

# GREENBANK NAA NEWSLETTER

## GREY FUNNEL DITS



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### Greenbank Naval Association Sub Section

#### Events for February / March 2021

##### February 2021:

Sunday 07.....1030-1200. AGM + Normal Meeting

RSL Rooms

Wednesday 24 1000-1100 Executive Meeting

RSL Rooms

##### March 2021

Tuesday 02 1930-2100. Normal Meeting

RSL Rooms

Wednesday 31 1000-1100. Executive Meeting

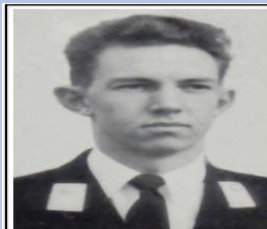
RSL Rooms

### Jack's Memorial Commemoration 2021

February 25 at 1100 HMAS Voyager. CPO Buck Rogers and MID Kerry Marien



CPOCOX J. Rogers



Midshipman K Marien



#### **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.*

## ROYAL AUSTRALIAN NAVY PERSONALITIES

### **CPO J Rogers:**

**Jonathan Rogers** was born on 16 September 1920 at Froncysyllte, near Llangollen, Denbighshire, Wales, fifth of seven children of Jonathan Rogers, labourer, and his wife Sarah Ellen, née Probyn. Leaving Acrefair Central School at the age of 14, he worked at the Ruabon brickyard, boxed and played soccer.

On 22 November 1938 Rogers enlisted in the Royal Navy. Five foot 8 inches (173cm) tall and heavily built, he had brown hair, blue eyes and a fresh complexion. He spent most of World War II at sea in three coastal vessels: Motor Anti-Submarine Boat No. 62 (1940-41), Motor Launch No. 204 (1942-43) and Motor Torpedo Boat No. 698 (1943-45). Promoted Petty Officer in 1943, he was awarded the Distinguished Service Medal for his 'coolness and leadership' under enemy fire during an action off Dunkirk, France, on the night of 23/24 May 1944. He was discharged from the RN on 23 January 1946.

At the parish church, Pen-y-cae, Denbighshire, on 4 April 1942 Rogers had married Lorraine Williams; they lived in the village and were to have four children. After the war he worked above ground at a local colliery and built pre-fabricated houses. In 1950 he applied to join the Royal Australian Navy. He was accepted on 6 July and posted to the aircraft-carrier HMAS Sydney; his next ship was the frigate Burdekin. Service (1952-54) in the destroyer Tobruk took him to Korean waters. He was promoted Chief Petty Officer in 1956. His subsequent postings included the ships Junee (1956-57), Anzac (1957-58), Warramunga (1959) and Barcoo (1959-61), and the shore establishments Cerberus (1958-59), Westernport, Victoria, and Rushcutter (1961-62), Sydney. The family finally settled at Ettalong Beach, New South Wales.

In January 1963 'Buck' Rogers joined the destroyer *Voyager* which was commanded by Captain DH Stevens. As her coxswain, Rogers was the senior sailor on board and responsible for the 'good order and discipline' of the ship's company. On 10 February 1964 *Voyager* took part in exercises with the aircraft-carrier Melbourne off the south coast of New South Wales. That evening Rogers presided over a game of tombola being played by about sixty men in the ship's forward cafeteria. At 20:56, 20 nautical miles (37km) south-east of Jervis Bay, *Voyager* collided with *Melbourne* and was cut in two. *Voyager's* severed forward section immediately heeled sharply to starboard and about five minutes later turned upside down. Water began pouring into the cafeteria. Within another five minutes the forward section sank. Rogers was one of the 82 men who died. His wife, son and three daughters survived him.

Sailors who escaped from the cafeteria later told how Rogers had taken charge of the situation. He had calmed terrified shipmates, attempted to control the flooding, tried to free a jammed escape hatch with a length of pipe and a spanner, and organised men to move into other compartments with functioning emergency exits. Meanwhile, he knew that he was probably too large to fit through an escape hatch himself. When it was obvious that some of his comrades would not get out in time, he led them in prayer and a hymn, 'encouraging them to meet death' beside him 'with dignity and honour'. His wife remarked: 'It was typical of him - he never thought of himself'. He was posthumously awarded the George Cross.

