

THE
WHITE ENSIGN MAGAZINE

WHITE WATCH ISSUE 24/2

JOURNAL OF THE NAVAL ASSOCIATION OF AUSTRALIA



**THE NAVY
IN FOCUS**

RAN Recruit School Page 10



ISSN 2208-5998



The Naval Association of Australia

AUGUST 2024

WHITE ENSIGN MAGAZINE

Editorial Committee
221 Centenary Ave
Melton VIC 3337

SUBMISSIONS

wem@navalassoc.org.au

ADVERTISING

Advertising queries can be directed to
wem@navalassoc.org.au
Attn: The Advertising Coordinator

EDITOR

Russell Pettis AM

ART DIRECTOR

Darren Rush

CONTRIBUTIONS TO THE NEXT WEM WHITE WATCH EDITION 2024

Closing Date for submissions 4 OCT 24
Planned publication* 8 NOV 24

DISCLAIMER

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.

The White Ensign Magazine is designed and written by members of the Naval Association of Australia for the enjoyment and education of current and former ADF members and their families.

"Once Navy, Always Navy" and the Crown & Anchor Badge are Registered Trademarks of the Naval Association of Australia. Use without permission is prohibited.

LINK TO WEM
DIGITAL COPY



The Chant From Monte Bello By Tas Browning

"The Chant from Monte Bello" examines the naval role, particularly that of the Royal Australian Navy (RAN), during the British Atomic tests conducted in the Monte Bello Islands in the 1950's.

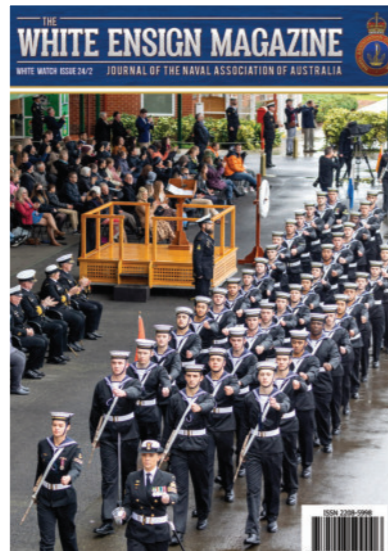
Democracy around the world is under threat, and it certainly was in Australia in 1952. In Tas Browning's book, *The Chant From Monte Bello*, we read how the government of the United Kingdom, conspired with the then Australian Prime Minister Menzies to use sites to "test" nuclear weapons on our soil.

When concerns appeared around the health and increased cancer cases of those contaminated by radiation, they were told by courts that cancer has many causes. Now Australia has sites that will be contaminated for the next half a million years.

The irony of all of this is that one of the ships involved in the tests carried the name of Diana, a name of a young woman yet to be born who would be a great humanitarian. We needed one in those times.

Thanks to Tas Browning the "secrets of Monte Bello.....kept hidden from the general public for 60 years – 60 years too long" are no longer hidden. The research Tas has shown in this book is incredibly thorough. I hope students and the general public read this book.

Judith Flitcroft



COVER STORY

Recruit School (HMAS Cerberus)

Graduation Parade for General Entry 400 - Shipp Division was held on the Recruit School Parade Ground on Friday 10 June 2022.

The division commenced their course on 11 April 2022 with 99 Recruits graduating from Shipp. Recruit School is the culmination of ten weeks of basic training to enable sailors to think for themselves and work with each other, the school provides them with the many skills needed to pass onto a naval career.

Photo Credit: LSIS James McDougall



FROM THE EDITOR

The 2024 White Edition of the White Ensign Magazine (WEM) is with us for member information and updates. Our feature Navy article comes from the Royal Australian Navy Recruit School and we are delighted to have their contribution to our magazine. For many, it will bring back memories of their own introduction to the Navy. Personally, I have had the pleasure and privilege of attending recent graduation parades at the Recruit School and they are impressive events. The calibre of both the instructors and the recruits is very high and an indicator of the present standard of training offered by the RAN. I trust our readers will find the article interesting.

Again the editorial committee strives to achieve a mix of interesting articles, contributions from Sections and Sub-sections and our usual historical article from our resident naval historian – Dr. John Carroll PhD. In the last edition I asked for feedback from readers regarding the size of the WEM and whether it was possible to reduce the size of the magazine to save some money on publishing the WEM. Overwhelmingly, the response was the current magazine size and content was suitable and the readers were reluctant to see any change. I advised the National Council of these findings at the recent National Council Annual General Meeting. They agreed to retain the current format.

Whilst talking about cost of publication of the WEM, there has been a rise in magazine returns where not known at this address or changed address without advising the National Membership Registrar (NMR). This means that magazines are printed and posted to addresses only to have them lost or returned to the Editor. This is an unnecessary cost to the NAA and so I would request that Sub-section Secretaries advise the Section Secretary and NMR as soon as they become aware of member personal detail changes.

I hope you enjoy reading the White (Winter) 2024 edition of the WEM.

Russell Pettis
Russell Pettis AM, Editor

CONTENTS

Veterans Stories

4 William "Bill" Morris

Article

6 RAN in the Korean War

Historical Article

10 Kenneth Baillieu Myer DSC

Feature Article

16 RAN Recruit School

Section News

20 West Australia

Section News

24 Queensland

Section News

28 New South Wales

Sub-Section News

29 Parramatta

Sub-Section News

30 Sandgate

Sub-Section News

32 Ipswich & West Moreton

In Memoriam

34 Dixie Lee

VALE

35 Lest We Forget

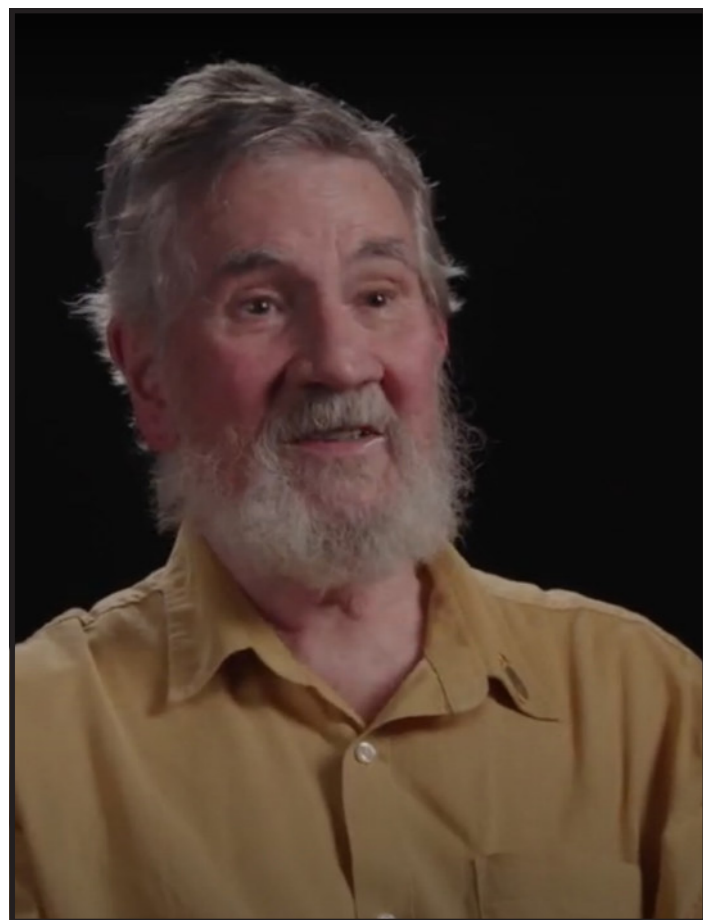
Rear Cover

RAN Recruit School - HMAS Cerberus

The Royal Australian Navy (RAN) Recruit School is located at HMAS Cerberus, which is situated at Crib Point on the shores of Western Port Bay, 75 kilometres south east of Melbourne, Victoria. Our mission at RAN Recruit School is to:

"To induct the next generation of sailors into the Royal Australian Navy, enabling them to think independently and act collectively in the conduct of their core duties within Navy, and as part of a Joint Force."

William 'Bill' Morris - HMAS Sydney



Early naval experiences

Lived in Victoria, and then our family moved up to Riverview just out of Ipswich. I spent five years there and the mines had just shut, so there was a lot of unemployment. I tried to get into the army, but they weren't taking anyone under 17, nor the RAAF, but the Navy was, they were taking 15 and a half up to 16 and a half and that was to HMAS *Leeuwin*, the junior recruit training establishment. We spent a year there and got our selection of what we were going to do. In the Navy they call it branch. Not sure what they call it, oh, corps, I suppose in army. And then they sent us to sea for training. First went to HMAS *Parramatta*, which was in Williamstown, and it was in drydock for three months and it was going to go up to Hong Kong. Now, the captain at the time, I can say his name, but Commander Reece said, I'm not taking 16, 17-year-olds up to the perils of Hong Kong. So the Navy in their wisdom sent us to HMAS *Sydney*, which, we had our kitbag and we had to board a LCH because it was out at Cockatoo Island, and that was our first introduction to

the Navy and the first morning I happened to be picked as colour guard and I had to blow a bosun's call. Well, I've never, even at *Leeuwin*, I never blew up a bosun's call. I said, "Oh, excuse me, sir, It hasn't got a ball in it." Wow. For the next three months, guess who was practicing between 1400 and 1600, blowing the bosun's call because at the time, all the communications on board HMAS *Sydney* were by pipe, there was no voice, now it's all voice but back then it was all pipe. So you had 'stand easy' or 'smoko', end of 'stand easy', 'lunchtime', 'knock off time', it was another whistle. Fire exercise was another whistle, and it was all various whistles, that you had to learn. I learned them after three months of practice. It was originally named HMAS *Terrible*, and we got it off the Brits. Well, it should have been, could have kept the name because it was built for the North Atlantic. So you can imagine what it was like in the Pacific, around the tropics. It was shocking but it was home and Captain, Captain Clarke said, as soon as we left harbour, he said, "Right, you can grow beards, you can wear T-shirts, you can wear shorts." He said, "It's a lousy ship, so I'm not going to enforce discipline on it. As long as you do your job, you're fine." Unfortunately, because it was a RN ship, it didn't have too much fresh water, so you had to have a two-minute shower. A two-minute shower consists of, one bloke stripped off, one bloke in, getting wet. The other bloke jumps in, gets wet, jumps back soaps himself up and boom, boom. Anyhow, if you take more than two minutes there was a big leading stoker there to say you're wasting water so at midnight tonight you can go down to the evaporators and you can make it, but it was good.

Ferrying the troops and Vung Tau harbour

We took up 8RAR in November and they were, like the other blokes we've taken up, they were all, you know, oh cock a hoop, they really were. This was going to be an adventure of a lifetime. Now I never saw them leave and I never saw 9 RAR come back because my job was crane monkey at the age of 17. We had to load off the good jeeps and that and then bring the old ones back on because unlike the Americans, we didn't have that much money to spare to throw out the baddies. So, the first time it took us six hours, mainly because in previous times they didn't want the ship to stay in harbour at night. So it used to steam out of Vung Tau Harbour and then steam back in because it was such things as, well, there was one there, there was a trader there and it got its bow blown off, you know, the enemy sort of under water, so we had to scarper in and out quickly. Some of the action I saw was right at the end of the harbour was a great big radar station. Well, that used to get blown up apparently once a fortnight. And when I did

have a quiet moment I could see anti flak over in the jungle, which wasn't too far away from us then. ... It was a big storage ship and then, of course, we had to have enough for 500, that was about the Army contingent that come up and coming back we'd have more because the young fellas going up just ate like young fellas but the fellas coming back, well, for the first week they didn't go indoors, they were out on the upper deck letting the breeze cool and my only impression and it still remains with me today, they were grey as though someone had sucked up all the colour out of them, they were just grey, and it took them about a week to get down and eat some food and we really put on the food, you know, there were steaks every night, lunchtime eggs and bacon and whatever, sausages and whatever you want for breakfast. So, by about the second week, they were starting to feel pretty good. However, their, for some reason they put their showers, the army's showers down at 7 deck, below, 7 Bravo and it was one of my jobs was, apart from the day job, you had night jobs and one of them was what they called HQ1 watchkeeper, I had to go down about every hour and open up the sea cock to let the showers drain because there was no drainage. So if I'd forgotten there'd be water up to, they would have known I slipped in or something. So, yeah, but after a while they were getting used to it all and starting to get a bit of colour and starting to talk to us and all that sort of thing. So it was good for them to have a month to get back ...

Sleeping quarters on HMAS Sydney

They put up, oh, what would you call them, oh, building, you know, building platforms and because we are still in hammocks, which I think were 1940 because you could still smell the sweat on it, in between these and we were in hammocks and they were, they had, well there was no bunks, very few bunks, so they had hammocks as well but we were in A Hangar and there was B Hangar and C Hangar was where they had closed off and that's where they had their movies of what to expect and we weren't allowed anywhere near that, so, yeah, so we were strung up there. It was a pretty rough trip. I fell out of me hammock or jumped down and split me eye and put a towel on, and the leading hand was come to shake me for my round, "Ohh". The doc got up and middle of the night, stitched me up.

