Series No. 4   Date Issue: July 21   No.7

GREENBANK NAVAL ASSOCIATION Sub Section

Events for July and August 2021

July: Sunday 11th Normal Meeting   1030- 1200   RSL Rooms
         Wednesday 28th Executive Meeting   1000-1100   RSL Rooms

August: Tuesday 3rd Normal Meeting   1930-2100   RSL Rooms
         Wednesday 18th Vietnam Veteran's Service 0930
         Wednesday 25th Executive Meeting   100-1100   RSL Rooms

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NAVAL ASSOCIATION OF AUSTRALIA

Queensland Section INC

Join us in commenorating the service of those who served as Coastwatchers especially Third Officer Ruby Olive Boye-Jones BEM.

29 July 2021 at 11:00am
Naval "Jack's" Memorial
South Brisbane Memorial Park
Southbank

ROYAL AUSTRALIAN NAVY PERSONALITY

Petty Officer J T Humphries:

John Thomas Humphries was born on 26 October 1903 in Sebastapol, Victoria, the first surviving child of John Thomas Humphries (a miner and later 1st AIF veteran) and Susanna Humphries nee Thomas. Educated at the Redan State School and Ballarat Technical School, the younger Humphries entered the RAN as a Boy 2nd Class on 18 July 1918, listing his trade as messenger. After fourteen months in the boys training ship HMAS *Tingira,* he moved into the seagoing fleet, commencing a seven year engagement once he had turned 18. Leaving the Navy as a Petty Officer on 25 October 1928, Humphries moved to Brisbane. Here he briefly served in the Lighthouse Service, then trained as a diver and worked on the Grey Street Bridge foundations, later performing similar work on the Story Bridge and receiving high praise for his skills and courage. In May 1938 he enrolled in the Royal Australian Fleet Reserve and was mobilised for service on the outbreak of war in September 1939.

Humphries joined the armed merchant cruiser HMS *Kanimbla* (an Australian passenger and cargo vessel commissioned into the Royal navy by manned by members of the RAN) and served in her until December 1942. In August 1941 she was sent to the port of Bandar Shapur in Persia (modern day Iran) as part of a combined Allied force that took part in Operation COUNTENANCE, to seize control of the country to prevent pro-German elements gaining control of the Government and siding with the Nazis. Eight German and Italian merchant vessels were sheltering in the port, and to avoid capture their crews attempted to scuttle them. One vessel, the 15,000-tonne German vessel *Hohenfels*, sank in 15 metres of water. On board was a vital cargo of 7000 tonnes of ilmenite sand, used in the production of case hardening steel.

Although not qualified as a naval diver, Humphries' professional skills were called upon. For five weeks he dived for up to three hours at a time and, despite working in total darkness, he completed the repairs that allowed *Hohenfels* to be re-floated and towed to a British port. On twelve occasions Humphries descended into the flooded engine-room to shut bilge suction valves. This required him to go down three long ladders, thence forward along the entire length of the engine room and then down two short ladders to the tunnels under the coal bunker. Some 40 metres of air pipe and rope were required with the constant risk of the lines becoming fouled. As there was no telephone communication, as soon as Humphries descended the first ladder he was out of communication with his attendants, with no hope of assistance should something go wrong. Humphries was quoted as saying "It was a job to be done, and I did it", and claimed that the greatest incentive to complete the task was the thought of seeing his wife and children again. For his "skill and undaunted devotion to duty in hazardous operations" he was awarded the George Medal on 17 February 1942, the highest award made to an Australian rating during the war. In addition, having proved his ability, he was also granted the non-substantive rank of Diver 1st Class. Except for a brief period serving in the tug HMAS *Hero's*, Humphries spent the remainder of the war years serving ashore.

After being demobilised on 29 May 1946, Humphries returned to Brisbane where he remained until his death at the Greenslopes Repatriation General Hospital on 23 August 1987. He was survived by his wife and two daughters.

