor, where she participated in exercises with the United States Navy. She then proceeded to the Far East, returning to Sydney on 17 January 1967.

In May 1967 *Stuart* rendezvoused with the troop carrier *Sydney* and escorted her into Vung Tau, South Vietnam. The ships returned to Australia together. On 4 September 1967 *Stuart* departed Sydney for a tour of duty with the Far East Strategic Reserve. During this tour she again escorted *Sydney* into Vung Tau in February 1968. *Stuart* returned to Sydney on 1 April 1968 and a week later proceeded to Melbourne to refit at Williamstown Dockyard. Following the refit she returned to Sydney on 2 October 1968 and during the next five months was mainly engaged in exercises and trials.

Departing Sydney on 22 March 1969, *Stuart* began another tour of duty with the Far East Strategic Reserve.

It was during this tour that the ship was one of the Australian vessels participating in a SEATO exercise in the South China Sea, in the course of which the destroyer USS *Frank E Evans* sank with heavy loss of life after a collision with the aircraft carrier HMAS *Melbourne*. *Stuart* returned to Sydney on 13 October 1969.

A period of exercises followed. In April 1970 *Stuart* acted as escort to the Royal Yacht *Britannia* during the visit of Her Majesty the Queen to Australia.

A further tour of duty with the Far East Strategic Reserve began with *Stuart's* departure from Sydney on 11 May 1970 and ended with her return on 15 October 1970. Further exercises and trials followed.

On 19 April 1972 *Stuart* departed Sydney for deployment with the ANZUK Forces in the Far East, followed by a visit to Pearl Harbor in August/September 1972 for exercises with US, Canadian and other Australian Ships. She returned to Sydney on 6 October 1972.

Stuart remained in the Sydney area until August 1973 when she took part in RIMPAC exercises, returning in October 1973. In November 1973 she again left Australian waters, this time for Singapore to take part in Exercise SANDGROPER. She deployed to South East Asia in June 1974 and remained within the area until November that year. In December 1974 and January 1975 she participated in the relief of Darwin following Cyclone Tracy. Most of 1975 was spent in refit.

In June 1976 *Stuart* deployed in company with HMAS *Vampire* to the west coast of the United States and Canada as part of the American bicentenary celebrations. Ports visited included Pago Pago, Pearl Harbor, San Diego, San Francisco and Esquimalt. On her return to Australia she participated in Exercise KANGAROO II before carrying out a circumnavigation of Australia in company with HMA Ships *Supply*, *Stalwart* and *Torrens*.

In contrast, 1978 saw *Stuart* confined mainly to Australian waters with the exception of a brief visit to Fiji in May. On Friday 2 March 1979 *Stuart* was decommissioned in preparation for an extensive 28 month, half-life, and modernisation at Williamstown Naval Dockyard. The aim of the refit was to improve the ship's operational effectiveness and life. It transpired that the modernisation dragged out to over four years and it was not until 29 July 1983 that she recommissioned under the command of Commander CA Barrie, RAN.



Stuart's refit officially completed on Friday 23 October 1987, some 35 days later than scheduled, due mainly to industrial disputes. The next few weeks proved busy for her ship's company as they worked hard to bring the ship back to operational efficiency. At the end of the year *Stuart's* commanding officer, Commander J Parsons, RAN, relinquished command to Commander JS O'Hara, on 22 December.

1988 proved to be a busy and eventful year for the 'Tartan Terror' and her ship's company. Having been temporarily transferred to the eastern states, she became the first RAN ship to officially berth at the recently refurbished Fleet Base East on 22 January.

Stuart's operational year started quickly with participation in a Fleet Concentration Period (FCP) and Divisions in Jervis Bay on 18 February. The poor weather experienced during the FCP saw the majority of the ships ordered into Jervis Bay but *Stuart* and *Parramatta*, both of which were holding a strong submarine contact, elected to continue with the exercise. This saw both ships subjected to heavy weather as they rode out the storm before also being ordered to seek shelter.



Did someone pipe 'hands to dinner'?

