



Welcome to the
NAVAL ASSOCIATION OF AUSTRALIA
Queensland Section INC
Monthly Ceremony.
Jack's Memorial
Southbank

HMAS Voyager (II)



Through the Monthly Ceremony the association wishes to highlight the service of members of Royal Australia Navy. This month we commemorate crew member from HMAS Voyager (II), Chief Petty Officer Jonathan Rogers, Midshipman Kerry Francis Marien, Electrical Mechanic (Electronics) First Class William Joseph Condon and their fellow shipmates who paid the supreme sacrifice in the service of their country on the night 10th February 1964.



Eighty-two shipmates of HMAS Voyager (II) perished at sea off Jervis Bay on faithful night. At approximately 20:56, some twenty miles south east of Point Perpendicular, HMAS Voyager crossed the bow of the Aircraft Carrier, HMAS Melbourne (II). Voyager was struck at the aft end of her bridge, heeling her over to an angle of about 50 degrees. A flash appeared to come from Voyager (II)'s 'A'

Boiler, and she emitted high pressure steam and black smoke. Debris, including the revolution table from Voyager (II)'s bridge, and a pair of binoculars, was thrown onto Melbourne (II)'s flight deck.

The impact pushed Voyager (II) bodily through the water for a few seconds, and then she broke in two. Her forward section passed down Melbourne (II)'s port side, and the stern section down the starboard side. The forward section sank soon afterwards and the after section about three hours later. The disaster resulted in the loss of 82 lives (14 officers, including the commanding officer, 67 sailors and one civilian dockyard employee). There were 232 survivors. Melbourne (II) was damaged but sustained no casualties.

HMAS Voyager (II) was one of four Darings class destroyer initially ordered for the RAN, although only three, Voyager (II), Vendetta (II) and Vampire (II) were eventually completed. Voyager (II) was ordered on 3 December 1946 from Cockatoo Island Dockyard and became Ship Number 188 on their records.

The Darings were designed and built as versatile, multi-purpose 'Gun Ships' with three separate weapon control systems to control the main and secondary armament. In the Naval Gunfire Support mode for example, the main Gunnery Fire Control System was capable of providing very accurate and rapid fire to a range of nine nautical miles (18,000 yards) in normal mode and in excess of ten nautical miles (20,000 yards) in extended range mode. At a rate of fire of 16 rounds per gun per minute, the Darings were capable of firing up to 100 x 4.5-inch shells per minute, with each standard high explosive shell weighing 56-lbs.

Class	Daring Class
Type	Destroyer
Pennant	004
Motto	Quo Fata Vocant (We Go Where Destiny Calls)
Laid Down	10 October 1948
Launched	1 March 1952
Launched by	Mrs Patti Menzies (later Dame), wife of RG Menzies (Prime Minister 1939-41, 1949-66)
Commissioned	12 February 1957
Decommissioned	10 February 1964
Fate	Lost at sea on 10 February 1964
Dimensions & Displacement	
Displacement	<ul style="list-style-type: none">2800 tons (standard)3600 tons (full load)
Length	390 feet
Beam	43 feet
Draught	12 feet 9 inches
Performance	
Speed	33 knots
Range	3700 miles at 20 knots
Complement	
Crew	320, including 20 officers

Voyager (II) is the first of three Daring Class ships to be placed on order with Australian Shipyards by the Australian Commonwealth Shipping Board. This class of ship is a departure from the conventional destroyer both in general design, armament, and number of personnel carried. She has the striking power of a light Cruiser (the disposition of her main armament being typical of that type of ship), coupled with the latest anti-submarine weapon and detection devices. Furthermore, her manoeuvrability is superior to that of even the most modern conventional destroyer, owing to the fitting of twin rudders. The other two ships of the class, in varying stages of construction, are Vendetta (II) and Vampire (II)...The ship carries two 25-foot motor-cutters powered by diesel engines, a 27-foot sailing whaler for use as a sea boat, and a 14-foot sailing dinghy for recreational purposes. War experience has shown that boats were vulnerable to damage by bomb and shell splinters, with the result that they were usually unserviceable if required for life-saving purposes. Voyager (II), therefore, carries the latest type of inflatable life raft. When not in use, these rafts take up very little space on deck, but when inflated, they will comfortably hold 20 men each, and in addition afford complete protection against the sea and elements. Sufficient of these rafts is carried to accommodate the entire ship's company. In addition, a Land Rover is carried for transport for the Postman and for general official duties. It is stored on the upper deck at sea...Voyager (II) is propelled by two out-turning propellers, each propeller-shaft being driven by its own high pressure, high-temperature turbine unit through double reduction gear. Steam for these turbines is provided by two Foster-Wheeler controlled superheat waterwall boilers...Fresh water for boilers and for domestic use is produced by two Caird and Rayner evaporator units, which are capable of a rate of 100 tons a day. Main machinery and boilers are arranged in what is known as 'The Unit System' ie, each shaft is driven by its own engine room and boiler room, though these can be inter-connected if required. Action damage to the main machinery is therefore more localised than in the conventional destroyer arrangement of only one engine room.