ROYAL AUSTRALIAN NAVY – ADMIRALS

VADM. JD Mead

Commander Australian Fleet (2018 - 2020)

Head of Navy Capability (2015 - 2017)

Jonathan Dallas Mead joined the Royal Australian Naval College in 1984 and graduated in 1986 with a Diploma of Applied Science. He specialised in Mine Clearance Diving and Explosive Ordnance Disposal and after serving as Executive Officer of Clearance Diving Team One he undertook Principal Warfare Officer (ASW) training. A succession of warfare postings then followed, including: Anti-Submarine Warfare Officer in HMAS *Melbourne* and HMAS *Arunta*, Fleet Anti-Submarine Warfare Officer and Executive Officer of HMAS *Arunta*.

In 2005, Commander Mead took command of HMAS *Parramatta* and saw active service in the North Arabian Gulf as part of Operation CATALYST in 2005-06; for this his ship was awarded a Meritorious Unit Citation and he was appointed a Member of the Order of Australia (AM). He undertook studies at the Indian National Defence College in 2007 after which Captain Mead was appointed as Australia's Defence Adviser to India.

Promoted to Commodore, in July 2011, he deployed to the Middle East where he commanded Combined Task Force 150, responsible for maritime counter terrorism, during October 2011-April 2012 and he was consequently awarded a Commendation for Distinguished Service, in 2013, for his service in the Middle East region. Upon his return to Fleet Headquarters in 2012, he served as Commander Surface Force.

In January 2015, he was promoted to Rear Admiral and assumed the position as Head Navy Capability. On 19 January 2018, Rear Admiral Mead assumed the position of Commander Australian Fleet.

Rear Admiral Mead holds a master's degree in international Relations, a Master's Degree in Management and a PhD in International Relations. He is the author of *Indian National Security: Misguided Men and Guided Missiles* published in 2010.

Rear Admiral Mead was appointed as an Officer of the Order of Australia (AO), in the Military Division, in the Queen's Birthday Honour List 2020 'for distinguished service to the Royal Australian Navy in senior management and command roles.

Following promotion to the rank of Vice Admiral in November 2020, Jonathan Mead assumed the position of Chief of Joint Capability.

NAVAL BATTLE / DISASTERS

HMS Hood:

HMS Hood was the lead ship of her class of four battlecruisers built for the Royal Navy during World War I. Already under construction when the Battle of Jutland occurred in mid-1916, that battle revealed serious flaws in her design despite drastic revisions before she was completed four years late.

The **Battle of the Denmark Strait** was a naval engagement on 24 May 1941 in the Second World War, between ships of the Royal Navy and the *Kriegsmarine*. The British battleship HMS *Prince of Wales* and the battlecruiser HMS *Hood* fought the German battleship *Bismarck* and the heavy cruiser *Prinz Eugen*, which were attempting to break out into the North Atlantic to attack Allied merchant shipping (Operation Rheinübung).

Less than 10 minutes after the British opened fire, a shell from *Bismarck* struck *Hood* near her aft ammunition magazines. Soon afterwards, *Hood* exploded and sank within three minutes, with the loss of all but three of her crew. *Prince of Wales* continued to exchange fire with *Bismarck* but suffered serious malfunctions in her main armament. The British battleship had only been completed in late March 1941 and used new quadruple gun turrets that were unreliable. *Prince of Wales* soon broke off the engagement.

The battle was considered a tactical victory for the Germans, but its impact was short-lived. The damage done to *Bismarck's* forward fuel tanks forced the abandonment of the breakout and an attempt to escape to dry dock facilities in occupied France, producing an operational victory for the British. Incensed by the loss of *Hood*, a large British force pursued *Bismarck* resulting in her loss three days later.

