



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.



Editor: Tony (Doc) Holliday

tonyholliday13@gmail.com

0403026916

Series No. 1

Date: OCTOBER 2018

Issue No. 4

Greenbank Sub Section....News and Events...October / November 2018

October 2018.

Tuesday	02 October 2018	1930-2100	Normal Meeting	RSL Rooms
Wednesday	31 October 2018	1000	Executive Meeting	RSL Rooms

Sausage Sizzle: Nil

November 2018.

Tuesday	06 November 2018	1930-2100	Normal Meeting	RSL Rooms
Sunday	11 November 2018	1045-1400	Remembrance Day	
Sunday	25 November 2018	1000-1400	Christmas Lunch	RSL Rooms
Wednesday	28 November 2018	1000	Executive Meeting	RSL Rooms

Sausage Sizzle: Nil

PROFILE: NEW PRESIDENT: Michael Brophy



Born. 18th May 1945
Rochford, Essex England

Joined British Merchant Navy 1963

Ships served on: RFA Tideflow, 1963
British Hazel, 1965
Orsova 1967
Hobart star 1971

Retired: 1971

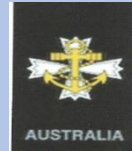
Editors Request:

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.



VALE
Len Kingston-Kerr
Ex: Chief Petty Officer Coxswain
Past President Greenbank Sub Section NAA.
ONCE NAVY ---- ALWAYS NAVY



Len started his Naval Career in 1956 when at the age of 16 he joined the Naval Sea Cadets Sydney Division at HMAS Rushcutter. During this time he sailed in HMAS Wagga, Cootamundra. The SDML1321 and GPV's as a stocker. At the age of 18 Len left the Naval Sea Cadets and joined the Naval Reserve Sydney Division also at HMAS Rushcutter, as an ME(2). Shortly thereafter on the 29th February 1959 Len joined the Permanent Navy and arrived at HMAS Cerberus for his recruit training as a Seaman and Gunnery branch.

Here started his life in the Navy and on completion of training and as an Ordinary Seaman Weapon Mechanic in July was posted to this first ship HMAS Warramunga for a short period then posted to HMAS Vendetta as her commissioning crew. Tasks carried out here were Forecastle part of ship, Boatswain Mate, 4.5in Gun Maintenance and Victualling Tanky. During his stay on Vendetta Len also

completed his Helmsman Certificate and was promoted top Able Seaman, he also managed to fit in the Ships Diver Course.

In March 1963 Len was posted to HMAS Watson as Captain's driver, In October 63 posted to HMAS Kuttabul as FOCEA barge crew and then as Admirals Driver.

June 1966 saw Len posted to HMAS Duchess again as Forecastle part of ship, ship's fogger, Captain's cabin hand and Coxswain's writer. During this posting Len also completed the Standard NBCD course.

In April 1968 Len requested to change to a Patrolman and was posted to HMAS Cerberus for Leading Patrolman Qualifying Course and in May was posted to HMAS Albatross for regulating duties.

In August 1969 Len was posted to HMAS Penguin for Coxswain Conversion Course and sea time on HMAS Supply before being posted back to HMAS Albatross.

In May 1970 Len was posted to HMAS Cerberus for his Petty Officer Coxswains course then back to Albatross. His promotion to Petty Officer came in September and in February 1971 was posted to HMAS Sydney for Coxswain Duties

In September 1971 Len completed the Minor War Vessel Coxswain course at HMAS Watson in October the Victualling and Accounting course at HMAS Waterhen and onto HMAS Penguin for the First Aid course.

On completion of these courses Len was posted to HMAS Advance (Darwin Patrol Boat)

In February 1974 Len found himself doing Shore Patrol Duties at HMAS Kuttabul.

In July 1974 Len was posted to HMAS Betano (LCH) for coxswain duties.

Len was promoted to Chief Petty Officer Coxswain in August 1975 with a posting to HMAS Moreton in October as Depot Coxswain.

In June 1977 Len was posted to HMAS Vampire where in February 1979 saw his Naval Service come to an end, Len retired thus completing 20 years' Service.

Len's association with the Navy did not stop there, as he volunteered for Coxswain/Instructor at a uniformed Naval Cadet Unit, TS Walrus at the historical village of Beenleigh, which later became a recognised Unit. Len then became a full instructor and coxswain at TS Norfolk Redland Bay in the old flying boat base. Then commissioned as a Sub Lieutenant Unit Training Officer.

Len's Ex Service memberships have been the Lawson RSL (Blue Mountains NSW), Logan RSL, Foundation member of Logan NAA. Membership of Greenbank RSL, Greenbank NAA, Logistical Support Veterans Association and Far East Strategic Reserve Association.

Holding positions within the NAA as President, Vice President, Secretary, Treasurer, Newsletter Editor and Beer Bosun.

WOW.....what a career...Have a rest old friend. You have certainly earned it.

LEST WE FORGET

MERCHANT MARINER'S SERVICE

Merchant Mariner's Day Service was held at the Greenbank RSL on Saturday 01 September 2018.



