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THE NAVY IN FOCUS

Maritime Logistics School Page 12



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FROM THE EDITOR

Hello Shipmates,

We enter 2025 with feelings of uncertainty with global instability spreading and vigilance will be required of everyone in troubled times. The challenges facing the world and, in particular, the Asia Pacific region will mean the Royal Australian Navy has become extremely busy. Getting access to ships and establishments to continue our series of feature articles in each edition may become more difficult.

After focussing on fleet units and major RAN Establishments in the recent past, the WEM is now focussing on Branches of the RAN. We have had articles from the medical branch, Fleet Air Arm and recently the Hydrographic Service. This edition will provide an excellent overview of the Supply world and particularly the evolution of the Supply School at HMAS CERBERUS. We are fortunate that one of our long serving members of the NAA has recently been appointed as the OIC Maritime Logistics School – Lieutenant Commander Ric Mingramm JP RAN.

He has contributed a very informative article for this edition.

Lastly, the WEM publishing committee are presently reviewing and updating the distribution list for both print and digital versions of the WEM. We anticipate a revised list will be in place for the next edition of 2025.

Russell Pettis

Russell Pettis AM, Editor

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RAN SUPPLY BRANCH
- Then And Now -

Canning Naval Stores

The Naval Stores warehouse, located in Fremantle WA was built for the Royal Australian Navy in 1935. This heritage listed building has now been repurposed as an event and entertainment venue and is available for hire.

HMAS Stirling FLSE

In 2023, construction was completed on the new Fleet Logistic Service Element building (FLSE) to aid logistic support to vessels homeported and operating from HMAS Stirling. The building consists of Warehousing facilities, administration space including general office, meeting rooms, amenities, breakout areas and dangerous good storage.

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The opinions expressed in these articles are those of the authors. The contributors of the articles are responsible for any errors or omissions.

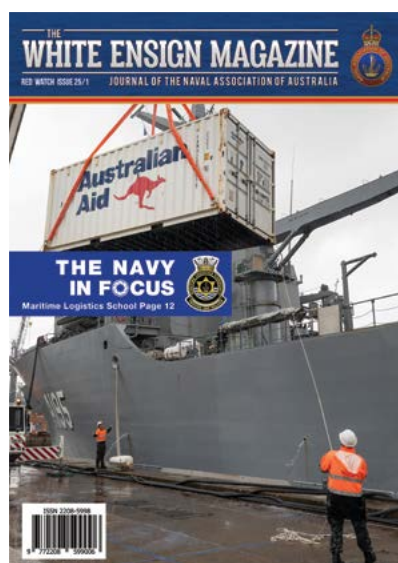
To ensure articles can be edited and published in future editions please check the submission dates (above). All submissions are welcome (please supply images at high resolution with names where necessary and text in MS Word format).

*While every effort is made to publish in a timely fashion, as the WEM is compiled by volunteers, publication may be delayed due to circumstances beyond the WEM's control. We appreciate your patience and understanding.

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COVER STORY MARITIME LOGISTICS

RAN support of Operation Tonga Assist 2022

Royal Australian Navy personnel supervise the loading of humanitarian assistance and disaster relief supplies onto HMAS Supply at Fleet Base East, Sydney, prior to departing for Tonga in support of Operation Tonga Assist 2022. HMAS Supply was loaded with more than half a million litres of fuel and Humanitarian Assistance and Disaster Relief stores to support the people of Tonga following the January 15 Hunga-Tonga-Hunga Ha'apai volcano and subsequent tsunami.

Photo Credit: LSIS Daniel Goodman



The Fort to Fort Remembrance Walk



In 2021, the Fort to Fort Remembrance Walk (F2FRW) was established in South Australia.

Ex-Service Organisations in South Australia joined forces to create an Annual Event in support of Veterans and their families. This event was conducted on the first Sunday in November. Over the last 4 years, we have had up to 1250 registered walkers and volunteers involved with the Walk, from all over the state. We were lucky enough in 2023, to begin a partnership with RSL Active, which is a national initiative from RSL Australia.

The F2FRW is between South Australia's two historical Forts, Fort Largs, and Fort Glanville, along the Foreshore Walkway. The distance between the Forts is 5 kilometres which, for the duration of the Walk, is lined with posters of South Australian Veterans from all conflicts. Each poster has a QR code attached, which directs the reader to the Virtual War Memorial, where they can read information about the veteran.

The aim of the Walk is to remind the Community of the significance of Remembrance Day. Unfortunately, Remembrance Day is often forgotten, as it is not an official Public Holiday. We need to remember those that have served our country, through all conflicts, especially those that paid the ultimate sacrifice.

Over the past 4 years the monies raised has gone to support various veteran programs around the state, such as:

- **ARVL- Andrew Russell Veteran Living** which support homeless veterans.
- **Assistance Dog Programs** supporting Veterans in need.
- **RSL Reach Out Wellbeing Program** doing welfare checks on veterans and helping where needed.
- **RSL Veterans Centre Largs Bay** that provides Welfare and Advocacy support to Veterans and their families.

Along the route of the Walk, various ex-service organisations and cadet groups hold displays to promote themselves. Showing the whole community what support is out there for veterans and their families. Different RSL sub-branches have been involved over the past 4 years, for which we are grateful.

In 2024, we expanded to the south of Adelaide and held the inaugural Port to Port Remembrance Walk, between Victor Harbor and Port Elliot. The Walk was very well received by the community and in 2025 it will be bigger and better.

In 2025, the Walks will be co-ordinated with the backing of RSLSA & NT and Broken Hill. There are also plans to have a walk in 2025 through the winery region of McLaren Vale and possibly the Barossa. In 2025, the Walks will be held at different times of the year, to allow walkers to attend the different ones if they are interested.

We would like to thank all those groups, sponsors and walkers who have been involved in the past 4 years, helping us support veterans in our community, and look forward to seeing more people attend more walks around South Australia in 2025. Keep an eye on our FB page for more information on 2025 Walks to Remember.



CAPTAIN RALPH FRANK MARSTON LOWE DSC, ADC, RAN (RTD)

By Dr John Carroll PhD

Ralph Frank Marston Lowe (1907-1992), was born at Clifton Hill, Victoria, on 30 August 1907, the son of Charles Robert and Minnie Young Lowe (nee Wade). His father was a Manager at the State Savings Bank of Victoria, which probably influenced Ralph in his choice of a future career. On 1 July 1925, Ralph was accepted into the Royal Australian Navy as a Direct Entry Paymaster Cadet, starting his naval career with six months of basic training at HMAS *Cerberus*, focusing on and becoming familiar with the duties and responsibilities of a Paymaster. On 1 February 1926, Lowe was appointed to the *Town* class light cruiser, HMAS *Brisbane*. On 1 July 1926, he was promoted to Paymaster Midshipman. On 10 November 1926, Lowe was appointed to *Brisbane's* sister ship, HMAS *Melbourne*, and on 15 December 1927, he was appointed to the last of the three RAN *Town* class ships, HMAS *Sydney*.

On 8 May 1928, Lowe was appointed to the *County* class heavy cruiser, HMAS *Canberra*, and was among those sent to England to commission her. On 1 July 1928, he was promoted to Paymaster Sub-Lieutenant. Lowe spent some time in *Canberra*, but then on 20 October 1929, he was transferred to her sister ship, HMAS *Australia*, to an appointment in the Admiral's office. Rear Admiral Edward R G Evans, CB, DSO, RN, was then Rear Admiral Commanding HM Australian Squadron. On 1 March 1930, Lowe was promoted to Paymaster Lieutenant. He continued to serve in *Australia* for the next two years until he was 'Loaned' to the Royal Navy 'for service and training'.

