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| Saclip_image001  **GREENBANK NAA NEWSLETTER**  **GREY FUNNEL DITS**  *Disclaimer: The material contained in this publication is in the nature of entertainment for the members. Contributions are acknowledged, with thanks, from service organisations. The editor expressly Disclaims all and any liability to any person, whether an association member or not. Views expressed may not necessary be those held by the Executive or the members.*  flag  A close up of a sign  Description generated with very high confidence |

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| **GREENBANK NAVAL ASSOCIATION Sub Section**  **EVENTS: January 2020 / February 2020**  Wednesday 29th January 2020 1000-1030 Executive Meeting RSL Rooms  Sunday 09 February 2020 1030-1200 Normal Meeting & AGM RSL Rooms  Happy New Year Wallpaper 2020 free download  Welcome 2020  The editor: *let’s hope this year brings good health, happiness, prosperity and wealth to all.*  C:\Users\Tony\Pictures\NAA Xmas 1.jpg C:\Users\Tony\Pictures\NAA Xmas 2.jpg C:\Users\Tony\Pictures\NAA Xmas 3.jpg  Sub Branch members enjoying Christmas function at our RSL Rooms.  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 – PERSONALITY**  **Commodore JWH Britten:**  https://www.navy.gov.au/sites/default/files/portraits/Commodore%20Britten%20Retires%201976%20200.jpgThe opportunity to rise through the ranks is open to all naval personnel, but few have been promoted from Seaman to Commodore. Jeffrey Britten was one such man.  **Jeffrey William Herbert Britten** was born at Chatswood, NSW on 10 March 1922 and joined the RAN, as a 17 year old Probationary Writer 2nd Class, at HMAS *Cerberus* on 15 August 1939. Following his initial training he joined his first ship, the light cruiser HMAS *Sydney* (II) in January 1940. Britten was promoted to Writer in March 1940 and served in *Sydney* throughout the ships deployment to the Mediterranean 1940-41 which included the destruction of the Italian cruiser *Bartolomeo Colleoni* in July 1940during the Battle of Cape Spada*.* He left *Sydney* in September 1941, only a few months before the ship was lost with all hands following its fateful encounter with the German raider *Kormoran* in November of that year. Britten then served at *Cerberus* where he was promoted to Leading Writer in January 1942.  Postings to HMA Ships *Assault*, *Westralia*, *Penguin*, *Lonsdale* and the London Depot followed before being promoted Petty Officer Writer in 1943 and Chief Petty Officer Writer in 1944. While serving at the London Depot in 1949 he was promoted to the rank of Commissioned Writer Officer before commissioning as a Lieutenant two years later. During 1951-52 he served in the aircraft carrier HMAS *Sydney* (III) seeing active service during the Korean War. During 1953-55 he served on exchange with the Royal Navy before returning to Australia. Lieutenant Britten was the Assistant Secretary to the Fleet Commander in 1956 and served in HMAS *Warramunga* as the Supply Officer in 1957. In 1958 he served on the staff of the Flag Officer Commanding the Eastern Australian Area before being promoted Lieutenant Commander in early 1959. Service in Navy Office followed where he was promoted Commander in late 1960. In 1962 he was appointed secretary to the 2nd Naval Member (Deputy Chief of Navy) carrying out those duties until late 1964. Commander Britten then returned to sea for the last time as the Supply Officer in the aircraft carrier HMAS *Melbourne* (II). During his service in *Melbourne* the carrier undertook extensive service in South East Asia during which time she escorted the fast troop transport HMAS *Sydney* to South Vietnam on four separate occasions. Britten was promoted Acting Captain in late 1966 and posted to Navy Office as the Director Fleet Supply Duties.  Britten was confirmed in the rank of Captain in late 1967 and became the Secretary to the 1st Naval Member (Chief of Navy) in April 1968. In the Queen’s Birthday Honours List for 1968 he was made an Officer of the Order of the British Empire (OBE) for his extensive services to the RAN as a Supply Officer. Captain Britten became the Director General Personal Services in 1971 and the Director General Manpower Division in 1973.  In early 1975 he was promoted Acting Commodore and posted as the Director General Service Conditions.  Commodore Britten finally retired from the RAN on 18 August 1976 and passed away in Canberra on 18 January 1990.  **ROYAL AUSTRALIAN NAVY—ADMIRALS**  **Admiral Christopher Alexander Barrie:**  Deputy Chief of Navy (1996 - 1997)  ADML Christopher Barrie**Chris Barrie** was born in Marrickville, Sydney in 1945 and educated at North Sydney Boys High School. He joined the Royal Australian Naval College in 1961 as a cadet midshipman and during his early naval training served in HMA Ships Anzac, Vampire and Melbourne. Postings to the Britannia Royal Naval College at Dartmouth and HMS Excellent followed.  Barrie was a member of the commissioning crew of HMAS Brisbane and he later served in her during a seven month deployment to Vietnam, in 1969, where she operated on the gun line with the US Navy provided naval gunfire support to land forces ashore.  Later appointments included: commanding officer of the patrol boat HMAS Buccaneer, operations and navigating officer in HMS Eastbourne, HMAS Perth and HMAS Duchess, executive officer in HMAS Vampire, and commanding officer of the destroyer escort HMAS Stuart.  Barrie served as Director RAN Surface Warfare School and commanding officer HMAS Watson and in 1990-91 was the Defence Advisor- India. Following promotion to commodore in 1991 he served as Deputy Maritime Commander and Chief of Staff at Maritime Headquarters in Sydney. Promoted rear admiral in November 1994 he was Deputy Chief of Naval Staff from May 1996 - June 1997 before promotion to vice admiral and serving as Vice Chief of the Defence Force during 1997-1998.  Barrie was promoted to Admiral, and assumed the post of Chief of the Defence Force, on 4 July 1998. He held that post until his retirement in 2002 when he was succeeded by General Peter Cosgrove.  Through part-time study, Barrie obtained a Bachelor of Arts degree in 1983, with a special focus on International Relations and Politics, and was awarded a Master of Business Administration degree in 1996 by Deakin University.  Barrie's military service was recognised when he was made a Member of the Order of Australia (AM) in 1994, promoted to an Officer of the Order of Australia (AO) in June 1998 and became a Companion to the Order of Australia (AC) in January 2001.  Admiral Christopher Barrie retired from the permanent Navy on 3 July 2002.  **Mysterious Tragedy of WW11**  **Sinking of the Montevideo Maru:**  Montevideo Maru c.1941*Montevideo Maru* was one of three ships (along with *Santos Maru* and *La Plata Maru*) of the [*Osaka Shosen Kaisha*](https://en.wikipedia.org/wiki/Osaka_Shosen_Kaisha) (OSK) shipping line built for their trans-Pacific service to South America. The 7,267 ton ship was constructed at the [Mitsubishi Zosen Kakoki *Kaisha*](https://en.wikipedia.org/wiki/Mitsubishi_Heavy_Industries) shipyard at [Nagasaki](https://en.wikipedia.org/wiki/Nagasaki), and launched in 1926. At 430 [feet](https://en.wikipedia.org/wiki/Foot_(unit)) (130 [metres](https://en.wikipedia.org/wiki/Metre)) in length, and 56 ft (17 m) in the beam, she was powered by two Mitsubishi-[Sulzer](https://en.wikipedia.org/wiki/Sulzer_(manufacturer)) 6ST60 six-cylinder [diesel engines](https://en.wikipedia.org/wiki/Marine_diesel_engine) delivering a total of 4,600 [horsepower](https://en.wikipedia.org/wiki/Horsepower) (3,400 [kilowatts](https://en.wikipedia.org/wiki/Kilowatt)) and giving her a speed of 14.5 [knots](https://en.wikipedia.org/wiki/Knot_(unit)) (26.9 [kilometres per hour](https://en.wikipedia.org/wiki/Kilometres_per_hour); 16.7 [miles per hour](https://en.wikipedia.org/wiki/Miles_per_hour)).[[1]](https://en.wikipedia.org/wiki/SS_Montevideo_Maru#cite_note-Sulzers-1) Sinking On 22 June 1942, some weeks after the [fall of Rabaul](https://en.wikipedia.org/wiki/Fall_of_Rabaul) to the [Japanese](https://en.wikipedia.org/wiki/Empire_of_Japan), many [Australian](https://en.wikipedia.org/wiki/Australian) prisoners were embarked from Rabaul's port on *Montevideo Maru*. Unmarked as a [POW](https://en.wikipedia.org/wiki/POW) ship, she was proceeding without escort to the Chinese island of [Hainan](https://en.wikipedia.org/wiki/Hainan), when she was sighted by the American [submarine](https://en.wikipedia.org/wiki/Submarine) [*Sturgeon*](https://en.wikipedia.org/wiki/USS_Sturgeon_(SS-187)) near the northern [Philippine](https://en.wikipedia.org/wiki/Philippines) coast on 30 June.  *Sturgeon* pursued, but was unable to fire, as the target was traveling at 17 knots (31 km/h; 20 mph).