Introduction and welcoming address by Gary Aldridge of Greenbank NAA Sub Section.



President Michael Brophy laying wreath



The three flag controllers. George, Maurie, Tony.



Group of attendees from NAA Sub Section, Merchant Mariners, Wharf Labourers and the Acting Mayor of Logan.



NAA Member Tug Wilson ringing the bell

ROYAL AUSTRALIAN NAVY ADMIRALS:

Rear Admiral Michael van Balen, AO:



Rear Admiral Michael Julian van Balen AO is a retired senior officer of the Royal Australian Navy (RAN).

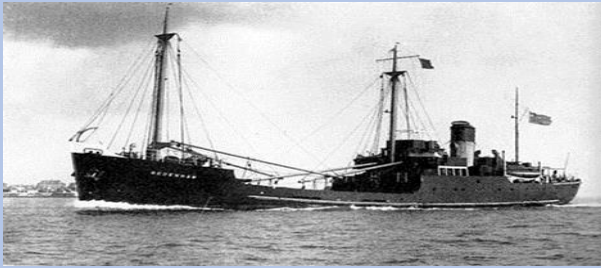
Rear Admiral van Balen, AO, RAN van Balen was born in Brisbane, Queensland, on 16 February 1961 to Adrian and Cath van Balen. He is married to Miriam, and they have two grown children; Monique and Benn. He joined the RAN as a Junior Entry Cadet Midshipman in 1978. Graduating from the Royal Australian Naval College in 1982, he undertook a variety of sea appointments in HMA Ships Barbette, Brisbane, Stalwart, Stuart, Yarra, Bunbury, Derwent, Swan, Sydney (IV) and USS Ranger, a Forrestal-class aircraft carrier. As a Principal Warfare Officer with a sub-specialisation in Anti-Submarine Warfare (ASW), in 1992, van Balen was appointed as the ASW Tactical Training Officer, Fleet ASW Training Centre

Pacific, San Diego, USA. He returned to Australia in 1995, for sea appointments in HMA Ships Adelaide and Darwin before selection in 1998, as Staff Officer to the Chief of Navy. In 2001, Rear Admiral van Balen graduated from the Australian Defence Force Academy with a degree of Master of Management Studies. He briefly returned to the USA as the Australian Liaison Officer to the Commander-in-Chief Pacific Fleet, Pearl Harbor. During his time in command he deployed to the Persian Gulf in support of Operations FALCONER and CATALYST, the war in Iraq, for which he was awarded a Commendation for Distinguished Service in the 2005 Australia Day Honours List. Van Balen was Commanding Officer of HMAS Sydney (IV) 2002 –2003. He attended the Command College at the United States Naval War College, Newport, Rhode Island USA in 2004, and on return to Australia in 2005, was appointed in command of HMAS Watson assuming duties as Training Authority Maritime Warfare. Further staff appointments as Chief of Staff (COS), Navy Systems Command, and COS Fleet Headquarters and Commodore Support followed. In 2011, van Balen was appointed as the Chief of Defence Force Liaison Officer to United States Central Command (USCENTCOM), Tampa, Florida, USA and Director, Coalition Coordination Centre, USCENTCOM. He returned to Australia in 2013 and on promotion to Rear Admiral, assumed duties as the Deputy Chief of Navy, and Head Navy Personnel and Resources. He served as the Deputy Chief of Navy from 2013 to January 2016. And then retired.

RADM van Balen has also been awarded the RAN's "Principal Warfare Officer" badge and the RAN's "Sea Readiness Badge".

NAVAL DISASTERS

RFA BEDENHAM



The Naval Armament vessel formerly **RFA Bedenham** was a naval armament carrier that exploded while docked in Gibraltar on 27 April 1951, killing 13 people and causing a great deal of damage to the town. The **Bedenham** had arrived in Gibraltar on 24 April 1951, tying up at Gun Wharf. On the morning of 27 April, depth charges were being unloaded into a lighter when one of them ignited. Several men were organised to fight the fire from the quayside, but to no avail. All the other fighters had withdrawn but George Campbell Henderson, a sub-officer with the dockyard fire service who doggedly held a fire hose into the fire. There was an explosion in the lighter, and the fire spread to the **Bedenham**, causing a violent explosion in which the bow was blown out of the water and onto Gun Wharf, while the rest of the ship sank.