Lack of news

Because we were in HMAS *Leeuwin* and all that was drummed in was military, knot making, boat handling, navigation and there was no news. Come to think, there was no news whatsoever. We had to write home every

week and if we didn't, we were on a charge, so we had to write home every week. But, no, there was no news, now that I come to think of it, but no, there wasn't any news. And there wasn't anything about Vietnam. I remember sitting in a cafe on HMAS *Parramatta* before we moved and Neil Armstrong landed on the moon, but he was supposed to do it at about one o'clock and this was about five o'clock because the captain had given us all the afternoon off to watch this event. So by 6:00 we actually saw him. So that was the only news because it was a world event, yeah, but nothing about Vietnam. I knew nothing.

Exhaustion of the troops

I assume and only assume because I didn't see them, that it'd be. because we had LCHs, they probably would have lowered them, either rope ladderways or ladderway itself, marched them down with their kit, and then pushed them in, you know, it was motorized and once they were unloaded, pick up the men, in this case 9RAR and bring them back. But the only time I saw them was after we left Vung Tau and there was all these fellows lying around the place in greens. Well, I think that were greens once upon a time. But, yeah, and quite honestly, they were knackered. They really were, exhausted completely. And so we just walked around them that we normally, under normal conditions, have 7:00 rounds, you know, inspections. But when we had the boys coming back, it all just disappeared because, you know, they'd been through enough, so why put them through anything else ... they were just exhausted, they really were. Well, I suppose 9RAR was the biggest impression because I'd never seen young men about, just a bit older than me, look so terrible. The second trip round, well, I expected it, you know, it'd be a hard life and whatever. But the first time, 9RAR was, as I say, it was back in 70.

[Scan the link below to view the full interview](#)



or go to
anzacportal.dva.gov.au/stories/oral-histories
to see other stories.

RECOLLECTIONS OF THE RAN'S SEA WAR IN KOREA

By Hector Donohue

The North Korean assault across the 30th parallel occurred on 25 June 1950. The outbreak of war found Australia, with its commitment to the British Commonwealth Occupation Force in Japan, with two readily deployable RAN vessels, HMAS *Shoalhaven* and HMAS *Bataan* (which was on its way to Japan to relieve *Shoalhaven*), as well as No. 77 Squadron, RAAF. The 3rd Battalion, Royal Australian Regiment (3RAR) was also available, but it was understrength and ill prepared for a combat deployment.

On 28 June Prime Minister Robert Menzies committed Australia's RAN assets to the Korean War, followed several days later by No. 77 Squadron. 3RAR was committed to ground operations in Korea on 26 July and was soon boosted by 39 officers and 971 men, doubling its numbers.

The 1st Battalion, Royal Australian Regiment (1RAR) and the 2nd Battalion, Royal Australian Regiment (2RAR) also joined the war later, each on a one-year tour of duty. The Australians were part of a larger Commonwealth force, eventually redesignated the 28th Commonwealth Brigade. In July 1951, this Brigade joined the 25th Canadian and the 29th British Brigades to become the 1st Commonwealth Division.

During the war a total of 76 ships of the Commonwealth Navies and the Fleet auxiliary services served in the war zone for varying periods. These comprised 32 Royal Navy warships (five carriers, six cruisers, seven destroyers, 14 frigates); nine of the Royal Australian Navy (one carrier, four destroyers, four frigates); eight destroyers of the Royal Canadian Navy; six frigates of the Royal New Zealand Navy; two headquarters ships; one hospital ship; 16 Royal Fleet auxiliaries and two merchant fleet auxiliaries.

Shoalhaven and *Bataan* were allocated to United Nations (UN) forces on 29 June 1950 and were immediately included in the Commonwealth Naval Force commanded by Rear Admiral William

Andrewes, RN, which was later augmented by ships from Canada, New Zealand, the Netherlands and France. Over the next three years and into the tense post-Armistice period, the RAN maintained two ships on station, as well as deploying an aircraft carrier, a total of some 4,500 personnel. Post-war, the RAN continued Armistice patrols until 1955, including a second tour by the light aircraft carrier HMAS *Sydney*.

The four destroyers deployed by Australia during the war were: *Bataan*, *Warramunga*, *Anzac* and *Tobruk*; the four frigates were: *Shoalhaven*, *Murchison*, *Condamine* and *Culgoa*. The planned deployment period was a 12-month cycle with eight months in Korea and four months on passage. Given the shortages at the time of both ships and manpower, the planned deployment cycle was not achieved. The destroyers averaged some 10 months in the war zone, with *Warramunga* spending 13 months, as a relief ship was not available. The four destroyers each deployed to Korea twice. The frigates each deployed once with *Murchison* and *Condamine* spending nine months in the war zone and *Shoalhaven* and *Culgoa* three and four months respectively.



HMAS *Anzac*, Korea 1951. AWM

Destroyers and frigates assigned to the West Coast Blockading and Escort Force (Task Force 95) screened the US, British and Australian carriers, usually stationed about seventy miles west of Inchon. These duties, which involved protection of

the carriers and rescue of pilots and aircrew forced to bail out or ditch as a result of combat damage, were more benign than operations closer to shore. Those included shore bombardments and the support of mine countermeasures operations and assistance to guerrilla forces.



There were no traditional naval battles – control of the seas was firmly held by the UN forces which exploited that control. The RAN destroyers and frigates blockaded the coast, landed and supported raiding parties, supplied isolated UN forces, bombarded coastal targets and escorted larger ships. There was a constant threat from Soviet-built sea mines, especially during the evacuations of Hungnam and Wonsan in December 1950.

Mine clearing was particularly hazardous on the west coast due to the large tidal movements and the tendency of moored mines to 'walk.' Thirteen UN ships were sunk or damaged by Russian-made North Korean mines in 1950. *Warramunga's* Executive Officer, Lieutenant Commander Geoffrey Gladstone DSC RAN (later Rear Admiral), was awarded a bar to his Distinguished Service Cross and the US Bronze Star for his skill and bravery during his contribution to the minesweeping operations to open the port of Chinnampo in November 1950.

The RAN first engaged the enemy when *Bataan* bombarded a shore battery northwest of Inchon on 1 August 1950. *Warramunga* and *Bataan* took part in the Inchon landing and later returned there to harass advancing Chinese forces after their intervention in the war. On 5 February 1951 *Warramunga* ambushed a North Korean force that, by deception, attempted to lure her inshore.

In September 1951 the *Murchison* operated in the restricted, fast-flowing tidal waters of the Han River, engaging enemy batteries at close range and taking several hits. In addition to combat operations, RAN ships were also involved in humanitarian operations providing food and other supplies to islanders on the west coast who were struggling to survive in the midst of a war zone.

The operational highlight for the RAN was undoubtedly the deployment of the carrier *Sydney*, which replaced HMS *Glory* in October 1951. To January 1952 she carried out seven patrols, each of nine flying days, punctuated by replenishment periods. She operated on both east and west coasts, alternating with American carriers. Her air group of 22 Sea Fury and 12 Firefly fighter bombers flew 2366 sorties, attacking enemy road and rail communications, as well as conducting armed reconnaissance, gunfire spotting and army cooperation missions. Combat air patrols were uneventful. *Sydney's* peak effort, on 11 October saw 89 sorties flown. Rough weather and snow often made for poor flying conditions. During

Typhoon Ruth, on 14–15 October, the ship was damaged, one aircraft was lost overboard and seven more written off.

Korea was the first and last occasion where the UN moved together to wage a large-scale war. From a maritime point of view, everything was in its favour during the Korean war – the physical configuration of the country made it singularly susceptible to the exercise of sea power.

Except for the mining there was practically no enemy opposition at sea. Attacks from the air against ships were negligible and although there was always the possibility of submarine attack,

no attacks were detected. Apart from mines, the only serious opposition to ships was from shore batteries during inshore operations and generally speaking, the ships gave more than they received. Korea showed the need for an active and up-to-date minesweeping force, forcibly emphasising the value of amphibious forces and last but not least, showed that the naval gun was not an obsolete weapon.

Perhaps the major lesson from the war, was the certainty that the UN Army could not have existed in Korea without the Navy – the Navy got it there and kept it there.



Ray Honisett, HMAS Sydney in Korean Waters, 1951-52. AWM



Become an Australian War Memorial Transcription Volunteer



I couldn't forget you
if I wanted to
and I never want to.

Love Mac.

Help preserve Australia's history by transcribing records from the National Collection

transcribe.awm.gov.au



ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Kenneth Baillieu Myer DSC RANVR



by Dr John Carroll PhD

Kenneth Baillieu Myer (1921-1992) was born on Tuesday, 1 March 1921, the eldest son of a Jewish-Russian immigrant to Australia, Simcha Baevski. Simcha changed his name to Sidney Myer shortly after founding the family business. On 8 January 1920, Sidney, who was then 38 and divorced, married Margery Mervyn Baillieu at the Palace Hotel, San Francisco. They were to have four children - Kenneth, Neilma, Baillieu, and Marigold - all born in the United States where Sidney had substantial business interests. From 1920 until 1928, it was an either/or proposition as to whether or not Sidney would make his major business interest in California or in Australia. In mid-1929 the Myers and their four young children returned to Melbourne to live permanently at their home 'Cranlana', located at 62A Clendon Road, Toorak.



Kenneth Baillieu Myer DSC RANVR

While in California, the young Ken Myer attended the local primary school in San Mateo, about 20 miles south of San Francisco. He did not see much of his father because of Sidney's preoccupation with his business, sport and travel, and was only thirteen when his father passed away. Ken had been sent to Geelong Grammar as a boarder, an experience he did not enjoy, and while he worked hard he was not a great achiever. An important influence on him was William McKay, the music master, who was later to become Sir William McKay. This experience instilled a deep and abiding interest in music. There was also an art master who gave him an insight into art and painting. As well as these he studied the classics, ancient Greek and Latin.

In 1939, Ken was successful in passing the entrance exam for 'Modern Greats' (Philosophy, Politics and Economics) (PPE) at Oxford, but when in New York while in transit to England, the Second World War started, and the Warden of New College, Oxford, advised him not to come. Instead, he went to the 'Ivy League' Princeton University, New Jersey, and had some interesting experiences there. In the early stages of the war, Ken encountered a somewhat hostile atmosphere at Princeton. Many of the students considered the war as merely an imperialist plot, and Ken came under verbal attack for trying to defend the stand that England and her Dominions were taking. Having suffered through a year at Princeton, Ken returned to Australia.

In early February 1941, Kenneth Baillieu Myer volunteered for service in the Royal Australian Navy (RAN) under the terms and conditions contained in the Regulations and Instructions for the Royal Australian Naval Volunteer Reserve (RANVR) (1926). On 17 February 1941, Myer was appointed as a temporary probationary Sub-Lieutenant RANVR, at his home port establishment of HMAS *Lonsdale*, at Port Melbourne. On 3 March, he was appointed to HMAS *Cerberus* for a series of short courses, and issued with certain items of kit. On 31 March, Myer was appointed to HMAS *Rushcutter*, additional, for the anti-submarine training school, to undertake the anti-submarine controlling officer (A/SCO) course as part of class (T) made up of eleven RANVR Sub-Lieutenants. On completion of this course, he was retained on the staff of the anti-submarine school as an instructional officer for instructional duties with future classes of anti-submarine officers and sailors. In his Confidential Report (AS 206), for this period, dated 28 November 1941, it was noted that:

'This officer is considerably above average. He is intelligent, keen and reliable, and should, with experience, develop into a first class officer of the Executive Branch. He is of good

physique and appearance, has good social qualities and a pleasing personality. Plays a good game of tennis. Sub-Lieutenant Myer is an officer who, I confidently expect, will do well in a sea-going ship. Signed Harvey M Newcomb, Commander, RN.' It was also noted on this document that Myer was 'nominated for *Arunta*.'

On 2 February 1942, Myer was appointed to the shore establishment, HMAS *Penguin*, additional, for *Arunta*. On 30 March, *Arunta* was commissioned under the command of Commander J C (Copper) Morrow, DSO, RAN, and following a period of basin and sea trials, the ship was worked up to fully operational status. On completion of these, *Arunta* assumed operational duties on 17 May, carrying out anti-submarine patrols off the east coast of Australia until August. This period included the Japanese midget submarine attack on ships in Sydney Harbour, the sinking of several merchant ships in June off the coast of New South Wales, and the sinking of several more merchant ships off the eastern seaboard in July, by Japanese 'I' class submarines. During the month of

August, *Arunta* was actively involved in escorting convoys from Sydney, Brisbane and Townsville to Milne Bay and Port Moresby, New Guinea.

In April 1942, the Japanese naval authorities had placed two submarines, *RO-33* and *RO-34*, under the direct command of its South Seas Force, to search for convoy routes and suitable anchorages ahead of the planned assault on Port Moresby. Later, they were ordered to blockade Port Moresby, and to guide Japanese ships to the region. On the morning of 6 August, the Burns Philp vessel *Mamutu* set out for Port Moresby for Daru, on the western shores of the Gulf of Papua. Port Moresby had been subjected to more than seventy Japanese air raids and their troops were advancing along the Kokoda track over the Owen Stanley Ranges. *Mamutu* had a crew of 32 and was taking her 82 passengers, including 28 children, to safety. Just before mid-day on 7 August, when *Mamutu* was about half way across the Gulf,

a submarine was sighted several miles astern and gaining rapidly. As *RO-33* drew near, the Japanese captain ordered his gun crews to open fire. Within minutes, dead and dying lay everywhere on *Mamutu*. Before leaving the scene of the carnage, the gun crews were ordered to strafe with machine guns any survivors that may have been alive on *Mamutu*, or still struggling in the water. Then, as quickly as she had arrived, *RO-33* departed, leaving a rapidly sinking hulk. There were only 28 survivors, who finally drifted ashore in life rafts dropped to them by a searching aircraft.