[[2]](https://en.wikipedia.org/wiki/SS_Montevideo_Maru#cite_note-MM-2) However, it slowed to about 12 knots (22 km/h; 14 mph) at midnight; according to crewman Yoshiaki Yamaji, it was to rendezvous with an escort of two [destroyers](https://en.wikipedia.org/wiki/Destroyer).[[2]](https://en.wikipedia.org/wiki/SS_Montevideo_Maru#cite_note-MM-2) Unaware that it was carrying Allied prisoners of war and civilians, *Sturgeon* fired four [torpedoes](https://en.wikipedia.org/wiki/Torpedo) at *Montevideo Maru* before dawn of 1 July, causing the vessel to sink in only 11 minutes. According to Yamaji, Australians in the water sang "[Auld Lang Syne](https://en.wikipedia.org/wiki/Auld_Lang_Syne)" to their trapped mates as the ship sank beneath the waves.[[3]](https://en.wikipedia.org/wiki/SS_Montevideo_Maru#cite_note-Interview-3)  There were more POWs in the water than crew members. The POWs were holding pieces of wood and using bigger pieces as rafts. They were in groups of 20 to 30 people, probably 100 people in all. They were singing songs. I was particularly impressed when they began singing Auld Lang Syne as a tribute to their dead colleagues. Watching that, I learnt that Australians have big hearts.  — Eyewitness Yoshiaki Yamaji, interviewed Oct. 2003  The sinking is considered the worst maritime disaster in Australia's history. A nominal list made available by the Japanese government in 2012 revealed that a total of 1054 prisoners (178 non-commissioned officers, 667 soldiers and 209 civilians) died on the *Montevideo Maru*; there were no survivors among the prisoners. Of the ships total complement, approximately twenty Japanese crew survived, out of an original 88 guards and crew.  Some have questioned whether some or all of the POWs were aboard the ship and not massacred earlier.  Others believe that some of the Australians survived, only to die later.[[3]](https://en.wikipedia.org/wiki/SS_Montevideo_Maru#cite_note-Interview-3) Of the known survivors, the only one to ever be questioned was former merchant seaman [Yoshiaki Yamaji](https://en.wikipedia.org/w/index.php?title=Yoshiaki_Yamaji&action=edit&redlink=1). In a 2003 [*The 7:30 Report*](https://en.wikipedia.org/wiki/The_7:30_Report) interview, he stated that he was told that some of the POWs had been picked up and taken to [Kobe](https://en.wikipedia.org/wiki/Kobe). Veteran Albert Speer, who served in New Guinea, believes that survivors were transported to [Sado Island](https://en.wikipedia.org/wiki/Sado_Island), only to perish days before the dropping of atomic bombs on Japan. Professor [Hank Nelson](https://en.wikipedia.org/wiki/Hank_Nelson) considers it unlikely that any Japanese ship would have stopped to rescue prisoners with a hostile submarine nearby.  The Rabaul garrison has been described as a "[sacrificial lamb](https://en.wikipedia.org/wiki/Sacrificial_lamb)" by biographer David Day. [Lark Force](https://en.wikipedia.org/wiki/Lark_Force) was left without reinforcements, and instructed not to withdraw in accordance with official War Cabinet policy at the time in regards to small garrisons. [Harold Page](https://en.wikipedia.org/wiki/Harold_Page), the senior government official in the territory, was instructed to evacuate only "unnecessary" civilians and was refused permission to evacuate any administrative staff; he was listed among those killed on the *Montevideo Maru*. **Number of casualties** It has been historically difficult to determine a definitive number of the dead. As late as 2010, Australia's [Minister for Defence Personnel](https://en.wikipedia.org/wiki/Minister_for_Defence_Personnel), [Alan Griffin](https://en.wikipedia.org/wiki/Alan_Griffin), stated that "there is no absolutely confirmed roll". Australian Army officer Major Harold S Williams' 1945 list of the Australian dead was lost, along with the original Japanese list in [Katakana](https://en.wikipedia.org/wiki/Katakana) it had been compiled from; these challenges have been exacerbated by the forensic difficulties of recovering remains lost at sea.  In 2012, the Japanese government handed over thousands of POW documents to the Australian government and *Montevideo Maru*'s [manifest](https://en.wikipedia.org/wiki/Ship%27s_manifest), which contained the names of all the Australians on board, was found to be among them. The translation of the manifest was released in June 2012, confirming a total of 1,054 Australians, of which 845 were from Lark Force.  