13 people were killed in the explosion, including Henderson, who was posthumously awarded the George Cross for his bravery in attempting to extinguish the fire. The King's Police and Fire Services Medal (for Gallantry), was posthumously awarded to Albert Alexander Indoe, Chief Fire Officer HM Dockyard, Gibraltar. Two dock workers among them Jose Moss and two traders on nearby Ragged Staff Road were killed by flying debris. One fire fighter was injured. Dock overseer Salvador Bula was injured by the explosion but managed to get others who were injured by the blast to safety. Hundreds were injured and had to be taken to the Royal Naval Hospital Gibraltar, which was then known as the British Military Hospital Gibraltar. The crew of the **Bedenham** had already abandoned the ship by the time of



the explosion, with the exception of the Captain and the Naval Armament Supply Officer, both of whom were blown into the water but subsequently rescued. In addition to the human casualties, many of Gibraltar's buildings suffered substantial damage in the explosion, including the Cathedral of St. Mary the Crowned, the Cathedral of the Holy Trinity, and the Convent (the official residence of the Governor of Gibraltar). Another effect of the explosion was to delay the programme of housing necessary for the Gibraltarians who had been repatriated following their evacuation during WW II.

The Admiralty accepted full responsibility for the damage, and approximately £250,000 in Gibraltar pounds was paid out in

indemnity. The remains of the **Bedenham** were towed to the Tyne where they were scrapped.

Owner	Admiralty	Length	230 ft
Operator	Naval Armament Department	Beam	37 ½ ft
Builder	Ailsa Ship Building Troon	Depth	16 ½ ft
Completed	1938	Propulsion	Steam Triple Expansion
Class and Type	Naval Armament Carrier	Speed	10 knots
Tonnage	1,191 GRT	Out of Service	1951

Fate: Exploded at Gun Wharf in Gibraltar.

ROYAL AUSTRALIAN NAVY.....SHIP HISTORY

HMAS ANZAC (1)



Class	Modified Kemperfelt	Draught	12 ft 1 ½ in
Type	Destroyer	Speed	34 knots
Pennant	G90	Range	2,500 miles at 15 knots
Builder	Denny Bros. Ltd Dumbarton Scotland	Crew	122 officers and ratings
Laid down	31 January 1916	Machinery	Brown-Curtis geared turbines 3 screws
Launched	11 January 1917	Horsepower	36,000 ghp
Commissioned	27 January 1920	Guns	4 x 4in guns 2 x 2 pounder pom poms 4 x Lewis machine guns
Displacement	1660 tons	Torpedoes	4 x 21in torpedo tubes in two mounts
Length	325 ft	De- commissioned	30 July 1931
Beam	31 ft 10 in	Fate	Sold 8 August 1935. Scuttled outside of Port Jackson 7 May 1936

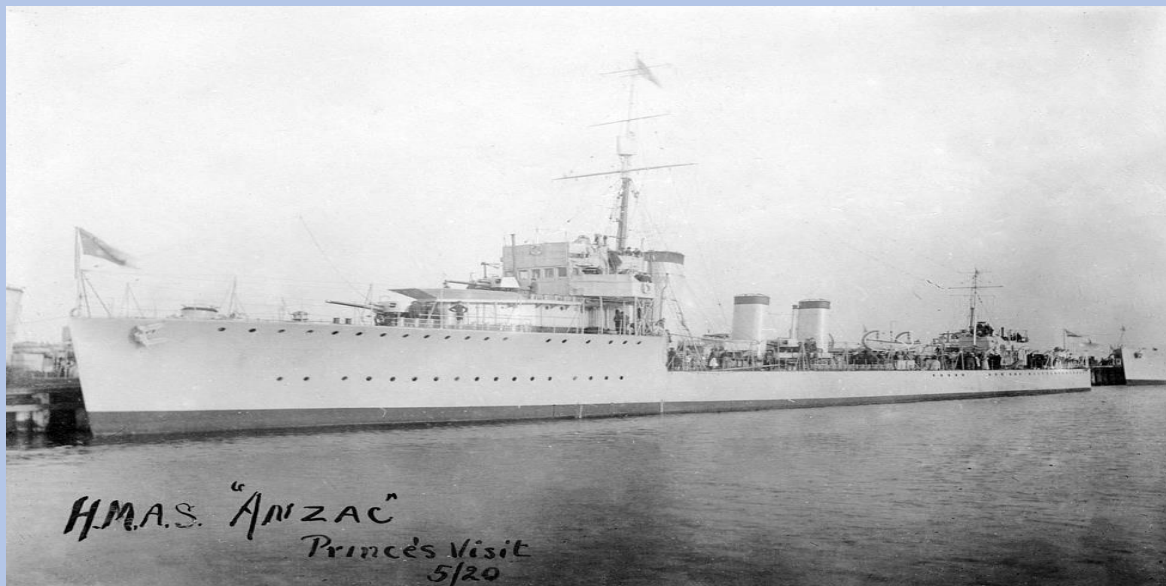
HMAS *Anzac* (I) was the last of six modified *Kemperfelt*-class destroyer flotilla leaders, based on the *Marksman*-class, built for the Royal Navy (RN) under the Emergency War Programme in the shipyards of Denny Bros Ltd in Dumbarton, Scotland.

After commissioning into the RN on 24 April 1917 as HMS *Anzac*, she became leader of the 14th Destroyer Flotilla based at Scapa Flow and conducted anti-submarine operations in the North Sea and the English Channel.