### **Midn. K Marien:**

**Kerry Francis Marien** was born on 7 May 1944 at Wyong, NSW. He grew up in Grays Point, in southern Sydney, and was educated at Marist Brothers College at Kogarah. He joined the RAN College, at Jervis Bay, as a Cadet Midshipman in January 1960. He graduated from the College in 1963 and gained his colours for tennis. Kerry Marien was promoted to Midshipman in September 1963 and undertook training in the aircraft carriers HMAS *Melbourne* and HMAS *Sydney* in late 1963. He joined the Daring Class destroyer HMAS *Voyager*, for further training, in early January 1964.

On the night of 10 February 1964, *Voyager* was at sea, off the south coast of NSW, exercising in company with the aircraft carrier HMAS *Melbourne* when the two collided at approximately 21:00 that evening. *Voyager* was cut in half by the force of the collision. Marien, along with others, managed to get clear of the aft section of the stricken vessel and into one of *Voyager's* inflatable life rafts. Midshipman Marien noticed other survivors in difficulty in the water around him and chose to re-enter the water to render assistance.

The last person to see Midshipman Marien alive reported that he swam up to him and asked whether he needed any help. On replying that he did not, he saw Marien swim in the direction of the severed forward part of the ship; which it is thought he may have entered. The forward section sank soon after and Midshipman Marien was not seen again. His body was never recovered and he was one of the 82 men from *Voyager* listed as missing or killed that night.

In recognition of his gallantry in attempting to save life at sea Midshipman Kerry Francis Marien was posthumously awarded the Albert Medal Second Class (Bronze) on 19 March 1965. His medal is currently on display in the museum at HMAS *Creswell*, Jervis Bay, NSW.

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## **ROYAL AUSTRALIAN NAVY ADMIRALS**

### **ADM. WTR Ford:**



**Wilbraham Tennyson Randle Ford** was born in St Helier Jersey, Channel Islands on 19 January 1880, the son of Charles William Randle Ford, a Major in the British Army.

He was the Rear Admiral Commanding His Majesty's Australian Squadron from 19 April 1934 to 20 April 1936. One story concerning his time in Australia was that during the visit of the Japanese Training Squadron to Australia, in 1935, he was presented with a vase by the senior Japanese officer. Later Ford told his valet to throw it away as "we will be at war with those bastards in a few years' time".

He joined the Royal Navy as a cadet on 15 January 1894 and was promoted to Sub Lieutenant in 1899. Ford was promoted to the rank of Lieutenant on 26 June 1902. He qualified as a Navigation Officer for First Class ships with a First-Class rating on 23 August 1906. Ford was promoted to the rank of Lieutenant Commander on 26 June 1910 and to Commander on 31 December 1914.

Ford was promoted to the rank of Captain on 31 December 1920. He commanded the destroyer depot ship HMS *Diligence* during September 1922-March 1924 and then commanded the depot ship HMS *Sandhurst* during March to August 1924.

He married Violet Olive Dunsterville on 4 October 1924 and was appointed in command of the light cruiser *Calliope* on 23 October. In May 1929, he was appointed in command of the battleship HMS *Royal Oak* as part of the Mediterranean Squadron. Ford was appointed Captain of the HMS *Dryad* (Navigation School) on 20 June 1930.

Ford was promoted to the rank of Rear Admiral on 2 November 1932 and was the Rear Admiral Commanding His Majesty's Australian Squadron between 19 April 1934 and 20 April 1936. He was appointed as a Companion of the Order of the Bath (CB) on 4 June 1934.

Between 26 January 1937 and December 1941, he was the Vice-Admiral-in-Charge, Malta and Admiral Superintendent Malta Dockyard with his flag in HMS *St Angelo*. Ford was promoted to the rank of Vice Admiral on 29 May 1937. He was appointed as an Officer of the Venerable Order of Saint John (OStJ) on 21 June 1938; Knight Commander of the Order of the British Empire (KBE) on 11 July 1940; and Knight Commander of the Order of the Bath (KCB) on 1 January 1942.

