THE VOICE

August 2014 Edition

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Out & About

One of the most popular events on the KVAA calendar (second only to Anzac Day) is the memorial service held each year in June at the Korean Church of Melbourne in Malvern (this year temporarily moved to St. Andrew's Church in Gardiner). A great meal and the generous hospitality of Melbourne's Korean community always ensues a good turn out despite the slow but inevitable decrease in the potential number of attendees.

Speaking of which...

Gone are the days of a marching band (pipe or brass) leading the massed rank of veterans on a march around the Shrine to the Pool of Remembrance for the annual 27 July Korean War ceasefire service. Spirit willing; flesh weak, and all that. The event being held outdoor in the middle of winter is also problematic. Fortunately, the weather on the 27th was sunny if cool and very windy. A small if well rugged-up crowd attended the service.

There were two scheduled speakers. First up was Vicki Walters, Principal, Fountain Gate Secondary College followed by Jung Sung-sub, the Consul General of the ROK. The Consul General and Major General James Hughes placed wreaths and our chaplain, John Brownbill RFD KSJ offered up prayers. Tom Parkinson officiated.

Thanks also to students from the Fountain Gate Secondary College who acted as flag and banner bearers (no mean feat in the wind). More photos on Page 11 and (eventually) the KVAA Inc. website as well.

At the well-attended Korean Church of Melbourne post-service luncheon.

Consul General, Jung Sung-sub, speaking; KVAA Vice-President Tom Parkinson to the right.

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KVAA beer (stubby) holders	$ 5.00	.... $	Car number plate surrounds (set)	$10.00	.... $
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Korean War bumper sticker	$ 2.50	.... $			

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President's Report

Um, not this month. Our President managed to weasel his way out of submitting one on the flimsy excuse of going into hospital for up to a week. Really, what that man won't do to avoid writing a report! Despite this, we wish him the best and hope for a speedy recovery.

So, in the absence of a report, here is something completely different…

"CAPTAIN! CAPTAIN! Listen - I don't even know your wife."

Normally this would go in the *Notices* section, probably the least noticed (pun intended) part of *The Voice*. So here it is on page 3 where you have no excuse...

Medal Award Ceremony & Korean Cultural Event

On Tuesday, 23 September 2014, the South Korean Ministry for Patriots and Veterans Affairs, through the offices of the Korean Consul-General, is holding an Ambassador for Peace Medal Award ceremony and dinner at the Australian Club to honour Korean War veterans and their families. For those not going there by other means, a bus will depart from the Hamer Hall (Melbourne Arts Centre) at 4.00, 4.05, 4.10 and 4.15pm for the Australian Club.

The event there will last from 4.45 to 6.15 after which buses will transfer the guests to a Korean cultural concert back at the Arts Centre (Hamer Hall) from 7 pm to 9pm. This concert is sponsored by the Korean President prior to her visit to Australia to attend the G20 summit as a way of promoting Korean culture.

As of writing, the schedule/events list has not been fully fleshed out; however, it shouldn't change too much from the above. Given the thinning ranks of Korea War veterans, this may be the last opportunity to attend events such as these and all veterans capable of doing so should take advantage of it.

Where: The Australian Club
114 William Street, Melbourne
When: Tuesday 23 September 2014
Time: 4.45 - 6.15pm

Where: Hamer Hall (Melbourne Arts Centre)
When: Tuesday 23 September 2014
Time: 7 - 9 pm

For more details or to RSVP…
John Moller 03 9589 3816 or manager@beaumarisrsl.com.au
Vic Dey 03 946 72750 or blueydey@bigpond.net.au

Now then…while I have your attention, here's one for you to pass to the kids/grand kids/great grand kids:

The Hamer Scholarships

As part of the Victorian International Engagement Strategy the Victorian Government has established the Hamer Scholarships, a language and cultural immersion program designed to build the Asia-engagement capabilities of Victorians and help strengthen cultural awareness between Victoria and Asia. The program provides scholarships for Victorians each year to undertake intensive language study at nominated universities or institutions in China, Indonesia, Japan and Korea.

Worth $10,000 each for China and Indonesia, or $15,000 each for Japan and Korea, the scholarships are a boost for Asia-focused skillsets and will create business, cultural and educational representatives for Victoria in those countries.