The sinking of HMS Hood:

At 06:00, Holland ordered his force to turn once again to port to ensure that the aft main guns on both *Hood* and *Prince of Wales* could bear on the German ships. In terms of the force balance this would nominally give Holland's force the advantage of 18 large calibre (14/15 in.) guns (10 in *Prince of Wales*, 8 in *Hood*); to 8 (8 - 15 in. in *Bismarck*).

During the turn, a salvo from *Bismarck*, fired from about 9 mi (7.8 nm; 14 km), was seen by men aboard *Prince of Wales* to straddle *Hood* abreast her mainmast. This straddle meant that some of the salvos fell to port, some to starboard (of the hull), and some precisely aligned over the centre of the main deck of *Hood*. It is likely that one 38 cm (15 in) shell struck somewhere between *Hood*'s mainmast and "X" turret aft of the mast. A huge pillar of flame that shot upward 'like a giant blowtorch,' in the vicinity of the mainmast.

This was followed by an explosion that destroyed a large portion of the ship from amidships clear to the rear of "Y" turret, blowing both after turrets into the sea. The ship broke in two and the stern fell away and sank. Ted Briggs, one of the survivors, claimed *Hood* heeled to 30 degrees at which point 'we knew she just wasn't coming back'. The bow rose clear of the water, pointed upward, pivoted about and sank shortly after the stern. "A" turret fired a salvo while in this upright position, possibly from the doomed gun crew, just before the bow section sank.

Splinters rained down on *Prince of Wales* .5 mi (0.43 nm; 0.80 km) away. *Hood* sank in about three minutes with 1,415 members of the crew. Only Ted Briggs, Bob Tilburn and Bill Dundas survived to be rescued two hours later by the destroyer HMS *Electra*.

The Admiralty later concluded that the most likely explanation for the loss of *Hood* was a penetration of her magazines by a 38 cm (15 in) shell from *Bismarck*, causing the explosion. Recent research with submersible craft suggests that the initial explosion was in the aft 4 in (100 mm) magazine and that it spread to the 15 in (380 mm) magazines via the ammunition trunks. It has been suggested from examination of the wreckage, found in 2001, that the magazine explosion in the 4 in (100 mm) armament near the mainmast caused the vertical blast of flame seen there, and this in turn ignited the magazines of the aft 15 in (380 mm) guns that caused the explosion that wrecked the stern. This explosion might have travelled through the starboard fuel tanks, igniting the fuel oil there, setting off the forward magazines and completing the destruction of the ship.

The wreck of *Hood* revealed the bow section bereft of any structure. A huge section of her side is missing, from the 'A' barbette to the foredeck. The midship section had its plates curled outward. Moreover, the main parts of the forward structure, including the 600 long tons (610 t) conning tower, were found about 1.1 km (0.59 nm; 0.68 mi) away from the main wreckage. This has sparked theories that the 15 in (380 mm) forward magazines exploded as a result of the force, flames and pressure, caused by the detonation of the aft magazines. However, a team of marine forensic scientists has found that implosion damage to the forward hull due to the rapid sinking of the *Hood*, is the most likely cause of the state of the forward hull, and they do not support any theory that the forward magazines exploded.

HAVE A LAUGH

A guy spots a sign outside a house that reads "Talking Dog for Sale." Intrigued, he walks in.
"So what have you done with your life?" he asks the dog.
"I've led a very full life," says the dog. "I lived in the Alps rescuing avalanche victims. Then I served my country in Iraq. And now I spend my days reading to the residents of a retirement home."
The guy is flabbergasted. He asks the dog's owner, "Why on earth would you want to get rid of an incredible dog like that?"
The owner says, "Because he's a liar! He never did any of that!"

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A piece of string walks into a bar and orders a drink. The bartender looks at him and says, "We don't serve string here." So the string goes outside, twists himself up a bit, kind of roughs up his ends and walks back into the bar and orders a drink. The bartender looks at him and says, "Aren't you that little piece of string that was in here a few minutes ago?" The string says, "No sir, I'm a frayed knot."