She suffered storm damage in August 1918 which stove in her boats and necessitated the replacement of her two small funnels. At the conclusion of hostilities, she was placed into reserve and laid up at Portsmouth.

In 1919, *Anzac*, along with five S-class destroyers, was gifted to the Royal Australian Navy (RAN) by the British Government. She was commissioned into the RAN as HMAS *Anzac* under the command of Commander SH Simpson, DSO, RN on 27 January 1920 and on 26 February she departed Plymouth for Australia, and inauspiciously lost a propeller blade forcing her to return to Plymouth. With her propeller replaced, she departed Plymouth again on 10 March and arrived in Sydney on 29 April 1920, via Gibraltar, Suez, Aden, Bombay, Colombo, Singapore, Sourabaya and Thursday Island.

That May, Anzac transferred HRH Edward, the Prince of Wales (who became HRH King Edward VIII in 1936) from HMS *Renown* to Princes Pier for his visit to Melbourne.



The commemorative certificate presented to Midshipman Glenn Cant when he met the Prince of Wales during the Prince's visit in 1920.

Anzac spent the majority of her first RAN commission in eastern and southern Australian waters though she visited New Guinea in June and July 1924, and again in May 1926.

In December 1922, her commanding officer, Lieutenant Commander Reginald C Creer, RAN, had the rare honour of handing over command to his twin brother, Lieutenant Commander Herbert V Creer, RAN.



Gunnery training at Jervis Bay NSW

Anzac decommissioned on 4 August 1926 and recommissioned on 10 January 1928 under the command of Commander CH Ringrose, RN. On 9 June 1928 she stood by off the Queensland coast as Sir Charles Kingsford-Smith and his crew approached Brisbane on their historic flight across the Pacific Ocean in the Fokker F.VIIb/3m tri-motor monoplane, Southern Cross. Anzac was again in attendance off the New South Wales coast when Kingsford-Smith made the first non-stop trans-Tasman flight in Southern Cross that September.

In July 1930, Anzac became the first command of the iconic RAN officer, Lieutenant Commander (later Vice Admiral Sir) John Collins, RAN, and, under his command, visited New Guinea and the Solomon Islands that September. She was decommissioned for the third and final time on 30 July 1931 and placed into reserve. She was sold for scrap on 8 August 1935 and on 7 May 1936, her hulk was towed out of Port Jackson and scuttled.



HMAS Anzac's ship's bell is now on display in the Naval Heritage Collection

ROYAL AUSTRALIAN NAVY.....SHIP HISTORY

HMAS ANZAC (11)



Class	Battle Class	Displacement	2,214 tonnes
Type	Surface Combatant	Length	115.52 Metres
Builder	Williamstown Naval Dockyard	Beam	12.50 Metres
Laid down	23 September 1946	Draught	3.89 Metres
Launched	20 August 1948	Speed	31 knots
Commissioned	14 March 1951	Crew	320 Officers and Ratings
De-Commissioned	04 October 1974	Machinery	2xAdmiralty 3 drum stem boilers Parsons geared turbines 50,000 SHP 2 Shafts
Fate	Sold for scrap 24 November 11975	Armament	4 x 4.5in guns 12 x 40mm bofor guns 10 x 21in torpedoes Triple squid barrellled anti-submarine depth charge Mortars

HMAS Anzac (II) commissioned at Williamstown Naval Dockyard on 14 March 1951 under the command of Commander John Plunkett-Cole RAN, although the ship was not accepted by the Royal Australian Navy from the dockyard until 22 March 1951.

Following a period of working up and exercises in eastern Australian waters, Anzac (II) departed Sydney on 30 July 1951 for Korean War service, arriving at Sasebo, Japan, on 14 August via Hong Kong.

On 24 August 1951 *Anzac* (II) departed Sasebo as a unit of Task Element 95.11 screening USS *Sicily* (Captain Scheoch USN) during aircraft carrier operations off the Korean west coast. On 2 September HMS *Glory* relieved *Sicily* as the operational carrier. *Anzac* (II) detached on 6 September to proceed to the vicinity of Haiju in western Korea with orders to bombard selected targets.

At 18:15 on 6 September 1951 the Commonwealth Ensign was broken at the fore and 'for the first time the guns of *Anzac* (II) opened fire on the enemy'. Targets included the suspected headquarters of the area Communist forces. The operation completed, *Anzac* (II) returned to Sasebo.

On 12 September *Anzac* (II) proceeded to Wonsan, eastern Korea, where she assumed the duties of Commander Task Element 95.22, the other vessels of the group being US Ships *Thompson* and *Naifeh*. Duties of the group were 'blockade of the east coast of Korea from a point 23 miles south of Songjin to latitude 41°50'N', being some 34 miles south of the Korean/Siberian border. Operations with TE 95.22 continued until 26 September, when after firing her one thousandth round of 4.5-inch ammunition against the enemy, *Anzac* (II) parted company for Kure, ending her first tour of duty in the Korean theatre.