Stuart was then assigned for duties as part of a three ship training squadron along with *Stalwart* and *Jervis Bay*. In early May, *Stuart* joined her two consorts for Training Cruise 88-4. With an Advanced Seamanship class embarked, *Stuart's* first task saw her involved in Exercise TASMALINK, a brigade level offensive support exercise in the Shoalwater Bay area. The 'Tartan Terror's' main role during the exercise was Naval Gunfire Support, and her final fire mission in the exercise saw her expend an impressive 120 4.5-inch rounds. This saw her record firing over a thousand rounds since her 1987 refit.

Tuesday 28 June 1988 saw *Stuart* celebrate the 25th Anniversary of her Commissioning into the RAN. This event was conducted alongside Garden Island's Cruiser Wharf and was attended by the Fleet Commander, Rear Admiral PR Sinclair, RAN and a small group of navy veterans who had served in HMAS *Stuart* (I) as part of the famous Scrap Iron Flotilla during World War II.

In mid-July, *Stuart*, in company with *Stalwart* and *Jervis Bay*, deployed on a nine-week training cruise to South East Asia. The squadron's passage north was briefly interrupted on 11 July, when *Stalwart's* helicopter sighted a liferaft containing five crew members from the fishing vessel, *Lochelin*, which had sunk a week earlier. The occupants were winched aboard the *Sea King* for transfer to *Stalwart*, while *Stuart* recovered the liferaft.

Stuart's first overseas port visit was to Jakarta followed by an independent passage to Singapore. During the transit a Crossing the Line ceremony was held on the afternoon of 10 August followed by a 'steel beach' barbecue under a perfect equatorial twilight. *Stuart's* ship's company enjoyed the visit to Singapore with a number of wives taking the opportunity to join their husbands.

On completion of the visit to Singapore, all three ships of the training squadron took passage to the Philippines conducting a range of exercises and drills enroute. On the afternoon of Saturday 20 August, exercises were suspended to host the prestigious annual Royal Stuart Park Race Carnival. A large field of prized fillies from each mess deck turned out and the event proved to be an unqualified success.

Further visits to Cebu City Philippines and then finally to Manus Island to refuel.

Early September saw *Stuart* suffer a serious defect in a main Turbine Gearbox and had to return independently to Sydney for repairs.

On the 1st October she took part in the Bicentennial Naval Salute in Sydney Harbour and was anchored off Fort Denison for the review and fireworks that followed in the evening.

On completion of the Review festivities *Stuart* returned to Fleet Base West.

On the 3rd January 89 saw *Stuart* deployed to the Far East via Jakarta also visiting Bangkok and Singapore. A sad day fell upon *Stuart* whilst in Singapore with the untimely death of a junior officer due to an accident ashore.

Late in March *Stuart* visited Madras before calling into Penang on the west coast of Malaysia before participating in a major exercise. On return to Australian waters she was involved in exercise Kangaroo 89 off the West Australia Coast through to August.

A further deployment to the Far East in October for a 4 month tour visiting Surabaya and Lumut. In company with HMAS *Torrens* they then visited Hong Kong.

5th December saw both ships depart and head for Manila, but due to an attempted coup against the Philippines President that trip was cancelled and the ships returned to Hong Kong to spend Christmas alongside.

January 1st 1990 Stuart in company with Torrens departed Hong Kong for Bangkok at Sathu Pradit, then on departure ships engaged in exercises in the South China Seas where Stuart suffered a small fire that caused the loss of power and gyro compass operation. During the night a closing contact at speed approaching from astern and swept down Stuart's Port side close enough to reveal the identity of a Russian Destroyer 'Skoyky'.

On 22nd February 1990 saw Stuart depart Singapore for Australian waters arriving at Fleet Base West on 4th March.

Disappointing news was received by the ship's company in August when they were told that Stuart would be decommissioning on 31 August 1990.

However a reprieve of sorts on 7th September which meant that Stuart would remain in service until 31 August 1991.

On 29 September Stuart departed Stirling for Sydney waters and conducted exercises including exercise DAMASK with other units who were readying themselves for deployment to middle east. Stuart returned to Fleet Base West at the end of November.