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A child asked his father, "How were people born?" So his father said, "Adam and Eve made babies, then their babies became adults and made babies, and so on." The child then went to his mother, asked her the same question and she told him, "We were monkeys then we evolved to become like we are now." The child ran back to his father and said, "You lied to me!" His father replied, "No, your mom was talking about her side of the family."

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A man went to his lawyer and told him, "My neighbour owes me $500 and he won't pay up. What should I do?" "Do you have any proof he owes you the money?" asked the lawyer. "Nope," replied the man. "OK, then write him a letter asking him for the $5,000 he owed you," said the lawyer. "But it's only $500," replied the man. "Precisely. That's what he will reply and then you'll have your proof!"

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A Scotsman who was driving home one night, ran into a car driven by an Englishman. The Scotsman got out of the car to apologize and offered the Englishman a drink from a bottle of whisky. The Englishman was glad to have a drink. "Go on," said the Scot, "have another drink." The Englishman drank gratefully. "But don't you want one, too?" he asked the Scotsman. "Perhaps," replied the Scotsman, "after the police have gone."

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ROYAL AUSTRALIAN NAVY – Ship History

HMAS Brisbane (11) Cont.

Brisbane returned to sea on 3 August 1970 for post-refit sea trials and work-up exercises. She visited Brisbane in October before returning to Sydney later that month to participate in Exercise SWAN LAKE, which saw her proceed to Western Australian waters in company with HMA Ships *Melbourne* (II), *Stalwart* (II), *Supply*, and *Swan* (III), and HM Ships *Charybdis* and *Minerva*. They arrived in Fremantle on 5 November. SWAN LAKE continued off the Western Australian coast until 15 November and *Brisbane* returned to Sydney, via Adelaide, Melbourne and Port Kembla, on 7 December.


The destroyer maintained a routine program of exercises, training and maintenance until early 1971 when she departed for her second deployment to Vietnam on 16 March. This proved to be the RAN's last gunline deployment. She arrived in Subic Bay, via Manus Island, on 28 March and arrived in the AO on 5 April. Her first period on the gunline was comparatively quiet conducting multiple NGS missions in the regions known as Military Regions 3 and 4, south of Phan Thiet.

She visited Singapore, Subic Bay and Cebu City in late April and early May before returning to the gunline on 15 May to relieve USS *Floyd B Parks* as the commander of TU 70.8.9, marking the first time an RAN officer held the position of Gunline Commander. She operated just south of the Demilitarized Zone until joining the destroyer screen for the aircraft carrier, USS *Kitty Hawk*, on 31 May. She departed the AO on 12 June for Hong Kong where her stay was interrupted by Typhoon Freda. She returned to the gunline on 24 June once again operating in Military Regions 3 and 4 and visited Subic Bay and Hong Kong before returning to the gunline for her final stint in Vietnamese waters on 15 August. This period was spent near the Demilitarized Zone where there was a marked increase in enemy activity and a commensurate increase in NGS missions.

Brisbane departed the gunline for the last time on 5 September for Hong Kong and, later, Subic Bay. Following a brief period of maintenance and exercises in Subic Bay, she arrived back in Sydney, via Manus Island and Brisbane, on 15 October marking the end of the RAN's combat role in the Vietnam War. Over the course of her two deployments to Vietnam, *Brisbane* had steamed nearly 70,000nm and fired over 15,000 rounds of 5-inch ammunition.

The ship earned high praise from the Commander of the US Navy's 7th Fleet who said that that the ship's crew had attained "a most enviable reputation for extreme dedication and true professionalism, which was in keeping with the fine tradition established by a long series of predecessors". Her performance during the year was recognised with the awarding of the Duke of Gloucester's Cup for 1971.