On 31 January 1933, Lowe reported to London Depot at Australia House, London. From there he was appointed to the *Carlisle* class light cruiser, HMS *Carlisle*, then serving as a unit of the 2nd Cruiser Squadron, Atlantic (Home Fleet). On 30 September 1933, he was appointed to the *Gadfly* class gunboat, HMS *Afrikander II*. On 27 September 1934, Lowe was appointed to the *County* class heavy cruiser, HMS *Dorsetshire*, and two months later, on 19 November 1934, he was re-appointed to *Afrikander*. On 27 September 1935, Lowe's appointment on 'Loan' to the RN was terminated. Following these experiences, on 11 November 1935, he was appointed to the Admiral's office in HMAS *Canberra*. Rear Admiral Wilbraham T R Ford, RN, was then Rear Admiral Commanding HM Australian Squadron.

On 19 April 1936, Lowe was appointed to HMAS *Penguin*, and from 11 June 1936, to 11 April 1939 he acted as Naval Secretary to the General Manager, Garden Island. On 1 March 1938, Lowe was promoted to Paymaster Lieutenant Commander. On 12 April 1939, he was appointed to HMAS *Cerberus* (additional), for duty at Navy Office, Melbourne. During his time at Navy Office, Lowe acted as Secretary to Commodore 2nd Class Maitland Walter S Boucher, DSO, RN, Second Naval Member, Australian Commonwealth Naval Board (ACNB) (3 October 1939 to 4 December 1940), and Commodore 2nd Class, John Walter Durnford, RN, Second Naval Member, ACNB (6 December 1940 to 10 April 1941). On 11 April 1941, Lowe was appointed to the *Leander* class light cruiser, HMAS *Perth*. Travelling by service transport, Lowe joined *Perth* alongside in Alexandria, on 5 May 1941, just in time for the ship's participation in the landing and evacuation of British, New Zealand and Australian troops from the island of Crete.

It was during these evacuations that *Perth* came to anchor in Sphakia Bay at midnight on 30 May, in company with the light cruiser, HMS *Phoebe* and the Landing Ship HMS *Glengyle*. *Perth* then embarked almost 1,200 military personnel, including 20 stretcher cases and 120 walking wounded. The small convoy sailed at 03:20, and departed the area at their best speed. At daylight on the 30th, the destroyers HMAS *Stuart*, HMS *Jaguar* and HMS *Defender* joined as escorts. This small convoy was attacked five times by enemy aircraft during the day, with *Perth* sustaining damage from a 1,000 lb bomb which exploded in 'A' Boiler Room. As a result of this hit, and several near misses, four members of *Perth's* ship's company, seven soldiers and two Royal Marines were killed, and the ship was damaged considerably.

In a Memorandum for: The Secretary, Department of Defence Co-ordination, the following War Cabinet decision of 19 June 1941, was promulgated for further action.



At a meeting of the War Cabinet today it was approved that HMAS Hobart should be placed at the disposal of the United Kingdom Government forthwith, in lieu of HMAS Perth which ship has been damaged by bomb, provided the repairs to be affected to HMAS Perth are within the capabilities of Australian dockyards.

It is, therefore, requested that the following cablegram be sent to the Secretary of State for Dominion Affairs from the Prime Minister:

In view of the damage sustained by HMAS Perth in operations at Crete, Commonwealth Government propose that ship should return to Australia for repair, provided necessary work is within the capabilities of Australian dockyard. Subject to this proviso Commonwealth Government places HMAS Hobart at your disposal forthwith in lieu of HMAS Perth.'

On 2 June 1941, *Perth* was taken in hand for urgent repairs at Alexandria. Following these temporary repairs, on 25 June, *Perth* made passage to join support operations with other Fleet units off the Syrian coast. On 7 July, *Perth* bombarded Vichy French shore batteries at Abney, Damour, then returned to Alexandria. While at Alexandria, *Perth* was nominated for return to Australia. On 18 July, *Perth* sailed from Alexandria and made passage to Sydney for more permanent repairs and a long overdue refit. On 12 August, *Perth* rejoined the RAN and was immediately taken in hand for repairs and refit at Cockatoo Island Dockyard, Sydney. For the rest of August through to 22 November 1941, *Perth* was under dockyard control.



HMAS PERTH SHIP'S COMPANY 6 AUGUST 1941

During the refit period, Captain Sir P W Bowyer-Smyth Bt., RN, relinquished command to Commander C R Reid, RAN, and on 24 September, *Perth* was undocked from Sutherland Dock then cold-moved by tugs and berthed alongside Cruiser Wharf, Garden Island. During her continuing refit at Garden Island, *Perth* suffered a fire in the bridge and the adjacent superstructure, which caused considerable damage to important electrical wiring and its associated instrumentation. In the interim, on 24 October, Captain H M L Waller, DSO* RAN, assumed command of the ship.

While still alongside, *Perth* embarked her full complement of torpedos, ammunition and depth charges, and from 17 to 22 November, the ship's company embarked a full array of naval and victualling stores. On 23 November, *Perth* completed degaussing and compass swing trials as she prepared to rejoin the fleet. After completion of her refit, *Perth* operated off the east coast of Australia on patrol and escort duties, visiting New Caledonia and New Guinea. On 14 February 1942, *Perth* cast off from Fremantle and made passage for what was then known as the Netherland (Dutch) East Indies, arriving at the port of Batavia (Jakarta) at 10:00 on the 24th. Here she was able to replenish from the RFA tanker *War Sirdar*. At 15:00 the next day, *Perth* sailed for Surabaya in company with the heavy cruiser HMS *Exeter*, and HM destroyers *Electra*, *Encounter* and *Jupiter*, joining with Dutch Rear-Admiral Doorman's Eastern Striking Force on the 26th.

At the time, the Eastern Striking Force consisted of the Dutch light cruisers HrMs *De Ruyter* and HrMs *Java*, the Dutch destroyers HrMs *Witte de With* and HrMs *Kortenaer*, and the USN destroyers USS *John D Edwards*, USS *Parrott* and USS *Pillsbury*. The force had been reinforced on 24 February by the USN heavy cruiser USS *Houston* and the USN destroyers USS *Paul Jones*, USS *Alden*, USS *John D Ford* and USS *Pope*, which had joined from Tjilatjap on Java's south coast. From this time forward, the Eastern Striking Force would be known as the Combined Striking Force.

Departure from Surabaya

At 18:30 on 26 February, the Combined Striking Force sailed from Surabaya to make a sweep to the east along the coast of Madura as far as far as the Sapoedi Strait. If the Japanese were not sighted they were to sweep west and search the Bight of Toeban. The Allied force sailed through the western channel towards the Java Sea in line ahead. This initial scouting operation produced negative results, but as the Force was preparing to enter Surabaya to refuel, Doorman received advice that the Japanese forces had been sighted to the north. As a consequence, he had his force reverse course and steam to intercept.

