



GREENBANK NAA NEWSLETTER

Grey Funnel Dits



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GREENBANK NAVAL ASSOCIATION Subsection

Events: for February and March 2022

February:	Sunday 06	1030-1200	AGM + Normal Meeting	RSL Rooms
	Wednesday 23	1000-1030	Exec. Meeting	RSL Rooms
March:	Tuesday 01	1700-1900	Normal Meeting	RSL Rooms
	Wednesday 30	1000-1030	Exec. Meeting	RSL Rooms



NAVAL ASSOCIATION OF AUSTRALIA

Queensland Section INC



Memorial Ceremony
 11:00 Thursday 24th February 2022
 Naval Memorial
 South Brisbane Memorial Park,
 Southbank



Commemorating those who paid the supreme sacrifice and those who provide rescue and recovery assistance, including HMA Ships Melbourne, Stuart, Hawk, Ibis, Curlew, Snipe, Teal SAS vessels Air Nymph and Air Sprite and Air Assets from NAS Nowra

Naval Personality

Able seaman Moss Berryman:



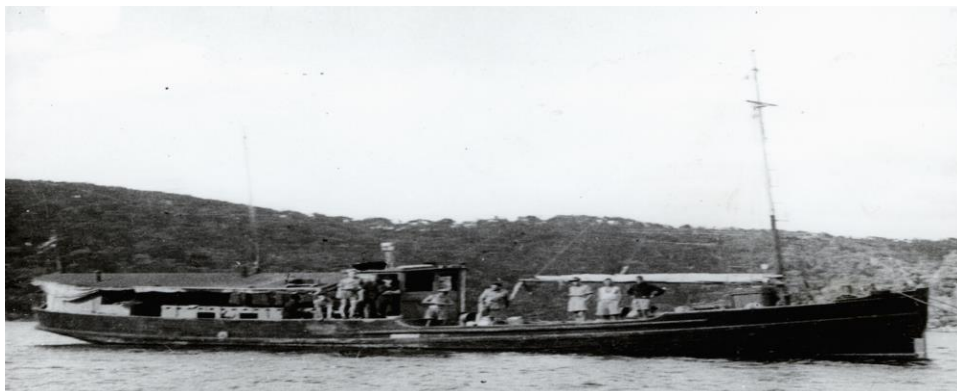
Mostyn 'Moss' Berryman was born at Kent Town South Australia on 9 November 1923. His father had fought as a teenaged signaller in the Australia Imperial Force on the Western Front during the First World War.

On 7 April 1942, as soon as he was able, Berryman volunteered to serve in the Royal Australian Navy. He and his friend, Able Seaman Fred Marsh, were still under training in Melbourne when they heard that a British officer was looking for volunteers to do something special. Berryman takes up the story:

A few days later, we were told to pack our bags, we were leaving the navy depot and going to a commando school at Frankston. They taught us a few things that they teach commandos and then at the end of a few weeks, we found ourselves on the Sydney express. We were taken out to the Hawkesbury River to a quiet little bay, Refuge Bay, and we landed on the beach there amongst a great heap of tents and camp stretchers...and cooking utensils. Our instructions were to get all this stuff up to the top of this dirty great big cliff. We were told the quicker you get the tent up and the quicker you get your bed made, the quicker you can have a feed. They soon discovered that they were members of Z Special Force, commanded by Harrow-educated Major Ivan Lyon, and part of Special Operations Australia, formed to operate behind Japanese lines in South East Asia. On 2 September 1943, Berryman, by then a fully trained commando, along with seven other British and Australian operatives under Lyon's command, sailed north from Exmouth Gulf, Western Australia in a 70-ft former Japanese fishing vessel *Kofuku Maru*, which had been re-named *Krait* - after a small poisonous snake. Only when at sea did Lyon tell his men that they were bound for enemy occupied Singapore, some 3500 miles away, "To blow up a few ships". Berryman knew that the Japanese did not have a reputation for treating prisoners well recalling:

My mate and I looked sideways at each other. We were basically Sunday school boys. We had no idea how we were going to learn to kill people. Still, I think if we had have known earlier, some of us may not have volunteered. There were definitely times we thought, what the hell are we doing here? We're getting five bob a day for this?

The two-week voyage though Japanese-occupied waters was uncomfortable, inside the *Krait* there was barely room to move. All available space was taken up by fuel drums and the crew posing as Malay fishermen wearing sarongs and with a foul-smelling brown dye applied to their skin. Berryman spent much of his time at the top of the mast with binoculars looking out for other craft, which would be given a wide berth. Occasionally, a Japanese float plane would fly over and members of Z Force would wave and stand in a circle pretending to unpick fishing lines.



