

THE VOICE

October 2012 Edition

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From the Editor

Readers of this issue of *The Voice* – that's you – might notice a distinct naval theme. If you do, well spotted. For those of you who don't like the idea, blame the R.A.N., for it is Navy Week (21st October). See the *Notices* section for details. – Oh, and you can also blame KVAA Inc. member and ex-sailor (*Sydney* 1953-1954), John Trembath.

Let me explain. Back in late August, John sent me an article for *The Voice* on *H.M.A.S. Sydney* from a 2011 edition of *Navy News*. While seeking permission to reprint it, I stumbled upon four decades of back issues of the magazine, now placed in public domain. While most of the articles are *way* too long for inclusion in *The Voice*, there is enough there to keep me going for several editions. So, enjoy, and if you don't, blame John Trembath for (inadvertently) leading me astray.

Origin of the Ships' Badge

Ships' badges, in the transition from sail to steam, replaced as a means of recognition of individual ships, the elaborate decoration and carving of the sail era. During the 19th Century, it was a poor ship that did not wear a figurehead, possess an elaborately carved name board at the stern, and have an individually carved entry port.

When iron, and later steel, replaced wood, such decorations gradually disappeared. Nethertheless, seamen still wished to give their ships an individuality, and as a means of recognising their ships and boats, ships' badges came to be devised and worn.

Such badges and devices were mostly originated by the officers and men, and usually had an association with the ship's name. By 1914 it was a poor ship whose officers and men had not devised a crest or badge of their own choice. In December, 1918, an Admiralty committee was set up to establish official badges and crests for H.M. ships.

Like the ships of the British Navy, the first units of the Royal Australian Navy used badges devised by their own officers and men, which were related to their ships' names. Thus, the badge of the battlecruiser, *Australia*, was a seven pointed star, on which was superimposed a naval crown and a scroll bearing the motto: *endeavour*.

Source: *Navy News*, December 19, 1958

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Merchandise Available

KVAA Inc. pocket badge	\$10.00	\$	Kapypong battle print	\$ 5.00	\$
KVAA Inc. lapel badge	\$10.00	\$	RAN print: Ships in Korea	\$ 5.00	\$
KVAA Inc. windscreen decal	\$ 5.00	\$	Tie (with KVAA Inc. logo)	\$20.00	\$
Korean War bumper sticker	\$ 2.50	\$	Car number plate surrounds (set)	\$10.00	\$
Korean War map (laminated)	\$ 6.00	\$			

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President's Report

As stated in our last newsletter, next year will be the 60th anniversary of the cease fire of the Korean War. Mr Laurie Stack, the New Zealand representative of IFKWVA, emailed me that the Korean Government and IFKWVA are working out a program for that event. We all know of the gratitude and generosity that the Koreans have given to all United Nations Veterans who served in the Korean War. So whatever is planned for next year should come as no surprise to any of us. We thank them and wish them every success in their endeavours.

At Point Cook on October 2nd there was a Memorial Service for 77 Squadron KIAs. This has become an annual event and, as at any Memorial Ceremony, everyone present pays their respect to those young airmen, posted "Missing on Action" who have no known grave, but surely will never be forgotten.

From all reports, the annual reunion held in Canberra every October (this year from the 19th to 21st) is looking like it will be very well attended, with veterans, wives or Widows coming from every State. The Korean Ambassador and the Military Attache will attend both the midday Memorial Ceremony and the evening dinner.

On Sunday, 21st October, we will be attending a MIA Plaque dedication Ceremony at the Queanbeyan RSL. The number of MIA Plaques distributed around Australia has passed 50. Bob Morris from KWVA NSW has worked extremely hard on this project, the importance of these Plaques cannot be underestimated. We owe him a debt of gratitude. There will be two plaques (one Korean War and one MIA) dedicated at the Heidelberg Repatriation Hospital on Friday 16th November. All Welcome.

As the cold weather starts to disappear and with the warmer weather approaching, I trust that all your aches and pains will fade away.

The Australian Navy 1901-13

Australia's Navy first formed as the Commonwealth Naval Forces on 1 March 1901, as a small coastal defence force. In 1909, in response to increasing international tensions and the recognition that Australia needed to assume full responsibility for its broader maritime defence, the nation embarked on a significant naval expansion program.

Its aim was to create a national navy capable of both defending Australia's maritime interests and contributing to regional defence. To reflect this responsibility and maturity, on 10 July 1911, King George V approved Australia's request to have the "Royal" prefix attached to the Navy's title and renamed the Royal Australian Navy.

Australia's new fleet took several years to build but, on 4 October 1913, the flagship *HMAS Australia* led the new Australian fleet of seven cruisers and destroyers into Sydney Harbour for the first time. The Australian Fleet was greeted by thousands of cheering citizens lining the foreshore and this was a moment of great national pride and importance, one recognized as a key symbol of Australia's progress to nationhood.