At 12:22 on 29 August 1942, *RO-33* torpedoed the Burns Philp vessel *Malaita* as she was being escorted out of the approaches to Port Moresby by *Arunta*. As the damaged *Malaita*

was being towed to comparative safety, *Arunta* secured an Asdic contact on *RO-33* who was attempting to make good her escape. Morrow began a series of depth charge attacks and succeeded in destroying *RO-33* which was sunk with all hands. During the month of September, *Arunta* was employed continuously escorting convoys to and from Port Moresby and Milne Bay. While employed on escort duties on the night of



HMAS Arunta



Japanese Submarine RO-33

6/7 September, *Arunta* embarked the survivors from the merchant vessel *Anshun*, which had been attacked by enemy cruisers in a night attack on Milne Bay, taking them south to Townsville, then returning to Milne Bay shortly after. On 15 September, *Arunta*, in company with HMAS *Stuart*, again headed south with a convoy to Townsville, then returned to Cairns for ten days to undertake a long overdue boiler clean.

During the month of October, *Arunta* was employed on troop escort convoys between the main ports of Queensland and Port Moresby as the Australian forces

gradually pushed the Japanese back northwards over the Kokoda track. By November, *Arunta* was badly in need of a refit, but the situation in New Guinea was too tenuous to allow for her departure. Instead, the ship's company had to make the most of periods of self-maintenance, aided only by the limited facilities available at Port Moresby.

On 2 January 1943, Naval Officer in Charge (NOIC) Darwin informed the Naval Board and Commander South West Pacific (COMSOUWESPAC) that the total withdrawal of Allied forces from Timor might be necessary in the very near future. In doing so, he requested the services of a destroyer to assist. *Arunta* was assigned, and reached Darwin from Cairns on 7 January. At 07:00 on the 9th, *Arunta* departed Darwin with

eight Army assault craft embarked. She made passage across the Timor Sea in overcast weather, heavy rain and wind squalls, which provided excellent cover from patrolling enemy aircraft. At 01:30 on the 10th, *Arunta* anchored about 1300 yards from the beach at Quicras. Beach conditions were far from ideal, with a heavy surf running, capsizing and swamping several of the assault boats. It was also found impossible to load

these craft with a crew of five, along with 15 passengers. At 04:00, Morrow informed the beach that no more stores and equipment would be loaded, and that the men must swim through the surf and board the assault craft on the other side of the breakers, otherwise there would be little or no chance of getting them off before daylight. At 05:00, there were still just on 100 men still ashore; however, Morrow decided to wait

and get them off if possible before daybreak, hoping to run into more overcast weather when 30 or so miles clear of the Timor coast. The last few boats returned to *Arunta* at 06:20, and a few minutes later she proceeded out to sea at her best speed. As reported by Morrow: 'At 07:10 it was daylight and much to clear, but I could see squalls about twenty miles to port of my course and steered towards them and from 08:15 onwards the visibility was never more than two miles until I was approaching Darwin.' *Arunta* secured alongside at Darwin at 07:00 on 10 January, safely landing 24 officers and 258 other ranks of 'Lancer' force, eleven women and children, and 20 Portuguese who had been working with the Australian troops. By the end of January *Arunta* finally arrived in Sydney for a long overdue refit.

On 24 February 1943, Myer was appointed to HMAS *Lonsdale*, additional, to await passage by sea to England for service with the Royal Navy (RN). After several false starts where he was supposed to embark in HMAS *Shropshire*, then the merchant ships *Nieuw Amsterdam*, then *Denbighshire*, on 9 March, Myer eventually embarked in the USN troop transport, USS *Mount Vernon*, reporting to London Depot at Australia House upon his arrival. It was here that he was given a choice of his previous job in destroyers 'or having a crack at submarines', Myer chose the latter. On 10 May, he was appointed, additional, to the submarine depot ship to the Seventh Submarine Flotilla HMS *Cyclops*, based at Rothesay on the Isle of Bute, Scotland. Myer was not sent to HMS *Elfin* at Blythe to complete the normal submarine officers' training course, nor was he sent to Gosport for a week's training with the Davis escape apparatus. Had he done so, he may have decided that submarines were not for him. Instead, he applied himself to 'learning submarines

themselves and getting practical experience before tackling the theory.' By the end of June, his immediate future was decided. Instead of taking the prescribed courses, he was to continue his training with the flotilla, and join HMS *H 33* for additional experience. At 09:00 on 5 July, Myer joined ship, impressing the commanding officer, Lieutenant C P Thode, RNZVR, with his 'very charming, pleasant manner.'



Ken (left) on the deck of submarine H33
(Courtesy Lt-Comdr Con Thode)

After several days of acting as an A/S asdic target, training surface ship asdic operators to find submarines, *H 33* sailed south to Campbelltown on the east coast of Kintyre. If Myer had expected submarine service to be more exciting than his time in *Arunta*, the constant dull routine in *H 33* of participating in A/S exercises for the remainder of July and all of August, soon disillusioned him. So much so, that he asked

to be returned to general service. Such was his desire to return to surface ships that Thode did not try to persuade him to reconsider. Myer was immediately recalled to *Cyclops* to be given a dressing down by the CO for the derogatory comments he had made regarding his service in submarines.

On 1 September, Myer was appointed to HMS *Osprey*, the anti-submarine training base at Dunoon, Scotland, 'for the short A/S course.' On 19 September, Myer was appointed to HMS *Eagle*, the flagship of the Commander-in-Chief Western Approaches, for advanced anti-aircraft training at HMS *Queen Charlotte*, the anti-aircraft gunnery range at Ainsdale on Sea, Southport, Lancashire. On 1 September, Myer was promoted to Lieutenant (provisional) RANVR, and on 6 September, he was nominated for the as yet to be commissioned 'T' class destroyer, HMS *Tenacious*. On 4 October, Myer was appointed to this ship.

For all of October 1943, *Tenacious* was still under the control of the contractors, Cammell-Laird, at Birkenhead, undergoing basin and sea trials before being commissioned for service with the 24th Destroyer Flotilla, comprised of HM destroyers *Troubridge*, *Teazer*, *Tenacious*, *Termagent*, *Tuscan*, *Terpsichore*, *Tumult* and *Tyrian*. On completion of trials, *Tenacious* took passage north to Scapa Flow to work up to fully operational status with other units of the Home Fleet. For the remainder of November and most of December, *Tenacious* was being prepared for Mediterranean service. She then took passage southwards to Gibraltar, and was deployed with her Flotilla in the western Mediterranean. On 20 January 1944, *Tenacious* joined the Northern Attack Force for support of allied landings on the Italian town of Anzio, south of Rome, code named

Operation Shingle. Escort and support of the Northern Attack Force was provided by HM light cruiser HMS *Orion*, anti-aircraft cruiser HMS *Spartan*, auxiliary anti-aircraft ship HMS *Ulster Queen*, HM destroyers *Jervis*, *Janus*, *LaForey*, *Loyal*, *Inglefield*, *Tenacious*, *Urchin* and *Kempfenfelt*, escort destroyers, *Beaufort*, *Brecon*, *Wilton* and *Tetcott*, and 16 minesweepers. On 22 January, *Tenacious* provided naval gunfire support for the troops landing to the north of Anzio on Peter beach, which had become the target of heavy enemy air attacks, including the first known use by the enemy of radio guided glider bombs. When *Tenacious* was released from Shingle, she was transferred, with the 24th Destroyer Flotilla, to the Adriatic area of operations to support Allied military movements, and carry out patrol and convoy defence duties.

On 2 February 1944, *Tenacious* in company with *Tumult* bombarded enemy targets in the Italian eastern coast towns of Recanati and Pedazo, south of Ancona central Italy, on the shores of the Adriatic Sea. For the remainder of February through to May 1944, *Tenacious* continued with the many and varied duties involved with her Adriatic deployment. Early May, *Tenacious* was redeployed to the central Mediterranean on convoy defence and patrol duties, and on 19 May was assigned with *Termagent* and the Hunt class destroyer escort *Liddesdale* to bolster the escort of Convoy HA43 on a voyage from Augusta, Sicily to Taranto, Italy. On 20 May, *Tenacious* joined with the convoy escort of HA43 and

commenced an anti-submarine search in accordance with their line of advance. After establishing contact with a submarine, *Tenacious* and the two other escort ships carried out depth charge attacks, remaining in the immediate area to await the expected surfacing of a damaged submarine. *U-453*, listing badly to port, came to the surface at 00:24, 21 May. All crew members abandoned ship, but one was killed in the water by gunfire from the destroyers. *U-453* was sunk by several direct hits at about 00:40. Fifteen prisoners were taken aboard *Tenacious* and *Termagent* and taken to Taranto. Thirty four were rescued by *Liddesdale* and taken to Palermo. Mediterranean deployments with the other ships of the 24th Flotilla continued through the remainder of May, and into June, and in early July the 24th Destroyer Flotilla was nominated for duty in support of Allied landings in the south of France, under overall US command, code named Operation Dragoon.

On 11 August 1944, *Tenacious* joined Carrier Task Force 88 and was deployed with HM Cruisers *Royalist* and *Delhi*, HM Escort Carriers *Khedive*, *Emperor*, *Searcher*, *Pursuer* and

Attacker, HM destroyers *Troubridge*, *Tuscan*, *Tumult*, *Tyrian*, *Teazer*, *Greek Navarion* and six US Navy destroyers as Task Group 88.1. On 12 August, *Tenacious* sailed from Malta for the assault area with TG 88.1 Operation Dragoon proved to be a resounding success. It was a great and extremely complex operation involving a naval force of 2,250 ships and craft. It was perfectly planned and carried out with complete success, all done with very small loss. The Seventh Army swept aside all opposition, captured Marseilles, one of the largest ports in the world, and Toulon, one of the principal naval bases in the Mediterranean, and advanced some 400 miles in 27 days to join forces with General Eisenhower on the borders of Alsace, this forced large numbers of cut off enemy troops to surrender. On 27 August, *Tenacious* was released from Dragoon and made passage with TG88.1 for Alexandria.

In his Confidential Report S.206 for the period 19 October 1943 to 8 September 1944, it was noted that Myer was: 'Recommended for 'N' course (AFO 4484/42). Employed in HMS *Tenacious* as A/S Control officer, Confidential Books (C.B.) officer, Short Range A/A officer, Divisional officer. An outstanding RNVR (sic) officer, zealous, intelligent and a good leader. He possesses high personal qualities and is most reliable, though at times he can be moody. As A/S Control officer he has been very good indeed, displaying a thorough grasp of the mechanics as well as the operations of the Asdic set, and has kept



Navigation became a passion for Ken

it working often under difficult circumstances without proper spares or expert assistance. His professional ability is good, though there are some gaps in his seamanship knowledge. As Divisional Officer he has still to learn that all his subordinates, even Petty Officers, are not as reliable or as self-reliant as himself; but his judgement of men should improve with experience. He is very keen to specialise in Navigation and is strongly recommended. I would be prepared to have him now as Navigator in this ship.' Signed David F Townsend, Lt. Cdr. RN, (Commanding Officer HMS *Tenacious*). 'I concur' Charles L Firth, Captain, RN, Captain 'D' 24th Destroyer Flotilla.

In the Supplement to the London Gazette of 15 August 1944, p.3767, the following citation reads: 'For leadership, skill and devotion to duty in HMAS *Arunta* in a successful attack on a Japanese submarine: The Distinguished Service Cross (DSC). Lieutenant Kenneth Baillieu Myer RANVR.' Unfortunately, Myer had to wait just over two years before the Insignia to the DSC was presented to him by the Governor-General, the Duke of Gloucester, at Government House, Melbourne, on 13 November 1946.

In the Supplement to the London Gazette of 7 November 1944, p.5089, the following citation reads: *'For courage, resolution and skill in HMS Tenacious in anti-U-Boat operations when U-453 was sunk off Punta Sliho off the Albanian coast, on 21/22 May 1944. Mention in Despatches.*



'In company with HMS Termagent and HMS Liddesdale, Tenacious held asdic contact with and attacked the U-boat from 12:06 on 21 May until 00:24 on 22 May, when the U-boat surfaced and was destroyed. Lieutenant Myer displayed great skill and devotion to duty as anti-submarine control officer in holding contact with a deep U-boat for twelve hours.'

On 17 November 1944, Myer was appointed to the shore establishment HMS Dryad located at Southwick Park, just to the north of Portsmouth Hill behind Portsmouth, which had been requisitioned by the relevant authorities as the RN's Navigation School. Myer's appointment was presumably to undertake the 'N' course as strongly recommended by the CO of *Tenacious*. In a further S206 Confidential Report from 19 September 1943 to 19 January 1945, it was noted that Myer was:

'Previously reported on dated 8.9.44 when he was strongly recommended for 'N' Course, for which he has been selected. A fine type of officer, zealous and a good leader, with high personal qualities which should make him outstanding in any walk of life when he gains experience in judging men. His seamanship knowledge is improving, and he is less

inclined to place undue confidence in subordinates. I have also warned him against over-confidence, especially as a Navigator. He has the advantage of a wide education in Australia and in the USA. His physique is very good, and he excels at swimming, tennis and is a good oar. I am very sorry to lose this officer.' Signed D F Townsend Lt. Cdr. RN.