On 30 September *Anzac* (II) departed Hong Kong escorting HMS *Glory* for Australia and entered Sydney Harbour on 20 October after an absence of almost three months and some 23,000 miles of operational steaming.

At 18:15 on 6 September 1951 the Commonwealth Ensign was broken at the fore and 'for the first time the guns of *Anzac* (II) opened fire on the enemy'. Targets included the suspected headquarters of the area Communist forces. The operation completed, *Anzac* (II) returned to Sasebo.

On 12 September *Anzac* (II) proceeded to Wonsan, eastern Korea, where she assumed the duties of Commander Task Element 95.22, the other vessels of the group being US Ships *Thompson* and *Naifeh*. Duties of the group were 'blockade of the east coast of Korea from a point 23 miles south of Songjin to latitude 41°50'N', being some 34 miles south of the Korean/Siberian border. Operations with TE 95.22 continued until 26 September, when after firing her one thousandth round of 4.5-inch ammunition against the enemy, *Anzac* (II) parted company for Kure, ending her first tour of duty in the Korean theatre.

On 30 September *Anzac* (II) departed Hong Kong escorting HMS *Glory* for Australia and entered Sydney Harbour on 20 October after an absence of almost three months and some 23,000 miles of operational steaming.



Sailors conducting Bofor training



Wharf Sentry attracts some inquisitive onlookers

Following a refit at Williamstown, completed on 14 December 1951, *Anzac* (II) spent four months in home ports and on east coast exercises. In May 1952, in company with HMAS *Australia* (II), she visited Papua New Guinea, New Britain, Manus and the Solomon Islands. In June she was again in dockyard hands at Williamstown completing her second refit of the year on 25 July.

On 1 September 1952 *Anzac* (II) departed Sydney for Sasebo to begin her second tour of duty in Korean waters. Singapore was reached on 10 September and Hong Kong six days later, where she relieved HMAS *Bataan* on station, proceeding for Sasebo on 27 September for duty on the west coast of Korea. The following day *Anzac* (II) joined HMS *Newcastle* and HMNZS *Rotoiti* at Paengyong Do to begin coastal patrol. In this, *Anzac* (II)'s role was six days with the West Coast Bombardment and Blockade Group followed by nine days on the carrier screen. The closing hours of the month found *Anzac* (II) on patrol some 50 miles south south east of the Yalu River, where, in bright moonlight, her crew witnessed a full scale United Nations air raid on Cholsan.

On 4 October *Anzac* (II) completed her period of patrol and proceeded to operate on the screen of HMS *Ocean*, relieving HNMS *Piet Hein* and joining HMCS *Nootka* and USS *Vammen*. Flying operations ended on 13 October and the entire group then proceeded for Sasebo and thence to Kure. On 29 October, with Lieutenant Commander WOC Roberts RAN in temporary command, *Anzac* (II) returned to the eastern Korea patrol as a unit of Task Unit 95.12.1, whose main function was defence of the islands of Sok To and Cho Do, the latter being the site of a radar station and Tactical Air Defence Centre, a vital point in the operations in South Korea. The task group of mixed Royal Navy, Australian, Canadian and American units comprised *Anzac* (II), HMCS *Crusader*, HMS *Comus* and USS *LSMR 412*, plus some small vessels of the South Korean Navy. *Anzac* (II)'s period of patrol and bombardment ceased on 17 November, when the duties of Commander Task Unit 95.12.1 were turned over to Captain (D) 8th Destroyer Squadron in HMS *Cossack*.

Active operational duty was resumed on 27 November on the west coast patrol, screening *Glory* in company with *Piet Hein* and USS *Hickox*. On 7 December *Anzac* detached, relieved *Crusader* and resumed bombardment and patrol duties in the vicinity of Cho Do and Sok To Islands, being relieved in turn on 12 December by *Comus*. Wearing the flag of Rear Admiral Clifford (Second-in-Command, Far East Station) *Anzac* (II) entered Sasebo Harbour on 13 December 1952.

On 19 December *Anzac* (II) departed Kure for her last patrol of the year, the venue switching to the east Korean coast, as a unit of Task Element 95.22 (*Anzac* (II) and US Ships *The Sullivans*, *McNair* and *Evansville*) relieving HMCS *Haida*. The base of operations was the island of Yangdo, the defence of which was the unit's chief mission.

Commenting on this phase of *Anzac* (II)'s Korean service, which ended on 3 January 1953, her Commanding Officer wrote 'This tour of duty on the east coast has introduced the ship to a naval aspect of the Korean War greatly differing from that on the west coast. Enemy batteries were numerous and very hostile; navigational worries are few, tides almost non-existent. Moreover, there has been the experience of working in what is almost an entirely American force. The weather alternated between heavy snowfalls and days of bright sunlight.' *Anzac* (II) berthed at Kure on 5 January 1953



Anzac in Korean waters as seen from flight deck of HMAS *Sydney* (111)