Source: *Navy Outlook 2013 Edition* (media kit)

The Origin of Naval Titles

The first officer ranks to be used that we still keep were *Admiral*, *Captain*, *Lieutenant* and *Midshipman*. The title of *Admiral* comes from the Arabic 'emir-al-Mar' or simply, "Lord of the Sea". Quite an imposing title, one probably brought to Europe about the time of the Crusades, and the consequent trade with the eastern world, and tying in nicely with our own title of "Sea Lords." It started off as a pretty vague title, and early Admirals were also called "Generals-at-Sea."

Captain comes from the Latin word for "head", from which we also get the words "cap", "capital", and so on. Just about every fighting service in Europe used this title somewhere along the line.

Lieutenant ties in with the French word "lieu", which means "Instead of." In other words, a *Lieutenant* was next in charge to the Captain, and stood in when the Captain wasn't around.

Midshipman, which is the first all-English title we've had so far, merely refers to the quarters occupied by the "Young Gentlemen", which were neither forward with the ratings, nor aft in the comfortable quarters occupied by the officers, but were amidships.

Commodore was a later addition, and seems to have been adopted from the Dutch Navy, who we happened to be fighting at the time, in the seventeenth century. In actual fact, it came from the same word as "Commander", but somehow finished up on the other side of a Captain.

The rank of *Commander* came in late in the eighteenth century, its meaning obvious. When shore training came in, the rank of *Cadet*, from the French word for "younger", was established in the 19th century. About the middle of that century, the rank of *Sub Lieutenant* came into use. The rank of *Lieutenant Commander* was only invented just before the First World War.

The earliest and only rate for several centuries was *Sea man*, which later split into fully trained, or "Able" Sea man, and less skilled, or "Ordinary" Seamen. It wasn't till about 150 years ago that the title of *Petty Officer* was recognised. This was derived from the French word "petit" or "little", which is quite amusing when you consider some of the monster Petty Officers about. *Chief Petty Officers* and *Leading Seamen* are fairly recent additions to the list.

Source: *Navy News Vol.5 No.10 8th June 1962*

Notices

The CVC Program

The Dept. of Veterans' Affairs (OVA) Coordinated Veterans' Care (CVC) Program asks for your assistance in passing on this information to your members, their families and carers: *CVC – a new approach to coordinated health care for Gold Card holders.*

CVC is an innovative, targeted program and is not for everyone. It is only for Gold Card Holders who have health problems that increase their risk of unplanned hospitalisations and have one or more of the following chronic illnesses: congestive heart failure / coronary artery disease / chronic obstructive pulmonary disease / diabetes.

The distinguishing feature of the CVC Program is around better planning and improved coordination of care by the dedicated team – the doctor and the nurse coordinator working with the individual veteran or war widow. By our working together, veterans and war widows should get better health outcomes.

CVC has no effect on your entitlements. Participation in the CVC Program does not in any way effect your pension, or any of your health care benefits, including those under the Repatriation Private Patient Scheme (RPPS), or any other OVA entitlement.

DVA will be writing to Gold Card holders who may benefit OVA has been writing to selected Gold Card holders who are most likely to benefit from the CVC Program. If a Gold Card holder receives a letter from DVA, it is very important that they speak to their GP as soon as possible and consider participating in the program.

For more information about the CVC Program, please visit www.dva.gov.au/cvc.htm or call 133 254 or e-mail cvcprogram@dva.gov.au

MIA Memorial Plaque Dedication

A ceremony will be held at Waurm Ponds Memorial Park (near Geelong) at 1100 hours on Sunday, 25 November 2012. The park is situated on the corner of Cochranes and Colac Road (Princes Highway) [Melways 464 C8]. Refreshments will be provided at the Waurm Ponds Hall (225 Princes Highway) after the service. Your attendance would be most appreciated, especially those who live in Geelong and the Altona/Laverton/Werribee side of the city.

Austin Health Remembrance Day Service

**Heidelberg Repatriation Hospital
Friday 16 November 2012 at 11am**

Two services for the price of one! A new Korean War Memorial for MIAs will be unveiled and the existing Korean War Memorial rededicated. All Korean War veterans, their families and friends, and other interested parties are invited.

Navy Week 2012

Sunday, 21st October

The Naval Commemoration Committee of Victoria, Mission to Seafarers, and Company of Master Mariners encourage all mariners, merchant and Commonwealth Navies and their descendents to attend the following important occasions:

1030 hours - **Seafarers' Memorial Service at St.Paul's Cathedral, Melbourne.** Guests of Honour, The Honourable Alex Chernov AC QC Governor of Victoria with Mrs Elizabeth Chernov, in the Company of Chief of Navy Vice Admiral Ray Griggs AO CSC RAN and Mrs Kerrie Griggs.

1330 hours - **Navy Week Wreath Laying Commemorative Service in the Sanctuary, Shrine of Remembrance** with Chief of Navy and Captain Kath Richards RAN, Commanding Officer *HMAS Cerberus*.

Please note these important events in your diary and advise NCCV if attending the wreath laying service in the afternoon for catering purposes by Sunday, 14 October by phone on 03 9429 9489 or email: ingnaval.commemoration.committee@gmail.com

Dress: uniform, lounge suit, or day dress, decorations and medals.

HMAS Goorangai Memorial Service

All ex-Navy men and women, and/or their descendants are urged to attend. Help us to reflect on the loss of the *Goorangai* with all hands.