The new translation also corrected a longstanding historical error in the number of civilians who went down with the ship. There were 209, not 208 as previously thought. This is not an additional casualty; rather the historical number was simply inaccurate.  Sources also continue to contradict each other regarding the number of Japanese crew who survived. Some reports indicate 18 survivors, one of whom died soon afterwards.  Other sources indicate that 17 Japanese seamen and three guards survived. **Uncertainty** The families of those on the Montevideo Maru, unaware of the ship’s loss, continued to send letters to their loved ones in the belief they were being held as prisoners of war. It was not until after the war that families discovered the fate of those lost on the Montevideo Maru.  Some have claimed that even after the Japanese were defeated in New Guinea in 1945, the Australian authorities did little to determine what had happened to the people of Rabaul until the war ended. Norm Furness, the former Lark Force member, says he gave up asking the Government to search for the ship: **Did the Montevideo Maru ever exist?** For many years there was speculation as to whether the Montevideo Maru actually existed. Some believed that the Japanese had actually executed all the POWs and fabricated the sinking in an attempt to avoid charges of war crimes. While it is generally accepted from the first-hand accounts of people on the wharf, that the Montevideo Maru sailed from Rabaul with Australian POWs on board in July 1942, some descendents continue to resist the official version, believing the Australians were executed in New Guinea and that the passenger list of the Montevideo Maru was ‘padded’ by the Japanese in an attempt to conceal war crimes. There is still confusion over the nominal roll, which was ‘… apparently lost from the national archives after being brought back from Japan by post-war investigators’.  The Australian War Memorial’s website [Remembering 1942: The sinking of the Montevideo Maru, 1 July 1942](http://www.awm.gov.au/atwar/remembering1942/education/montevideo.asp) includes the transcript of a 2002 talk by historian Ian Hodges in which he described the loss of the ship and argued that ‘there is little evidence’ to support the theories that the ship did not exist. In fact, he says, ‘the existence of the ship is beyond doubt’. The War Memorial site also includes a copy of the 6 October 1945 report by Major H.S. Williams, the Australian officer attached to the Recovered Personnel Division in Tokyo after the end of the war. This report describes the sinking of the Montevideo Maru and also details the lack of information on POWs from Rabaul provided by the Japanese during the war. The War Memorial site also has a copy of a list of passengers believed to have left New Britain on the Montevideo Maru. This list, also dated 6 October 1945, was compiled in New Guinea after the war by two ‘recovered POWs’ then believed to be at Lae, and contained only 168 names. **Did the Montevideo Maru really sink?** Some commentators have suggested that rather than being sunk by the USS Sturgeon, ‘… the ship indeed left Rabaul on June 22 [1942] with its cargo of prisoners [but] returned empty two days later, the Japanese having executed them all’. These commentators say this alternative scenario is supported by ‘compelling evidence’—one Rabaul local said the Montevideo Maru, after steaming for nine days, should have been a long distance from the point where it was thought to have been sunk. Further, the commentators have suggested that the ‘cover-up theory’ gains further strength from the accounts of Major Williams:  Mystery remains.  HAVE A LAUGH  A man asks, “God, why did you make woman so beautiful?” God responded, ”So you would love her.” The man asks, “But God, why did you make her so dumb?” God replied, “So she would love you.”  ------------------------------------------------------------------------------  I feel like my body has gotten totally out of shape, So I got my doctor's permission to join a fitness club and start exercising. I decided to take an aerobics class for seniors. I bent, twisted, gyrated, jumped up and down, and perspired for an hour.  But, by the time I got my leotards on, the class was over.  ------------------------------------------------------------------------------  An elderly woman decided to prepare her will and told her preacher she had two final requests. First, she wanted to be cremated, and second, she wanted her ashes scattered over K-Mart.   "K-Mart?" the preacher exclaimed. "Why K-Mart?"    "Then I'll be sure my daughters visit me twice a week"  --------------------------------------------------------------------------  My memory’s not as sharp as it used to be. Also, my memory’s not as sharp as it used to be.  ------------------------------------------------------------------------------  **After 10 years, the wife starts to think their kid looks kinda strange so she decides to do a DNA test. She finds out that the kid is actually from completely different parents.**  **Wife: Honey, I have something very serious to tell you.** Husband: What's up? Wife: According to DNA test results, this is not our kid...  Husband: Well you don't remember, do you??? When we were leaving the hospital, you noticed that our baby had pooped, then you said: "Please go change the baby, I'll wait for you here.” So I went inside, got a clean one and left the dirty one there.”  Moral: Never give a man a job for which he is not qualified.  ---------------------------------------------------------------------------  **ROYAL AUSTRALIAN NAVY---SHIP HISTORY**  **HMAS STUART (1)**  https://www.navy.gov.au/sites/default/files/ships/HMAS%20Stuart%20leaving%20harbour.jpg HMAS Stuart (I) Badge   |  |  |  |  | | --- | --- | --- | --- | | Class | Scott Class Destroyer | Displacement | 1,530 tons | | Builder | RW Hawthorne England | Length | 332ft 6in | | Laid Down | 18 October 1917 | Beam | 31ft 9in | | Launched | 22 August 1918 | Draught | 11ft 4in | | Commissioned | 11 October 1933 | Machinery | Brown Curtis Turbines | | Speed | 36.5 knots | Horsepower | 40,000 | | Armament | 5 x 4..7in guns  1 x 3in gun  2 x 2 pounder guns | Torpedoes | 6 x 21in Torpedoes |   HMAS Stuart was one of nine Scott Class Destroyer Flotilla Leaders built between 1917 and 1919 under the British Government's Wartime Emergency Construction Programme. Four of them (Scott, Bruce, Douglas and Montrose) were completed before the end of hostilities in November 1918. Scott was sunk by a German submarine off the Dutch coast on 15 August 1918. The remainder (Mackay, Malcolm, Campbell, Keppel and Stuart) were completed between December 1918 and 1920. Bruce was scrapped in the thirties but all the others served in and survived World War II.  From her commissioning in the Royal Navy on 21 December 1918 until she finally paid off in May 1933, most of Stuart's seagoing service with the Royal Navy was spent on the Mediterranean Station as a unit of the 2nd Destroyer Flotilla.  In 1933 the Admiralty agreed to loan the Flotilla Leader Stuart and four 'V' and 'W' Class destroyers (Vampire (I), Vendetta (I), Voyager (I) and Waterhen (I)) to the Royal Australian Navy as replacements for the 'S' Class destroyers (Stalwart (I), Success, Swordsman, Tasmania and Tattoo) and the Flotilla Leader Anzac (I), then due for scrapping. Stuart and the other four ships commissioned in the Royal Australian Navy at Portsmouth on 11 October 1933 to form the Australian Destroyer Flotilla, later to become famous as the 'Scrap Iron Flotilla'.  The Flotilla departed Chatham, under the command of Captain AC Lilley RN (in Stuart), on 17 October 1933 and, proceeding via Suez, reached Singapore on 28 November, Darwin on 7 December and Sydney on 21 December 1933.  Stuart served on the Australia Station until 1 June 1938 when she paid off at Sydney. She recommissioned for a short period at the time of the Munich Crisis (29 September 1938 to 30 November 1938).  With the outbreak of war Stuart recommissioned on 1 September 1939 under the command of Commander HML Waller RAN. Stuart's first wartime duties were anti-submarine patrols based on Sydney, alternating with Vendetta (I) and Waterhen (I).  On 14 October 1939, in company with Vendetta (I) and Waterhen (I), Stuart departed Sydney for Singapore, proceeding via Darwin and Lombok Strait. The same day Vampire (I) and Voyager (I) departed Fremantle to join company at Singapore. The Flotilla was under the command of Commander HML Waller RAN (Commander (D)), in Stuart.  It had been intended to base the destroyers at Singapore for a period of training but, whilst the Flotilla was still at sea, it was decided that after a brief stop at Singapore it should proceed to the Mediterranean. The two ships ex Fremantle arrived at Singapore on 21 October 1939 where they were joined on 29 October by Stuart, Waterhen (I) and Vendetta (I).  