Stuart departed Stirling On 31 January 91 for her final deployment to the Far East via Lombok Strait to Singapore which included visits to Longkawi, Penang, Cebu, Hong Kong, Katu Kinabalu and also meeting up with Sea Princess for a photo shoot.

Stuart departed Singapore on 21 April with further exercises in and around Pulau Tioman followed by a call at Surabaya before heading home via Lombok Strait and onto Fleet Base West.

On the 31st May 1991 Stuart decommissioning pennant was broken at 1500 with a lone piper on top of the turret and a second at Destroyer wharf where the Western Australian Police pipe band greeted her along with a large group of supporters. Stuart was shut down at 2359 that evening.

Thus ending the life of the 'Tartan Terror'

ROYAL AUSTRALIAN NAVY – NU SHIPS 70’s - 2000

HMAS Adelaide



Class	Canberra Class	Displacement	27,800 tonnes
Type	Amphibious Assault Ship LHD	Length	230 Meters
Builder	BAE Australia	Beam	32 Meters
Laid Down	18 February 2011	Draught	7 Meters
Launched	04 July 2012	Speed	20 knots
Commissioned	04 December 2015	Crew	293
Armament	Towed Torpedo decoy	Armament	4 x NULKA Decoy launchers

The largest ships ever built for the Royal Australian Navy (RAN), the Amphibious Assault Ships also known as Landing Helicopter Docks (LHD) were built by contractors BAE Systems Australia and Navantia.

The ships provide the Australian Defence Force (ADF) with one of the most capable and sophisticated air-land-sea amphibious deployment systems in the world. Each ship is divided into 112 modules, which are built and fitted out as discrete units and then consolidated together to form the completed ship. This allows work on the ship to be completed at a number of different locations prior to assembly. There are 105 modules that make up the hull and seven modules that make up the superstructure.

The construction of the hull to the level of the flight deck and the majority of fitting out was undertaken at Navantia’s shipyard in Ferrol, Spain. The work undertaken at the BAE Systems shipyard in Williamstown, Victoria, included consolidation of the superstructure and installation of the Combat and Communication Systems.

The vessels can embark, transport and deploy military forces along with their equipment and supporting aviation assets. The ships have a conventional steel mono hull design with the superstructure located on the starboard side of the flight deck. They are designed with the shallowest possible draft to operate in secondary ports and harbours as well as manoeuvre in the shallow waters common in the littoral regions.

There are four main decks; heavy vehicle, accommodation, hangar and light vehicles and flight decks.

Purpose build water craft will enable transport of troops and equipment to shore, including where there are no fixed port facilities.