When & Where: Sunday, 18 November Assemble 11:15 at the RSL at 9 King Street, Queencliff. Short march to Ocean View Reserve for service. Lunch (must book) at RSL Hall, King Street, at 12:30. *Reservations for lunch essential.*

Lunch: \$20. For reservations phone: 9429 9489 Cheques payable to NCCV. Please note, we will have a list at the door and no tickets will be issued.

For further information or any matter concerning the NCCV please phone 9429 9489 or email naval.commemoration.committee@gmail.com

Naval Commemoration Committee of Victoria
Postal: Suite 1, 17th Floor, 15 Collins Street
Melbourne VIC. 3001

“One of the first things you get through your head in submarines is that the deeper you get, the safer you are.” – German submariner, Peter Petersen (U-518)

How the Navy Got its Wings

In 1922 the Naval Board decided that the R.A.N. would have a Fleet Air Arm and approved of the building H.M.A.S. *Albatross*, officially designated a Seaplane Carrier. The *Albatross*, laid down and built at Cockatoo Island, was commissioned on January 23, 1929 under the command of Captain D. M. T. Bedford, RM. The carrier was of 6,000 tons, had a speed of 22 knots, and provided accommodation for nine aircraft, although never more than six were normally carried for operational duties.

At that time, aircraft carriers were still in the experimental stage and few suitable aircraft were available for the purpose. It was generally accepted that the most suitable naval aircraft must be seaplanes. The aircraft chosen for H.M.A.S. *Albatross* was the Supermarine Seagull V, a development of the Supermarine flying boat which won the Schneider Cup in 1921 with a top speed in the region of 120 knots. The Seagull V was powered by a single 500 h.p. Napier Lion water-cooled engine with an endurance of four hours. The aircraft were of wooden construction and though they were very robust and stood up to rough handling well, they were unsuitable for catapulting.

The aircraft were normally stowed between decks and when required for flight were wheeled by hand through the hangar and then hoisted by crane through the hangar hatch on to the flight deck. Once on deck the wings were folded forward and securing pins put in by hand and a crane hoisted it out over the water where the Observer had to climb up on to the top centre section and hold on to the slings so as to slip the quick release hook when the aircraft was about two feet off the water. Good timing for this operation was most necessary as if the aircraft was permitted to hit the water before unhooking and the ship was still moving, the Observer might have difficulty in releasing the hook and the aircraft would be swept back and into the ship's side.

Launching was usually done when the ship was headed into wind and stopped, or doing about two knots. This operation was tricky and required the use of experienced pilots, as it was necessary to use a considerable amount of throttle so that the aircraft virtually flew on the hook until the quick release was knocked off by the Observer, standing on the centre section. They did it hard in those days! In spite of so much manhandling, it was still possible, in an emergency, to get an aircraft up, spread the wings, warm the engine and have it hoisted over the side in under 10 minutes.

After an operation the aircraft landed in the water astern of the carrier and taxied alongside until it was under the hook and caught by it. Then the crane lifted it back onto the main deck. Needless to say, the development of aircraft capable of being launched by a catapult in the 1930s ended this pioneering if cumbersome method of aircraft launch and retrieval.

Source: *Navy News*, Vol.1, No.3, August 22, 1958

Voyager's Last Voyage

In September, 1942, the R.A.N. suffered its only loss by grounding when the destroyer H.M.A.S. *Voyager* ran ashore on the Timor coast. *Voyager*, after surviving nearly two years service in the Mediterranean, returned to Australia shortly before the outbreak of war with Japan. For a few months following a refit she was based at Fremantle as an escort destroyer.

In August, 1942, she sailed to Darwin. Some 450 miles away to the north-west, Australian guerillas were defying all Japanese efforts to drive them from the island of Timor. *Voyager* was given the task of ferrying supplies, ammunition and reinforcements to these guerillas.

On the evening of September 22, 1942, she sailed from Darwin with 250 troops and 15 tons of stores under orders to effect a landing at Betano during the following night. After an uneventful passage she arrived off the rendezvous point just before sunset. Her commander had no chart of the area and the rough army sketch handed to him with his sailing orders showed no soundings.

In the rapidly deepening darkness of the tropical night, he dropped anchor in 16 fathoms, ran out 2 shackles of cable, and commenced disembarking the troops into collapsible boats. Wind and tide, meanwhile, began to carry the destroyer shorewards. Her commander made desperate efforts to clear the flimsy raft away from his stern. But, by the time he was able to start his engines without causing serious loss of life, it was too late.

Carried bodily in, *Voyager* grounded broadside to the beach. At noon next day, a Japanese twin-engined reconnaissance bomber and its escorting Zero fighter discovered the stranded ship. The bomber was shot down by the still defiant guns of the wreck, but since it was inevitable that heavy raids would soon follow, it was decided to abandon ship.

The drone of approaching aircraft was heard at 4 p.m., presaging the first of continuous attacks with successive waves of aircraft until darkness fell. At 8 p.m. demolition charges added to the destruction wrought by Japanese bombs. Next day fierce fires and more bombing left the old destroyer a gutted heap of shattered metal. On the third night, the corvettes *Kalgoolie* and *Warrnambool* took off the stranded sailors.