West coast patrol was resumed on 21 January, with Captain GGO Gatacre RAN assuming the duties of Commander Task Unit 95.1.2 (*Anzac* (II) and RFA *Wave Prince*) for protection of the Sok To and Cho Do areas. On 25 January *Anzac* (II) was relieved by HMS *Birmingham* and herself relieved HMS *Cockade* as Commander Task Unit 95.1.4, then comprising *Anzac* (II), *Cockade* and USS *Quapan*. Operations of this group followed the usual pattern with destroyers being allocated daily for naval gunfire support against the mainland. Severe icing during this tour restricted the tempo of support missions. Australia Day was celebrated by a bombardment of battery positions which had shelled *Anzac* (II) on 16 November 1952. On 29 January she was once more back in Sasebo Harbour. Beginning on 5 February 1953, when she left Sasebo screening *Glory*, *Anzac* (II) began a period of eleven weeks of almost continuous service on the Korean west coast patrol. It comprised four tours of operational duty with only brief periods in Sasebo or Kure. It ended on 23 April when the destroyer left Yongpyong Do for Hong Kong where she remained until 7 May 1953.

On 12 May *Anzac* (II) joined Task Unit 95.2.2 (US Ships *Gurke* and *Maddox*) for her second period of duty on the east Korean coast based on Yangdo. Operations consisted of defence of the island, maintenance of the blockade and shelling of traffic on the north east coastal railway. *Anzac* (II)'s part ended on 26 May when she proceeded to Tokyo where, with HMS *Mounts Bay*, she represented the Royal and Commonwealth Navies at a ceremony marking the Coronation of Queen Elizabeth II.

Anzac (II) entered Sasebo from Tokyo on 7 June and departed two days later in company with HMS *Ocean* for her final patrol on the Korean coast. At 1845 on 13 June 1953 *Anzac* (II) was relieved by *Cockade*, bringing to an end her part in operations after nine months service in the Far East.

On 3 July 1953 *Anzac* (II) returned to Sydney after an absence of 305 days. Of these, 228 were spent at sea, 40 of them on patrol in the combat areas. During the entire period she steamed 57,865 miles. Arriving in Port Phillip Bay on 8 July, *Anzac* (II) began a refit at Williamstown which was completed on 16 September. Exercises with HMAS *Sydney* (III) and the transport of National Service Trainees occupied sea time in September and October period and there were further exercises with HMAS *Vengeance* in November. A second refit began at Williamstown on 12 November and the ship remained in dockyard hands until 6 January 1954.

In January 1954 there were further east coast carrier exercises and in the following month escort duties on the occasion of the visit of Her Majesty Queen Elizabeth II and His Royal Highness The Duke of Edinburgh. In March *Anzac* (II) visited the Barrier Reef and in April she was in Papua New Guinea waters.

Between 13 and 28 May 1954 there were group exercises with HMNZS *Black Prince*, the submarines HMS *Telemachus* and HMS *Thorough*, and vessels of the Australian Fleet, including *Vengeance*. Refitting at Williamstown between June and August 1954 was followed by anti-submarine exercises in September. In October *Anzac* (II) took part in joint exercises in the Manus area with the Flag Officer Commanding the Australian Fleet flying his flag in *Sydney* (III) and Rear Admiral Gladstone flying his flag in HMS *Birmingham*. The exercises ended on 27 October when the combined force returned to Sydney.

During the first week of November there was the annual arrival in Port Phillip Bay, with a return to Sydney mid-month. The remaining period of the year was taken up by weapon training exercises off the New South Wales coast.

New Year's Day, 1955, found *Anzac* (II) self-refitting at Cockatoo Dockyard, Sydney, work which continued until 13 February. The closing days of the month were chiefly occupied by joint anti-submarine exercises, joining *Sydney* (III) on 28 February for passage to Fremantle.

Anzac (II) spent a week in Fremantle, arrived in Melbourne on 18 March and then proceeded to Sydney to take part in further fleet exercises which continued intermittently until 19 April when *Anzac* (II) detached for New Caledonia for an eleven day goodwill visit.



On 17 May *Anzac* (II), in company with Ships *Black Prince* and *Pukaki* and HMA Ships *Quadrant*, *Arunta* (I), *Tobruk* (I) and *Warramunga* (I), proceeded to sea to begin ANZEX exercises scheduled to cover a three month period. Units of the Royal Navy, led by HMS *Newcastle*, flying the flag of the Flag Officer Second-in-Command, Far East Station, Rear Admiral EF Elkins CB CVO OBE, were eventually joined en route between Darwin to Singapore on 1 June 1955. Following conclusion of the joint exercises *Anzac* (II) departed Singapore in company with *Tobruk* (I) on 2 July for Sydney and thence to Melbourne for a refit at Williamstown.

The two and a half month refit was completed on 7 October 1955. Proceeding that day for Sydney, *Anzac* (II) remained there, except for a brief visit to Newcastle, for the following five weeks.

On 16 November, in company with *Tobruk* (I), *Anzac* (II) departed Sydney for Singapore via Fremantle to become part of the Strategic Reserve on the Far East Station. Singapore was reached on 1 December.