On 18 September, *Krait* arrived off Singapore, which was ablaze with lights and where the Japanese thought themselves safe. Six commandos in three two-man canoes were subsequently off-loaded but much to their disappointment, Berryman and Marsh were ordered to stay behind.

The canoeists established a base in a cave on a small island and on the night of 26 September they paddled into the harbour attaching limpet mines to seven vessels, later sinking or damaging 37,000 tons of shipping.

Meanwhile, *Krait* loitered at sea for two weeks before rendezvousing at the island of Pompong 50 miles off Singapore on the night of 1-2 October, where only one canoe and its two occupants was found to be waiting. Lyon had told *Krait* to leave that night no matter what, but:

Happily, with the return to Pompong of *Krait* at around 21:00 on 3 October the remaining two canoes and their occupants were recovered.

On the return voyage, a few minutes to midnight on 11 October a Japanese patrol boat intercepted *Krait* in the Lombok Strait. As Berryman crouched low with his Bren gun trained on the warship, Lyon, who had packed *Krait's* bows with high explosive, prepared a suicide ramming which would have destroyed both vessels. After the longest 15 minutes of Berryman's life, the warship drew away without switching on a searchlight or hailing *Krait*.

Krait entered Exmouth Bay on 19 October 1943 after a 48-day mission. Berryman was mentioned in despatches for gallantry, skill and devotion to duty in a hazardous enterprise.

When later in 1943 Lyon asked Berryman whether he would care to return to Singapore as part of a larger, repeat operation, he carefully considered the proposal before declining. On this second operation, Rimau, all were killed in action or executed by the Japanese.

Berryman completed his war service in the destroyer HMAS *Vendetta*, and was demobilized in February 1946. For many years he was owed the five-bob-a-day danger money which he had been promised, and which, when the government did pay, was topped up to A\$5000.

Berryman was aboard *Krait* when she entered Sydney in 1964 to become a museum ship, and in 1993, on the 50th anniversary of Operation JAYWICK, he met Lyon's son at Kranji War Cemetery, "The spitting image of his father". Lyon's French wife, Gabrielle Bouvier and their baby son had spent the war in Japanese internment camps and together Berryman and the son cried that the son had never met his heroic father.

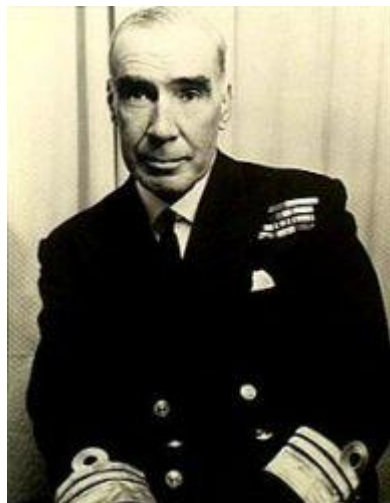
Operation JAYWICK, one of the most successful clandestine raids in Australian history, left a bitter aftermath. Lyon had intended that JAYWICK be publicised to rattle the Japanese and boost Allied morale, but senior commanders decided against this as they wished to conduct similar raids in the future. Not having the slightest idea of how the attack had been mounted, the Japanese inflicted savage reprisals on Singaporeans, who they suspected of aiding the attack.

A troubled Berryman mused in later life:

Post-war, Berryman returned to the stockbrokers SC Ward & Co, where he had been a clerk, and remained there until retirement 46 years later. He married his childhood sweetheart, Mary Cant, who predeceased him in 2018. Moss Berryman passed away on 6 August 2020, the last living participant of Operation JAYWICK. He is survived by his four daughters.

ROYAL AUSTRALIAN NAVY – Admirals

VADM Sir Henry M Burrell



Henry Mackay Burrell was born on 13 August 1904 at Wentworth Falls, New South Wales, the third of five children and the only son. He was educated at Parramatta High School and entered the Royal Australian Naval College in January 1918. He gained colours for hockey and graduated in 1921. Becoming a Midshipman in May 1922, he rose to Sub Lieutenant in April 1925 and Lieutenant in July 1926. He served in a number of RAN and Royal Navy ships in Australian and European waters in the 1920s before specialising as a navigator in Britain in 1930.