In the ensuing Battle of the Java Sea, fought during the evening of 27/28 February, the Allied force was soundly beaten by a far superior Japanese force, which was able to exert its dominance over the four-nation Allied force in the vital areas of long-range gunnery, torpedoes, night fighting, the freshness of their crews, and uniformity, especially in the vital areas of signals and communication. The two Dutch cruisers were sunk and *Exeter* was badly damaged, while most of the destroyers were either sunk, or withdrew once they had expended their torpedoes. Both *Perth* and *Houston* were able to break off the action and head for Tanjong Priok to refuel.

Orders were received for the two cruisers to sail through the Sunda Strait and head for Tjilatjap on Java's south coast. They sailed at 19:00 on 28 February, and set a course westward for the Strait, *Perth* leading, with *Houston* five cables astern. At 23:06 a ship was sighted at about five miles distant, close to Saint Nicholas Point. When challenged by *Perth*'s signal lamp, she was identified by her actions as a Japanese destroyer, and was immediately engaged. *Perth* and *Houston* had inadvertently stumbled onto an enemy invasion force assigned to Western Java.

A short time later, several other destroyers were sighted to the north, so *Perth*'s main armament shifted to local/divided control to enable more than one target to be engaged. However, despite this, the Japanese destroyers attacked from all directions, and it was impossible to engage all enemy targets at the same time; and some of these were able to attack from a much closer distance. Even so, *Perth* suffered only superficial damage during this phase of the action. But, just on midnight, Waller was informed that his ship had expended nearly all of her six and four-inch ammunition. Acting on this advice he decided to order full speed, and by turning his ship southwards towards Toppers Island, Waller attempted to force a passage through Sunda Strait. *Perth* had barely steadied on its new course when a torpedo exploded on her starboard side. As preordained, Waller ordered his crew to prepare to abandon ship. When a second torpedo struck a few minutes later, Waller gave the order to abandon ship. A short while later a third torpedo hit well aft on the starboard side, followed by a fourth on the port. The cruiser, which had been heeling to starboard, righted itself, then heeled to port and sank at approximately 00:25 on 1 March, 1942.

Those of *Perth*'s ship's company who were able to do so abandoned ship between the second and third torpedos striking the ship's hull. It is doubtful if any of *Perth*'s boats were launched, although many rafts and Carley floats were. During the abandon ship procedure, *Perth* was still under fire from several destroyers at close range; many hits were sustained and casualties caused. Many in the water were either killed or wounded by the explosions of the last two torpedos, and by shells exploding in the water. Of the 681 personnel serving in *Perth*, 353, including Waller, did not survive the sinking. Four later died, having managed to reach shore on Java, while a further 106 died while prisoners of the Japanese. Only 218 survived these ordeals to finally be repatriated to Australia, some three and a half years later.

Paymaster Lieutenant-Commander Ralph F M Lowe was involved in several significant battles while serving in HMAS *Perth*. One of the most notable was the **Battle of the Java Sea** on 27-28 February 1942. This battle was part of a larger effort to stop the Japanese from invading Java. Although the Allied forces were ultimately defeated, *Perth* managed to survive and

would continue to engage the Japanese forces. Another critical engagement was the **Battle of Sunda Strait** on the evening of 28 February/1 March 1942. It was during this battle that *Perth*, along with the USN heavy cruiser USS *Houston*, faced a major Imperial Japanese Navy task force. But despite their valiant efforts, both Allied ships were sunk. This battle was particularly fierce and resulted in many casualties, as noted above.

A Paymaster in the Royal Australian Navy during World War 2 had several important duties to perform. Their duties and responsibilities included:

1. **Financial Management:** Handling all cash transactions, including payroll, and ensuring accurate financial records
2. **Supply and Equipment:** Managing the ship's supplies and equipment, ensuring there were adequate stocks onboard and properly accounting for everything ordered, consumed, and expended.
3. **Correspondence and Confidential Books:** Managing the ship's correspondence and confidential books, including coding and encoding secret signals.
4. **Intelligence:** Acting as the ship's intelligence officer, if and when required.
5. **Divisional Officer:** Overseeing the cooks, stewards, writers, naval stores, and naval victualling sailors serving in the ship.

Paymasters of the day played a crucial role in maintaining the operational efficiency and morale of the ship's company. During World War 2, the action station of the Paymaster on a Royal Australian Navy vessel was typically the Pay Office or Cash Office. This was where they would manage and safeguard the ship's funds, handle payroll, and ensure all financial transactions were accurately recorded. In the event of an attack by hostile forces, the Paymaster would be responsible for securing the funds and any important financial documents.

Following the sinking of HMAS *Perth* in the Battle of Sunda Strait, Lowe was captured by Japanese forces and spent the rest of the war in captivity. He was to endure the harsh conditions of the POW camp at Bandung, Java, before being sent to Changi Prison in Singapore. It was from Changi, in October 1942, that Lowe and other survivors from *Perth* were transported to Burma to work on the Burma-Thailand Railway.

Lowe was a great believer in cohesion, and to this end he took a leadership role in coping with the challenges of being a prisoner of war through a combination of resilience, leadership, and camaraderie. This included:

1. **Mental Resilience:** Lowe maintained a very strong mental attitude despite the harsh conditions. Focusing on the hope of eventual release and reunion with loved ones helped him endure the daily hardships.

2. **Leadership:** Lowe's leadership qualities played a significant role. He provided support and guidance to his fellow POWs, which helped to maintain their morale and solidarity. This sense of community and purpose was vital for their mental well-being.

3. **Camaraderie:** Lowe believed that building strong bonds with fellow prisoners was crucial. The sense of camaraderie and mutual support helped them to cope with the emotional strain and provided a network of encouragement.

4. **Staying Active:** Whenever possible, Lowe and the other POWs engaged in activities that kept their minds and bodies active. This included makeshift educational classes, clandestine resistance efforts, and even creating improvised tools to improve their living conditions.

These aspects of resilience, leadership, camaraderie, and staying mentally and physically active were key to Lowe's ability to cope with the prolonged and challenging experience of being a POW, which helped others to adopt the same or similar attitudes.

The Secret Cache of Paymaster Lieutenant-Commander R F M Lowe, RAN.

Meanwhile, a story not often told is the one about a caring 'Pay-Bob' running the shipboard agency of the Commonwealth Savings Bank in HMAS *Perth*. And, what a boon that agency was on payday to the 'matelot', torn between thrift and tombola. During World War 2, one of the great problems facing the Commonwealth Bank was the ability to obtain the returns from shipboard agencies so that the depositors' records could be brought up-to-date. But with security and unexpected movements, Bank returns were, more often than not, late. But none were so late as those returned by Paymaster Lieutenant-Commander Lowe of HMAS *Perth*, some three and a half years after the last banking transaction had taken place in the ship. It was indeed fortunate that he was able to hand them in at all.

On 28 February 1942, after a gallant running battle with superior Japanese forces, *Perth's* heroic ending was played out in the waters of the Sunda Strait. As the ship was sinking, Lowe placed the records of all the Savings Bank deposits made in *Perth* into a cannister which, in theory, is floated free on such occasions. According to Lowe: 'The idea was that the cannister would be recovered by some friendly person; but I'm afraid that at 12:30 on the early morning of the 1st of March 1942, there would not have been too many friendly persons in the vicinity.' Unfortunately, the cannister was never recovered. However, Lowe carried a copy of these records in a waterproof pocket of his 'Mae West', and it is with these records that this story is mainly concerned.