Brisbane took part in many exercises on completion of the Vietnam war, namely RIMPAC72 (Hawaii), Sea Scorpion off Corregidor Island, Groundwork an ANZUK exercise, Cakrawala Baru with Indonesian Naval units. On departure from Balai in October 72 and her arrival back in Sydney she was proudly presented with her new Replenishment at Sea (RAS) flag, depicting the famous 'Steel Cat'.
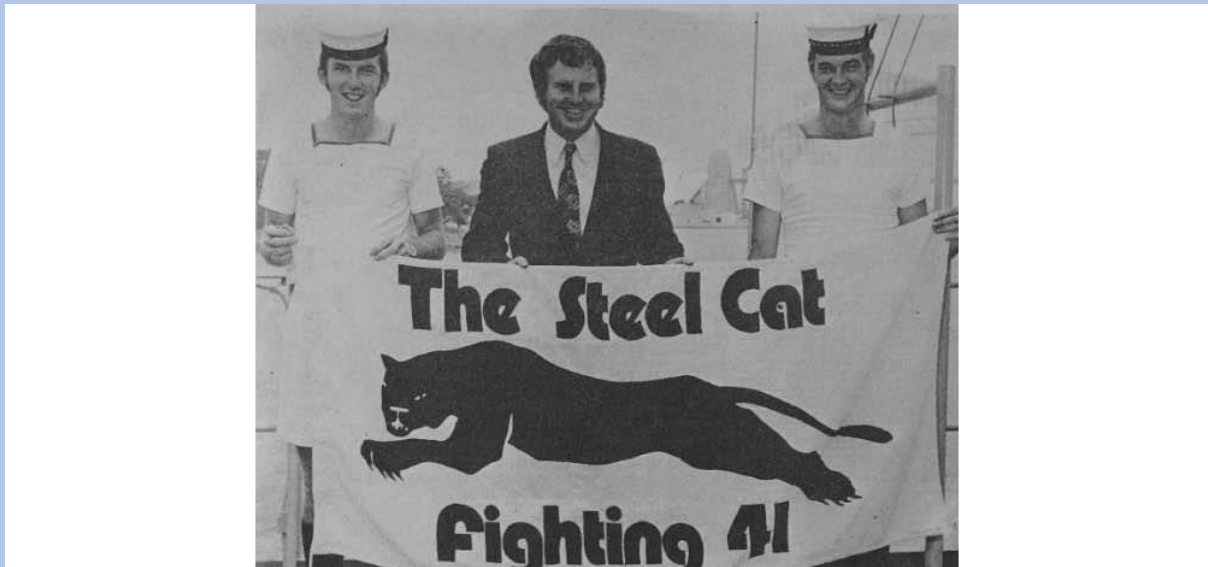
On completion of her refit in 74, one day ahead of schedule on 10 October and Brisbane put to sea on 21 October for shakedown exercises and post-refit trials. Late on Christmas Day 1974, *Brisbane*'s ship's company was recalled from Christmas leave and ordered to steam to Darwin in response to the devastation caused by Cyclone Tracy. Shortfalls caused by crew members that were unable to return to the ship before she sailed were made up by volunteers from other ships and shore establishments. Dockyard staff at Garden Island also answered the call reinstalling vital equipment in the early hours of Boxing Day that had been removed for maintenance. Stores and equipment were embarked during the forenoon of Boxing Day and *Brisbane*, in company with *Melbourne* and *Stuart*, departed for what became known as Operation NAVY HELP DARWIN later that afternoon.

Brisbane resumed a routine program of exercises, training and maintenance in the new year in waters off the coast of New South Wales. She visited her namesake city in February 1973 before undergoing an Intermediate Docking from late June to early August.