In the early 1930s Burrell served as Navigating Officer in HMS *Pangbourne* and HMA ships *Tattoo*, *Stuart* and *Brisbane*. On 27 December 1933 he married Margaret Isabel MacKay; they were divorced in November 1941. He was promoted to Lieutenant Commander in July 1934 and, after qualifying from an advanced navigation course in 1935, served in HM ships *Coventry* and *Devonshire*. The captain of *Devonshire* criticised him for being too familiar with sailors, but he thought the ship 'would have been more efficient if officers and ratings had been in closer touch'. He completed the course at the RN Staff College, Greenwich, England, in 1938 and was posted to Navy Office, Melbourne, as Staff Officer (Operations). After the outbreak of World War II, Burrell was concerned with the threat of enemy surface raiders in Australian waters and arrangements for convoying troop-ships to the Middle East. He was promoted to Commander in June 1940.

Five months later Burrell went to Washington to join the Australian delegation headed by Richard Gavin (Baron) Casey at secret talks between Britain and the United States of America on the strategic situation in the Pacific. In January-April 1941 he served as the first Australian naval attaché in Washington. He participated in British-American staff conversations to develop a strategic concept for the still hypothetical entry of Japan and the United States into the war.

Burrell took command of the new N Class destroyer HMAS *Norman* at Southampton, England, in September 1941. The ship's first duty was to convey a British Trade Union Congress delegation to Archangel in northern Russia before joining Admiral Sir James Somerville's Eastern Fleet in the Indian Ocean. *Norman* served in the Mediterranean in mid-1942 and was part of the covering force at the capture of Diego Suarez and the assault force at Tamatave and Majunga, Madagascar. In February 1943 Burrell was mentioned in despatches for bravery and resourcefulness during the Madagascar operations.

In September 1943 Burrell was again at Navy Office, Melbourne, as Director of Plans and on 21 April 1944 he married Ada Theresa Weller. In May 1945 he took command of the new Tribal Class destroyer HMAS *Bataan*, which joined the US Seventh Fleet and was in Tokyo Bay for the Japanese surrender ceremony in September, later assisting in the recovery of RAN prisoners of war from Sendai.

Promoted to Captain in June 1946, Burrell was appointed Deputy Chief of Naval Staff in October. A major focus of his work for the next two years was to form the Fleet Air Arm and to introduce carrier aviation in the RAN. For twelve months from October 1948, he commanded the RAN's flagship, the heavy cruiser HMAS *Australia*. He completed the 1950 course at the Imperial Defence College, London, and became the assistant Australian defence representative in London. In December 1952 he assumed command of the light fleet carrier HMAS *Vengeance*.

Burrell was promoted to Acting Rear Admiral in February 1955, confirmed that July, and made Flag Officer Commanding HM Australian Fleet (FOCAF). In mid-1956 he was appointed to Navy Office to investigate a new officer structure for the RAN. In September he became second naval member of the Naval Board. He returned to the position of FOCAF in January 1958, flying his flag in HMAS Melbourne. On 24 February 1959 he was promoted to Vice Admiral and made Chief of Naval Staff in Canberra. Appointed CBE in 1955 and CB in 1959, he was elevated to KBE in 1960.

As CNS, Burrell won approval to acquire Oberon class submarines, Ton class minesweepers, the survey ship HMAS *Moresby* and *Wessex* anti-submarine helicopters, and to commission the fleet tanker HMAS *Supply*. However, Burrell's greatest successes were to convince the government to reverse its 1959 decision to disband the Fleet Air Arm and to buy three Charles F Adams class guided-missile destroyers from the USA. He retired from the RAN on 23 February 1962 to his farm, Illogan Park, on the Shoalhaven River near Braidwood, New South Wales. Burrell passed away on 9 February 1988 in Woden Valley Hospital, Canberra, survived by two daughters and a son from his second marriage.

NAVAL DISASTER

HMAS Voyager



Manoeuvring ships at sea is an exacting task, one that requires skill, experience and concentration and undertaking such exercises in night time conditions add to the risk. Fifty-eight years ago, on the night of 10 February 1964 one such exercise went horribly wrong.

The Royal Australian Navy was undertaking routine exercises off Jervis Bay on the NSW south coast and was ending the day with night flying exercises for the aircraft of the carrier HMAS *Melbourne*. The Daring class destroyer HMAS *Voyager* (sister ship to the museum's *Vampire*) was in the role of plane guard, or rescue destroyer. *Voyager's* job was to pick up any airmen if the exercise went wrong and they crashed. It was also the destroyer's job to stay clear of the aircraft carrier.