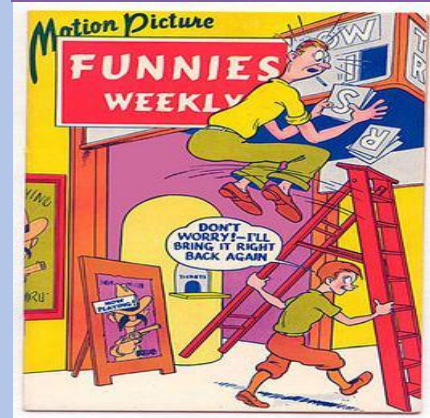
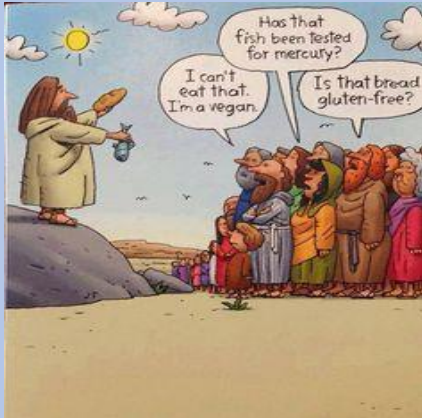
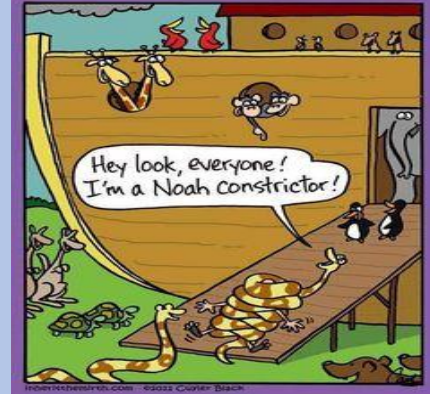
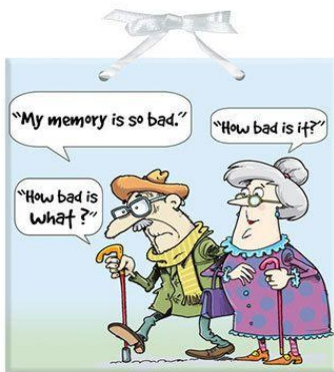
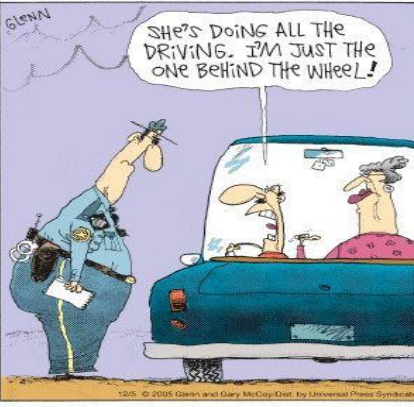
The ships are equipped with modern Command and Control and combat systems including air and surface radar, advanced communications capability and surveillance systems.

The ships are fitted with defensive systems and weaponry including an anti-torpedo towed system and gunnery.

HMAS *Adelaide* (III) was commissioned at a ceremony at Fleet Base East, Sydney on 4 December 2015.

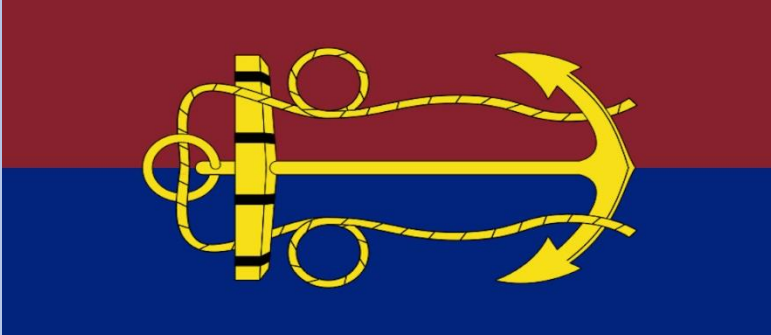


PICTURE FUNNIES



NAVAL TRADITIONS

Chief of the Navy's Personal Distinguishing Flag



The Chief of Navy's Personal Flag was originally that of the Australian Naval Board. The flag was a derivative of the flag of the British Admiralty and its origin can be traced with certainty to 1633, although it is believed to have been in existence, if not in approved form, before that.

The inaugural First Naval Member of the Australian Naval Board, Rear Admiral WR Creswell, RAN, proposed an Australian version of the flag in 1912 advising the then Minister for Defence:

A design, comprising a horizontal gold Admiralty pattern anchor on a horizontally bisected field, the upper half maroon and the lower half royal blue, was subsequently approved by King George V and from 20 May 1920 it was flown outside the premises occupied by the Naval Board until 9 February 1976 at which time it was hauled down following a reorganisation of the Department of Defence that saw the abolition of the Naval Board. Please see Navy News article:

The flag was later reintroduced as the Chief of Navy's (CN) personal flag and was first hoisted on 1 January 1981. It is presently flown continuously outside building R1 at Defence Headquarters, Russell Offices, Canberra and struck or shifted only by order of CN.

Occasions on which CN's flag is shifted include official visits to warships and commissioned establishments. Smaller versions of CN's flag are also used to denote his presence in Service boats, Service aircraft and on cars during official calls and visits.



On-board a ship



Official Vehicle