In the first of the only two offensive actions undertaken by Royal Australian Navy ships during the Malayan Emergency (1948-60), *Anzac* (II) and *Tobruk* (I) bombarded terrorist positions south of Jason Bay in Johore State on 29 September 1956. *Anzac* (II) served in Far East waters until November 1956 when she returned to Australia.

Following a refit and a visit to Tasmania she returned to Singapore in April 1957 to begin another tour of duty in the Far East. On this occasion *Anzac* (II) spent ten months overseas and returned to Australia in January 1958. She arrived in Sydney on 8 February to begin a major refit which kept her in dockyard hands until October 1958.

In March 1959 *Anzac* (II) resumed service as a unit of the Strategic Reserve in the Far East and returned to Australia in December 1959. A refit and trials period followed. During April and May 1960 *Anzac* (II) visited Noumea, the Solomon Islands and Papua New Guinea.

On 1 March 1961 *Anzac* (II) became the Fleet Training Ship (seaman training only), with an extra deckhouse aft and the director removed. The ship remained in Australian waters until August 1961 when she visited New Zealand, departing the following month. A further visit to New Zealand was made in November and December.

For the first eight months of 1962 *Anzac* (II) was in Australian waters. A brief visit was made to Singapore in September to participate in an exercise and in October she visited Papua New Guinea and the Solomon Islands.

Anzac (II) escorted the Royal Yacht *Britannia* on the occasion of the Royal Visit in February and March 1963.

Between 1 and 24 April 1963 the ship underwent modifications at Williamstown to fit her for a wider training role. Initially she then became responsible for the training of cadets, ordinary seamen and higher rates (ie, higher ranking seamen). Later the ship also took on the task of sea training of Royal Australian Naval Reserve (RANR) Officers and Midshipmen. Her primary task became the training of junior officers and ordinary seamen.

During December 1963, while in Tasmanian waters, she received a signal stating that the jetty at Tasman Island was on fire. Fire parties were landed and the fire gradually taken brought under control. The Governor-General, Viscount de Lisle, embarked in *Anzac* (II) on 22 May 1964 and enjoyed the cruise which followed in Papua New Guinea waters. Places visited during the cruise were Rabaul, Sohano, Losuia, Oro Bay, Esa Ala, Milne Bay, Samarai and Port Moresby. A short visit to New Zealand took place during August and September 1964.

Anzac (II) underwent a refit at Williamstown between 7 January and 8 March 1965. A major item was the removal of B Turret and the G1 Bofors gun mounting and the installation of a charthouse/classroom in their place.

A cruise in Papua New Guinea waters was made in May and June 1965. In June assistance was given to civil authorities in locating and rescuing six persons who were stranded when their launch broke down. They were taken to Mackay.

A new role was undertaken in October and November 1966 when *Anzac* (II) carried out survey duties off the north west coast of Australia. After completing a refit lasting from December 1966 to March 1967, *Anzac* (II) reverted to her role of Training Ship. Also in March 1967 she passed the 500,000 mile mark. In June and July 1967 she visited Tonga for the occasion of the coronation of His Majesty King Taufa'Ahau Tupou IV



HMAS Anzac, Derwent and Sydney depart Sydney for Vietnam

After refitting from December 1967 to April 1968, *Anzac* (II) proceeded to Vietnam in June escorting the troop carrier HMAS *Sydney* (III).

In August 1969 *Anzac* (II) participated in the search for survivors of the MV *Noongah* which sank in rough seas off the New South Wales coast on 25 August. In September and October 1969 visits were paid to New Zealand (twice), Pago Pago and Apia. She again visited New Zealand in January and February 1970.

A visit was paid to Papua New Guinea in September 1970 and also during that month and the next month *Anzac* (II) was in New Zealand waters for exercises

During a further visit to Papua New Guinea from July to September 1971, the Papua New Guinea national flag was raised for the first time on the occasion of the second celebration of the Territory's national day, 13 September. A number of *Anzac* (II)'s ship's company participated in the flag raising ceremony.

In September and October 1971 *Anzac* (II) returned to New Zealand. She proceeded to Papua New Guinea in February 1972 and in March participated with ten Royal Australian Navy patrol boats in an exercise in the Milne Bay area. The ship visited New Zealand in March 1973 in the course of a training cruise. Further visits to New Zealand were made in January and February 1974 and April 1974. In July and August 1974 a visit was made to Fiji.

Anzac (II) arrived at Garden Island, Sydney, on 11 August 1974 to prepare to pay off for disposal. She had steamed 693,582.1 miles since commissioning. The ship finally paid off at Sydney on 4 October 1974. On 24 November 1975 *Anzac* (II) was sold to Hifirm Corporation Ltd of Hong Kong. She was towed from Sydney by a Japanese tug on 30 December 1975.



HMAS Anzac decommissioned on 4 October 1974 following 23 years' service for the Royal Australian Navy. Note the presence of the class room in place of 'B' turret

HAVE A LAUGH

A man on his Harley was riding along a Victorian beach road when suddenly the sky clouded above his head and, in a booming voice, god said, "Because you have tried to be faithful to me in all ways, I will grant you one wish."