Before departing *Tenacious*, Myer had applied for two short courses to fill in the time between the middle of January 1945, when his relief would join the ship, and 4 February, the date of his long 'N' course at Slough. For a week he was billeted at the Royal Navy Barracks at Portsmouth while on course. He then took the train to Liverpool for a short tactical course, only to find a telegram waiting for him to report to Falmouth. After being 'washed out' of his 'N' course at the last minute, he was appointed as temporary navigator to the Everts class destroyer escort HMS *Louis*, one of the US Built Captain class frigates leased to the RN for the duration of the war. The temporary appointment became permanent when the other officer did not return to sea. Upon cessation of hostilities in Europe, Myer was nominated for service as navigator in the 'U' class destroyer HMS *Ursa*, and after a seven days' leave, he joined the passenger vessel, SS *Dominion Monarch* for the voyage to the Far East to take up his next appointment.

On 10 May 1945, Myer joined *Ursa*, then serving with the British Pacific Fleet (BPF) on operations against Japanese forces. In June, *Ursa* took passage to Sydney for Rest and Recuperation (R&R), and in July *Ursa* was deployed in Australian and South West Pacific waters. On 17 August, all RN ships reverted to solely RN control. On 27 August *Ursa* sailed from Subic Bay as part of the screen for the RN Task Unit 111.2, on passage to support the reoccupation of Hong Kong. HMS *Ursa* returned to England after the re-occupation of Hong Kong, and was paid off into Reserve at Portsmouth in early 1946.

On 5 February 1946, Myer was appointed to HMAS *Lonsdale*, additional, and on 27 February, *'to shore, appointment terminated.'* In 1947, Kenneth Myer married Prudence Boyd. In 1948 Myer became a Director of Myer Emporium, a role he continued until 1985. He was also a Director of Coles-Myer Ltd, 1985-89. On Australia Day 1976, Myer was appointed a Companion of the Order of Australia (AC). Ken and Prudence divorced in 1977. Myer then married Yasuko Hiraoka in 1979. Both were killed in a light aircraft crash in Alaska on 30 July 1992.

Non Sibi Sed Patriae

Select Bibliography:

- Atkinson, James J, *By Skill and Valour*, Spink & Son, 1986.
- Australian Academy of Science: Kenneth Baillieu Myer, 2007
- Ebury, Sue, *The Many Lives of Kenneth Myer*, The Miegunyah Press, 2008.
- Kirkland, F & Cary W G, *Order of Australia, 1975-1993, 1st Edition*, 1993.
- National Archives of Australia (NAA): A6769, Myer, K B.
- National Archives of Australia (NAA): A3978, Myer, K B.
- Naval History Homepage: HMS *Tenacious*, October 1943 - August 1945.
- Royal Australian Navy, *Reports of Proceedings, HMAS Arunta*, June-December, 1942.
- Royal Australian Navy, *Reports of Proceedings, HMAS Arunta*, January-March, 1943.
- Ryerson Index: Myer, Kenneth Baillieu, 4 August, 1992.
- U-Boat net: <https://uboat.net/allies/warships/ship/3650.html>
- Worledge, G R, (Ed), *Contact!, HMAS Rushcutter and Australia's Submarine Hunters, 1939-1946*, The Anti-Submarine Officers' Association, 1994.



• Navy • Army • Air Force



Choose health cover that's reliable

Switch your family's cover today and start using your Extras with no 2&6 month waiting periods!*



Learn more today
Scan or call 1300 306 289

*Conditions apply. This promotion is only available to new members joining Navy Health. For full terms and conditions visit navyhealth.com.au/julyaugust24offer.



Sailing into Service

The Royal Australian Navy (RAN) Recruit School

by Lieutenant Geraldine Gray, RAN

The Royal Australian Navy (RAN) Recruit School, located at HMAS Cerberus on the Mornington Peninsula in Victoria, serves as the training ground for all new entry sailors enlisting in the RAN. This article will explore the history of Recruit School, give some insight into the training that Recruits undertake, and highlight the efforts of the instructors and staff who work tirelessly at the forefront, and behind the scenes, to turn civilians into sailors.

A Brief History

Recruit School's history dates back to 1912 when the Clipper Ship *Sobraon* was commissioned as the 'Boy's Training Ship' HMAS *Tingira* in Sydney. *Tingira* was exclusively used to train new Recruits until 1925 when Recruit School was officially established at the Flinders Naval Depot – now HMAS *Cerberus* – and will next year celebrate 100 years of recruit training.



Training Ship *Tingira*

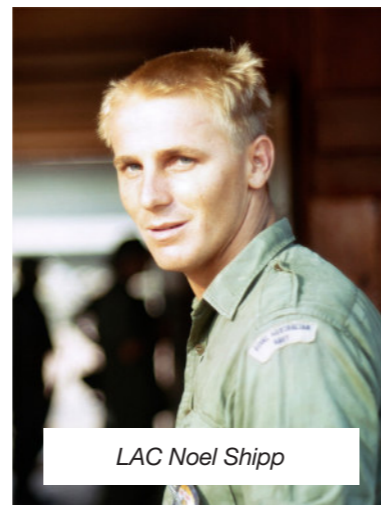
Recruit School has seen a number of changes across almost a century of recruit training, but despite wars, building

upgrades, and the modernisation of the Australian Fleet, the original intent – to train civilians to become sailors – has not changed. In this modern era, Recruit School's mission to 'instil the values and behaviours of Next Generation Navy in today's sailors, to prepare them for the challenges of tomorrow', is a reflection of 100 years of dedicated service.

The Divisions

When civilians get off the bus at Recruit School they are brought through the front doors into the Administration Building and then onto the undercover Parade Ground. From there they are allocated their classes and shown to their accommodation block. Each block, or 'Division', is named after one of four sailors who distinguished themselves for their courage, tenacity, and dedication to a life of naval service. These Divisions are:

Shipp Division: named after Leading Aircrewman Noel Ervin Shipp who joined the RAN on 10 January 1963 and who was confirmed in the rank of Leading Aircrewman on 12 July 1968. Later that year, Shipp posted to the RAN Helicopter Flight Vietnam, an experimental military unit that integrated into the US Army 135th Assault Helicopter Company. Shipp found himself flying as door-gunner with the 'Taipans', the 135th's gunship platoon, providing suppression fire for troop-lift helicopters and participating in ground assaults.



LAC Noel Shipp

On the 31 May 1969, Shipp's aircraft was making rocket runs supporting a medical evacuation. With complete disregard for his own safety, Shipp hung out from the helicopter, exposing himself to rocket back blast and intense enemy fire. During the action, Shipp's pilot was hit. The aircraft rapidly lost altitude and exploded in the jungle. All four crew members perished. Shipp, the only Australian in the crew, was seen to continue firing at the enemy until the moment of impact.



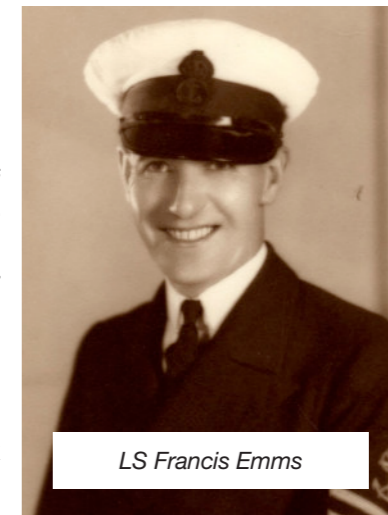
CPO Jonathan 'Buck' Rogers

Rogers Division: named after Chief Petty Officer Jonathan 'Buck' Rogers who enlisted in the RAN on 06 Jul 1950 following previous service in the Royal Navy between 1920 and 1946. Rogers was posted to HMAS *Voyager* in January 1963 and was one of 81 members of the Ships Company and 1 civilian dockyard worker who tragically died on the night of 10 Feb 1964 when HMA Ship's *Melbourne* and *Voyager* collided during tactical training. Sailors that escaped later told the story of how Rogers took charge and helped calm terrified ship mates. He attempted to control the flooding, tried to free a jammed escape hatch with a length of pipe and a spanner, and organised men to move into other compartments with functioning emergency exits. Meanwhile, he knew that he was probably too large to fit through an escape hatch himself.

Taylor Division: named after Leading Seaman Ronald 'Buck' Taylor, who joined the RAN on 12 Jun 1935 as an Ordinary Seaman and spent his formative years serving as a Boatswains Mate on HMA Ship's *Australia*, *Vampire* and *Adelaide*. Taylor later joined HMAS *Yarra* in August 1939, sailing to Aden in 1940 with the Red Sea Force to assist with operations in Iraq and Persia. In 1941, Taylor was promoted to Acting Leading Seaman and given command of one of *Yarra*'s 4-inch guns whilst in the Mediterranean, escorting convoys which ferried supplies and troops to the allied garrison at Tobruk, Libya. On each of the four trips the sloop made Taylor's gun was active in beating off enemy air-attacks.

In 1942, Taylor sailed with *Yarra* on escort duties between Java and Singapore. On 05 Mar 1942, while *Yarra* was

escorting three auxiliary vessels, five Japanese Warships intercepted the convoy. Despite orders to abandon ship, Taylor stayed with his gun until he was killed, shortly before his ship sunk.



LS Francis Emms

Emms Division: named after Leading Seaman Francis Basset Emms who joined the RAN on the 14 March 1928, having served in HMA Ship's *Australia*, *Waterhen*, *Vendetta*, *Brisbane*, *Sydney (II)*, *Stuart*, *Swan*, *Canberra* and *Kara Kara*. On 19 Feb 1942, while Emms was serving aboard *Kara Kara*, the Japanese conducted their first air raid on Darwin. During this, Emms manned one of the vessel's machine

guns and returned fire, continuing to do so even after he had been seriously wounded. Emms was transferred to hospital and died later that day. He was awarded a posthumous mention in dispatches 'For courage and devotion to duty', though many of his shipmates believed he should have been awarded the Victoria Cross.

When Recruits first join Recruit School they learn about their Division's namesake, and about the devotion to service and courage displayed by these exceptional sailors. Recruits are encouraged to embody these values from the day they join the RAN and all throughout their careers.

The Course

The New Entry Sailors Course is a 10-week intensive training program that seeks to transform civilians into sailors. It is broken down into four blocks:

Initial Training Period is four weeks in length and can often be difficult for Recruits as they make the adjustment from civilian life. During this block, Recruits will learn the basics of drill and marks of respect, be introduced to the divisional system, start the physical conditioning program, to complete the high ropes activity, and pass the RAN swim test. They will learn how to prepare and conduct rounds and will also complete their first two milestone events, Shakedown, conducted in week two, and Unit Readiness Evaluation, conducted in week four. Named for the assessments required by ships to become deployable,

in a similar fashion these milestone activities are used to assess a Recruit's readiness to proceed through the training curriculum, testing their mental and physical resilience and their ability to work in a team.

Upon completion of the initial training period, Recruits move into **Block Training**. Again four weeks in length, this block sees Recruits moving into outside instruction where



Recruits during training

they will learn weapons handling and how to survive at sea. The final two weeks are broken into **Assessment Week** and **Graduation Week** respectively. Assessment Week includes completion of the New Entry Sailors Course exam, the Physical Fitness Test, and the final milestone event, Mission Readiness Evaluation.

Throughout their training, Recruits are taught to embody the Australian Defence Forces values of Service, Courage, Respect, Integrity and Excellence, and at their graduation, Recruits commit themselves to these values. Though graduation marks the end of their first 10 weeks in the Navy, it only marks the beginning of their naval careers. From there, they move out into the wider Navy to conduct their Initial Employment Training.

Diversity

The Recruits who come through Recruit School are as diverse as the wider Australian population. They are, after all, a reflection of Australian society. The RAN is committed to fostering diversity and inclusion in its ranks and Recruit School is no different, with diversity of backgrounds, cultures, and genders reflected in the cohorts that come



PNG sailor who graduated as part of GE421 Shipp Division

through the door, as well as across the instructors and staff who support their training. This diversity enriches the overall training experience and encourages Recruits to learn from each other's understanding and viewpoints, with the recent inclusion of sailors from Papua New Guinea only adding to this.

The Staff

The Recruit School Instructor is a coveted and rewarding role for any Leading Seaman with a desire to give back and grow as a leader. Potential instructors undertake a competitive selection process and are selected based on their expertise, experience, and leadership qualities. Instructors are allocated individual classes and remain responsible for the conduct and discipline of the Recruits in their class for the duration of the 10 weeks. They are trained to support and mentor Recruits from all walks of life, ensuring that each individual has the opportunity to succeed. The Recruits' success is a reflection of the hard work and dedication that the instructors provide.



Staff complement of one of the RAN Recruit School Divisions

Each Division has an allocated staff of Recruit Instructors who are managed by a Divisional Petty Officer, Divisional Chief Petty Officer, and a Divisional Officer. Together they form the Divisional System, supporting the Recruits, and each other, to address concerns in an efficient and effective manner.