Early in April 1942, while incarcerated in a prison camp in Batavia, Lowe met another Australian prisoner who was a member of the Commonwealth Bank's staff in peacetime. This prisoner, realising the value of the records to the Bank, prepared another copy for himself, and one for Lowe's assistant. These forms were duly verified and signed in the accepted bank manner, and from there on these forms met with varied fates. The bank officer mentioned above carried his copies from Java to Singapore, onto Moulmein in Burma, and from there right along the notorious Burma Railway to Kanburi Base in Siam. So, three years later, the bank officer still had the now tattered copies of the bank records, which he had carefully saved from the prying eyes of the Japanese.

By this time in mid-1945, the Japanese, seeing that their part in the war was probably lost, performed some mischievous misdeeds of childish proportions. An order was issued that any of their prisoners who had any records hidden away, should hand them in for safe keeping. The Japanese gave an undertaking that they would look after these documents. Look after them they did! The bank officer discussed this immediate problem with Lowe, as Lowe had buried the original bank documents at the last camp, and did not know if he could ever recover them. As his assistant had already been forced to destroy his copies because of Japanese searches, it was decided to hand over the third set to the Japanese for preservation. When the documents were handed over the Japanese officer promptly tore them up and dismissed the bank officer with a few sharp slaps to the face. It appeared at that time as if the episode of the bank records had come to an end.

Some few months later in Melbourne, following his recent release from captivity, Lowe was ushered into the Agency Department of the Commonwealth Savings Bank, and to the surprise of the bank official at the front desk announced that: 'I was Paymaster in HMAS *Perth* and I have here statements of the business transactions for the three weeks after we left Fremantle where I had posted my last returns, until the time of the sinking of the ship.' After being released from the Japanese POW camp, Lowe had made his way back to the Burma railroad and had managed to recover the buried bank statements. As a result of his thoughtfulness (and his resourcefulness in burying these documents in the first place), the sailors who survived, and the dependants of those who were lost, were able to receive the money that had been paid in to their savings accounts while serving in the ill-fated HMAS *Perth*.

Upon his arrival back in Australia, Lowe was appointed to the shore establishment, HMAS *Lonsdale*. On 31 December 1945, he was promoted Commander (S). Gone was the quaint title of Paymaster. Instead, officers in this category/branch were now to be known as Supply and Secretariat (S), instead of Paymaster.

At page 1440 of the *Supplement to the London Gazette* of 19 March 1946, 'For gallantry and resolution while serving in HMAS *Perth*, lost by enemy action in the Far East on 1st of March 1942.' Lieutenant Commander (S) Ralph Frank Marston Lowe, Royal Australian Navy, was awarded the Distinguished Service Cross.'

On 19 September 1946, Lowe was appointed to the *County* class heavy cruiser, HMAS *Shropshire*, as Commander (S), and was also designated as *Squadron Supply Officer*.

On 29 March 1947, Lowe was appointed to the *County* class heavy cruiser, HMAS *Australia*, as Commander (S), and was also designated as *Squadron Supply Officer*.

In July 1948, Lowe was appointed to the shore establishment, HMAS *Lonsdale* for a period of extended leave. On 5 August 1949, he was appointed to HMAS *Cerberus*, 'for Navy Office. Serving as Commander (S) of the 'Miscellaneous Section.'

On 19 April 1950, Lowe was presented with the Insignia to the Distinguished Service Cross by the Governor of Victoria, General Sir Reginald Alexander Dallas Brooks, KCB, CMG, DSO, at Government House, Melbourne.

On 5 October 1951, Lowe was appointed to the *County* class heavy cruiser, HMAS *Australia*, as *Admiral's Secretary* to Rear Admiral J W M Eaton, DSO, DSC, RN, Flag Officer Commanding HMA Fleet.

On 25 June 1952, Lowe was appointed to the *Majestic* class light fleet aircraft carrier, HMAS *Sydney*, as *Admiral's Secretary* to Rear Admiral J W M Eaton, DSO, DSC, RN, Flag Officer Commanding HMA Fleet.

On 11 March 1953, Lowe was appointed to the *County* class heavy cruiser, HMAS *Australia*, as *Admiral's Secretary* to Rear Admiral J W M Eaton, DSO, DSC, RN, Flag Officer Commanding HMA Fleet.

On 12 January 1954, Lowe was appointed to the shore establishment HMAS *Lonsdale* 'for Navy Office' as Deputy Director-General of the Supply and Secretariat Branch.

On 31 December 1954, Lowe was promoted Captain (S), RAN.

On 10 April 1955, 'Captain (S) Ralph Frank Marston Lowe, DSC, ADC, RAN, was appointed as an Honorary Aide-De-Camp to the Governor General for three years [1955-1958].

In January 1959, Lowe was appointed to the shore establishment HMAS *Lonsdale* 'for Navy Office, Supply and Secretariat Branch as Director General, Chief Naval Judge Advocate, and Director of Administrative Planning.'

In January 1960, Lowe was appointed to the modified *Majestic* light fleet aircraft carrier HMAS *Melbourne*, as Captain (S) and as Fleet Supply Officer.

On 7 May 1960, Lowe was appointed to the shore establishment HMAS *Lonsdale*, 'for discharge to shore on retirement.'

After retiring from the RAN, Lowe participated in community initiatives and charitable activities, helping those in need. He also became involved in veterans' groups, supporting fellow servicemen and women. He often shared his wartime experiences and knowledge with others, thereby contributing to historical records and educational programs.

Captain Ralph Frank Marston Lowe, DSC, ADC, RAN (Rtd), passed away peacefully on 15 October 1992, aged 85.

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PLAQUE DEDICATED TO HMAS PERTH - ANZAC SQUARE, BRISBANE



A BRIEF HISTORY OF THE RAN SUPPLY BRANCH SCHOOL

By Lieutenant Commander Richard Mingramm JP RAN

IN THE BEGINNING

The Supply Branch of the Royal Australian Navy (RAN) has its origins in the Royal Navy (RN), with the role of Supply Officer evolving significantly over centuries.

The precursor to the modern Supply Officer can be traced back to the 14th century, when officers, at sea, took on roles as businessmen, shopkeepers, and paymasters in the King's Ships. This position later became known as the clerk and then bursar in the Royal Navy.

A 1691 extract from Queen's Regulations and Admiralty Instructions describes the Clerk of the Cheques as "**an Officer of great trust**" responsible for mustering and checking all men. The role required expertise in Navy rules, good judgement, vigilance, and honesty.

EVOLUTION OF THE ROLE

- **Purser:** The title changed to Purser, responsible for victualling, including food, clothing, soap, and tobacco distribution.
- **Warrant Officer:** Pursers received Warrant Officer uniform in 1787 and a distinctive uniform in 1805.
- **Rank Elevation:** In 1814, they were granted rank with, but after Lieutenants, to increase their respectability.
- **Expanded Responsibilities:** In 1825, Pursers became responsible for paying the ship's company.
- **Storekeeper Role:** By 1852, Pursers supervised and accounted for Government stores, becoming Crown storekeepers rather than independent agents.

PAYMASTER ERA

In 1852, the title of Purser was replaced by Paymaster. An Order in Council clarified their status as "Accountant officers for cash to the Accountant-General of the Navy." New ranks emerged, including assistant paymaster, clerk, and assistant clerk. They were authorised to wear a thin white strip of distinctive cloth between the gold rings on their arms, distinguishing them from other officers.

This evolution of the Supply Officer role in the RN laid the foundation for the Supply Branch in the RAN, which inherited many of these traditions and structures upon its formation.