She put to sea again on 6 August and immediately began preparations for her second consecutive deployment to Pearl Harbor for the RIMPAC exercises. A contingent of 96 *Brisbane* sailors joined some 1200 officers and sailors of the RAN for a parade in Hyde Park, and a march through the streets of Sydney on marking the granting of the Freedom of Entry to the City of Sydney to the Australian Fleet on 16 August. Deployment preparations resumed the following day and she departed for Hawaii on 24 August in company with HMA

Ships *Melbourne* (II) and *Stuart* (II), and HMNZS *Taranaki*. She arrived in Pearl Harbor via Fiji on 7 September and departed harbour for the commencement of RIMPAC three days later; one of 24 ships participating in the exercise involving some 14,000 sailors and airmen from Australia, the USA, Canada and New Zealand.

RIMPAC concluded on 21 September and *Brisbane*, once again in company with *Melbourne*, *Stuart* and *Taranaki*, steamed for home on 26 September. She arrived back in Sydney, via Fiji, on 12 October and conducted a fleet entry into Sydney Harbour in company with HMA Ships *Melbourne*, *Stuart*, *Supply*, *Vendetta* (II), *Torrens* (II) and *Derwent*, and the submarine *Onslow*. The ship was dressed overall as part of the celebrations marking the opening of the Sydney Opera House on 20 October.

Brisbane departed Sydney on 22 October to participate in Exercise WESTWARD HO en route to Bunbury, Western Australia, along with other naval units from Australia, Great Britain and the Netherlands. She arrived in Bunbury on 29 October and departed two days later bound for Singapore conducting Exercises SUNDA BALL and LEADLINE en route with other Australian and British ships. *Brisbane* arrived in Singapore on 14 November. She departed Singapore five days later in company with *Melbourne* and *Stuart,* taking part in Exercise SANDGROPER serials before arriving in Fremantle on 26 November. She departed two days later to participate in Exercise OWNBACK, which was severely curtailed due to inclement weather. She arrived back in Sydney, via Hobart, on 7 December.

After a brief period of exercises in January and February, *Brisbane* spent most of 1974 in refit beginning on 11 March. While the ship was in refit, members of her crew, including her Commanding Officer, Captain Michael Hudson, participated in the major interservice exercise KANGAROO ONE embedded in shore-based units such as the Joint Operations Centre, Joint Communications Centre and various Army units.

The refit concluded one day ahead of schedule on 10 October and Brisbane put to sea on 21 October for shakedown exercises and post-refit trials. Late on Christmas Day 1974, *Brisbane*'s ship's company was recalled from Christmas leave and ordered to steam to Darwin in response to the devastation caused by Cyclone Tracy. Shortfalls caused by crew members that were unable to return to the ship before she sailed were made up by volunteers from other ships and shore establishments. Dockyard staff at Garden Island also answered the call reinstalling vital equipment in the early hours of Boxing Day that had been removed for maintenance. Stores and equipment were embarked during the forenoon of Boxing Day and *Brisbane*, in company with *Melbourne* and *Stuart*, departed for what became known as Operation NAVY HELP DARWIN later that afternoon.

Brisbane arrived in Darwin Harbour on 31 December and her ship's company immediately began clean up operations. Having landed ashore, Captain Hudson reported "As we drove from suburb to suburb my heart sank at the enormity of the problem facing not only the Navy but all public authorities and private individuals. Although I had been listening to the various news reports while on passage, I was not prepared for the overall picture of destruction that unfolded as I drove around. I was surprised the death toll was so low". *Brisbane* departed Darwin on 31 January 1975 following HMAS *Stalwart* out of harbour making her the first to arrive and the last to leave. Darwin's mayor, Harry 'Tiger' Brennan, later said "We owe the Navy the greatest debt of all".

Following the frustrations of the previous year, 1977 proved to be more rewarding for *Brisbane*'s crew as the ship undertook deployments to Hawaii for RIMPAC 77, and to the United Kingdom for HM Queen Elizabeth II's Silver Jubilee Fleet Review. *Brisbane* departed Sydney for Pearl Harbor on 11 February in company with HMA Ships *Melbourne* (II), *Supply*, *Perth* (II) and *Parramatta* (III), and HMNZS *Otago*.