Behind each Division is a support staff of sailors and officers who assist to keep each Division running. Although not selective positions, the effort and dedication with which they support the running of Recruit School on a daily basis provides the necessary foundation for Divisional staff to provide the essential training to each Recruit.

Conclusion

The Royal Australian Navy Recruit School plays a critical role in shaping the future of the Navy and remains an important cornerstone in the training and development of its future capability. Through its structured training program and commitment to diversity, the school ensures that every Recruit is prepared to uphold the Australia Defence Force values and contribute effectively to Australia's defence.



Graduating Class in front of ADF Values on Parade Ground at RAN Recruit School

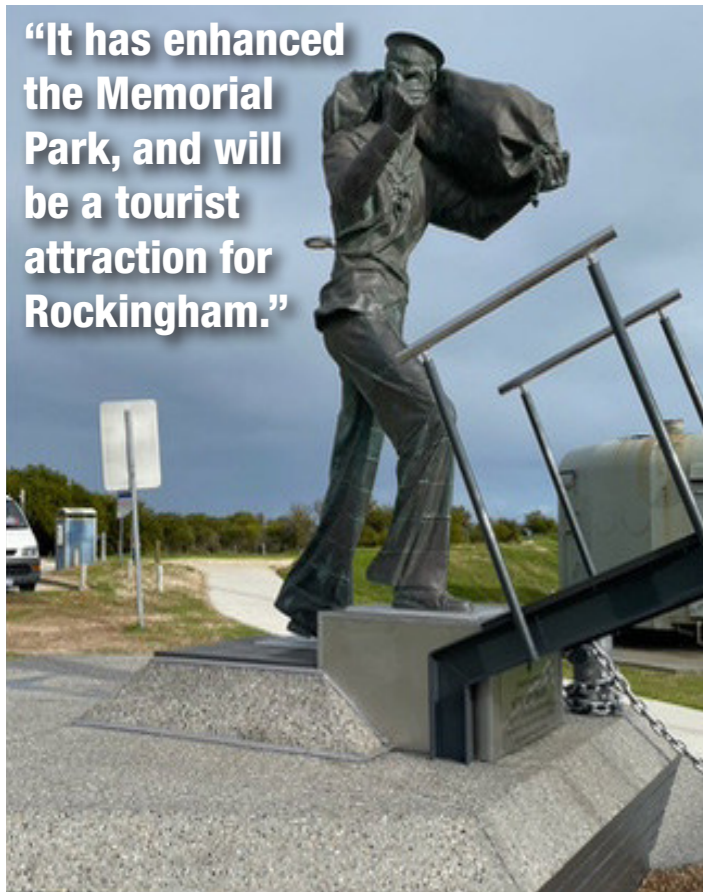


Graduating Class in front of ADF Values on Parade Ground at RAN Recruit School



WEST AUSTRALIA SECTION NEWS

“It has enhanced the Memorial Park, and will be a tourist attraction for Rockingham.”



Rockingham Presentation - 17th June 2024

Address by Gavin Ryan, Chairman of The Australian Sailor Pty Ltd.

“Bob Trotter / Gavin Ryan / Deb Hamblin / Mal Hughes, distinguished guests and shipmates.

They that go down to the sea in ships, That do business in great waters; These see the works of the Lord, And the wonders in the deep.

Psalm 107 – the Naval Psalm. Australian is an island nation, discovered, settled and defended by sailors. Our continuing prosperity is linked to the sea and those That do business in great waters.

Yet, in my travels around the world, Australia, unlike other countries I visited, did not have a national monument recognising the crucial role that thousands of sailors, past and present, have played and continue to play in our nation’s security and prosperity.

It was because of this an idea was put to shipmates Bob Trotter and Mal Hughes that we build a monument to the Australian Sailor – to honour all those men and women who, Go down to the sea in ships.

My shipmates agreed to form a committee and later we were joined by Mike Megaw and Brett Lane. Little did we realise the time and effort we had committed ourselves to.

The monument “Jack” is the result of many years of work. It was often felt at times we were talking two steps forward and three back. I won’t go into detail here of the many frustrations we encountered on the way - the last thing you need to see this morning is grown men cry!

So I want to take this opportunity to now acknowledge my fellow directors Bob, Mal, Brett and Mike today and thank them for their efforts. Early on in our endeavours, director, Mike Megaw obtained crucial funding to get us off the ground. He arranged substantial financial help from the Department of Defence, The Royal Australian Navy, The WA government, under Premier Barnett, and Lotterywest. Directors Bob, Mal and Brett, apart from many hours of work required, continued to provide professional advice, wise counsel and encouragement without which we could not have succeeded.



(L to R) Bob Grant, Jenny Hughes, Rockingham Mayor Deb Hamblin, Ronnie Grant and Janis Humphris

It would be remiss of me if I didn’t acknowledge that, in recent times, it has been Mal Hughes here in Rockingham who has done so much to get us to where we are today.

I hope you allow me this indulgence, but I wanted to acknowledge their work publicly. So, to all of them Bravo Zulu – navy code for Well Done!

The monument Jack was created by artists and sculpturers, Charles and Joan Smith - an outstanding work from them.

The monument depicts a sailor, looking back to farewell loved one as he is ready to cross the gangway to join his ship. All sailors, all those men and women who have served or are currently serving, will be familiar with this feeling of mixed emotions, the sadness saying goodbye, the excitement of joining a new ship and the prospects that lie ahead. Sadly, many never returned.

Our thanks and well done also to the architect and builder for the design and construction of the podium and to the mayor and council of the City of Rockingham for sharing our vision of this monument to the Australian Sailor and for providing this perfect site for Jack.

Thanks also to the President and members of the Naval Association here in Rockingham for their support and to all those companies and individuals who provided additional, legal and financial assistance.

Now that ‘Jack’ is home in this great setting it is time for us to formally hand him over to the City with the wish that all future visitors to this site will enjoy the sculpture of Jack and, at the same time give some thought to the essential role those men and women of the sea, the sailors, past and present have played and continue to play in this great Nation – as our anthem says - girt by sea.

Now and on behalf of my colleagues and shipmates on the board of The Australian Sailor Pty Ltd it gives me a great deal of pleasure to present the city of Rockingham with Jack – the national monument to the Australian sailor.”

The hand over of the Australian Sailor Monument, Jack, at the NAA Rockingham Naval Memorial Park. This mammoth task took many years, and it is a credit to the determination of the dedicated people involved, bringing it to fruition. Thank you State Vice President Mal Hughes, and Commodore Bob Trotter RAN (Rtd). The final dedication of the monument will be sometime next year, when all the information plaques are in place and the surrounding area is completed.

It has enhanced the Memorial Park, and will be a tourist attraction for Rockingham. NAA Rockingham Naval Memorial Park is a living Memorial, with gazebos, BBQ, toilets and a swimming beach, around the many Memorial plinths, twin Daring turret, and Ovens Submarine Fin.





WEST AUSTRALIA SECTION NEWS

HMAS Sirius Anchor Presentation

The latest addition to our grounds is the HMAS *Sirius* anchor, which was presented and dedicated to the NAA (WA) by Captain Ken Burleigh RAN, Commanding Officer HMAS *Stirling*, Section President Ian Holthouse thanked Captain Burleigh and presented to him a model of FFG HMAS *Darwin*, his old ship, on behalf of the NAA (WA) members.

A special thank you must go to LT/CMDR Keith Bromfield RAN, 1st Lieutenant, HMAS *Stirling*, for arranging the delivery of this 6.4 tonne anchor. That was an real effort in itself.

Rockingham Sub-Section Vice President Bob Grant was MC, and presented Certificates of Appreciation to Both officers, and Councillor Caroline Hume, representing the City of Rockingham.



HMAS Anzac Decommissioning

At HMAS *Stirling* after the decommissioning of HMAS ANZAC, I have the pleasure to present to Chief of Navy Vice Admiral Mark Hammond AO RAN, a picture of the commissioning of USS *Canberra* created by artist Domenic Bartolo. Six of these were made for VIP presentations.

Ian Holthouse



City of Perth Sub-Section

It is with sadness we lost WW2 WRAN Avis Kenny, who turned 100 at the beginning of this year.

Avis had a fall and soon after passed away. Avis with WW2 WRAN Olwyn Banks arranged the CoP Sub-Section Christmas Party, making and putting decorations for decades. Olwyn will turn 100 in January 2025.

WRANS and RAN WOMEN Association WA

Certificates of Appreciation were presented to Carol Hall and Margaret Patterson, by NAA (WA) State President Ian Holthouse, for their donation of uniforms for the models, and a special thank you to Sue Hackett who chased down the people with uniforms. The models will be available for any WRAN, NAA (WA) and Museum meetings, displays or Ceremonies.

Hopefully, we will increase the range to include summer uniforms, and any more donations would be appreciated, postage will be paid if necessary.





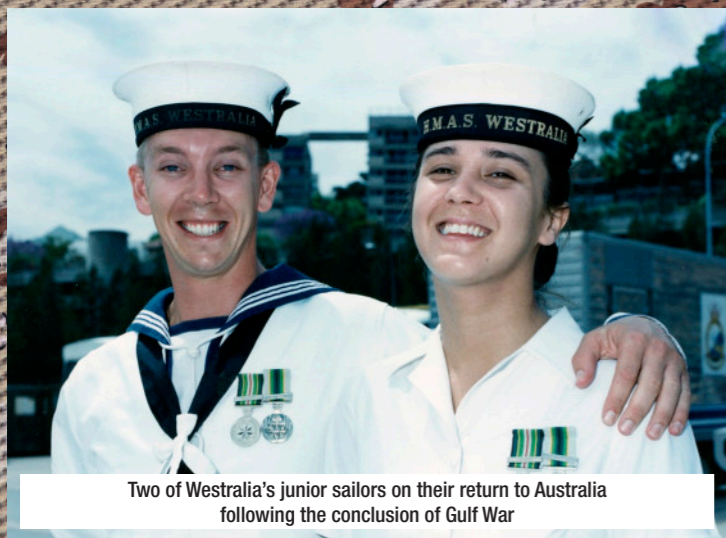
THE NAVY IN OPERATION DESERT SHIELD AND DESERT STORM



HMAS Brisbane making a replenishment approach on Westralia during Gulf War



HMAS Anzac boarding parties were known for their professionalism and effectiveness.



Two of Westralia's junior sailors on their return to Australia following the conclusion of Gulf War

After two decades of relative world peace Australia, along with 35 other nations answered the call of the United Nations and reacted to the Iraq dictator Saddam Hussain's invasion of Kuwait. In August 1990 the Royal Australian Navy was despatched with just 72 hours' notice to become part of the largest grouping of warships seen since the end of World War II. Making history in that armada were the first seven RAN women to serve in a combat zone, crewmembers of HMAS *Westralia*.

HMA Ships *Adelaide*, *Darwin* and *Success* made the first voyage to be part of Operation Desert Shield. 1800 Australians served in the conflict, the majority being Navy.

Veteran Tony Haig, who served as Fleet Air Arm Squirrel Flight Commander presented the address.

'It was a life changing experience for me,' said Tony. 'To be part of that group that came together so quickly under pressure and just powered as a team.' He said, referring to the RAN working with Navies from all over the world.

The US Navy ran the overall campaign, but throughout the embargo's evolution, the RAN played a major partnership role. Throughout the 43-day war, Australian warships formed part of the protective screen around US aircraft carriers, defending them from air and missile attack. Elsewhere the two RAN replenishment ships provided ongoing logistic support. These ships enforced the trade embargo against Iraq by conducting boardings and interceptions in the Gulf of Oman.

The sanctions were aimed at maintaining stability and security in the region to discourage Saddam Hussein from involving his allies and concerns of a global oil crisis.

In addition to naval operations, the RAN also contributed to humanitarian efforts with two 10-person surgical teams served aboard the US hospital ship USNS *Comfort*.

The work of the Navy in the Gulf War was commemorated on Thursday 27th July at the Jack Tar Naval Memorial at Southbank at 11 am and afterwards at the Ship Inn.

The Naval Association of Australia (Qld) believes that this is the first commemoration ceremony for Gulf War veterans to be held.



Mention the 'Vung Tau Ferry' to any Vietnam veteran and they will immediately recall HMAS *Sydney (III)*, the former aircraft carrier converted to a troopship which became the mainstay of naval support operations for Australian forces. Regular Army and conscripts got their first glimpse of the war from her upper deck. The affectionately designated moniker was due to her journeys to the port of Vung Tau in South Vietnam, the naval base for the Australian Task Force. Many of these were 16-year old RAN junior recruits getting their first taste of life at sea.

Commissioned in 1948, HMAS *Sydney* was key to Australia's post war naval aviation capability and served with distinction in the Korean War. Refitted for troopship duties, she began her first voyage to Vietnam in May 1965, transporting the First Battalion, Royal Australian Regiment (RAR), from Sydney to Vung Tau. Over this period she embarked troops and equipment from Brisbane and Townsville.

Between 1965 and 1972, *Sydney* undertook 25 voyages to Vietnam and transported 16,094 troops, both Army and RAAF. She also moved 5753 deadweight tons of cargo and 2375 vehicles including rations, medical supplies, weaponry and ammunition.