THE AUSTRALIAN STATION AND THE FORMATION OF THE ACCOUNTANT BRANCH IN THE RAN

By 1913, the Australian Station was transferred from the Admiralty to the Commonwealth of Australia, marking a significant milestone in the formation of the RAN. This transition coincided with the evolution of the Purser's role into the Accountant Branch, which expanded its responsibilities beyond traditional duties.

The Accountant Branch's functions now encompassed:

- Victualling
- Accounting
- Disbursements
- Secretarial roles
- Provision of legal, commercial, and diplomatic advice

In 1918, the branch underwent further changes with the introduction of executive titles. The "Paymaster" prefix was added, and officers received the executive curl on their rank stripes, elevating their status within the naval hierarchy.

A significant reorganisation occurred in 1924 when central store keeping replaced individual departmental store keeping arrangements. This change substantially increased the Accountant

Branch's responsibilities and workload, centralising the management of naval supplies and resources.

These developments reflected the growing complexity of naval operations and the increasing importance of efficient resource management in the early 20th century RAN. The Accountant Branch's evolution mirrored the navy's transition from a colonial adjunct to an independent national force, capable of managing its own administrative and logistical needs.



WORLD WAR 2 AND THE EVOLUTION OF THE SUPPLY BRANCH

World War II significantly impacted the evolution of the Supply Branch in the RAN. By the end of the war in 1945, the RAN had grown substantially, with its combat strength reaching 150 ships and 200 auxiliary craft, and personnel numbers peaking at 39,650 in June 1945. This rapid expansion necessitated a more efficient and comprehensive supply system.

In 1944, the Accountant Branch in the Royal Navy was renamed the Supply and Secretariat Branch, with the title "Supply Officer" replacing "Paymaster. The RAN soon adopted this change, reflecting the broader scope of supply duties being performed. Supply officers were responsible for managing writer branch ratings, stores and victualling branches, cooks, officers' stewards, and ship canteens.

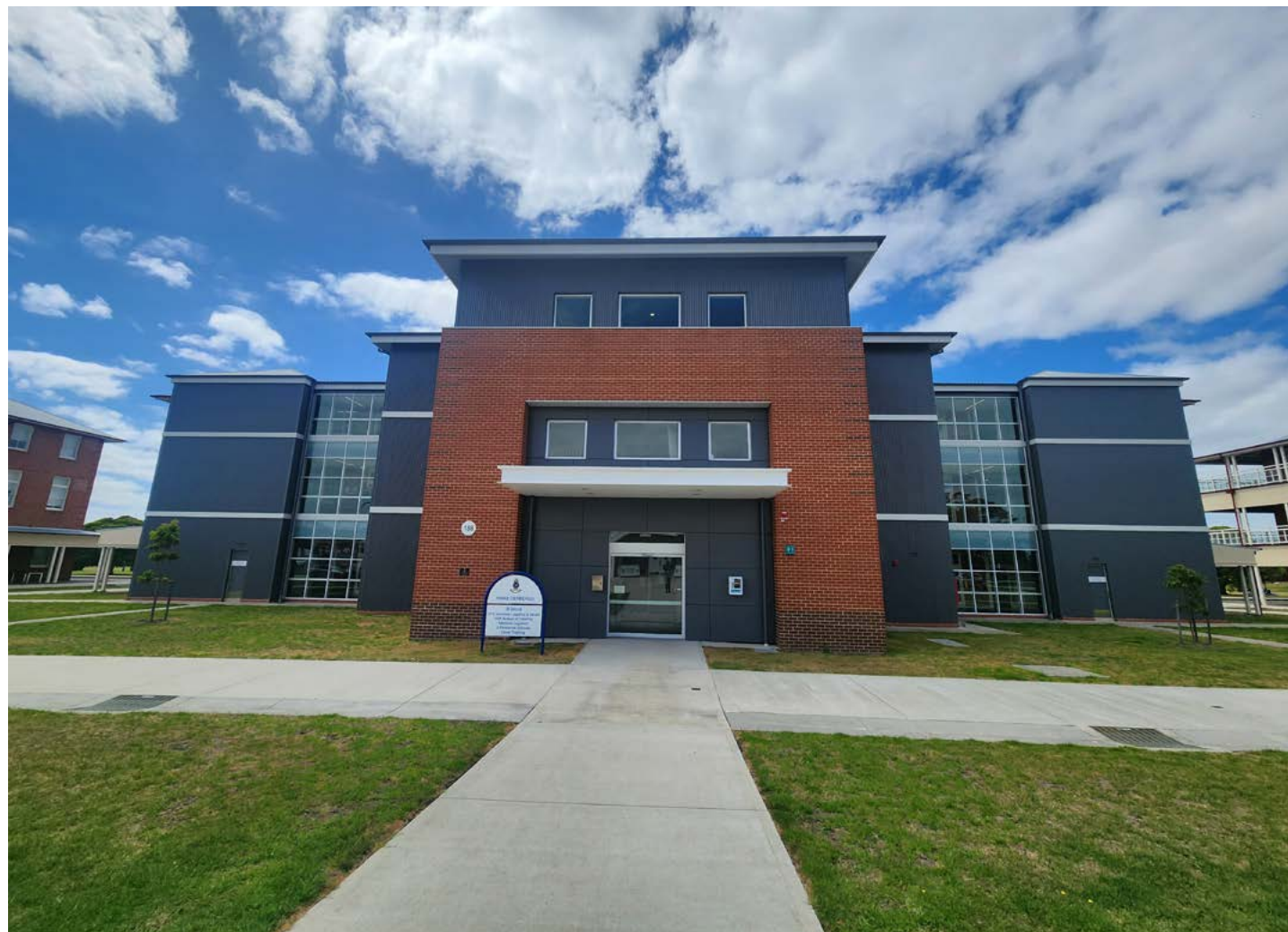
By the 1950s, the Supply Branch's role in the RAN was well-established, providing crucial support to operational units. Their responsibilities included:

- Managing the retail naval stores system
- Handling pays and cash accounting
- Overseeing catering and canteen activities
- Providing officers for administration, logistic planning, movement, transport, and legal duties

However, wholesale supply aspects such as stocking policies, procurement, and stores depot management remained under civilian control.



HMAS Cerberus - Above Original Supply Branch School Building - Below New Maritime Logistics School Building (2025)



On 25th March 1955 Admiralty Fleet order 736/1955 announced the discontinuation of the use of coloured distinction cloth for officers of non-executive branches in the Royal Navy. Only Medical, Dental and Ward Master officers were exempted. Admiralty Fleet Order 890/1955 announced that the Australian Commonwealth Naval Board had directed that the provision of AFO 736/55 were to be adopted by the RAN on 8th April 1955.

The RAN's exposure to US Navy supply systems during World War II and the Korean War influenced its development. In 1962, the expansion of the Navy's Washington staff to include Supply Branch Officers for the DDG program marked a significant shift. This led to increased adoption of US Navy Supply Corps management procedures.

Young RAN Supply Officers were sent to US Navy supply courses and stores centres, gaining valuable experience in American supply systems. This exchange highlighted the growing importance of materiel support for ship's installed equipment and the need for Supply Officers to be more involved in these activities.



The evolving technology aboard modern warships necessitated a shift in focus for supply officers. While traditional responsibilities like cash duties, canteen operations, and secretarial functions remained important, there was a growing emphasis on mastering the supply support for increasingly complex ship systems and equipment.