The biker pulled over and said, "Build a bridge to Tasmania so I can ride over anytime I want."

God replied, "Your request is materialistic; think of the enormous challenges for that kind of undertaking; the supports required reaching the bottom of Bass Strait and the concrete and steel it would take! I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that could possibly help mankind."

The biker thought about it for a long time. Finally, he said, "God, I wish that I, and all men, could understand women. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, why she snaps and complains when I try to help, and how I can make a woman truly happy."

God replied: "You want two lanes or four on that bridge?"

Died in the Service

One Sunday morning, the priest noticed little Alex standing in the foyer of the church staring up at a large plaque. It was covered with names with small USA flags mounted on either side of it.

The seven year old had been staring at the plaque for some time, so the priest walked up, stood beside the little boy. And said quietly, "Good morning Alex."

"Good morning father," he replied, still focused on the plaque. "Father, what is this?" he asked the priest.

The priest said, "Well son, it's a memorial to all the young men and women who died in the service."

Soberly, they just stood together, staring at the large plaque.

Finally, little Alex's voice, barely audible and trembling with fear, asked, "Which service, the 0:900 or the 11:00?"

God's Email

One day God was looking down at earth and saw all of the rascally retirees' behaviour that was going on. So He called His angels and sent one to earth for a time. When the angel returned, he told God,

'Yes, it is bad on earth; 95% of retirees are misbehaving and only 5% are not.

God thought for a moment and said,

'Maybe I had better send down a second angel to get another opinion.'

So God called another angel and sent her to earth for a time.

When the angel returned, she went to God and said, 'Yes, it's true. The earth is in decline; 95% of retirees are misbehaving, but 5% are being good.

'God was not pleased.

So He decided to e-mail the 5% who were good, because he wanted to encourage them, and give them a little something to help them keep going.

Do you know what the e-mail said?

Okay, I was just wondering, because I didn't get one either.

Pull the Tooth

A man and his wife walked into a dentist's office.

The man said to the dentist, "Doc, I'm in one heck of a hurry. I have two buddies sitting out in my car waiting for us to go play golf, so forget about the anaesthetic, I don't have time for the gums to get numb. I just want you to pull the tooth, and be done with it! We have a 10:00am tee time at the best golf course in town and it's 9:30 already...I don't have time to wait for the anaesthetic to work!"

The dentist thought to himself, "Well, at last, a man with real guts!!"

So the dentist asks him, "Which tooth is it sir?"

The man turned to his wife and said, "Open your mouth, honey, and show the dentist."

Three Bodies

Three bodies turn up at the mortuary, all with very big smiles on their faces

The coroner calls the police to tell them what has happened.

The Coroner tells the Inspector:

'First body: An Italian, 60, died of heart failure while with his mistress. Hence the enormous smile.'

'Second body: Scotsman, 25, won a thousand pounds on the Lottery, spent it all on whiskey, died of alcohol poisoning, hence the Smile'

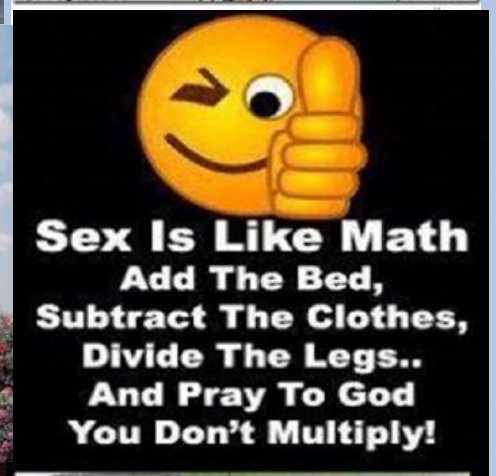
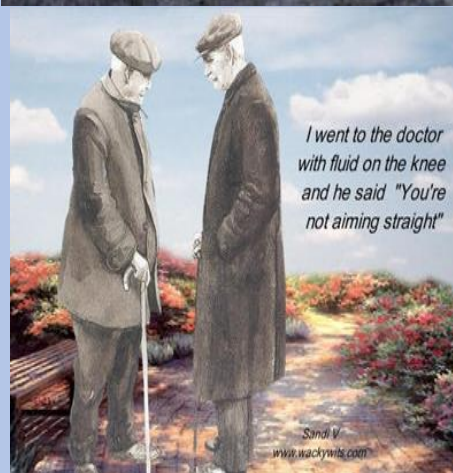
The Inspector asked, 'What of the third body?'

'Ah,' says the coroner, 'This is the most unusual one. Danny O'Neil, Irish, 30, struck by lightning.'

'Why is he smiling then?' inquires the Inspector.

'Thought he was having his picture taken'

PICTURE FUNNIES



Accidentally went
grocery shopping on an
empty stomach and now
I'm the proud owner of
aisle 4.