The Vung Tau Ferry brought together men from two very distinct cultures: the Navy and the Army. In the days before leaving Australia, *Sydney* would be loaded and crew members detailed to act as

'sea daddies' to groups of soldiers, helping them to get their bearings on the ship, showing them where to stow their gear and how to sling their hammocks. Apart from the unfamiliarity with shipboard life, or with the ways of the navy, the soldiers often found *Sydney* to be uncomfortable, particularly in tropical waters with no air conditioning when the heat below decks was intense.

It was no pleasure cruise for the troops, recalls Brisbane's Richard Kenny OAM from 7 RAR, 'The Army continued with fitness and weapons training, range practice and the Navy insisted we pitch in with cleaning decks and showers as well.'

The Navy way was an eye opener for the Army in many ways. The big surprise was sleeping in hammocks, then the loud 'Wakey Wakey Call to Hands' that blasted us out of them. Tasks such as refuelling the ship in the middle of the heaving ocean were fascinating to us unlike driving an Armoured Personnel Carrier up to a bowser,' said Richard.

On every voyage *Sydney* was protected by at least one escort that provided security against potential hostile forces. Escorts included HMA Ships *Melbourne*, *Anzac*, *Derwent*, *Duchess*, *Parramatta*, *Stuart*, *Swan*, *Torrens*, *Vampire*, *Vendetta* and *Yarra*.

For those like Richard on the return voyage after their 12-month tour of duty, the passage to Australia offered a chance to relax, reflect on their experiences and prepare for the transition from war to peace. Such a period of reflection was denied to those soldiers who returned home by aircraft, leaving Vietnam and being home within 10 hours.

The Naval Association of Australia commemorated HMAS *Sydney* and all the ships and the Navy, Army and RAAF veterans who answered the call of their country in the Vietnam War at 11am at the Jack Tar memorial at Southbank on Thursday 30th May.

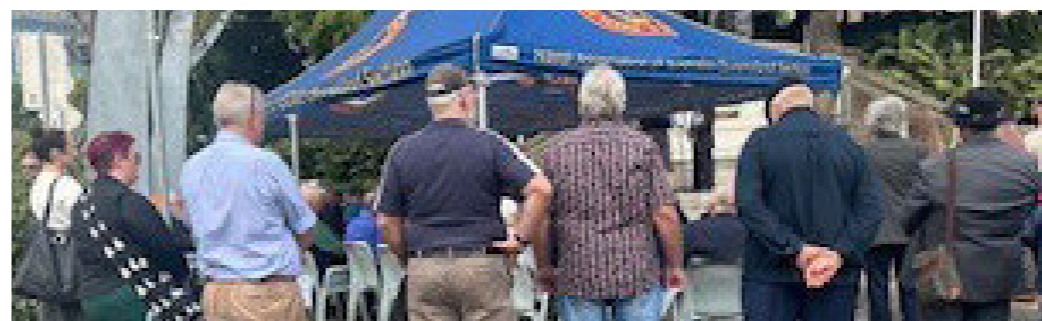
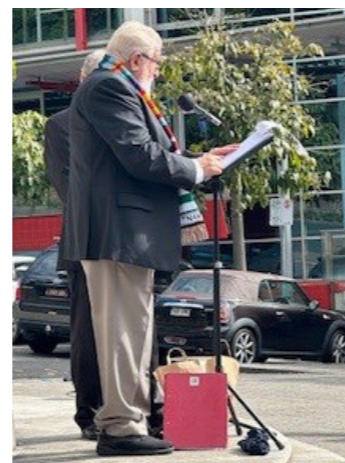
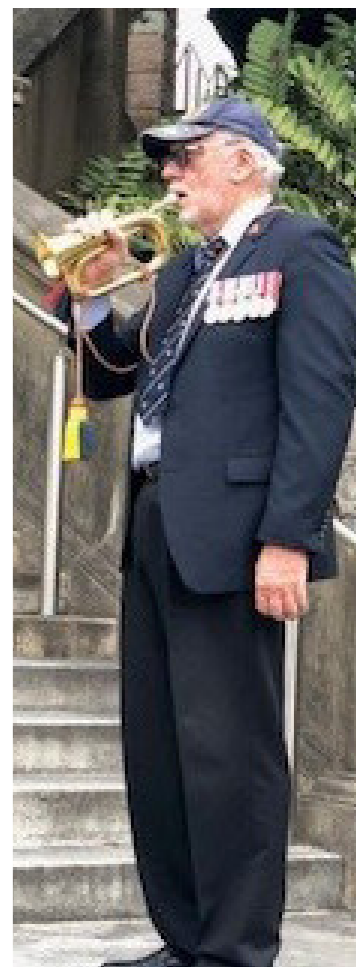
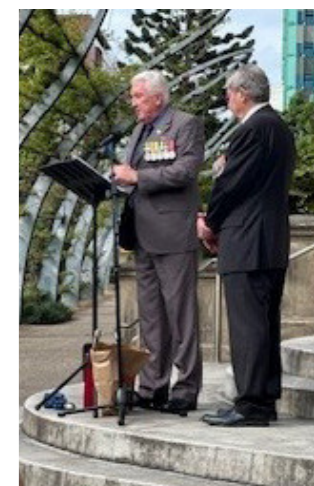
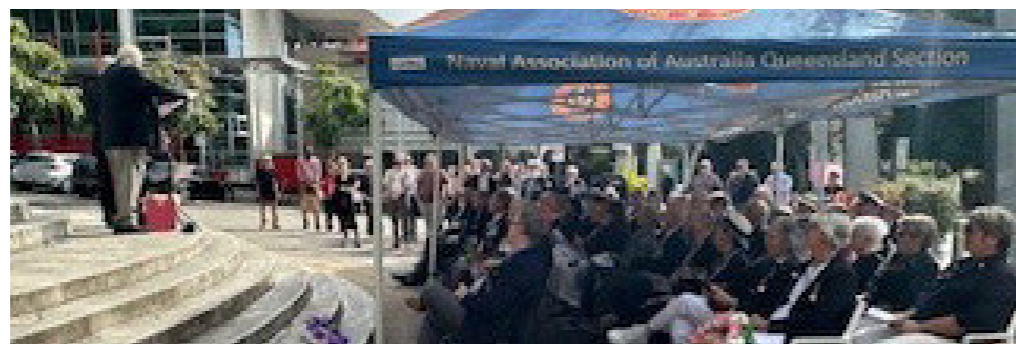




VIỆT NÂM CÊRÊMONY

A Ceremony was Held on 30 May 2024 to honour the gallantry, dedication to duty, lifelong friendships and the unforgettable memories all Royal Australian Navy personnel who served in HMA Ships throughout the Vietnam War between 1965 and 1972 share in common.

The Naval Association of Australia (QLD) organised the event at the "Jack Tar" Naval Memorial.





PRESENTATION OF NAVAL ASSOCIATION PRIZE AT NAVY TRAINING COURSE GRADUATION CEREMONY

On 23 May 2024 the Secretary of the Naval Association's NSW Section, Bruce Kafer, represented the Naval Association of Australia at the Graduation Ceremony for Hydrographic Surveying Initial Employment Training Session 13. This training course is conducted at the Maritime Geospatial Training Centre (MGTC) - formerly the RAN Hydrographic School, located at HMAS Penguin.

For several years the Naval Association has sponsored and presented the Waining Memorial Prize for the Dux of the Hydrographic Surveying Initial Employment Course.

The course is normally undertaken by RAN junior sailors, however this year representatives of the Pakistan and Republic of Fiji Navies also participated. Therefore the MGTC staff determined that prizes for two Duxes would be awarded - one for an RAN student and the other for an international course member. The two recipients were Seaman Danielle Clunn of the RAN, and Lieutenant Commander Danish Munir of the Pakistan Navy.



Bruce Kafer presenting the Waining Memorial Prize to Seaman Danielle Clunn, Australian Dux of Hydrographic Surveying Initial Employment Training Session 13



Bruce Kafer presenting the Waining Memorial Prize to Lieutenant Commander Danish Munir, Pakistan Navy, International Dux of Hydrographic Surveying Initial Employment Training Session 13

Photographs above have been provided by the Australian Defence Imagery Branch

NAVAL ASSOCIATION OF AUSTRALIA REPRESENTED AT THE 2024 NSW 'RSL AND SCHOOLS REMEMBER ANZAC' COMMEMORATION AND ART EXHIBITION

The Naval Association of Australia was represented at the annual 'RSL and Schools Remember' Commemoration and Art Exhibition, held on 4 April 2024 at the Anzac Memorial in Hyde Park, Sydney. NSW Section Vice President Ron Rosenberg OAM represented the Naval Association at the event, which was held in conjunction with an art competition and exhibition running throughout the month of April. Her Excellency the Honourable Margaret Beazley AC KC, Governor of NSW, attended the commemoration, along with many other dignitaries and invited guests.

Following the commemoration Ron Rosenberg presented a book to the Royal United Services Institute of NSW (RUSI) for inclusion in the collection held in its Library, which is housed in the Anzac Memorial building. The Institute's Vice President, Theodora Fox, and Library Manager, Paul Irving AO PSM RFD, accepted the book on behalf of RUSI and advised that it was a new addition to the library's impressive collection of historical records. Robyn Preston MP, member for Hawkesbury and Shadow Minister for Veterans in the NSW Parliament, was also present for book's presentation, which is highlighted in the accompanying photographs.



(L-R) - Theodora Fox, Ron Rosenberg OAM, Robyn Preston MP



(L-R) - Paul Irving AO PSM RFD, Ron Rosenberg OAM, Robyn Preston MP



VALE PARRAMATTA MEMORIAL SUB-SECTION PATRON GUY GRIFFITHS

Much has been written about Rear Admiral Guy Richmond Griffiths and his passing on 05 March 2024 just three days after his 101st birthday.

This brief Report of Proceedings on the funeral of our late Patron (and financial member) was written originally for the benefit of NAA Parramatta Memorial Sub-Section members who were unable to attend the event and is here adapted in the hope that it appeals to the wider NAA family.

Guy Griffiths' exceptional leadership and operational qualities have been enumerated at length by more knowledgeable and erudite commentators than this writer who here shares his personal observations on the funeral of one of Australia's most highly decorated military commanders.

The funeral, with full military honours, was held at Garden Island Chapel in Sydney within Fleet Base East under grey skies and a light onshore breeze. This was a formal Memorial Service conducted with respect, dignity and all the ceremonial precision afforded by Navy to one of its own. Chief of Navy Vice Admiral Mark Hammond and a strong Griffiths' family contingent accompanying son Guy and daughter Erica led some 250 mourners amongst whom were more than a few retired and serving Flag Officers including the venerable RADM Rothsay Swan now well into his 90s. Many more senior and other ranks were also strongly represented, most of whom served under GRG's command when he served as Commissioning CO of both HMA Ships *Hobart II* and *Parramatta III*.

A ceremonial guard of some 30 sailors stood outside throughout the service and a 24 gun salute was fired during the service. Attendees were given ample warning of this salute; good thinking because when the salute was fired, three perfectly timed volleys from eight rifles were heard throughout the Chapel as if three very loud single shots had been fired inside the chapel. This was an emotional moment coming as it did at the end of The Ode spoken by Chief of Navy. Last Post and Reveille were note perfect and deeply moving.

The guard came to General Salute while the casket was borne from the Chapel in very light rain which gave way to sunshine as the casket was loaded into the hearse and driven slowly away followed on foot by family and Chief of Navy.

The body was to be cremated at a private family service and the ashes given into the care of Navy for committal at sea. The ship with that honour has not yet been named, though many pundits expect it will be HMAS *Hobart*.

A wake was held in the Navy Heritage Centre in Garden Island (about 5 minutes' walk from the chapel) where there was plenty of high-quality food, non-alcoholic drinks, and cake. A Navy quartette played quietly and a large screen monitor showed about 50 images of Guy and his family. These were all private family photographs and so most had not been seen by the predominantly Navy guests.

Altogether a very professional, often touching and appropriate send off for a unique man. And so another page is turned in the story of Guy Richmond Griffiths, an Australian Admiral.

But the final passage on the back of the Order of Service well expresses why we are yet to read the last page of this story:

No one is finally dead until the ripples they cause in the world die away.
(Terry Pratchett)



EPILOGUE:

Some two months after the passing of our esteemed Patron, I met with his daughter Erica at the longtime home of Guy and Carla Griffiths.

I'd been to the house before, but not actually inside, so I was fascinated to find myself inside a solid brick and stone Naval Officer's residence; part library, part art gallery, all gentleman.

I took time to step out onto the broad flagstone terrace overlooking Middle Harbour and fancied I could still hear the sounds of how social gatherings may have played out; quiet conversation and laughter, clinking cocktail glasses; Naval Officers from USA, UK, India, Indonesia, Philippines; Carla the hostess across every detail and Guy selecting the precise wine to suit occasion, food, conversation.

As I reluctantly turned away, I took in the location: the broad sweeping terrace of a house leaning back into the steep sides of Castle Cove with commanding views of Middle Harbour.

I knew that an Admiral lived here.