Ford was promoted to the rank of Admiral on 31 December 1941. He served as the Commander-in-Chief, Rosyth and flew his flag in HMS *Cochrane* between 1 June 1942 and 1944. He was placed on the Retired List on 30 June 1944 and formally retired from the Royal Navy in 1946.

Admiral Ford died in England on 6 January 1964.

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## NAVAL DISASTERS

### **HMAS VOYAGER (II)**



#### *Collision with HMAS Melbourne (II), 1964*

*Voyager* (II) emerged from Williamstown 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* (II) embarked ammunition in Sydney Harbour, before sailing for the Jervis Bay Exercise Areas. *Voyager* (II) and *Melbourne* (II) 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*.

One of the last pictures known to have been taken of HMAS *Voyager*, Sunday 9 February 1964. Taken from the deck of HMAS *Melbourne* while at anchor in Jervis Bay.

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* (II), 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* (II) closed *Melbourne* (II) 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* (II) was engaged in night flying exercises off the New South Wales coast. *Voyager* (II)'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 a collision. *Melbourne* (II) struck *Voyager* (II) at the aft end of her bridge, heeling her over to an angle of about 50 degrees. A flash appeared to come from *Voyager* (II)'s 'A' Boiler, and she emitted high pressure steam and black smoke. Debris, including the revolution table from *Voyager* (II)'s bridge, and a pair of binoculars, was thrown onto *Melbourne* (II)'s flight deck.

The impact pushed *Voyager* (II) bodily through the water for a few seconds, and then she broke in two. Her forward section passed down *Melbourne* (II)'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.

On the 10<sup>th</sup> February each and every year let us pause in prayer and remember shipmates lost in this tragedy.

*Lest we forget*



## ROYAL AUSTRALIAN NAVY – SHIP HISTORY

### HMAS ANZAC (III)



HMAS *Anzac* (III) is the lead ship of eight Anzac Class frigates built by Tenix Defence Systems at Williamstown, Victoria for the Royal Australian Navy. The design is based on the German Meko 200 frigate.

Class	Anzac Class	Displacement	3,600 tonnes
Type	Frigate Helicopter (FFH)	Length	118 Mtrs
Builder	Tenix Defence Systems	Beam	14.5 Mtrs
Laid Down	05 November 1993	Draught	4.5 Mtrs
Launched	16 September 1994	Speed	27 knots
Commissioned	18 May 1996	Crew	177
Missiles	Mk41 VL Sea Sparrow Harpoon Anti-ship	Machinery	1 x GE LM2500 gas Turbine 2 x MTU 12v 1163 Diesels
Guns	5in Mk45 Mod2 4 x 50cal Machine guns	Counter Measures	SRBOC decoy launchers BAE NULKA decoys
Torpedoes	2 x Mk32 Mod5 Triple launchers	Helicopter	1 x MH-60R Seahawk

*Anzac* is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance, and interdiction. *Anzac's* combat capabilities have been significantly improved under the Anti-Ship Missile Defence upgrade program, a world class program that provides an enhanced sensor and weapons systems capability. The upgrade showcases Australian design and integration capability, with new Phased Array Radar technology designed by CEA Technologies in Canberra, upgrades to combat systems performed by Saab Systems in South Australia, and platform integration design by BAE Systems in Victoria.

*Anzac* is fitted with an advanced package of air and surface surveillance radars; omni-directional hull mounted sonar and electronic support systems that interface with the state-of-the-art 9LV453 Mk3E combat data system. The ship can counter simultaneous threats from aircraft, surface vessels and submarines.

The ship's main armament comprises one Mark 45 capable of firing 20 rounds per minute, ship launched Mark 46 torpedoes and a Mark 41 vertical launch system for the Evolved Sea Sparrow missile. *Anzac* also has eight anti-ship/land attack canister launched harpoon missiles. The ship's other defence systems include the Nulka active missile decoy system, offboard chaff and a torpedo countermeasures system.