The list of casualties. The following is the official list of the bodies of those recovered and those missing:

DEAD

Stevens D.H. CAPT RAN

Cook H.D. LEUT RAN **QLD**

Parker R.W AB

MISSING

ASHWELL, NJ, Leading Mechanical Engineer **QLD** BEAVIS, ES, SBLT, RAN **QLD**

BERMINGHAM, PW, Ordinary SMN (UC) BROOKS, EA, LEUT, RN

BROKATE, MA, Ordinary SMN (Writer) BROWN, NJ, AB

BUTTS, WJ, Cook CARR, PR, AB

CARRINGTON, BL, LCDR, RAN CASTLE, BE, Ordinary SMN (CO) **QLD**

CLARKE, PL, Electrical Mechanic CLAYTON, JD, Ordinary SMN (CO)

COBBAN, GF, Stores Assistant (V) CONDON, WJ, Electrical Mechanic

CULLEN, KV, Communications Yeoman CURGENVEN, JM, Engineering Mechanic **QLD**

DAVIES, JS, ASLT, RAN **QLD** DAVIS, KJ, Steward

DEANS, JCG, Electrical Mechanic **QLD** DENHAM, RA, Radio Operator

DIEPENBROEK, NG, Engineering Mechanic DOWLING, JL, LEUT, RAN

EARL, JN, Assistant Steward FENWICK, J McG, Leading Electrical Mechanic **QLD**

FITZALLEN, GD, Ordinary SMN (CO) FLEMING, LB, Ordinary SMN (ME)

GARRETT, LJ, Engineering Mechanic **QLD** GLENNIE, NC, AB

GUY, JB, AB Electrician HALE, S, AB

HARCLA, EK, PO **QLD** HARRIS, PL, Tactical Operator

HENDY, RW, Ordinary SMN (TO) KEDDIE, KS, Engineering Mechanic

KELLY, GJ, Ordinary SMN (ME) KINGSTON, NE, Leading Steward

LAMBERT, UJ, AB LEESON, LJ, Engineerroom Artificer

LEGG, CG, Leading Mechanical Engineer
 LINDSEY, BC, Midshipman, RAN
 MCDONALD, PE, Engineering Mechanic
 MACGREGOR, IAG, LCDR, RAN
 MARIEN, KF, MIDN, RAN
 MILBOURNE, PD, Assistant Cook (O)
 MULLER, KL, Ordinary SMN (TO) **QLD**
 O'LEARY, EJ, Ordinary SMN (ME)
 PARKER, Mr HS, Tech Ass, Williamstown
 PERRETT, GE, Engineering Mechanic **QLD**
 ROGERS, J, CPO Coxn
 SCOTT, BA, Ordinary SMN (Writer)
 SMYE, WJ, Leading Cook
 SPARROWHAWK, JE, LS
 SYARANAMUAL, AVW, Ordinary SMN (EM)
 TAPP, EW, CMDR, RAN
 TAYLOR, RA, Engineering Mechanic
 THOMPSON, AW, Assistant Steward
 VINCENT, LD, CPO Cook
 WEST, RA, Ordinary SMN (CO)
 WOODWARD, REW, Ordinary SMN (ME) **QLD**

LEHMAN, LC, Ordinary SMN (Cook)
 MACARTNEY, DR, PO Engineering Mechanic **QLD**
 MACFARLANE, DE, Leading Radio Operator **QLD**
 McLEAN, GE, AB
 MAUNDER, RW, MIDN, RAN
 MORGAN, FJ, MIDN, RAN **QLD**
 NUSS, GC, Ordnance Artificer
 OWEN, ER, Ordinary SMN (Radio Operator)
 PRICE, DHM, LEUT, RN
 REID, DW, Ordnance Artificer
 SCHMIDT, BM, Leading Airman
 SHARKEY, F, LS **QLD**
 SOLOMON, AJ, AB **QLD**
 STOCKER, PG, AB
 TAIT, KC, Leading Cook
 TAYLOR, FT, AB
 TEAPE, AW, Leading Tactical Operator **QLD**
 TRAUTMAN, JB, Ordinary SMN (RO)
 WALKER, GS, Radio Electrical Mechanic
 WILLIAMS, J, AB **QLD**

QLD – denotes a Queenslander.