RIMPAC exercises, involving 38 ships, 225 aircraft and about 20,000 personnel from four countries, began on 18 February as the task group crossed the Pacific towards Hawaii. RIMPAC 77 concluded on 11 March off the island of Lahaina. The task group departed Pearl Harbor for Australia on 16 March, but *Brisbane* was forced to turn back towards Hawaii shortly after leaving to transfer a sailor with a suspected case of appendicitis to a shore based hospital. The sailor was transferred to a US Coast Guard helicopter for evacuation back to Hawaii and *Brisbane* re-joined the task group the following day. A second case of appendicitis was confirmed that day and the patient was transferred to *Supply* where a successful appendectomy was performed.

Brisbane arrived back in Sydney, via Fiji, on 2 April and soon began preparations for her deployment to the UK. She departed for the five-month deployment on 28 April in company with *Melbourne* and HMNZS *Canterbury*.

At the end of May, the task group conducted exercises with French naval units in the Northern Indian Ocean and the Gulf of Aden prior to transiting the Suez Canal on 31 May. The group conducted exercises with RN and USN units in the Mediterranean, during which they were shadowed by a Soviet Riga Class destroyer and a surveillance vessel.

To be Continued:

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ROYAL AUSTRALIAN NAVY – New Ships

HMAS SUPPLY (ll)

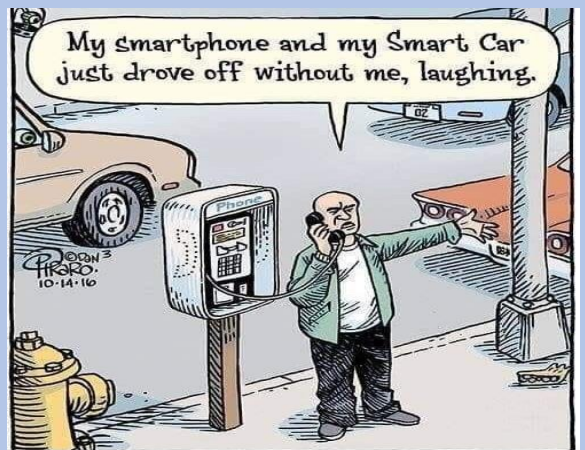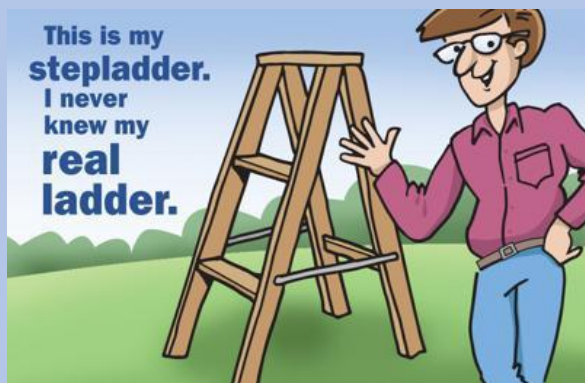| Class	Supply Class	Displacement	19,500 tonnes
Type	Auxiliary Oiler Replenishment	Length	173.9Mtrs
Builder	Navantia	Beam	23Mtrs
Laid down	18November 2017	Draught	8Mtrs
Launched	24 November 2018	Speed	20 knots
Commissioned	10 April 2021	Helicopter	1
Machinery	2 x MAN 16V 32/40 Main Engines. 4xMan 7L21/31 Generator sets		

HMAS *Supply* (II) is the lead ship of two Supply Class Auxiliary Oiler Replenishment (AOR) ships currently being built for the Royal Australian Navy by Spanish shipbuilder, Navantia. The Australian Supply Class ships are based on the Spanish Navy's Cantabria Class design.

The ships are intended to carry fuel, dry cargo, water, food, ammunition, equipment and spare parts to provide operational support for the deployed naval or combat forces operating far from the port on the high seas for longer periods.