Source: *Navy News* Vol.3 No.20 7th October 1960

Notices II

Essential Medical Equipment Payment

The Essential Medical Equipment Payment is an annual \$140 payment to people who experience additional increases in home energy costs from the use of essential medical equipment to manage their disability or medical condition. Payments will start from 1 July 2012.

You may be eligible for this payment if you or the person in your regular care at home:

- are covered by a Commonwealth concession card issued by the Department of Human Services or the Department of Veterans' Affairs
- provide proof that the specified equipment or heating/cooling is medically required.

This proof can be provided as certification from a Medical Practitioner, or evidence that the essential medical equipment currently qualifies for assistance under one of the state or territory government schemes, or the Department of Veterans' Affairs Rehabilitation Appliances Program. Note: this evidence option does not apply to medically required heating/cooling.

You may also need to prove that you, or the person you care for, contribute to the payment of the home energy account.

You will need to apply for the Essential Medical Equipment Payment online. There will be no need to reapply in future years unless your personal circumstances change. To receive this payment, you will also need to be in Australia on the date that you apply for the payment and on the anniversary of this date in subsequent years. Dependent children are not able to claim this payment.

Equipment that attract an Essential Medical Equipment Payment includes:

- home dialysis machine
- home ventilator
- home respirator
- home parenteral or enteral feeding device
- oxygen concentrator
- heart or suction pump
- nebuliser (used daily)
- positive airways pressure device
- phototherapy equipment
- airbed vibrator
- electric wheelchair
- insulin pump.

To be eligible, the equipment must be powered by a form of energy that will increase under a carbon price. These forms of energy are electricity, natural gas, liquid petroleum gas, diesel, heating oil, petrol or kerosene

Further info can be found at:

<http://www.humanservices.gov.au/customer/services/centrelink/essential-medical-equipment-payment>

<http://www.humanservices.gov.au/spw/customer/forms/resources/sa450-1207en.pdf>

Shrine of Remembrance Lectures

Anzacs and Malta

Tuesday 13 November at 12:30 pm

Malta, being situated in the centre of the Mediterranean, has always held a strategic position. During the two world conflicts Malta gave its valued part in defeating the enemy. In this context, the connection with Anzacs is hardly ever observed. The connection started in the First World War during the Gallipoli Campaign and continued right until the 1950's. During the Gallipoli Campaign in 1915, Malta served as the nurse of the Mediterranean, seeing to injuries to many ANZACs and allied soldiers. This lecture will be followed by a wreath laying ceremony in the Sanctuary. All members of the public are welcome to attend.

Oh, Oh, Oh, It's a Lovely War

Wednesday 21 November at 6:00 pm

Every war has a soundtrack. The Second World War had Vera Lynn, the Vietnam War was a rock n roll war. The Great War also had a distinctive sound which resonated throughout the AIF and Australian society. Some of the tunes are familiar, others are all but forgotten. Join this ensemble of talent and knowledge as they explore through word and song, the history of music through the First World War. Location: Visitor Centre, Shrine of Remembrance. Cost: Gold coin donation on entry, light refreshments provided.

“Wheels” Whelan Needs Your Help

Here's one for our many Queensland members or readers with relatives in that state...

Allan Whelan, editor of *The Spirit*, the newsletter of the RAR Association (Queensland) is selling tickets for his local RSL Sub-Branch's Art Union. The prizes are very, uh, Queensland. First prize is a the choice of one of the following:

- Toro SS 4200 zero turn mower (value: \$4,995)
- 3.1m tinny with 4hp outboard motor, safety gear and trailer (value: \$4,500)
- \$4,000 travel voucher from Flight Centre Gympie
- \$4,000 food and beverage package at the Nanaango RSL Memorial Club
- \$4,000 flight training at the Australian Pilot Training Academy Kingaroy.

Tickets are \$5 each, the closing date for the draw is 2 December 2012. Contact Allan for tickets or further details (such as asking what a zero turn mower is) at editor.rarassociationqld@gmail.com

Action off Endau River, 1942

One hundred and twenty nautical miles north of Singapore, on the east coast of Malaya, lies the mouth of the Endau River. Towards it, on a moonless January night in 1942, steamed two destroyers. Suddenly dark shapes loomed up. Signal lamps began to flash, searchlights stabbed the darkness and the first shots of a wild and confused melee thundered across the water. Less than an hour later one of the destroyers lay stricken in the water, burning furiously, while the other miraculously unscathed, sped southwards.

The two destroyers, *H. M. A. S. Vampire* (Commander W. T. Moran) and *H.M.S. Thanet* (Lt. Commander H. S. Davies), both built during the first World War, mounted seven four-inch guns and ten 21-inch torpedo tubes between them. *Vampire* and *Thanet* sailed from Singapore in the late afternoon of January 26, 1942, under orders to attack Japanese convoy of two large transports reported to be anchored at Endau. In sweltering heat, the two destroyers rounded the south east tip of Malaya and set course to the northward, regulating their speed in order to reach Endau after moon set.