The Flotilla sailed from Singapore on 13 November 1939 but split up enroute and consequently the ships did not all reach Malta at the same time. Stuart arrived on 1 January 1940. From 2 January 1940 the Flotilla formed the 19th Destroyer Division for service with the Mediterranean Fleet.  http://www.navy.gov.au/sites/default/files/HMAS%20Stuart%20visiting%20Malta%20during%20service%20in%20the%20Mediterranean.jpg  At this period of the war, British and French naval supremacy in the Mediterranean called for only routine escort and patrol duties, interspersed with Fleet exercises. Nevertheless, the Australian destroyers were kept busy with their routine of escort and patrol work, singly and in pairs, which took them from end to end of the Mediterranean.  On 27 May 1940 the 19th Destroyer Division and the 20th Destroyer Division (HM Ships Dainty, Decoy, Defender and Diamond) combined forces to form the 10th Destroyer Flotilla under the command of Commander Waller.  The entry of Italy into the war on 10 June 1940 and the collapse of French resistance on 22 June completely changed the naval situation in the Mediterranean. Formerly, all coastlines were either Allied or neutral, and the Anglo-French Fleets were in undisputed command of the seas. Now all coasts except those of Egypt, Palestine and Cyprus in the east, Malta in the centre, and Gibraltar in the west were closed to the Royal Navy. Moreover, the Allies had lost the support of the French Fleet, which had provided seven capital ships and nineteen cruisers, and had acquired a new enemy in Italy with her menacing naval potential. Her fleet boasted five battleships, 25 cruisers, ninety destroyers and nearly one hundred submarines.  It spelt the beginning of a long and bitter struggle for control of the Mediterranean, first against the Italian Fleet and Air Force (neither of which proved the menace expected) and later against the much more formidable German Luftwaffe whose dive bombers took grievous toll of British warships before they were finally driven from the skies.  For more than a year the 'Scrap Iron Flotilla' took part in the struggle for possession of the ancient sea route linking east and west. Stuart, in common with most of the Mediterranean Fleet destroyers in 1940 and 1941, was almost constantly at sea, if not operating with the fleet, then on the never ceasing duty of escort and patrol. She took part in all the main campaigns - Western Desert, Greece, Crete and Syria.  In the long sea-saw struggle in the Western Desert she served as a unit of the Inshore Squadron giving support to the British armies ashore. At other times operating with heavy fleet units she took part in several coastal bombardments of enemy strong points in Libya, including the first shelling of Bardia in June 1940.  In July 1940 Stuart led the 10th Destroyer Flotilla at the Battle of Calabria, the first fleet engagement in the Mediterranean since Nelson's time.  On 17 August 1940 Stuart was one of the destroyers screening the British battleships Warspite, Malaya and Ramillies and the cruiser Kent when they bombarded Italian troop concentrations in Libya at Capuzzo and near Bardia.  On the night of 29/30 September 1940 Stuart attacked the Italian submarine Gondar with depth charges. In the morning, by which time Stuart had the assistance of a Royal Air Force Sunderland flying boat and the trawler HMS Sindonis, the submarine commander was forced to surface and abandon his vessel, which then sank after the explosion of scuttling charges. Stuart and Sindonis rescued all but two of Gondar's crew.  Stuart, in company with Vampire (I), Voyager (I), the gunboat HMS Gnat and the monitor HMS Terror, supported the 6th Australian Division when it captured Tobruk on 22 January 1941.  In March 1941 she was present at and played a notable part in the Battle of Matapan, an engagement which ended in the decisive defeat of the enemy's fleet and a final shattering of any hopes the Italians may have had of challenging British naval supremacy in the Mediterranean.  In March and April 1941 Stuart was engaged in the transport of troops from Egypt to Greece.  Early in April, together with Vendetta (I), Voyager (I) and Waterhen (I), she bombarded enemy positions in North Africa in support of the Army and also assisted in supplying Tobruk. On 19 April Stuart, Voyager (I) and Waterhen (I) participated as escorts in a commando raid on Bardia by troops carried in the landing ship HMS Glengyle.  