HMAS *Anzac*, like her sister frigates HMA Ships *Arunta*, *Ballarat*, *Parramatta*, *Perth*, *Stuart*, *Toowoomba* and *Waramanga* features a 'combined diesel or gas' (CODOG) propulsion plant which enables the ship to sustain sprint speeds of greater than 27 knots and allows an operational range in excess of 6000 nautical miles at 18 knots.

The ship can embark Navy's latest multi-role Sikorsky/Lockheed Martin MH-60R Seahawk helicopter which has enhanced anti-submarine, anti-surface warfare and Search and Rescue capabilities. Embarkation of a helicopter also provides the ship with the capability to deliver air-launched missiles and torpedoes.

*Anzac* is the third Royal Australian Navy ship to carry the name of an Australian legend. Named after the Australian and New Zealand Army Corps during the First World War, the ANZACs landed on the Gallipoli Peninsula as part of a larger Allied Force on 25 April 1915, meeting fierce resistance from the Turkish defenders. The campaign dragged on for a further eight months of hellish trench warfare, giving berth to a legend of endurance, selflessness, dedication to duty and mateship in the most demanding of environments. It is a shared memory of common sacrifice for the nations involved, regardless of nationality or religion, providing an enduring example for the men and women of the Australian Defence Force and Australian's as a whole. Anzac Day is annually commemorated in Australia on 25 April. As such, *Anzac* (III) proudly bears her name underpinned by the motto, *United We Stand*.

In maintaining a close link with the rich traditions of the Anzac spirit, during the NORTHERN TRIDENT 2005 deployment, *Anzac* visited Anzac Cove, Gallipoli for the 90th Anniversary of the landings. In company with warships of Britain, France and Turkey, *Anzac* provided a stunning backdrop to the official dawn service ceremony while some members of her crew participated in the services ashore. During NORTHERN TRIDENT 2005, *Anzac* celebrated the 200th Anniversary of the Battle of Trafalgar in the UK as part of the International Fleet Review.

*Anzac* has been granted freedom of entry to the City of Albany, Western Australia, the departure port for the ANZACs of old and also has a close association with the City of Rockingham. The Warnbro High School, near her home port, has established the 'HMAS *Anzac* Learning Centre' that promotes the education of our Navy and the history of Australia's most costly war.

Other notable events *Anzac* participated in have included deployments to the Arabian Gulf, culminating in Naval Gunfire Support of British Royal Marines landings on Al Faw Peninsula, Iraq in 2003. *Anzac* has also successfully contributed to Fisheries Protection, Border Protection and Maritime Rescue Operations through her years of service.

In 2015 *Anzac* participated in NORTHERN TRIDENT 2015, where she took part in the commemorative events for the 100th Anniversary of the ANZAC landings at Anzac Cove, Gallipoli.



HMAS *Anzac* is the second Anzac class frigate to complete the Anzac Mid-Life Capability Assurance Program (AMCAP) upgrade at the Australian Marine Complex in Henderson, Western Australia.

The upgrade was performed by the Warship Asset Management Agreement (WAMA) Alliance and included the replacement of the Long-Range Air search radar, IFF (Identification, Friend or Foe) and secondary surveillance radar capabilities. *Anzac* also underwent a platform systems obsolescence program to improve platform reliability and maintainability. Work was also performed to improve the ship's habitability for the crew as well as an upgrade to the ship's communications systems to resolve a number of obsolescence issues.

In May 2020, HMAS *Anzac* returned to her home port of Fleet Base West where she will begin conducting post-AMCAP sea trails, workups and testing the new equipment on-board.