The exercises were going well until the start of the 8.40 pm manoeuvre. *Melbourne's* commanding officer Captain Robertson ordered *Voyager* to take its position – behind *Melbourne* and off to the port (left) side. At that stage *Voyager* was sailing just ahead of the carrier on the starboard (right) side. The vessel immediately turned to starboard as if to loop around behind the carrier into position; but then turned to port. The bridge crew on *Melbourne* thought it was going to turn to starboard again, undertaking a fishtail or zigzag course to slow its momentum. But by the time they realised *Voyager* was still turning to port – and therefore would pass in front of *Melbourne* – it was too late to avoid a collision.

Within seconds Captain Robertson had ordered boats into the water, nets over the side of the carrier for survivors to clamber up and helicopters into the air. In this state of confusion, darkness and panic training swung into place and true heroes were made. The bow of *Voyager* had heeled sharply onto its starboard side and then turned upside down. Some 60 men were in the forward cafeteria and as water poured in they tried to get out through the escape hatches – but some wouldn't open.

The most senior sailor of *Voyager* was Jonathan 'Buck' Rogers and he took control of the situation, sending sailors to hatches that would open and trying to open the jammed ones. When he realised that it was too late, he was heard leading the men in prayer. The bow section sank completely in just under 10 minutes. Meanwhile the aft section stayed afloat, sinking slowly, until just after midnight.

Of the ship's complement of 314, 82 men were never to return home.

Her Majesty the Queen honoured the following sailors from *Voyager*.



Left: Chief Petty Officer Jonathan Rogers, who was awarded the George Cross posthumously for his bravery during the Melbourne/*Voyager* collision.

Right: Midshipman Kerry Francis Marien, who was awarded the Albert Medal posthumously for his bravery in rescuing his shipmates.

A night in Australian Naval History that we will never forget

we will remember them – Lest we forget

HAVE A LAUGH

Two boys were arguing when the teacher entered the room.

The teacher says, "Why are you arguing?"

One boy answers, "We found a ten dollar bill and decided to give it to whoever tells the biggest lie."

"You should be ashamed of yourselves," said the teacher, "When I was your age, I didn't even know what a lie was."

the boys gave the ten dollars to the teacher.

The rain was pouring down. There standing in front of a big puddle outside the pub was an old Irishman, drenched, holding a stick, with a piece of string dangling in the water.

A passer-by stopped and asked, "What are you doing?"

"Fishing" replied the old man.

Feeling sorry for the old man, the gent says, "Come in out of the rain and have a drink with me."

In the warmth of the pub, as they sip their whiskies, the gentleman, being a bit of a smart ass, could not resist asking, "So how many have you caught today?"

"You're the eighth", says the old man.

A taxing situation

According to unofficial sources, a new simplified income-tax form contains only four lines:

1. What was your income for the year?
2. What were your expenses?
3. How much have you left?
4. Send it in.

ROYAL AUSTRALIAN NAVY – Ship History

HMAS Arrow:



Class	Attack Class Patrol Boat	Displacement	146 tonnes
Type	Patrol Boat	Length	32.76Mtrs
Builder	Walkers Ltd Maryborough Qld	Beam	6.3Mtrs
Launched	17 February 1968	Draught	1.9Mtrs
Commissioned	3 July 1968	Machinery	Twin Paxman Diesels
Decommissioned	7 February 1975	Speed	24 knots
Crew	19		

HMAS *Arrow* was commissioned into naval service at Hervey Bay in Queensland on 3 July 1968. She was one of twenty Attack Class patrol boats ordered for the RAN in November 1965. The Attack Class was equipped with high-definition navigation radar, magnetic compasses, an echo sounder and air conditioning for service in northern Australian waters. Their primary role was to conduct patrol work in Australian territorial waters.

Arrow sailed south to Sydney with a temporary crew arriving there on 11 July 1968. Following a period of defect rectification, a predominantly RAN Reserve (RANR) crew joined the ship on 15 July putting to sea three days later for work-ups. She then departed Sydney for her first home port of Melbourne on 25 July, her departure having been delayed due to inclement weather. She arrived in Port Phillip Bay on 27 July where she became the training vessel for the Melbourne Port Division of the RANR.