In addition to replenishment, the vessels can be used to combat against environmental pollution at sea, provide logistics support for the armed forces, and to support humanitarian and disaster relief (HADR) operations following a natural disaster. NUSHIP *Supply* is the second Royal Australian Navy ship to bear the name after the Tide Class Fleet Tanker, HMAS Supply (I).On 2 October 2020, NUSHIP *Supply* arrived at Fleet Base West, Western Australia for final fit out and testing activities. Ship acceptance by the Department of Defence occurred on 8 January 2021.

PICTURE FUNNIES

NAVY NICKNAMES

Bell: Dinga	**Moore:** Pony
Bennett: Wiggy	**Murphy:** Spud
Brown: Bomber	**Neal:** Scratcher
Clark: Nobby	**Payne:** Whacker
Evans: Dorry	**Parker:** Nosey
Fleming: Fluff	**Patterson:** Banjo
Gale: Windy	**Reynolds:** Debbie
Gordon: Flash	**Rodgers:** Buck
Gray: Dolly	**Smith:** Smouch
Hill: Windy	**Taylor:** Squizzy
Hudson: Rock	**Walker:** Phantom
Jones: Spike	**Webb:** Spider
Lane: Shady	**White:** Knocker
Martin: Pincher	**Williams:** Bungy
Metcalfe: Chops	**Wilson:** Tug
Miller: Dusty	**Wright:** Shiner

NAVAL RECOGNITION of SERVICE BADGES

Reserve Occupation Badge:

Introduced in 1941, the Reserved Occupation Badge was issued to persons who had volunteered for overseas service but were employed in one of the essential wartime industries. The volunteers had to meet the medical and age requirements for enlistment.

The badge was also issued to members of the Navy, Air Force and AIF who were discharged because they were required to take up employment in a reserved occupation.

Merchant Navy - Australia Badge

The Merchant Navy - Australia Badge was issued to men of the Merchant Navy who signed on in Australia. Eligible service included overseas service, service in Australian waters or service onboard a deep-sea fishing vessel. Vessels operating in rivers or bays were excluded as was service onboard a pilot vessel. The service had to be rendered onboard a British flagged ship.

Merchant Navy Badge

The Merchant Navy Badge was a British badge issued to non-uniformed seaman serving on British ships. The badge was instituted, with Royal Assent, in January 1940.

Australian merchant seamen serving in British ships outside of Australian waters were eligible to receive this badge.

Post-Second World War

Returned from Active Service Badge

Issue of the 1940s style Returned from Active Service Badge continued during the post-war period.

Minor design changes were made to the badge during this period. The King's crown was replaced by a Queen's crown, pins and butterfly clips replaced the original lug fasteners and by the year 2000 the badges no longer carried a service identifier or serial number.

During the Vietnam War a small number of badges with the King's Crown were issued to members of Clearance Diving Team Three and the Royal Australian Navy Helicopter Flight Vietnam.

Operational Service Badge - Military

In 2012 the Australian Government instituted the Australian Operational Service Medal. The introduction of this award means that the Australian Active Service Medal and Australian Service Medal will gradually phase out over time as each operation currently recognised with these awards draws to a close. The Australian Operational Service Medal will now be issued for all new Australian Defence Force operations where medallic recognition is warranted.

Also approved alongside the Australian Operational Service Medal is the Operational Service Badge. This is presented on the first occasion that a person qualifies for an Australian Operation Service Medal. There are two variants of the badge, one for service personnel and another for civilians who render operational service in support of an Australian Defence Operation that qualifies them for the Australian Operational Service Medal – Civilian. Unlike the Returned from Active Service Badge, the Operational Service Badge can be presented to the next of kin of a deceased person.

One design feature of the badge is that it is surmounted by the Federation Star and not a monarch's crown. This is the first badge awarded to service personnel to omit the crown.

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