When the Greek campaign was finally seen to be a lost cause, Stuart assisted in the evacuation of Allied troops to Crete in April 1941. The following month she participated in the evacuation from Crete.  From 10 to 13 June 1941 Stuart was engaged in the Syrian campaign, patrolling in support of the inshore bombarding forces.  In May 1941 the regular 'Tobruk Ferry Service' for the supply and reinforcement of the beleaguered Australian garrison at Tobruk had been instituted by destroyers of the Inshore Squadron. Stuart joined the 'Tobruk Ferry Service' in June and during that month and July she made 24 runs.  These were highlights of Stuart's part in the Mediterranean campaign representing only a small portion of her constant comings and goings over that war torn sea. She took part in numerous minor fleet operations and was particularly concerned with the safe passage of the many convoys east and west bound including those sent to maintain the key strategic island of Malta.  By mid-1941 the old destroyer was badly feeling the strain and if she was to remain in service an extensive refit had become imperative. She had survived more than fifty air attacks and was trembling in every rivet. On 25/26 July 1941 she made her final run to Tobruk and barely limped back to Alexandria. On 22 August, with her port engine out of commission, she sailed for Australia. Steaming on one engine she reached Fremantle on 16 September and Melbourne on 27 September where a long refit was begun which kept her in dockyard hands until April 1942.  In April 1942, under the command of Commander SHK Spurgeon RAN, she began a period of escort duty. At first her operations were confined mainly to the Australian coast but in October 1942 she began escorting convoys between Queensland ports and New Guinea. In March 1943 she returned to Australian coastal duty and remained in home waters until the close of the year.  In March and April 1945 she was converted to a store and troop carrying vessel and in this humbler role continued to give useful service in New Guinea and Australian waters until January 1946. In February 1946 Stuart passed through Sydney Heads as a seagoing vessel for the last time. Since commissioning for war service in September 1939 she had steamed almost one quarter of a million miles and had been more than 17,000 hours under way. No men were lost in her through enemy action.  Stuart paid off at Sydney on 27 April 1946. On 3 February 1947 she was sold to T Carr and Co Ltd of Sydney to be broken up.  **ROYAL AUSTRALIAN NAVY—NEW SHIPS 80’s- 90’s- 2000**  **HMAS STUART (lll)**  https://www.navy.gov.au/sites/default/files/ships/20171006ran0000000_003.jpg  HMAS Stuart (III) Badge   |  |  |  |  | | --- | --- | --- | --- | | Class | Anzac | Displacement | 3,600 tonnes | | Type | Frigate Helicopter FHH | Length | 118 Metres | | Builder | Tenix Defence Systems | Beam | 14.8 Metres | | Laid Down | 25 July 1998 | Draught | 4.5 Metres | | Launched | 17 April 1999 | Crew | 177 | | Commissioned | 17 August 2002 | Speed | 27 knots | | Armament guns | 1 x 5in Mk 45 Mod 2 Rapid Fire  4 x 50Cal Machine guns | Machinery | 1 x General Electric LM2500 Gas Turbine engine  2 x MTU 12v 1163 Diesels | | Armament Missiles | Mk41 Vertical launch Sea Sparrow | Torpedoes | 2 x Mk32 Mod5 Triple tubes | |  | Harpoon Anti-ship | Helicopter | 1 x MH-60R Seahawk | | Decoy Launchers | BAE Nulka Decoy Launchers |  | Saab Data Combat System |   HMAS *Stuart* (III) is the fourth 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.  *Stuart* is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction. *Stuart*'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.  Stuart 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](https://www.navy.gov.au/weapon/mark-45) capable of firing 20 rounds per minute, ship launched [Mark 46 torpedoes](https://www.navy.gov.au/weapon/mark-46) and a Mark 41 vertical launch system for the [Evolved Sea Sparrow missile](https://www.navy.gov.au/weapon/rim-162-evolved-sea-sparrow-missile). Stuart also has eight anti-ship/land attach canister launched harpoon missiles and a vertical launch system for the Evolved Sea Sparrow Missile.  The ship's other defence systems include the [Nulka active missile decoy](https://www.navy.gov.au/weapon/nulka-active-missile-decoy) system, offboard chaff and a torpedo countermeasures system.  