*Berthed alongside astern of HMAS Arunta at Fleet Base west.*



## HAVE A LAUGH

A man walks into a bar and sits down. He asks the bartender, "Can I have a cigarette?" The bartender replies, "Sure, the cigarette machine is over there." So he walks over to the machine and as he is about to order a cigarette, the machine suddenly says, "Oi, you bloody idiot." The man says with surprise in his voice, "That's not very nice." He returns to his bar stool without a cigarette and asks the bartender for some peanuts. The bartender passes the man a bowl of peanuts and the man hears one of the peanuts speak, "Ooh, I like your hair." The man says to the bartender, "Hey, what's going on here? Your cigarette machine is insulting me and this peanut is coming on to me. Why's this?" The bartender replies, "Oh, that's because the machine is out of order and the peanuts are complementary."

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An Indian cab driver picked up a Japanese man from a hotel. Along the way, they saw a Honda motorcycle overtake the taxicab and the Japanese guy said, "Motorcycle very fast, made in Japan." Then a Toyota car overtook the taxicab and the Japanese guy said, "Car very fast, made in Japan." When they reached the destination, the fare was 1500 rupees. The Japanese man thought the ride would only cost 500 rupees. He asked the driver why the ride was so expensive. The driver said, "Meter very fast, made in India."

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Bob goes to see his friend Pete. He finds Pete in his barn dancing naked around his John Deere. "What are you doing!" asks Bob. Pete stops dancing & says, "My wife has been ignoring me lately, so I talked to my psychiatrist and he said I needed to do something sexy to a tract er." [to attract her]

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There's a blond and a brunette in a car. The brunette is driving while the blonde is in the passenger seat. They're going down a steep hill when the brunette realizes that the brakes don't work. The brunette tells the blonde that the brakes don't work, and they will drive off the side of the cliff because they failed to stop. The blonde then replies, "Don't worry! There's a stop sign ahead."

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## ROYAL AUSTRALIAN NAVY – NU SHIPS

### **HMAS Brisbane (III):**



Class	Hobart Class	Displacement	7,000 tonnes
Type	Destroyer Guided Missile	Length	146.7Mtrs
Builder	Warfare Destroyer Alliance	Beam	18.6Mtrs
Laid down	3 February 2014	Draught	7.2Mtrs
Launched	15 December 2016	Speed	28+ knots
Commissioned	27 October 2018	Crew	180
Machinery	2xGE Electric 7LM2500 SP-MLG 38 gas turbines 2x Caterpillar Bravo 16v Diesel engines	Missiles	Mk41 VLS (48) Cells RIM-66 x2 Standard RIM-66 sea sparrow Advance Harpoon in 2 x quad launchers
Guns	Mk 45 5in gun 2 x 25mm M242 Bushmaster Typhoon	Other Armament	1 x Phalanx CIWS
Torpedoes	MU90	Decoy System	NULKA
Helicopter	1 x MH-60R Seahawk		

HMAS *Brisbane* (III) is the second of three ships of the Hobart Class guided missile destroyers. Her sister ships are HMAS *Hobart* (III) and NUSHIP *Sydney* (V). The keel of *Brisbane* was laid down on 3 February 2014 and was launched by Mrs Robyn Shackleton on 15 December 2016. HMAS *Brisbane* commissioned on 27 October 2018.

*Brisbane* is based on the Navantia designed F100 frigate and is coupled it with the Aegis Combat System. *Brisbane* is currently under construction in Australia by the Air Warfare Destroyer Alliance.

*Brisbane* will provide air defence for accompanying ships in addition to land forces and infrastructure in coastal areas, and for self-protection against missiles and aircraft. The Aegis Combat System incorporating the state-of-the-art phased array radar, AN/SPY 1D(V), 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.

*Brisbane* will carry a 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.

*Brisbane* 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.