Michael Kietly



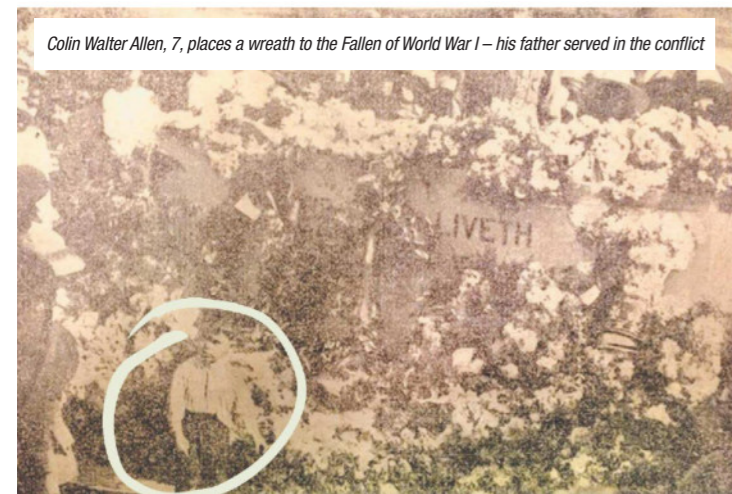
Our first Stone of Remembrance and Cross of Sacrifice

The following article (published in the Brisbane Sunday Mail on 7 April 2024) and accompanying photos are about the the National Defence Chaplains' Memorial Grove in Toowong's Anzac Park and Canon Garland Memorial – Anzac Day Origins (located in Kangaroo Point Cliffs Park, Kangaroo Point), Centenary of The Stone of Remembrance and The Cross of Sacrifice in Canon Garland Place, Toowong Cemetery.

Thanks go out to Honorary Member, Peter Collins, for the work he has done, and is doing, in keeping the Spirit of ANZAC alive.

Darby Ashton

HOW GRIEF FOR OUR FALLEN DIGGERS WAS SET IN STONE



Toowong Cemetery 3. The raw sense of loss still seeps from the century-old, pixelated, yellowed newspaper photograph in the Anzac Day 1924 edition of Brisbane's Telegraph.

It is a picture of Colin Walter Allen, aged seven, dressed in his late father's cut-down army uniform with medals, placing a laurel wreath on Toowong Cemetery's memorial to the Fallen of World War I.

His father, who served in the 9th Battalion, died in Brisbane in 1920 and is among the more than 350 Great War veterans buried in Toowong.

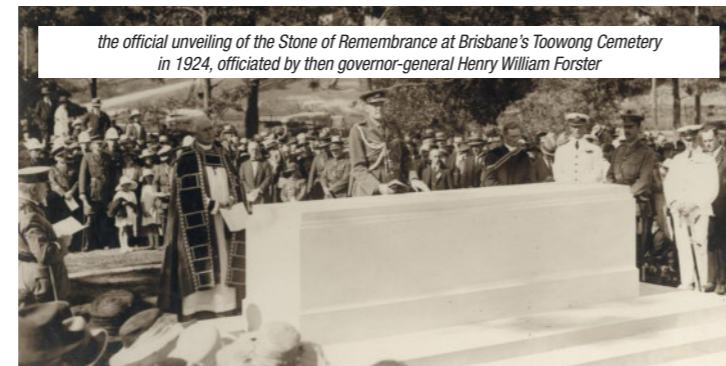
It is impossible to overstate the sense of grief that enveloped the nation in the aftermath of the first global, total war. In a nation of five million, 60,000 died and 156,000 were wounded physically and mentally, with every family touched by loss.

Initially, they were buried where they fell, their remains later moved to their own national cemetery on the battlefields, but none to be repatriated home due to the huge numbers. The Imperial War Graves Commission was formed in London to manage and maintain the gravesites, wherever located – and in perpetuity – a comfort to their loved ones.

It is human nature to mourn our dead at their resting place and as few were able to travel to the battlefields, memorials were being erected at home. The IWGC determined that a standard symbolic design motif befitting the sacrifice of the Fallen would offer comfort to the living.

There was much public debate, but the common design elements agreed to were The Cross of Sacrifice and The Stone of Remembrance.

Australia's first were erected in Toowong Cemetery in 1924.



The renowned English landscape architect who devised the Stone and the Australian War Memorial at Villers-Bretonneux, Sir Edwin Lutyens, was very specific.

Each Stone must sit on a platform of three steps, and the upper and lower steps must be twice the width of the centre step to give due dignity.

The one great Stone should be of fine proportion, 12 feet long and without ornament, just inscribed in clear letters "Their Name Liveth For Evermore". Writer Rudyard Kipling selected this Biblical phrase, as well as "Known unto God" for the graves of unknown soldiers and the memorial phrase "Lest We Forget".

Any Stone erected in a graveyard on the Western Front was angled in a westwards direction to face the men "who lie looking ever eastward towards the enemy".

Toowong's Stone and its Cross are of sandstone hewn at the state government quarry at Helidon, then finished off in the cemetery by master stonemasons A.L. Petrie and Sons.



(former) GG David Hurley recreates the historic Forster tableau

The Cross follows precisely the original design of Sir Reginald Blomfield, the architect who planned the Menin Gate at Ypres, Belgium.

Across the Western Front the Cross is sized to suit the dimensions of each cemetery, the largest being a dramatic 7.3m high. Like Toowong's, that example stands on a great octagonal block resting on three steps. The length of the two arms is one-third of the height of the Cross, similar to a Celtic cross. A gleaming, inverted bronze sword – the Sword of the Spirit – is embedded into the pale stone of each Cross.

The designer applied "entasis", a slight bulge in the straight line of the shaft, which was something the ancient Greeks discovered to correct an optical illusion of the human eye.

Anzac Day observances, following a format devised by First AIF chaplain Lieutenant Colonel Canon David Garland of Queensland's Anzac Day Commemoration Committee, have been held every April 25 since 1916, the first anniversary of the disastrous Gallipoli landings.

On the morning of April 25, 1924, a crowd numbering more than 3000 gathered at the Toowong Cemetery entrance. Grouped around the Cross were those bearing flowers to prop against the Stone, or upon the recently-dug grave of a relative or mate who had succumbed to war inflicted illness or injury.

Draped over the Stone was a huge Union Jack, while the Cross was covered in a Royal Navy battle ensign from visiting light cruiser HMS Dragon. Brisbane Citizens Band led a procession to the Stone of Remembrance and Cross of Sacrifice with the crowd singing Rock of Ages, as they marched in funeral measure.

A 28-strong honour guard of sailors from Dragon fired a three-volley salute and an aeroplane whirred overhead, dropping a shower of floral tokens.

Governor-General Henry William Forster, who lost two of his own sons in the war, unveiled and dedicated the Stone and Cross, Australia's very first national Anzac memorials, said Peter Collins, convener of the Canon Garland Memorial.

Last Wednesday the current Governor-General, David Hurley, made an unexpected visit to inspect Toowong Cemetery before Anzac Day and helped to recreate the historic tableau of Lord Forster.



National Defence Chaplains' Memorial Grove

The National Defence Chaplains' Memorial Grove

Dedicated to a better Brisbane

This memorial grove honours Australian Defence Force Chaplains. Their dedication and selfless commitment in serving Australia's service personnel and their families, during times of peace and conflict, is commemorated.

Chaplains have served in the Australian Army since its inception in 1901. In 1912, Chaplains began serving at sea and ashore with the Royal Australian Navy, before joining the Royal Australian Air Force in 1926.

Throughout this history, the role of the Chaplain has been integral to Australia's Defence capability and the wellbeing of its people. Today, Chaplains continue to faithfully serve in the Australian Defence Force, domestically and on international operations, providing religious ministry, spiritual guidance, and pastoral care.

LEST WE FORGET



Canon Garland Place - Governor General Visit - 4 April 2024



Ipswich NAA members visit WW2 Navy Veteran

On Monday 27 May 2024 members of Ipswich & West Moreton Sub-Section of the Naval Association of Australia (NAA) visited a WW2 navy veteran at his residence.

This meeting came about after Sub-Section Welfare Officer Paul Andrews spotted by chance an article about Mr Alan Grimmer in a local Brisbane West magazine called The Local Bulletin. (issue May 24, page 22)

The Veteran Mr Alan Grimmer 100 years young as at 29 March this year served on HMAS Ipswich during WW2 and wrote a book on his exploits as stated in the article.

(See far right for the History of HMAS Ipswich from WEM Blue Watch 23/3)

HMAS Ipswich was a Bathurst class corvette same as the HMAS Diamantina which is at Southbank on display in the drydock at the Qld maritime museum. Allan also served on the HMAS Dimantina.

Alan also has completed 75 years as member of the RSL. Donations and thanks of items to Alan from various persons/organisations including a HMAS Ipswich Bar Mat from Ipswich RSL, Framed copy of HMAS Ipswich Bar Mat for photo loaned by CSI Ipswich.



(L-R) Sandie Beaumont, Alan, George Piccone, Paul Andrews, Peter Thomson, Phil French

TS Ipswich an Australian Naval Cadet (ANC) Ipswich based training unit, donated a TS Ipswich Cap, Shoulder patch and copy of Alan's Book to be personally signed.

A bottle of decent port & glasses were graciously also donated by Wounded Heroes.

Ipswich District RSL made use of their vehicle for the visit. Members had morning tea with Alan and enjoyed hearing of his life story.

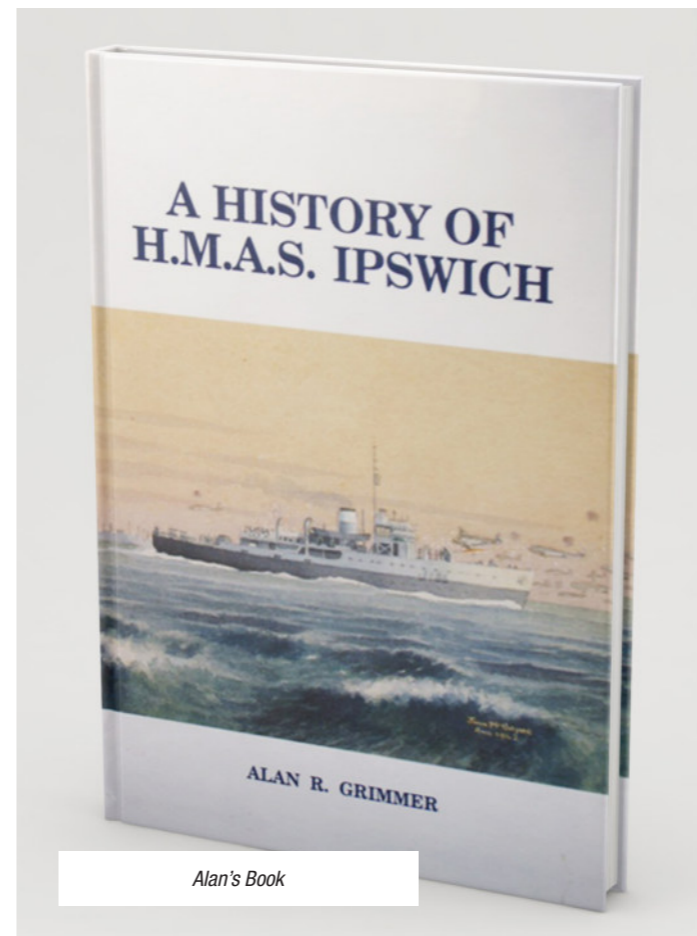
Alan shared many of his life stories, some relating to WW2 when he was a young sailor, some of his life travelling Queensland as an Insurance salesman.

He spoke fondly of his wife and how they courted with a sad twinkle in his eye, he truly misses his wife of 71 years of marriage and explained the many more years earlier of knowing her from school.

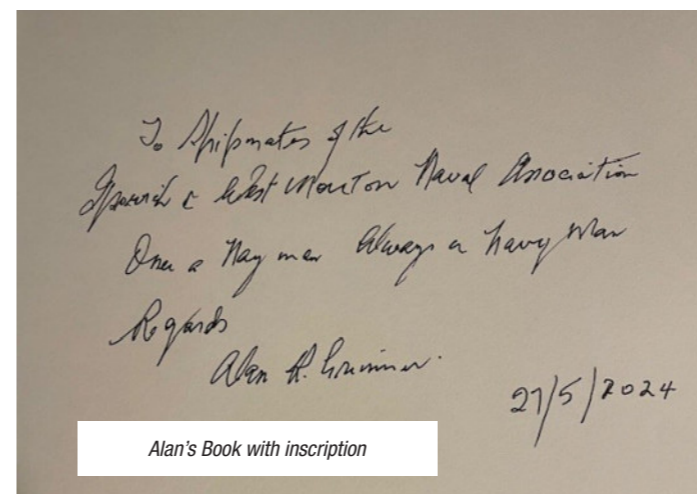
The members & Alan conducted a toast with the port to the King who recently approved himself to be patron of NAA.



Members conducting a toast to the king.



Alan's Book



Alan's Book with inscription



RSL loan vehicle with members ready to depart

History of HMAS Ipswich (I)



HMAS Ipswich (J186/B244/A118), named for the city of Ipswich, Queensland, was one of 60 Bathurst-class corvettes built during World War II and one of 20 built on Admiralty order but manned by personnel of and later commissioned into the Royal Australian Navy (RAN). Ipswich was laid down by Evans Deakin & Co at Brisbane in Queensland on 6 March 1941. She was launched on 11 August 1941 by Evelyn Foll, wife of the Minister for the Interior Harry Foll, and commissioned on 13 June 1942.