HMAS Stuart, like her sister frigates HMA Ships Anzac, Arunta, Ballarat, Parramatta, Perth, Toowoomba and Warramunga 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 6,000 nautical miles at 18 knots.  The ship can embark Navy's latest multi-role [Sikorsky/Lockheed Martin MH-60R Seahawk](https://www.navy.gov.au/aircraft/sikorsky-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.  Since commissioning *Stuart* has participated in border protection operations, the apprehension of the North Korean flag bulk carrier the *Pong Su* and was deployed to the Middle East region as part of the International Coalition against Terrorism in 2004.  HMAS *Stuart* (FFH153) is the third ship to bear the same name in the Royal Australian Navy.  http://www.navy.gov.au/sites/default/files/20171006ran0000000_001.jpg  **PICTURE FUNNIES**  The world as a Sheep sees it... Her bleats from the heart!#Marriage humorcat.  Description: 5  Description: 7 Description: 9 Description: 11  **NAVAL TRADITIONS**  **Australian White Ensign**  http://www.navy.gov.au/sites/default/files/20091114ran8116382_082%20copy.jpeg  On the morning of the 1 March 1967 the Australian National Line cargo ship Boonaroo was commissioned into the Royal Australian Navy for war service. This event in itself is not unusual as merchant ships have been requisitioned by navies for centuries. What made this particular commissioning noteworthy is that Boonaroo was the first vessel to be commissioned under a distinctly Australian White Ensign.  Prior to the establishment of the Royal Australian Navy the Australian colonial navies had flew uniquely Australian ensigns. This was a Blue ensign defaced by the badge of the individual colony.  During the 1909 Imperial Conference the question of what ensign the dominion navies would fly was first raised. The representatives from Australia and Canada proposed that the ensign should be a white ensign defaced by the emblem of the particular dominion. No decision was reached on this matter.  In August 1910 the Admiralty raised the issue concerning the status of dominion warships and proposed that they should fly the white ensign. Shortly after this the Parramatta City Council sought advice as to the flag to be worn by Parramatta (I) as they wished to present her with one. They were informed that Parramatta (I) would fly the Australian Blue Ensign on her arrival in Australia and until the matter of an ensign had been resolved with the Admiralty.  Australian opinion favoured a uniquely Australian ensign but the Admiralty continued to resist and insisted that the Dominion Navies use the white ensign. The Admiralty eventually won out and the ships of the newly formed Royal Australian Navy flew the white ensign. There the matter rested until 1965.  On 28 October 1965 the Member for Batman, Mr SJ Benson MP, whilst speaking on the Naval Estimates argued that Australia should have its own, distinctive white ensign. His point was that Australian ships were engaged in a war flying the ensign of another country. The Minister for the Navy informed the House, on the same day that the Navy was already looking at possible variants of the white ensign which would carry a distinctly Australian appearance.  The Chief of Naval Staff subsequently sought the views of other members of the Naval Board and his senior officers. Following this consultation the matter was considered by the Naval Board on 21 January 1966. The Board decided to recommend to the Government "that the Royal Australian Navy should have its own unique white ensign". The ensign was described as being a "white flag with the Union Flag in the upper canton at the hoist with six blue stars positioned as in the Australian flag".  The Minister for the Navy, Mr F Chaney MP, informed the Prime Minister of the Naval Board's decision and the formal approval of Her Majesty Queen Elizabeth II was requested. Royal assent to the new ensign was granted on 7 November 1966.  The formal announcement of the new ensign was made by the Prime Minister on 23 December 1966. Originally it was intended to introduce the new ensign on the 1 May 1967 but this was subsequently amended to 1 March 1967.  http://www.navy.gov.au/sites/default/files/0001%20copy_0_0.jpg  HMAS Boonaroo, the first ship to commission under the new Australian White Ensign.  http://www.navy.gov.au/sites/default/files/Australian_White_Ensign1.jpg  The new Australian White Ensign quickly became popular throughout the RAN fleet. |