About midnight, lights on Babi Island were visible on the starboard beam, and *Vampire*, in the lead, reduced speed to 12 knots so as to arrive during maximum darkness some two hours later. At 2 a.m., with hills on Pulau Tioman Island showing their dim outlines to watchers in the stern, Commander Moran turned *Vampire* towards Endau. Visibility was about three miles, but steadily diminishing as the setting moon vanished behind a bank of clouds. At Endau, where the approaching destroyers hoped to accomplish what 68 allied aircraft had failed to accomplish earlier that day, lay the targets – two transports laden with stores, equipment, fuel and bombs.

Protecting them were the cruiser *Sendai*, six destroyers, five minesweepers and several patrol craft. Commander Moran expected to find a cruiser and two destroyers. Steaming at 15 knots, *Thanet* astern, the two ships moved steadily towards their objective.

At 2.37 a.m., the first of the enemy showed up in the shape of a destroyer on *Vampire's* starboard bow. Moran ignored her, hoping “to find something bigger further in.” The enemy destroyer continued her course. Three minutes later a second ship suddenly loomed up out of the darkness right ahead and close. *Vampire* swung rapidly to port, and as she passed the enemy at 500 yards, fired two torpedoes. One narrowly missed her bow while the other passed under the keel.

Moran clapped on speed, bent on finding his quarry in the anchorage. The enemy showed no signs of recognition, but nevertheless had sighted *Vampire* and *Thanet* and presently Moran saw the flashing lights of signal lamps winking across the water. At 3.13 a.m., steaming slowly to avoid making a telltale wake, *Vampire* approached shallow water off Endau but found nothing.

After a brief search, Moran decided to return and altering course to SE. by E. with *Thanet* following two cables astern, he increased speed to 24 knots. The two ships had barely steadied on their course when two enemy destroyers were sighted, one on *Vampire's* port bow, the other astern of *Thanet*. *Vampire* fired her one remaining torpedo and *Thanet*, altering course to starboard, fired three. All missed the target.

The leading Japanese destroyer, *Shirayuki*, still uncertain in the darkness as to what was going on, signalled with an Aldis lamp, and when she got no reply switched on her search light. It swept across *Thanet's* decks. More beams from the destroyers *Yugiri* and *Asagiri* swung slowly across the sea.

Seconds later, the first salvos from the Japanese and *Vampire's* guns reverberated among the hills of the Malayan coastline. It was the signal for a confused melee in which the cruiser *Sendai* soon joined. Trembling like leashed greyhounds, the two old Allied destroyers speed south-east at 28 knots, leaving a wake of boiling foam. As they fled, *Vampire* engaged *Shirayuki* on her port beam while *Thanet*, hotly pursued, replied with midship and after guns. Shells splashed all round *Vampire* as she swung rapidly from port to starboard and back to port.

Thanet, unable to maintain the pace began laying a smoke screen but, as great clouds of black smoke billowed behind her, a shell pierced the engine room severing both main and auxiliary steam pipes. She lurched violently to starboard and stopped. Commander Davies ordered abandon ship just before he was blown into the water by a salvo which scored a direct hit on the port side. Moran, unable to help, saw the doomed ship stopped under heavy fire, guns silent, listing to starboard and half obscured in clouds of smoke. The *Thanet* sank with heavy loss of life shortly after.

Vampire thrashed by her sweating engines sped on, the thermometer in her engine room registering 140 degrees. At this moment, the Japanese destroyers, uncertain of the strength of their enemy, became confused and, shifting fire, began to fight each other.

“A battle commenced,” reported Moran, “between the enemy ships following me southward” An interested spectator, he watched a “four gun salvo” straddle a Japanese destroyer. As the battle continued *Vampire* drew away unharmed until at last the gunfire died away and only the roar and rush of the straining destroyer was heard by those on board. By 10 am. that day she was back in Singapore, the mission a failure.

Source: *Navy News*, Vol.2, No.10, May 15, 1959

What then is a sailor?

By Petty Officer J. H. Dodsworth (1958)

Editor's intro: here's a historical piece which, being over fifty years old, may naturally be a little dated. These days a sailor is likely to be a 'she' as well as a 'he', and the fondness for bars and drinking is doubtless a thing of the past. No 21st century sailor would dream of setting foot in such a place after weeks at sea.

Of all the world's dwellers, a sailor, perhaps, has the most widely discussed, and least understood character of them all. He is unique in uniform classification and appearance; he is also possessed of an opinion of his own. A sailor can be of any colour or creed; yet he observes the aptitude of being in turn: a profound lawyer, a cynical pessimist, a buzz-spreading optimist, or a victim of countless green rubs. He can be found in, out of, around, beneath, on top of and swarming over ships of every shape and size, above and below the sea, yet he possesses an appearance that never changes, nor his face betray any appreciation of his world tasks.

He has money invested in shares (of various hotels). He has an amazing capacity for consuming liquid at any time, except that it be water of which he has natural dread, and a cast iron constitution and digestion with which he consumes such things as "oggies," "bangers" and "hen fruit," etc. A sailor will drip every moment of the day, and twice as often on make and mends, venting his wrath on the Buffer, messdeck P.O. or Killick, depending on who is the furthest away at the time.