This evolution of the Supply Branch during and after World War II reflected the RAN's growth and modernisation, adapting to new technological challenges and operational requirements.

PERSONNEL DEVELOPMENT AND TRAINING

The history of supply activities at HMAS *Cerberus* dates back to 1916 when the first Naval Stores building was constructed. This corrugated iron structure, located opposite the Gunnery School Battery, served its purpose until 1960 when it was destroyed by fire.

In 1924, the School of Cookery was established as the first dedicated supply training facility at HMAS *Cerberus*. Prior to this, cookery instruction had been conducted in the main galley.

Formal training for other supply categories began in 1946 when Commissioned Writer Officer A.B. Calder was tasked with establishing a Supply and Secretariat School in buildings now housing the Cerberus Museum. Before this, supply branch sailors, except for Cooks, received minimal formal training. Recruits Clerical were categorised as Probationary Stores Assistants or Probationary Writers after completing New Entry disciplinary training. They then underwent on-the-job training, supplemented by elementary technical lectures and typing instruction.

The formal Supply and Secretariat Training School, established in November 1946, encompassed professional training for Writers, Stores Naval and Victualling personnel, and Stewards. Cookery training remained separate in the School of Cookery.



A significant change occurred in 1972 with the introduction of the Sailors Structure (SAILSTRUC) Review, which promoted a multi-skilled workforce approach. In 1979, the Supply School relocated to the refurbished "A" Block, occupying the second and third floor.

This evolution of supply training at HMAS *Cerberus* reflects the growing importance and specialisation of supply roles within the RAN over the 20th century.

THE RAN SUPPLY DIVISION

In 1980, a significant review of the RAN supply support organisation and the Supply Officer's role was conducted by a working party led by Mr. C.J. Hill. This comprehensive review resulted in 123 recommendations, primarily focused on:

- Consolidating supply support elements into a functional organisation; and
- Integrating uniformed and civilian supply officers and activities into a more cohesive structure



As a result of this review, a separate Naval Supply Division, headed by a one-star officer, was established in May 1982. This division consisted of two branches: Equipment Supply (ES) and Policy and Services (PS). The new structure aimed to incorporate all RAN supply activities under a common strategic plan, from head office to direct fleet support. This reorganisation gave the supply organisation a distinct corporate identity, increased influence, and a proactive approach to planning.

In 1988, Captain N.D.H. Hammond RAN conducted another review, known as the Hammond Review. This led to a significant change on 1st February 1988, when the Chief of Naval Engineering's title was changed to Chief of Naval Logistics.

Subsequently, on 31st March 1989, the Naval Logistics Division was established. Its purpose was to provide integrated logistics policies covering engineering, supply, and quality assurance matters for the through-life support of the Navy's systems and platforms.

These changes represented a major shift in the RAN's approach to logistics and supply management, emphasising a more integrated and strategic approach to supporting naval operations.

THE NAVAL LOGISTICS DIVISION

The Naval Logistics Division, established in 1989, consisted of four branches led by Directors General:

- Naval Logistics Policy Branch
- Naval Project Provisioning Branch

- Naval Engineering Requirements Branch
- Naval Engineering Services Branch

However, this division had a brief existence. In early 1989, a review of the Australian Defence Force's higher staff arrangements led to significant changes. The review recommended dissolving the Navy Logistics Division and integrating it into the Materiel Division. Following this reorganisation, a uniformed Supply Officer directly oversaw the full spectrum of logistic activities required to support Royal Australian Navy units.

This restructuring reflected ongoing efforts to streamline and optimise the RAN's logistics and support functions, adapting to changing operational needs and organisational efficiencies. The integration into the Materiel Division likely aimed to create a more cohesive approach to naval logistics and materiel management within the broader defence structure.

MARITIME LOGISTICS IN THE 21ST CENTURY

As of 2025, the Naval Logistics Division is led by a 1-Star Logistician and comprises five branches, each headed by a Director General:

- Naval Infrastructure Plans
- Naval Logistics Capability
- Naval Logistics Governance
- Naval Strategic Logistics
- Naval Support and Infrastructure

The Supply Branch, now known as Maritime Logistics Officers, continues to be a crucial enabler within the Royal Australian Navy (RAN). Its scope has expanded to include increased interoperability with the Australian Army, Royal Australian Air Force (RAAF), and allied military partners.

Since the 1980s, the Logistics Branch has undergone rationalisation, focusing on at-sea service provision. Recently, the focus has shifted back to Task Force operations and gradually to supporting shore establishments.

As of December 2019 a restructure saw the traditional Personnel (Writer) functions removed from the Logistics Community and transferred to the new Maritime Personnel Community. This new community focuses on supporting Navy personnel to prepare Naval Power and enable the Joint Force in peace and war. At sea, Maritime Personnel staff are part of the Executive Branch, with the Executive Officer as the Head of Department.

Maritime logistics exemplifies the efficient transportation and storage of goods across vast operational areas using multi-modal means. RAN doctrine emphasises the critical role of tactical-level logistics planning and execution in maintaining endurance for maritime operations. Effective logistics within a Task Group enhances sustainability and self-sufficiency, serving as a significant force multiplier.

The RAN Logistics School primarily trains Maritime Logistics Officers and Supply Chain sailors. Chef and Support Operations training occurs at the ADF School of Catering also located at HMAS *Cerberus*, which manages and delivers joint and single-service catering courses.

REFERENCES

1. The History of the RAN Supply Branch, 1990, Supply School – HMAS *Cerberus*.
2. Wikipedia – Supply Officer (Royal Navy).
3. Supply Officer 2003 – The report of a study into the role of the supply officer in the Royal Australian Navy to the year 2003.
4. Kit Muster Vol II John Perryman CSM
5. Cradle of the Navy – CMDR Tug Wilson MBE RAN
6. Supply Officer 2003 – CMDR Boyd Robinson AM RAN & LEUT Jayne Craig RAN
7. History of the RAN Supply Branch 1990 – CMDR Ward Hack RAN



LCDR Mingramm has had a long and prolific military career over the last 45 years, in many permanent and reserve roles, including a range of sea postings aboard HMA Ships and Establishments – *Jervis Bay, Stalwart, Swan, Brisbane, Lonsdale and Cerberus*.

In 2016, as a reservist he participated in presenting Long Tan Awards and escorting at the Spirit of ANZAC and began CFTS with the AustPB Group as SO Personnel & Training in March 2017. Transferred to SERCAT 7 as OIC LSE Darwin with JTF 639, DMLO-Ops FLSE-Darwin, whilst also serving as Honorary ADC to the NT Administrator and LO-COMPAK for Exercise Kakadu.

In July 2019, LCDR Mingramm posted to CTF 150 in Bahrain as N1/N4. Upon returning to Australia, he was force-assigned to JTG 629.6 OP COVID Assist, where he was instrumental in planning for the remediation of quarantined personnel and managing hotel quarantine. He was specifically recalled to help establish the first two COVID testing facilities at Perth Airport. Following this, he joined FLSE SUBS as LOGO HMAS *Collins*, overseeing *Collins* through Intermediate Docking.

In June 2021, Mingramm took on the role of Maritime Logistics Officer and 2IC Ship Keeping Team for the decommissioning of HMAS *Sirius*. In 2022, he served as J1/4 for IPE, and upon completion joined the Fleet Logistics Division/Sea Training Group as Deputy Fleet Logistics Officer before posting to HMAS *CERBERUS* as Officer in Charge of the Maritime Logistics School in January 2025.