Arrow served in that capacity for the next six years providing training to rotating RANR crews for two weeks at a time, primarily along the Australian east coast, and in Victorian and Tasmanian waters. This was in addition to regular weekend training and 'day-runs'. She participated in Exercises RED NED and RECOUP in February and November 1969 respectively, and underwent a refit at Cockatoo Island Dockyard from April to June 1970. On 27 February 1971, *Arrow* visited Devonport in Tasmania to act as flagship for the annual Devonport Regatta on 1 March. Three years later she attended the Launceston Regatta in February 1974 before sailing to Sydney for a major refit.

On 30 July 1974, *Arrow*'s time as a RANR training vessel came to an end and she resumed duties with the RAN fleet based at HMAS *Waterhen* in Sydney. Following a busy period of work-up and trials, she departed Sydney on 21 August for her new home port of Darwin where she joined the Third Australian Patrol Boat Squadron. She arrived in Darwin on 2 September.

Her first operational tasking was to conduct a hydrographic survey of Cone Bay and Collier Bay in north eastern Western Australia. She arrived back in Darwin on 9 October. She sailed again for her first Fishery Surveillance Patrol off the Western Australian coast on 23 October and maintained a regular patrol and maintenance program up until what would prove to be a fateful Christmas period.

On 21 December 1974 the United States weather satellite SR8 detected a brewing storm over the Timor Sea. By 22:00 that evening the storm had officially been upgraded to a cyclone and assigned the name 'Tracy'. Over the course of the next three days, Tracy wound its way south-west and around the west coast of Melville Island, ravaging Melville and Bathurst Islands in the process. She then wound back to the south east and headed straight for Darwin.

Tracy struck the Northern Territory capital in the early hours of Christmas Day with winds reaching nearly 260 kph, the highest wind speed ever recorded at ground level on the Australian mainland at that time. Tracy claimed the lives of 49 people ashore and a further 16 at sea. As Tracy approached Darwin on the 24th the sailors of the patrol boat force were recalled from leave. Married members were instructed to assist their families prepare for the cyclone and then return on board in time to sail. The intention was for the four patrol boats to ride out the cyclone either at the moorings or at anchor in the harbour, and *Arrow* indeed had secured to furthestmost south-east buoy by 1830 that evening. By dusk, all of the patrol boats had been secured to their respective Commanding Officers' satisfaction.

As the clock passed midnight into the morning of Christmas Day, *Arrow's* Commanding Officer, Lieutenant Robert Dagworthy, RAN, felt his ship was riding the storm well. Some 20 vessels were shown on radar astern of *Arrow* in the harbour at midnight. Over the following hour to 0100, the weather deteriorated and Lieutenant Dagworthy felt that the cyclone was closer than had been predicted. The weather continued to deteriorate to 0200 and the number of vessels visible on radar had noticeably decreased. By this time the rain and sea spray were driving horizontally and the visibility was virtually nil. The wave height could not be estimated due to the poor visibility.

In spite of the conditions, *Arrow* was riding the storm fairly well but there was some concern that the shackle used to secure to the buoy might part. Meanwhile it was noticed that the other three patrol boats had all disappeared and it was thought that they had gotten underway having dragged. By 0230 it was hoped that conditions were starting to improve; however, at 0245, Lieutenant Dagworthy was informed that the gypsy on the mooring winch had failed and the ship was no longer secured to the buoy.

Arrow's main engines were started with the intention of riding out the rest of the cyclone where she was. She was turned into the wind with satisfactory results but occasional wind gusts caused the ship to roll violently. It was only with outstanding ship handling that *Arrow* was able to maintain her heading. Conditions worsened yet again after 0300 and sometime between 0330 and 0345, the starboard engine alarm sounded and it was ordered to neutral. The engine had lost circulating water suction and its temperature was reading 215°C. It could be used if it was essential, but only for short periods. Lieutenant Dagworthy was aware that both engine circulating pumps took their suction from the same manifold and felt that it was only a matter of time before the port engine would suffer the same problem. He favoured the port engine thereafter by necessity, but he assessed that the ship could not survive indefinitely on one engine. The ship was being pushed westward and Lieutenant Dagworthy decided to beach *Arrow* in Frances Bay where there was plenty of mud, no rocks and some measure of protection. His only concern by this stage was the safety of his crew and, if possible, to minimise the damage to his ship. All spare hands were ordered to the Flying Bridge with lifejackets partially inflated. With the starboard engine overheating it was decided to use the port engine to turn the ship to starboard but it was not long before the port engine alarm also sounded. It too was overheating but with the safety of the ship and her crew now in peril, the throttle was not altered. With the ship turning to starboard, Stokes Hill Wharf unexpectedly became visible ahead and a

collision was unavoidable. Just before 0400, *Arrow* struck Stokes Hill Wharf bow first and 'abandon ship' was ordered.