Ashore a sailor is a paragon of good manners and virtue; he is both sociable and genial. He will sing dubious bar-room ditties at the top of his voice, reeling like a storm-tossed tug yet the appearance of a white-belted patrol seems to have a magical touch of subduing his voice and steadying his step.

A sailor most dislikes: Pussers' boots, caps, lanyards, regulation uniform, mess bills, wakey wakey, kit musters and returning from leave. Gunnery Instructors find him maddening; divisional officers abhor him; his interpretation of the dress of the day can resemble anything from last week's table cloth or The Dance of the Seven Veils, while his apparently accidental footsteps across a freshly-scrubbed quarterdeck bring grey hairs to the head of the raving Buffer.

He is civility with a dirty cap tally, industry in the bilges, studiousness with a deckcloth, truth with 14 days' stoppage, initiative with a chipping hammer. There is none so true to his wife or girlfriend, as he, for whom he will save and behave. But should this better Influence desert him, he becomes a man with little faith in human nature.

He is an accomplished server, mender dishwasher, cook and bottle-washer; a connoisseur of all wines, spir-its and beers from Fremantle to Townsville – and lands across the sea. He knows the name of every bar and barmaid in every port where he has been, and his recollection of these and their exact location is truly remarkable. He relies on his shipmates' sense of comradeship in borrowing gear, to get ashore. But strangely enough, never seems to remember from whom these articles have been borrowed!

So if you see a sailor despite his fault, he would willingly lay down his life for both those who love him and those that hate him. And next time you see him ashore, think of him as a human being, for he will respect it. Stop! Think! He is in his service for you...just a sailor!

Source: *Navy News*, Vol.1, No.3, August 22, 1958



Running Down the Gondar

At the outbreak of WWII, and following the entry of Italy into the war, the veteran Australian destroyer, H.M.A.S. *Stuart*, was assigned to operations in the Mediterranean. Months of almost continuous steaming, taking in an engagement with units of the Italian fleet off Calabria and bombardments of enemy territory, produced a spate of minor defects in the *Stuart* that taxed the capacity of her crew to remedy.

By September 1940, she was obviously in need of an extensive refit. At the end of the month she was assigned to escort reinforcements for Malta, where, on arrival, she was to pass into dockyard hands for repairs. Since *Stuart* would be laid up for some months, the Captain transferred to H.M.A.S. *Vampire*. Lieutenant N. J. Teacher, the ship's navigator, took command. On the 28th, he took *Stuart* out of Alexandria and met with the fleet bound for Malta where the ship became part of the destroyer screen.

During an air attack by the Italians, a fighter from H.M.S. *Illustrious* was shot down. The pilot baled out and was rescued by the *Stuart* who, endeavouring to catch up with the fleet again, burst a steam pipe and was forced to turn back to Egypt. About 25 miles off El Daba on the Egyptian coast, the ship's asdic obtained echoes a submarine moving from right to left about 3,000 yards away dead ahead of the ship.

The Italian submarine, *Gondar*, was on a mission to enter the harbour at Alexandria and attack units of the Allied Mediterranean Fleet. Informed that the target had left Alexandria and was at sea, *Gondar* was ordered back to Tobruk. A few minutes before *Stuart* arrived on the scene, she was leisurely making her way on the surface, recharging her batteries. A frantic crash-dive took the submarine down as the destroyer moved to attack.

Stuart fired a pattern of six depth charges into the water still surging from *Gondar's* dive. The ensuing explosions jarred the submarine putting out her lights. *Stuart* regained contact on the port quarter at a range of 1500 yards, but a defect in the asdic set made maintaining it difficult. Anticipating further trouble with the set, Teacher signalled Alexandria and asked for assistance to be sent.

Reducing speed to 12 knots, the *Stuart* attacked the apparently stationery submarine, firing a pattern of five depth charges. They rocked *Gondar*, splitting an oil tank and putting out of action her air purifying plant, a factor that ultimately forced her to surface. *Stuart* then made a number of high speed runs over the still submerged sub to demoralise her crew.

The Italians thought three destroyers were attacking them. Each time they heard the *Stuart* pass overhead, they huddled in groups of four or five waiting for depth-charges to explode. And explode they did, fortunately causing little further damage. Contact with the submarine was lost again, but a Sunderland from RAF 230 Squadron arrived on the scene to assist in the hunt, and the converted trawler, H.M.S. *Sindonis* joined in later.

By now, the atmosphere in the submarine, which had been oppressive for hours, was becoming unbearable. With no chance to escape, *Gondar* began to surface. As she was rising, the Sunderland swooped in from 700 feet and dropped a bomb into the tell-tale water bubble above her, causing her to dive out of control to a depth of over 300 feet.

While the *Stuart* was altering course to close the distance, *Gondar* surfaced, bow first at about 10 knots, 800 yards off the destroyer's bow. *Stuart* immediately opened fire on her immediately and the Sunderland dropped three bombs around her.