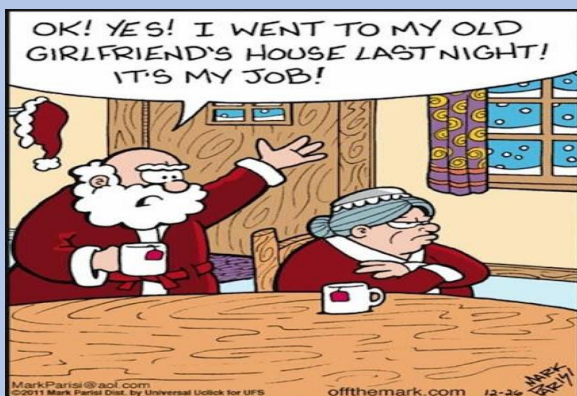
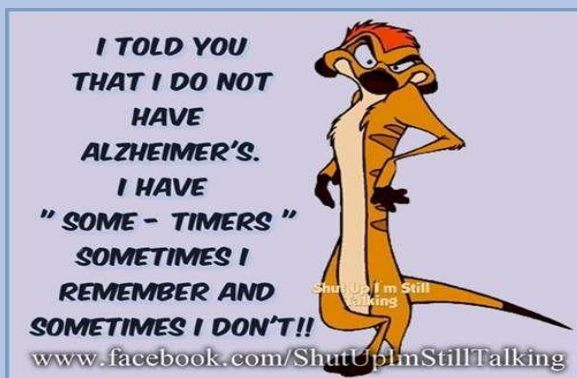
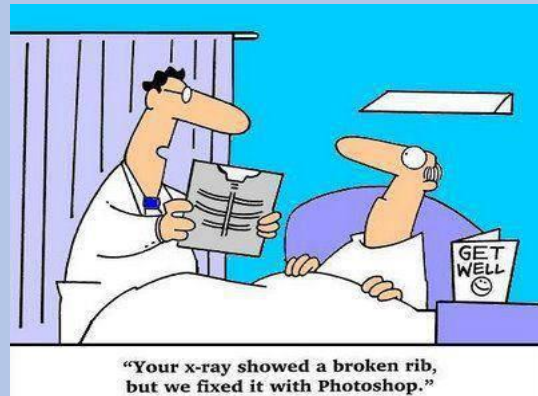
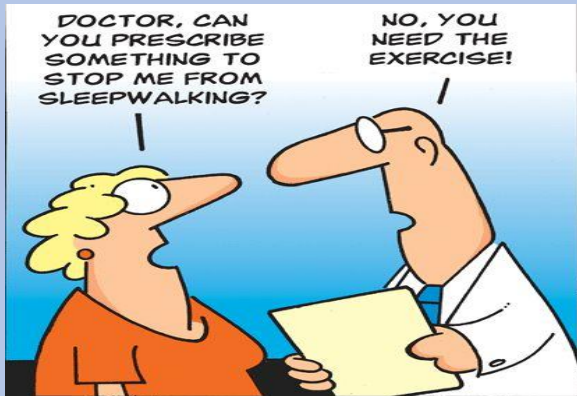
These capabilities ensure that the Hobart Class DDGs have the layered defensive and offensive capability required to counter conventional and asymmetric threats.



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## PICTURE FUNNIES





## **NAVAL HISTORY- CUSTOMS - TRADITIONS**

### **Navy Slang:**

#### **Press into Service:**

The British Navy filled their ships crew quotas by kidnapping men off the streets and forcing them into service. This was called impressment and was done by Press Gangs.

#### **Touch and Go:**

This referred to a ship's keel touching the bottom and getting right off again.

In more modern times, this referred to naval pilots practising landings on Carriers where they would line up, land and fly off again.

#### **Scuttlebutt:**

A butt was a barrel. Scuttle meant to chop a hole in something. The scuttlebutt was a water barrel with a hole cut into it so that sailors could reach in and dip out drinking water. The scuttlebutt was the place where the ship's gossip was exchanged.

#### **Double Duffer:**

A member of ship's company who consumes two servings of dessert

#### **All nighters in:**

All night in one's bed/night without going on watch

#### **Black Cat:**

A person with more impressive stories than you

#### **Warm the bell:**

To prepare for an early departure or end of a watch.

#### **Gangway:**

Any recognised entrance to, or passageway or traffic route within a ship. Also used as an order or warning to make way.

#### **Pipe Down**

The last routine pipe of the day, after which silence is maintained throughout the messdecks until the hands are called.

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