Ipswich was employed from commissioning until 3 November 1942 as a convoy escort in Australian waters. From 3 November 1942 until 21 January 1945, Ipswich was assigned to the British Eastern Fleet, primarily serving in the Indian Ocean and Persian Gulf, but spending May to October 1943 in the Mediterranean. During this time, Ipswich was credited with shooting down a twin-engined bomber near Syracuse on 25 July 1943, and on 11 February 1944 worked with HMAS Launceston and HMIS Jumna to sink the Japanese submarine Ro-110.

Upon leaving the British Eastern Fleet, Ipswich returned to Australia, where she was assigned to the British Pacific Fleet. Ipswich was present in Tokyo Bay on Victory over Japan Day (2 September 1945), when the Japanese Instrument of Surrender was signed.

Ipswich earned five battle honours for her wartime service: "Pacific 1942", "Indian Ocean 1942-45", "Sicily 1943", "East Indies 1944", and "Okinawa 1945".

Ipswich paid off from RAN service on 5 July 1946 and was transferred to the Royal Netherlands Navy and renamed HNLMS Morotai.

Morotai was transferred to the Indonesian Navy in 1949 and renamed KRI Hang Tuah. On 28 April 1958 a Douglas B-26 Invader aircraft, painted black and showing no markings bombed and sank her off Balikpapan in southern Borneo. 18 crew were killed and another 28 were wounded.

The B-26's co-pilot was Colonel Muharto of the Permesta rebel movement's AUREV insurgent air force but the aircraft, its ammunition and pilot were supplied by the CIA as part of an insurgency to destabilise President Sukarno's government. The pilot was William H. Beale, a former United States Army Air Forces lieutenant colonel then employed by a Taiwan-based CIA front organisation, Civil Air Transport.

Ronald (Dixie) Lee

World War 2 Coastwatcher Heroic War Service Finally Recorded

Background

Ronald (Dixie) Lee was born in Ulverstone, Tasmania, in July 1924. As a boy, Dixie remembered visiting RAN ships when they came to Burnie and in particular, the cakes which were given to him from the galley. Dixie liked everything about the Navy, including its cakes. With his father's help, Dixie joined the RAN on his 17th birthday in 1941. He undertook training at Flinders Naval Depot where he was allocated to the newly formed coder branch. He joined as an Ordinary Coder, equivalent to an Able Seaman. His first ship was HMAS *Manoora* which he joined in Sydney in November 1941.

HMAS *Manoora* sailed on 22 November 1941 for Darwin to embark the First Naval Member, Vice Admiral Sir Guy Royle, and travel to the Dutch East Indies and Singapore for urgent meetings with Allied leaders. Reaching Singapore on 8 December 1941, *Manoora* witnessed her first air raid when Japanese aircraft bombed the city in the early morning. War was declared upon Japan by Britain and her Dominions. *Manoora* sailed immediately for convoy duties in the Bay of Bengal. During the passage, *Manoora* passed the pride of the Royal Navy's Eastern Fleet – HM Ships *Prince of Wales* and *Repulse*. Days later, both would be sunk by Japanese aircraft.

Dixie remained with *Manoora* and the ship undertook transport duties around the South Pacific, until it returned to Sydney in September 1942. He was posted to HMAS *Moreton* for duties in General McArthur's temporary headquarters and remained there for about a year. Because of his signalling/morse code and radio skills, he and other coders were encouraged to volunteer for coast watching duties. Because of a lack of formal training facilities for coast watchers at the time, Dixie was soon sitting in the rear of a converted B-24 RAAF bomber en-route to Vila in the Solomon Islands.

Dixie spent four months inserted in the Combined Operations Intelligence Unit gathering information for the big push to take Guadalcanal. After fierce fighting to retake Guadalcanal, it moved to the Treasury Islands where a New Zealand led amphibious landing retook the area from the Japanese. The unit then moved to Bougainville and finally to PNG at Finschafen and Milne Bay. He remained in PNG until returning to Australia in late 1945.

In a March 2018 report in the Naval Historical Society of Australia (NHSA) website, they reported in the article – “Another Coastwatcher – Ronald Dixie Lee” that Dixie's service records were in a poor state. His records indicated that he had spent an extended posting at HMAS *Moreton* and there was limited information about his service as a Coast watcher in the Pacific Islands. It simply stated he was in Vila on 10 September 1942, Lae in October 1944 and No. 8 Squadron RAAF in May 1945.

Recognising Dixie's Unique Service

Ronald Lee has been a member of the Naval Association of Australia for many years, through the Melbourne and Footscray Sub-Sections, in Victoria. At a NAA general meeting in 2017, Dixie raised the matter of having his WW2 service record corrected to more accurately reflect his service. With

a large family of 10 children, 17 grandchildren and 7 great grand children, Dixie is very keen that his service is properly recorded for posterity. Upon investigation, the Secretary of the Footscray Sub-Section found that a significant period of his WW2 service was simply recorded as being at HMAS *Moreton* in Brisbane. It was obvious that the Coast watcher Branch was highly classified and that information about its personnel was a closely guarded secret. He was a member of a small number of WW2 veterans who were chosen by the Australian Government to visit PNG as part of a commemoration marking the 70th anniversary of the victory in the Pacific.

A thorough search of available records provided a piecemeal story of his wartime service as reported in the NHSA article 2018. Several approaches were made to the navy through the Seapower Centre and Navy Personnel. From Dixie's records, personal reminiscences, Seapower records and assistance from Navy personnel management, a good picture of his service has been created. The Australian War Memorial (AWM) has enhanced its record of Ronald Lee to more fully reflect his service. He was delighted that finally his service has been fully documented.



Shortly after his service was fully recognised, a remarkable event occurred on 27 July 2022 in Canberra, which highlighted Dixie's service. Early in 2022, the new US Ambassador to Australia was announced to be Caroline Kennedy. Upon taking up her role in July 2002, the Ambassador requested the opportunity to meet with Australian WW2 coast watchers who had played such an important role in saving her father, US Navy Lieutenant John F. Kennedy, after his patrol boat was sunk in the Solomon Islands by the Japanese. He later became President of the United States of America.

A special commemorative service was held at the AWM on 27 July. Ambassador Kennedy had requested the presence of the two known remaining WW2 Australian Coast watchers – Dixie Lee and Army veteran - James Burrowes OAM, to attend the service and meet her. Unfortunately both men are well into their 90's and so it was deemed too risky to fly them to Canberra. Consequently, both gentlemen were represented by family members at the ceremony. Ms Eve Ash (daughter) represented Dixie and Mr Tom Burrowes (son) represented Mr Burrowes OAM. Both Dixie and Tom joined the service virtually from the US Consulate General Office in Melbourne. General Mark Milley, Chairman of US Joint Chiefs of Staff joined the Ambassador and the family members at the wreath laying at the Canberra Cenotaph.

At the service, Ambassador Kennedy said, “ *It was a great honour to meet two Australian Coastwatchers, who played an essential role in keeping the region secure during World War II. I owe personal gratitude to an Australian Coast watcher and two Solomon Islander scouts who saved my father's life. These men represent the best of their generation and are an amazing example of the bond's of the US – Australia alliance.*”

Sadly Dixie passed away on 8 July 2024 just 4 days after reaching his 100th birthday. Dixie was a long term member of the Footscray Sub-section of the NAA, and remained the Sub-section Trustee until he passed away. He was still attending monthly meetings until December 2023. He will be sadly missed.

Lest We Forget.



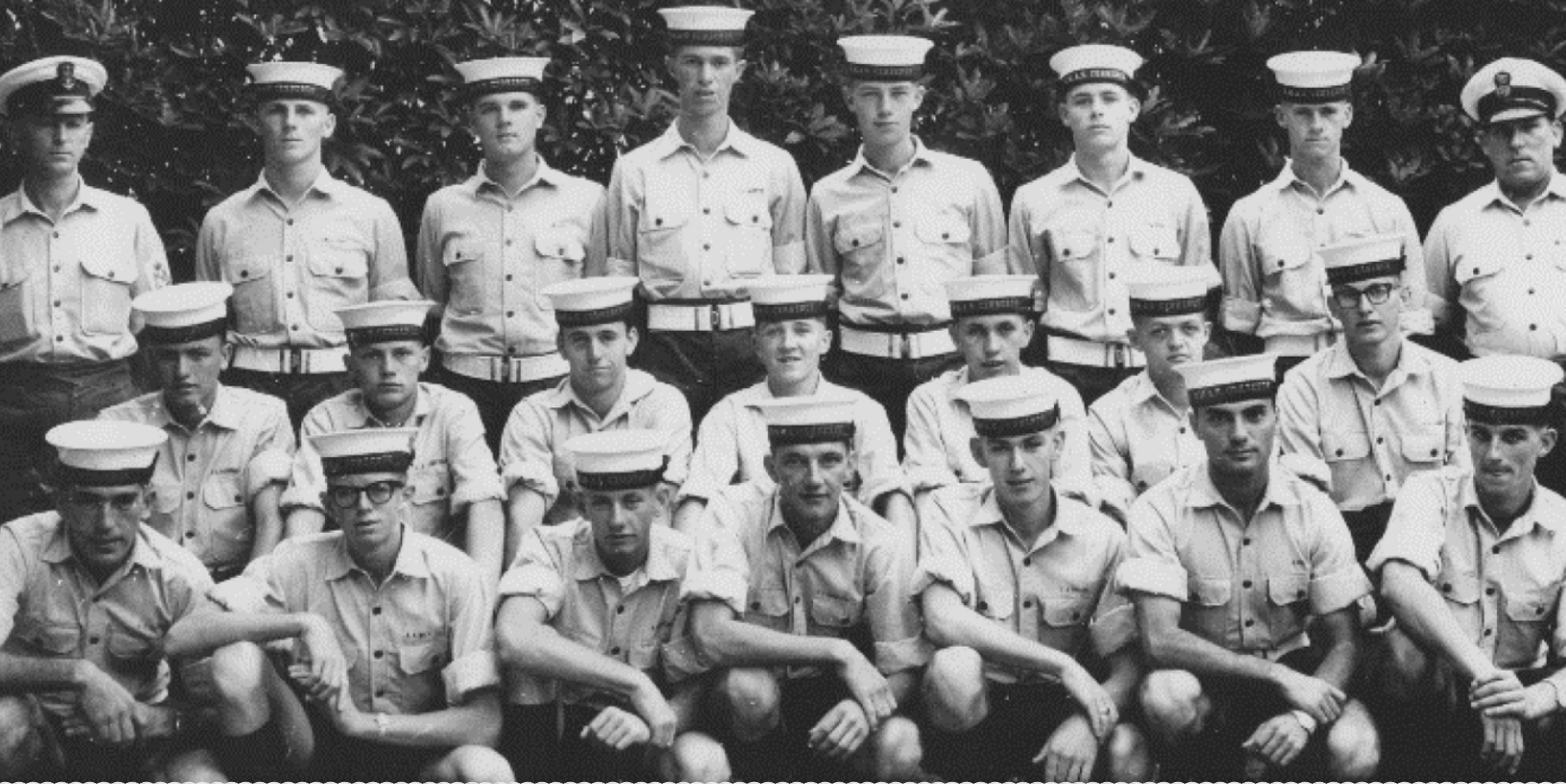
They have no grave but the cruel sea. No flowers lay at their head.
A rusting hulk is their tombstone. Afast on the ocean bed.

LEST WE FORGET

SEFTON, PATRICK DENIS
WATSON, JAMES WALTER
CAROLAN, KELVIN
ROSS, GRAEME HARRY
FOWLER, CATHERINE MARY
FORSTER, ROBERT THOMAS
STEVENS, DOUGLAS L
TAYLOR, WILLIAM LEONARD
WILTON, JANETTE JESSIE
WILTON, JOHN A
WRAIGHT, PETER JAMES
DAVIS, REGINALD JAMES LIFE MEMBER
EGGLESTON, GARTH
MC DONALD, KENNETH SYDNEY
HANSEN, NORMAN LIFE MEMBER
KIRLEW, MICHAEL J.
WULFF, FRANK ALBERT
COOPER, CECIL ROBERT LIFE MEMBER
NEWELL, HERBERT LIFE MEMBER
GRIFFITHS, GUY RICHMOND
DANIELSEN, ROBERT OLAF
O'KEEFE, TROY AARON
CLARKE, NEVILLE RICHARD
HOPKINS, CRAIG DAWSON
HEAP, JOHN MICHAEL
RAE, WILLIAM MUIR
RITCHIE, WILLIAM GRAY LIFE MEMBER

PERTH (CITY OF)
PINE RIVERS
CAPRICORNIA
TOWNSVILLE & DISTRICT
PERTH NORTH
NIRIMBA (NSW)
MELBOURNE
GOLD COAST
CENTRAL COAST
CENTRAL COAST
GOLD COAST
BEACHVALE
CAMPBELLTOWN DISTRICT
CAMPBELLTOWN DISTRICT
DANDENONG
SUNSHINE COAST
BEENLEIGH AND DISTRICT
MT.GAMBIER
MT.GAMBIER
PARRAMATTA MEMORIAL
CAPRICORNIA
BAYSIDE
BEACHVALE
BAYSIDE
BAYSIDE
PERTH NORTH
ROCKINGHAM (CITY OF)

RAN Recruit School (1963) - Noel Shipp (after whom Shipp Division is named) can be seen back row second from left



ONCE NAVY, ALWAYS NAVY



RAN Recruit School (2024) - Graduation of GE424 Shipp Division