DONATION TO CADETS OF TS MANDURAH

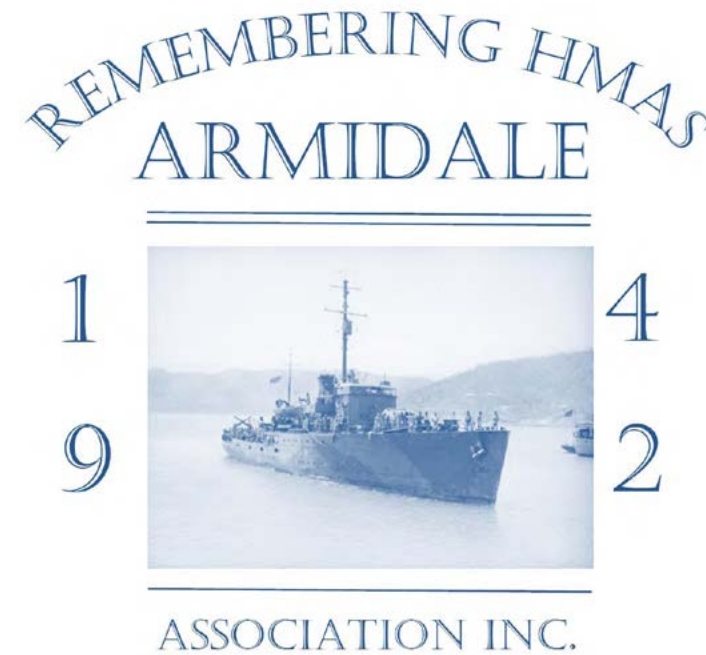


Lacking a good parade PA system for TS Mandurah, their needs were fulfilled by a donation of a PA system, jointly funded by WA Section and City of Mandurah Sub-Section.

Mandurah Sub-Section President Brian Bartley, and State President Ian Holthouse presented the PA system to TS Mandurah CO Lt Jane Reptik ANC

TS Mandurah is truly grateful to have a new PA system for our announcements, parades and activities.

*Thanks heaps!
Jane Reptik*



HMAS ARMIDALE MEMORIAL SERVICE

1 DEC 2024 - BALDIVIS WA



The WA Memorial for the 82nd Anniversary of the sinking of the HMAS Armidale (the tragic loss of lives, the heroic efforts of the crew, and the epic undertaking of survival) was held at the HMAS Armidale Baldy War Memorial, WA.

The Association thanks Lyndon and Janette Abbott of the Baldy War Memorial Friends & Supporters Group, and all other, who graciously gave of their time and resources in organising the Ceremony.

Participants on the day included:

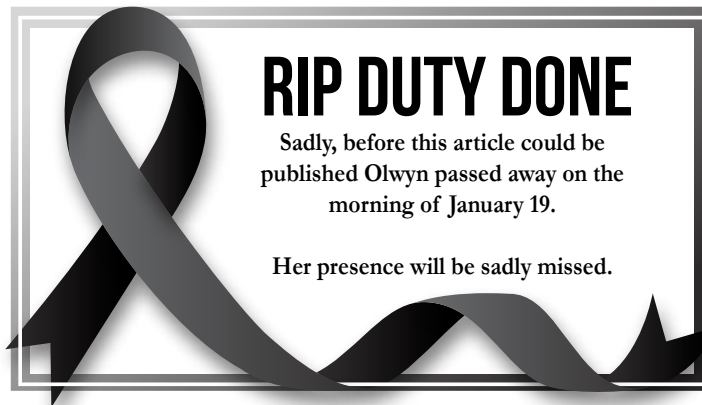
- Lyndon Abbott, who opened the Ceremony, thanking all for attending.
- The Honourable Reece Whitby MLA, Member for Baldy, who made an Acknowledgement of Country, spoke of the dedication of service of those who served, and the connections of the area with the Navy.
- David Savill, member of the Remembering HMAS Armidale Association, who recited the story of the sinking, the valiant efforts of the crew to defend the ship, and the tenacity in surviving the disaster.
- Angus Callander, President of the Remembering HMAS Armidale Association, who acknowledged the passing of Maree Bujdegan, and outlined the endeavours for the search for the resting place of the HMAS Armidale.
- Ian Holthouse, West Australia Section President of the Naval Association of Australia, who spoke of the history, service and development of the Naval Association, the involvement in Navy Cadets, and delivered the Naval Ode.

Wreaths were laid by the Honourable Reece Whitby, Mr Ian Holthouse, and Peter and David Savill.



We also thank Mr Luis Lim for playing the Last Post and Navy Reveille, and all who attended.





RIP DUTY DONE

Sadly, before this article could be published Olwyn passed away on the morning of January 19.

Her presence will be sadly missed.

Long time member WW2 Ex-WRAN Olwyn Banks turned 100 year old on 16 January and a large birthday party was held on 18 January, attend by family members from all over Australia, Ex-WRANS. Sub-Section members, and friends.

Olwyn is a staunch member of City of Perth and for many years with friend centurion Avis Kenny (deceased) was involved in setting up Christmas for their dinner.



Olwyn Banks' WWII Photo

WW2 WRAN Olwyn Banks was the only WRAN posted to a warship, when she was billeted on HMS Adamant, as their official driver.

Olwyn also is a proud member of the WRANS and RAN Women's Association.

Messages were read out from King Charles, Governor General, PM, WA State Governor, WA premier, Minister of Veteran Affairs, and many more.

NAA WA Section President Ian Holthouse presented a Certificate of Congratulations, on behalf of all NAAWA members.

Thank you to Graeme and Jan Banks for the photographs.





HMAS YARRA II ANNUAL MEMORIAL SERVICE

2 March 2025

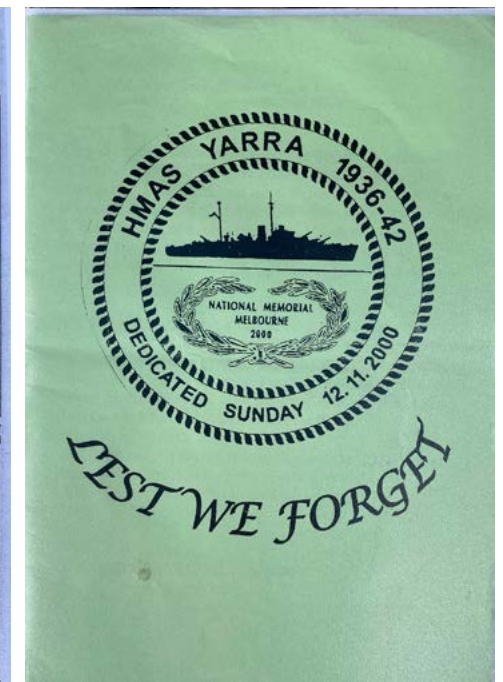
Last Sunday's informal get together at the memorial alongside the Yarra River in Williamstown, Victoria, went well. Wreaths were laid, the Lord's Prayer recited and those who were there, reflected and honoured the bravery of the whole ship's company and its brave action during WW2 against the Japanese Imperial Navy.

The informal service was followed by a lovely picnic and great chit chat amongst those who stayed discussing lots of things. The drizzle held off for quite a few hours and it was a very friendly, relaxing occasion.

Thank you to all of those who took the time to pay their respects and attend. We were commemorating 83 years since the sinking of the HMAS Yarra II in 4/3/1942.