Apart from the few crew members closed up in the wheelhouse, the ship's company had mustered on the Flying Bridge. The Executive Officer, Sub-lieutenant John Jacobi, searched along the ship's port side for the safest escape route but, in attempting to reach the wharf, fell into the sea. He was washed ashore below the wharf gatekeeper's hut.

Most of the rest of the crew scrambled on to the wharf by climbing onto the funnel casing, then on to the portside guardrail and on to the wharf safety rail. In addition to Sub-lieutenant Jacobi, three others, including Lieutenant Dagworthy, ended up in the sea either by choice or misfortune but were eventually washed ashore. Those that escaped onto the wharf became separated in the poor conditions but were later reunited ashore where they sought shelter after getting off the wharf. Several suffered various injuries from flying debris.

Tragically two crew members, Petty Officer Leslie Catton and Able Seaman Ian Rennie, lost their lives as *Arrow* was wrecked under the wharf. In the confusion their movements following the order to abandon ship are unclear but at some stage, both fell into the water and drowned. It appears that at least Petty Officer Catton made it onto the wharf but was either blown off by the strong wind or was knocked off by flying debris.

A Board of Inquiry was convened to investigate the loss of HMAS *Arrow* and the damage to the other patrol boats. In *Arrow's* case, the Board stated in its report; "The orderly action of the ship's company and the mutual assistance given in the prevailing conditions, firstly to reach the wharf and subsequently to leave the wharf area, can only be regarded as most commendable. Having regard to the position of the ship and the conditions this was obviously a major factor in the majority of the ship's company reaching safety." Able Seaman Robert McLeod was awarded the Australian Bravery Medal on 16 September 1977 for assisting injured shipmates.

Clearance Diving Team One successfully refloated *Arrow* on 13 January 1975 by attaching pontoons to her hull and using tugs to pull her clear of the wharf at high tide. She was towed underwater to shallow water at Frances Bay where she was surveyed, written off and later sold to a local businessman whose intention was to rebuild her as a museum piece. The restoration process proved too expensive and *Arrow* was eventually broken up where she lay.

Petty Officer Catton and Able Seaman Rennie are commemorated at HMAS *Coonawarra* with a plaque and the inclusion of their names in a stained glass window at the base's chapel, and the Arrow Bar at the base is named in the vessel's honour. Arrow Drive, Catton Court and Rennie Road are all also named in their honour.



Left: The wreck of HMAS Arrow at Frances bay - Middle: The wreck of HMAS Arrow at Frances bay - The wreck of HMAS Arrow.

ROYAL AUSTRALIAN NAVY – Active Fleet Ships

HMAS Anzac (III), HMAS Arunta (II), HMAS Warramunga (II), HMAS Ballarat (II)

Frigate, Helicopter (FFH)

The Royal Australian Navy currently uses the Anzac Class FFH (Frigate Helicopter).

The Anzac Class is based on the German Meko 200 frigate design with eight ships constructed in Australia for the Royal Australian Navy.

Anzac Class is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction. 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.

The ships are 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. They can counter simultaneous threats from aircraft, surface vessels and submarines.

Main armament comprises one five-inch (127 mm) gun capable of firing 20 rounds per minute, ship launched Mk 46 torpedoes and a Mk 41 vertical launch system for the Evolved Sea Sparrow point defence missile. The Anzac Class also has eight anti-ship/land attack canister launched harpoon missiles. Other defence systems include the Nulka active missile decoy system, offboard chaff and a torpedo countermeasures system.