The Italians tumbled out of the conning tower and into the sea. Scuttling charges set by the captain before taking to the water exploded on schedule, taking the submarine to the bottom. All but two of *Gondar's* crew were rescued. One was drowned and the other killed by the last bombs dropped by the Sunderland.

H.M.A.S. *Stuart* returned to Alexandria to a roaring welcome from the other Australia ships in the harbour.

Source: *Navy News* Vol.1 No.7 17th October 1958

Never Seen Again

Bound for Sydney under the command of Fairfax Moresby, *Sappro*, a 450-ton brig, sailed from Capetown in January, 1859. On February 18, a calm day with a light easterly breeze, she was spoken to by the brig *Yarrow* 20 miles west of Cape Otway, on Victorian coast. According to William Bellether, First Mate of *Yarrow*, she was under full sail, and as she passed, her Captain - "a stout, short, sandy-haired man" - hailed him and reported "all well."

Thereafter she vanished with all her crew from the ken of men. No wreckage was found, and the only clue came from the Master of the schooner *Little Pet*, who reported that "some time after February 11" he sighted "two black topmast heads of a large vessel lying in deep water between Cape Liptrap and Glenis Island."

Whether this was the wreck of the *Sappro*, and if so, how the vessel came to be there, will probably never be known. It wasn't the first, nor would it be the last, ship lost without explanation in Bass Strait.

Source: *Navy News* Vol.3 No.20 7th October 1960

Navy Cartoons

Taken from *Navy News*, 1958-1963



"No! You can't wear your bat-suit at the commissioning!"



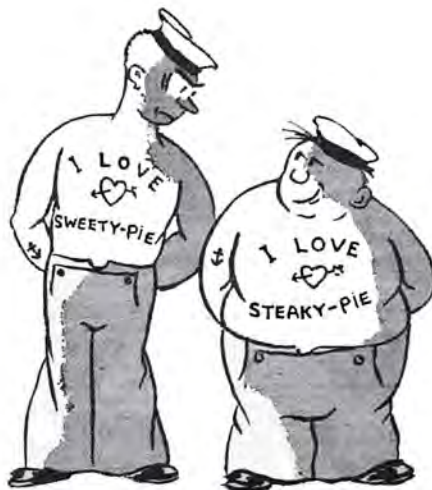
"I've had a wonderful day... never felt nastier!"



"So this is the ruddy push-button Navy."



"Whaddaya mean, how about a drumstick? These are chooks, not centipedes."



"He was playing Rock 'n' Roll on his Boson's pipe - and swallowed it, Sir!"



"AW, come on girls, the Captain will never believe this one."



"Looking for something, young man?"

2012 Korea Revisit Photos

Photos compliments of Peter Renton, son of returning veteran, Alan.



Veterans (l-r) Rex Murfet, Alan Renton, Barry McMullen, Thomas Harwood, Ken Beecham, Jack Goldsmith, Doug Beutel and John Fry, with their spouses or carers, on arrival at Incheon.



Group shot at the Korean National Cemetary/War Memorial.



Anzac Day. A rushed breakfast. Stan Starcevich (left), Peter Renton (with cup), Tom Parkinson (to his right), then Alan Renton and Mick Griffin.



Gapyeong visit and ceremony



Jack Spooner and wife at DMZ. Lunch with the Swiss and Swedish officers.



John Fry, President, AQKVA Inc., receives a UN peace medal at the MPVA Dinner.

Navy Humour

New Ships of the R.A.N.

The Australian Navy is proud of its new fleet of Type 45 destroyers. Having initially named the first two ships H.M.A.S. *Daring* and H.M.A.S. *Dauntless*, the Naming Committee has, after intensive pressure from the Australian Green Party, renamed them H.M.A.S. *Cautious* and H.M.A.S. *Prudence*. The next five ships are to be named *Empathy*, *Circumspect*, *Nervous*, *Timorous* and *Apologist*.

Costing \$250 million each, they meet the needs of the 21st century and comply with the latest employment, equality, health & safety and human rights laws. The new user-friendly crew's nest comes equipped with wheelchair access. Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims. Stress counsellors and lawyers will be on duty 24 hours a day and each ship will have its on-board industrial tribunal.

The crew will be 50/50 men and women, and balanced in accordance with the latest government directives on race, gender, sexuality and disability. Sailors will only have to work a maximum of 37.5 hours per week in line with Health & Safety rules, even in wartime! All the vessels will come equipped with a maternity ward and nursery, situated on the same deck as the gay disco.

Saluting officers has been abolished because it is deemed elitist and is to be replaced by the more informal, "Hello Sailor". All information on notices boards will be printed in 37 different languages and Braille. Crew members will now no longer be required to ask permission to grow beards or moustaches – this applies equally to women crew members.

Three Retired Sailors

Three men are sitting stiffly side by side on a long commercial flight. After they're airborne and the plane has leveled off, the man in the window seat abruptly says, distinctly and confidently, in a loud voice, "Royal Australian Navy, Admiral, retired. Married, two sons, both surgeons."

After a few minutes the man in the aisle seat states through a tight lipped smile, "Royal Australian Navy, Admiral, retired. Married, two sons, both Judges."