HMAS YARRA II MEMORIAL - a look back to the beginning



"LEST WE FORGET"



Officially opened by
Angus Walsh OAM
and dedicated by:
Chaplain Ted Brooker
5th March 2003



In January we celebrated Able Seaman Emanuel Micallef's (RN) 102nd Birthday.

Born on 14/01/1923 - Emanuel served on Drifter class Minesweeper HMT *Ploughboy* in WW2.

With the help of his nursing home and our President DES deSMID he had a great day with cake and some close friend at the home.

Great celebration to mark a great day for his 102nd birthday

Des de SMID (Rooty Hill Sub-Section President) visits Emanuel every Tuesday when possible and sometimes takes him for a right on his trike.

Emanuel worked on the Snowy Mountain System and then the Opera House as a carpenter.



Above Able Seaman Emanuel Micallef (RN)
Below Emanuel with Rooty Hill Sub-Section President Des deSmid



SEA MINES EXPLODE UNDER MINESWEEPER

—WWII— 1 March 1941—

RAID SUMMARY FEBRUARY 1941

- No of air raid alerts 107 (including 28 night raids)
- No of bombing raids 31
- Days without air raid alerts 1
- Total time under alert 56 hours 47 mins
- Average length of alert 31.8 mins
- Enemy aircraft shot down 11; unconfirmed 8; damaged 6

PLOUGHBOY SAVED FROM SINKING

Minesweeping drifter *Ploughboy* was severely damaged today when three mines exploded close to the vessel. The drifter was engaged in a sweep and operating a Kango hammer at the entrance to Grand Harbour when the mines detonated. One was close beneath the drifter and caused serious damage, killing one rating, Able Seaman Carmelo Farrugia, and wounding another nine – at least one seriously. *Ploughboy* was left in a dangerous condition and had to be beached to prevent her from sinking.

Ploughboy has been heavily engaged in clearance since the Luftwaffe laid large numbers of acoustic and magnetic mines in and off Grand Harbour and Marsamxett Harbour two weeks ago. She is the only vessel at present in Malta which can carry out the necessary clearances. *Ploughboy* is expected to be out of action for some time until repairs can be completed.

full article at <https://maltagc70.wordpress.com/tag/ploughboy/>



ORANGE NAVAL ASSOCIATION SUB-SECTION INHERITS RUM BARREL

The Orange Sub-Section of the Naval Association has recently been gifted a rum barrel that was once used in ships of the Royal New Zealand Navy. Ms Shirley Birt, daughter of the late Sub-Section member David Birt, donated the barrel to the Orange Sub-Section because she believed that it would be appropriate for the Naval Association to have custody of this artifact after David 'crossed the bar.' The Orange Sub-Section intends to display the barrel in the memorabilia cabinet in the Orange Ex-Services Club.

The photograph below shows Sub-Section members accepting the rum barrel from Ms Birt; the barrel has the traditional plaque on its side honouring the sovereign; in this case: 'THE QUEEN – GOD BLESS HER.'

David Birt was one of the Orange Sub-Section's three Royal Navy veterans of the D-Day landings in

1944. He served as a Radar Plotter in the famous light cruiser HMS *Ajax* off Normandy during Operation OVERLORD. David and his family migrated to New Zealand in the late 1970's, and whilst living there he located the rum barrel in a second-hand store and purchased it. The barrel obviously brought back memories of his World War II service in the Royal Navy, and particularly the daily rum ration, or 'tot'.

The daily rum ration in the Royal Navy dated back to the mid-17th Century; and since then several navies adopted the practice. The rum ration was abolished in the Royal Navy in 1970, and the Royal New Zealand Navy (the last Navy to issue the rum ration regularly) abolished the practice in 1990. This rum ration was never implemented in the RAN, where the daily 'beer issue' has existed throughout our history. However, up until 1921 Australian sailors serving in ships of the Royal Navy could receive a daily tot of rum!



L/R: Rob Chamberlain, Jim Moore, Chris McAnulty, Karl Martin, Ken Harper (Orange Sub-Section President), Shirley Birt (daughter of David Birt), Barry Collins (Orange Sub-Section Secretary), Dave Cantwell, Lyn Cantwell, Hilda White, Nora Bridges.



IPSWICH & WEST MORETON SUB-SECTION NEWS

On 24 Jan 2025 a presentation was made to the wonderful Mayor of Ipswich.

Members of the Ipswich & West Moreton Sub-Section presented a framed image of HMAS *Ipswich* to the Mayor Teresa Harding, Mayor of Ipswich.

Members had hoped that Allan Grimmer (100 year old veteran of HMAS *Ipswich*) would be present to attend this function but he was unfortunately not well enough to attend.

(See previous WEM White watch issue 24/2 re further information on HMAS *Ipswich* & Allan GRIMMER.)

The presentation was made at Ipswich CSI which is a club strongly connected to the local RSL's with the management board comprised of both Ipswich Railways RSL & Ipswich RSL.

The mayor was thoroughly delighted with the presentation and it will be going up in her office.

The day was also a perfect opportunity for the Mayor to promote and support Australian Warfighters coffee which is now stocked at CSI Ipswich thanks to an astute director named Vic SMITH (ex RAAF gunner from Vietnam)

The Mayor was very happy to support with her strong alliance to the local military area and her husband being a veteran of many years as a RAAF ADG.

Sub-Section members and the Mayor enjoyed a coffee after the lengthy photoshoot.

Warfighters CEO and founder ex RAAF ADG Ian "tic tac" RAWSON is also a big supporter of veterans and first responders.



**They have no grave but the cruel sea. No flowers lay at their head.
A rusting hulk is their tombstone. Afast on the ocean bed.**

LEST WE FORGET

KOEFED, FRANK (LIFE MEMBER)

BANKS, OLWYN

LAMMERS, ENGBERT (EP)

MORGAN, GERRY

MACKENZIE, RUSSELL

GRIMES, OWEN

DANIELSEN, ROBERT OLAF

CAROLAN, KELVIN

WITTS, ROBERT

AUMANN, ALBERT

LAKE, MARIA (BILLIE)

GREEN, MARGARET

JONES, MARGARET

WATSON, JAMES

KRANEN, JUDITH OAM

MCDERMOTT, PETER

HOLLAND, CLIFFORD (MICK)

ROSS, GRAEME HARRY

FERRIS, ALAN

HEINRICH, BRIAN

GIBBONS, KENNETH

MOSS, DAVID

MURPHY, KEVIN

BOURKE, GERARD

MARSH, IAN

LANHAM, ALAN

BOX HILL

CITY OF PERTH

BEENLEIGH

BRIE ISLAND

BRIE ISLAND

BRISBANE

CAPRICORNIA

CAPRICORNIA

FSER

GOLD COAST

NAVY WOMEN QLD

NAVY WOMEN QLD

NAVY WOMEN QLD

PINE RIVERS

PINE RIVERS

QUEENSLAND

SANDGATE

TOWNSVILLE

ADELAIDE

ADELAIDE

NEWCASTLE

NAVAL HEALTH SERVICES

PARRAMATTA MEMORIAL

SYDNEY/COUNTRY

SYDNEY/COUNTRY

GEORGE TOWN



Canning Naval Stores, Fremantle, WA 30 July 1977

ONCE NAVY, ALWAYS NAVY

Maritime Logistics Supply Chain sailors at their new work stations at the Fleet Logistics Support Element warehouse at HMAS Stirling 10 February 2014