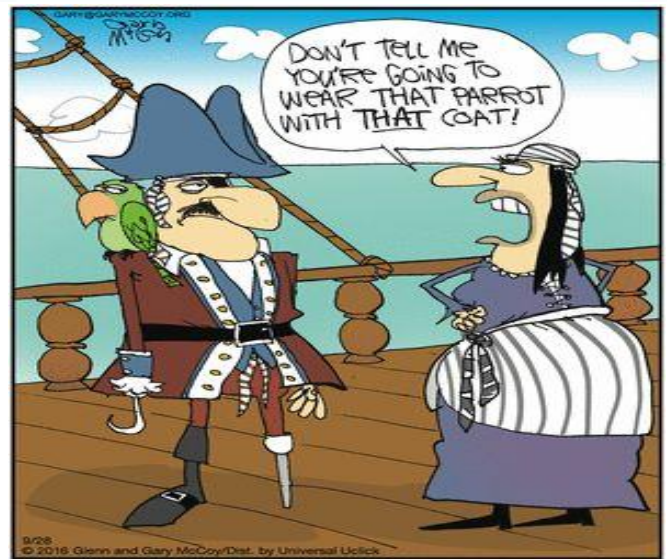
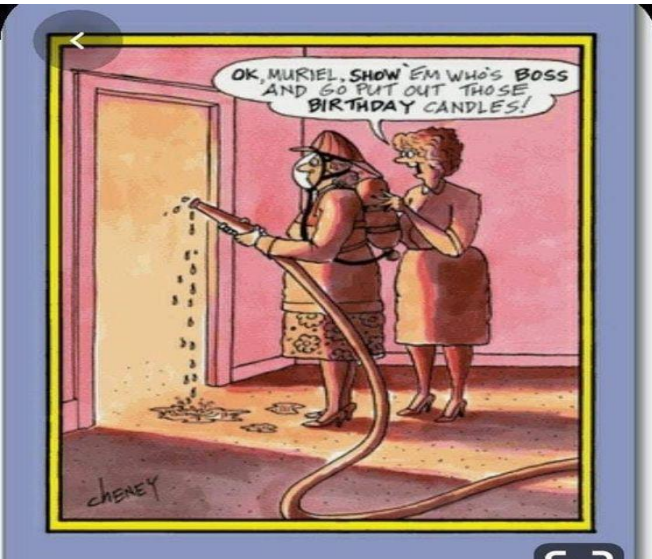
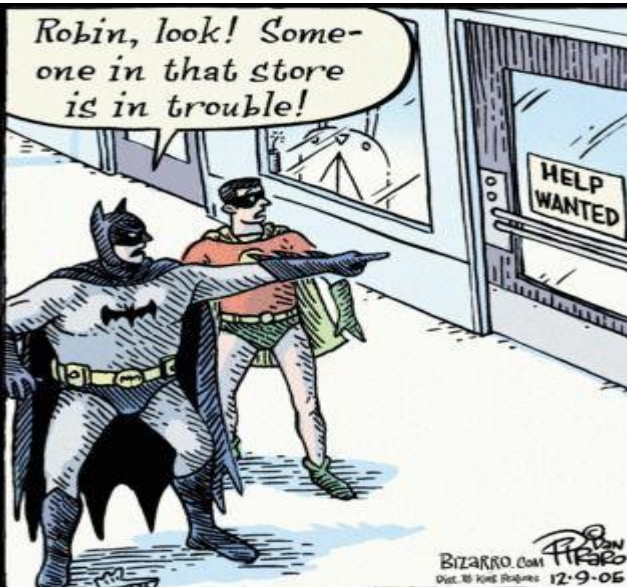
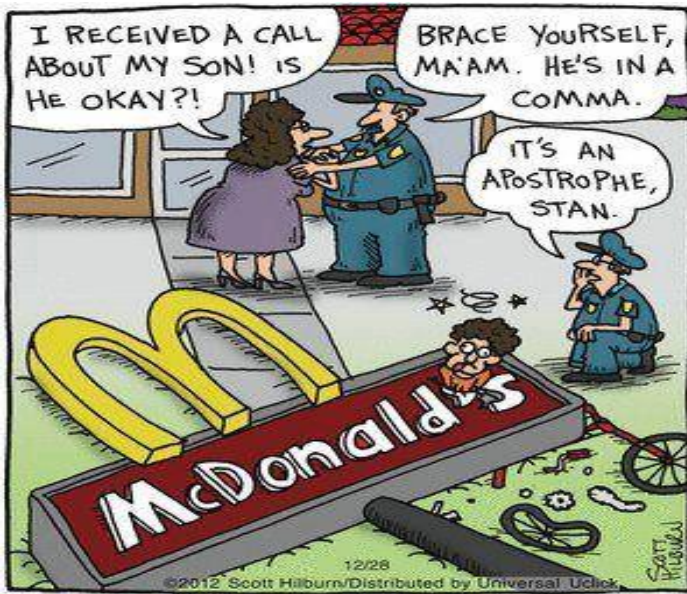
The frigates feature a 'combined diesel or gas' (CODOG) propulsion plant which enables the ship to sustain sprint speeds of greater than 27 knots and allows an operational range in excess of 6000 nautical miles at 18 knots.