Queen Honours Voyager Men



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



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

Chief Petty Officer Rogers George Cross Medal. helped many men to escape from the Voyager (II)'s rapidly sinking forward section. In the darkness and confusion following the collision, he organised the evacuation of the cafeteria where there were between 50-60 men. He stayed behind to look after those who could not escape and led them in prayer and a hymn. He upheld the highest tradition of service at sea, and his rating as Chief Petty Officer (Coxswain). Chief Petty Officer Rogers was awarded the Distinguished Service Medal for service with the Royal Navy in 1944. He transferred to the RAN in 1950.



WILLIAM CONDON [LEFT] WITH SHIPMATES FROM HMAS QUIBERON RUDI BIANCHI AND FRANK OSBORNE.

Electrical Mechanic (Electronics) First Class William Joseph Condon, Albert Medal for Gallantry in saving life at sea. In recognition and his outstanding gallantry and devotion to duty in saving life at sea when HMAS Voyager was sunk after collision, in remaining at his post to the end in the sinking ship, holding the emergency lantern to show others the path to the escape scuttle and losing his life thereby.

Midshipman Kerry Francis Marien, Albert Medal for gallantry in saving life at sea. In recognition of his gallantry in attempting to save life at sea when HMAS Voyager was sunk after collision. In leaving the safety of a life raft to attempt a rescue, he thereby lost his life.

Petty Officer Douglas Moore, George Medal. In recognition of his brave and distinguished conduct when HMAS Voyager was sunk after collision, in assisting the survivors to evacuate the sinking ship, and in rescuing an unconscious man in the water, and for leadership and devotion to duty in organising the boarding of life-rafts and taking charge of life-rafts containing survivors in great adversity. (Petty Officer) Moore was awarded the British Empire Medal for his part in a hazardous diving operation undertaken by the Navy for the Snowy Mountains Authority at Lake Eucumbene in 1961).

Leading Seaman Raymond Ernest Rich, British Empire Medal. In recognition of his brave and distinguished conduct when HMAS Voyager was sunk after collision, in assisting with the maintenance of moral of survivors in the ship and the orderly evacuation of the sinking ship, in rescuing a man who was drowning, for leadership and devotion to duty in organising the boarding of life rafts containing the survivors and maintaining the morale of survivors in great adversity.

Petty Officer Geoffrey Percival Worth, British Empire Medal. In recognition of his brave and distinguished conduct when HMAS Voyager was sunk after collision, in assisting survivors to evacuate the sinking ship, in leaving the safety of the life raft to rescue a drowning man, and for leadership and devotion to duty in organising the boarding of life-rafts and taking charge of life rafts containing survivors and in maintaining the moral of survivors in great adversity.

Leading Electrical Mechanic Brian Victor Longbotham, British Empire Medal. In recognition of his brave conduct when HMAS Voyager was sunk after collision, in remaining in the water by the sinking ship, assisting survivors and organising them into a party, and for personal courage in leaving the safety of a lifeboat to rescue a drowning man.

Leading Sick Berth Attendant John Rennie Wilson, British Empire Medal. In recognition of his brave and distinguished conduct when HMAS Voyager was sunk after collision, in that although in great pain from his injuries, he refused an injection of morphia and insisted on helping other injured men, thereby upholding the highest traditions of the nursing profession.

Able Seaman Eric Noel Robson, British Empire Medal. In recognition of his brave conduct when HMAS Voyager was sunk after collision, in showing others the escape route in the sinking ship and assisting them towards the escape hatch before escaping himself.

Petty Officer Engineering Mechanic Edgar James McDermott, Queen's Commendation. For brave conduct and devotion to duty when HMAS Voyager was sunk after collision, in remaining at his post in B boiler room in near darkness, assessing the damage, closing down the hatches and air locks, shutting down high pressure boilers at considerable risk to his personal safety, in order to ensure that the boiler did not explode, which would have caused disaster to those on the after section.

Engineering Mechanic Hugh Francis Gilvarry, Queen's Commendation. In recognition of his brave conduct and devotion to duty when HMAS Voyager sank after collision, in remaining at his post as diesel fuel pump watchkeeper alone in the after-engine room in order to ensure the continued operation of the diesel generator, which was the only remaining source of power, until ordered to abandon ship.

Electrical Artificer Second Class Anthony Page, Queen's Commendation. In recognition of his brave conduct and devotion to duty when HMAS Voyager was sunk after collision, in entering B engine room to start the diesel generator so that power was restored to the after section of the ship, without which the other measures being taken to preserve the ship and safety of the crew would have been very difficult.