After some thought, the fellow in the centre seat decides to introduce himself. With a twinkle in his eye he proclaims, "Royal Australian Navy, Chief Petty Officer, retired. Never married, two sons, both Admirals."

How the Military Works

First you got the Air Force that flies in and bombs the hill. Next are the Marines who charge the hill and kill anything that moves. After that the Army comes in puts up the flag and stands there like they've done something special. All the while, the Navy sits back and rules the world.

Who's the Best?

An American warship is tied up next to an English warship. An American sailor leans over and yells to a British sailor, "How's the world's second largest Navy doing?" The Brit replies: "Just fine, mate. How's the world's second best doing?"

Late Back

The Captain went out to find that none of his crew was there.

One sailor finally ran up the gang plank, panting heavily.

"Sorry, sir! I can explain, you see I had a date and it ran a little late. I ran to the bus but missed it, I hailed a cab but it broke down, found a farm, bought a horse but it dropped dead, ran 10 miles, and now I'm here."

The Captain was very skeptical about this explanation but at least he was here so he let the sailor go. Moments later, eight more sailors came up to the captain panting, he asked them why they were late.

"Sorry, sir! I had a date and it ran a little late, I ran to the bus but missed it, I hailed a cab but it broke down, found a farm, bought a horse but it dropped dead, ran 10 miles, and now I'm here."

The Captain eyed them, feeling very skeptical but since he let the first guy go, he let them go, too. A ninth sailor jogged up to the Captain, panting heavily,

"Sorry, sir! I had a date and it ran a little late, I ran to the bus but missed it, I hailed a cab but..."

"Let me guess," interrupted the Captain, "it broke down."

"No," said the sailor, "there were so many dead horses in the road, it took forever to get around them."

Anchors Away

A young naval student was being put through the paces by an old sea captain.

"What would you do if a sudden storm sprang up on the starboard?" he Captain asked.

"Throw out an anchor, sir," the student replied.

"What would you do if another storm sprang up aft?"

"Throw out another anchor, sir."

"And if another terrific storm sprang up forward, what would you do then?" asked the captain.

"Throw out another anchor, sir."

"Hold on," said the captain. "Where are you getting all those anchors from?"

"From the same place you're getting your storms, sir."

Out & About

Fountain Gate Secondary College Debutante Ball

Cardinia Cultural Centre, Pakenham, 3 August 2012

(Ron Kennedy, Tom Parkinson, Vic and Edna Dey attending on behalf of the KVAA Inc.)



Malaya & Korea Plaque Unveiling

Brigolong, (34km north of Sale, Victoria), 19 August 2012



Wally & Diane Fawkner



Wally Fawkner laying a wreath



Rob McDonald



Jim Baldwin, John Stockton & Jim Cravener



Howard Short & Ralph Luff

One Mighty Big Boat



HMS Queen Elizabeth (on the left), dwarfing the *HMS Illustrious*, will be the first of the Royal Navy's two new Queen Elizabeth-class supercarriers and is scheduled to enter service in 2016. She will be the second ship to be called *HMS Queen Elizabeth*, named after Queen Elizabeth I.

Queen Elizabeth and her sister ship, *Prince of Wales*, will be the largest warships ever built for the Royal Navy. They are intended to be multi-purpose carriers that can be adapted to complete multiple roles. Capable of carrying forty aircraft such as the F-35 Lightning II, Chinook or Merlin helicopters, they will provide a major capability upgrade from the current Invincible-class carriers.

Both ships of the class will be based at HMNB Portsmouth. Construction of *Queen Elizabeth* began in 2009. Her assembly is taking place in the Firth of Forth at Rosyth Royal Dockyard.

A Very Isolated Grave

The German auxiliary cruiser *Atlantis* called at Kerguelen (a cold desolate Vichy-French controlled island in the Southern Ocean) in December 1940. During their stay the crew performed maintenance and replenished their water supplies. This ship's first fatality of the war occurred when a sailor, Bernhard Herrmann, fell while painting the funnel. He is buried in what is sometimes referred to as "the most southerly German war grave" of World War II.

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A Most Unusual Sea Battle

One of the more unusual sea battles of WWII took place on 9 November 1940 off the coast of Gabon (in central west Africa). In this battle the French sloop *Bougainville* flying the French flag took on a sister ship, the sloop *Savorgnan de Brazza*, which also flew the French flag. After 20 minutes of action the *Bougainville* was disabled, on fire and sinking. A victory for the French against the, um, the French. The crew of the *Bougainville* were loyal to the Petain Government of Vichy France and their opponents called themselves 'Free' French. Vichy Gabon fell to the 'Free' French soon after.

Source: *World at War* magazine #21 Dec. 2011

Farewells

Arthur John Clark, 22800, 1RAR
on 28 August 2012

Robert Lachlan McKechnie, 51179,
Aust. Forces in Korea Maintenance Area
in early September 2012

Geoffrey Maxwell Offord, 32388, 3RAR
in May 2012

William Johnston, 7400002, 3RAR
in early September 2012

The Ode

They shall grow not old,
As we that are left grow old;
Age shall not weary them,
Nor the years condemn.
At the going down of the sun,
and in the morning
We will remember them.

LEST WE FORGET