Navy's latest multi-role MH-60R Seahawk helicopter can be embarked on the FFH frigates. The 'Romeo' capabilities include 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.

Several Anzac Class frigates are currently undergoing the Anzac Mid-Life Capability Assurance Program (AMCAP) upgrade at the Australian Marine Complex in Henderson, Western Australia. The upgrade is being performed by the Warship Asset Management Agreement (WAMA) Alliance and will include the replacement of the Long-Range Air search radar, IFF (Identification, Friend or Foe) and secondary surveillance radar capabilities. *Anzac* will also undergo a platform systems obsolescence program to improve platform reliability and maintainability. Work will also be done to improve the ship's habitability for the crew. Also, an upgrade to the ship's communications systems will resolve a number of obsolescence issues.



PICTURE FUNNIES



NAVAL TRADITIONS/TERM/SLANG

Esther Williams Trophy: Origin

The Esther Williams trophy comprised a framed, signed photograph of Hollywood screen and swimming star Esther Williams. It was destined to become one of the most unique, enduring and “competed for” unofficial trophies in the history of the RAN fleet.

The trophy originated in 1943, onboard the destroyer HMAS *Nepal* while attached to the British Eastern Fleet. Lieutenant Lindsay ‘Georgie’ Brand had been gifted a photograph of the Hollywood starlet, which he jealously guarded. His friend (and later Chief of Naval Staff) David Stevenson took the photograph inscribing it “To my own Georgie, with all my love and a passionate kiss, Esther”.

Thereafter the photograph hung above Lieutenant Brand’s bed until it mysteriously went missing. It had in fact been commandeered by a fellow officer and removed to another ship, reportedly to “protect Esther’s honour”. The photograph was later stolen back from that ship, beginning a tradition involving hijinks and skull duggery in order to secure the morale-boosting prize. Word of the unorthodox trophy soon spread, resulting in the photo changing hands over two hundred times between four separate navies over two decades.



Conduct

The practice of attempting to liberate 'Esther' saw raiding parties from the RAN, United States Navy, Royal Canadian Navy and Royal Navy, regularly compete for the trophy throughout the Pacific theatre. Cunning, zeal and subterfuge became the hall-mark of raiders intent on securing the trophy which had become a source of national pride to Australia and a great morale booster for the ship's company who possessed it.

Over time, measures were taken to preserve the coveted trophy. The original photograph was framed and secured under lock and key for posterity. In its place, a duplicate, waterproofed 'fighting copy' was produced and prominently displayed in the wardroom of the ship concerned for all to see. 'Rules of Engagement' were also established as outlined below:

1. The trophy is to remain unsecured and in full view.
2. The trophy may only be removed by force (preferably of the brute variety) or by exceedingly low cunning and vile stealth.
3. Use of enlisted personnel in any fashion is prohibited (the contest was strictly between competing wardrooms).
4. The only other restriction is against firearms and clubs.
5. Unsuccessful suitors are to be given haircuts and lodging.

The contest was spirited and not for the faint of heart. Several people were hospitalised after officers from USS *Boxer* conducted a raid on HMAS *Warramunga* (I). Stealth attacks were popular and creating diversions and raising false alarms proved a reliable way to create a distraction and opportunity to secure the most coveted of prizes.

Legacy

Esther Williams was well aware of the trophy and said to be highly encouraging of the competition it stimulated among Allied navies. She would occasionally write letters of support and encouragement to the wardroom of the ship holding her photograph and often poems or signals were passed between ships heralding its liberation and whereabouts.

The contest continued amid much fanfare throughout the 1940s and well into the following decade. In 1957 'Esther' was returned to the Royal Australian Navy and retired, having been in the custody of the USN for some time.

The trophy was re-introduced to the world in 1997 after being 'borrowed' from the Naval Historical Repository at Spectacle Island, Sydney, by officers from the guided missile destroyer HMAS *Brisbane* (II). It was temporarily reunited with its original owner, Lindsay Brand, in 2004, the fourth time since 1943, and he was amazed that the tradition had again been reinstated.

Following the death of Esther Williams in June 2013 at the age of 91, the trophy was officially retired. The last unit to capture 'Esther' was RAN Clearance Diving Team Four, which presented the trophy to HMAS Stuart (III) for the voyage to its final destination, the Royal Australian Navy Heritage Centre at Spectacle Island.