Two selection rounds are held each year. Online applications for Round 2 for 2014 will open on 11 August 2014 and will close at 11:00 pm on 21 September 2014.

The Scholarships are primarily aimed at Victorians working in all private, public, not for profit, academic and creative industries with linkages to China, Indonesia, Japan and Korea.

The scholarships are to undertake a minimum of one to two semester study duration (minimum five to six months) at one of the institutions nominated in those countries. The scholarship is to be used for language study related expenses only, including: international air travel to and from the elected country, accommodation and living expenses, compulsory comprehensive medical and travel insurance, tuition and related fees, text books and other study materials, and other study-related out-of-pocket expenses while in the elected country.

For application dates, further information about the scholarships and how to apply, visit:
dsdbi.vic.gov.au/hamerscholarships or email: hamerscholarships@dsdbi.vic.gov.au

Notices
Korea War Veterans Memorial Reunion
Where: Canberra, ACT 2602

When: 24th, 25th & 26th October 2014

October 2014 sees the gathering of veterans, family and friends, for the annual commemorative service and functions in Canberra. For information packs and bookings please contact Ms Wendy Karam on 0418 124677 or email: wendykaram@yahoo.com.au

Pozieres Appeal
In an insane battle in 1916, the survivors of Gallipoli, divided into the 1st, 2nd and 4th Divisions, were thrown into battle in Pozieres, France. Six weeks later, all three Divisions had been destroyed, with a loss of 7,000 Men killed and 16,000 wounded. This is over 10% of the losses for Australia in the whole war, and it happened in only 6 weeks. For the last 97 years, these men have been forgotten, with all attention thrown on Gallipoli, Villers Brettonneux and Fromelles. The battle is not commemorated in Australia nor is it taught in our schools. Only the village of Pozieres, population of around 250, funds commemorations each year.

Our Association (Pozieres Remembered) is working to honour the men of the 1st, 2nd and 4th Divisions, and we are building a Memorial Park in Pozieres to be opened at the Centenary in 2016. We are seeking the help of all Australians to make the park a reality.

We are asking that you go to our web page www.pozieresremembered.com.au – read what we are trying to achieve, consider buying a brick and tell all your friends. If you want to know more, please contact Barry or Von on pozieres1916@bigpond.com

Finally, I would like to invite ALL Australians to visit Pozieres for the Centenary in July 2016. Everyone is welcome.

HMAS Bataan Reunion
(HMAS Bataan Veterans National Assoc. of Aust.)

23rd Annual Reunion (New members welcome)

Where: Grand Chifley Hotel Adelaide,

208 South Terrace, Adelaide

When: 11-14 September 2014

Contact: John Laughton 03 9704 7799 or

0417 336 423 to book or for details

Scarves for Sale
Winter is upon us. Time to rug up, and what better way than with a woolen scarf (with colorered vertical stripes, representing the nations who served under the U.N. in the Korean War).

Did I hear you inquire: "Where can I get one?" Glad you asked. Our Vice-President, Tom Parkinson, can help you. Just call him on 9350 6608 or at the Pascoe Vale RSL on 9354 6364.

The cost of the scarf is $35 plus $5.20 p&p.

Here's you chance to make a fashion statement and help our organisation at the same time. Hurry, we have limited numbers.

Culgoa Association
Attention all former officers and crew of the *HMAS Culgoa*. The reunion this year will be held at Lakes Entrance from 7-9 October. For details of the reunion or for membership, contact Ken Barnes on (03) 9885 7712 or by email at kenbarnes45@bigpond.com.

HMAS Anzac D150-D59-F150
&
HMAS Tobruk D37-L50 Reunion
All personnel who served on above ships are invited to participate in the National Reunion at Coffs Harbour, N.S.W. on 8-12 September. All replies regarding membership and/or the reunion to:

John "Rebop" Golotta. (President)

Phone (03) 5978 7808

Mobile 0417 339 168

Email: hm.anzac@bigpond.com

Healing the Wounds of War
On Sunday 24th August, the St. Georges Uniting Church in East St. Kilda will be holding their "Healing the Wounds of War" Service. This years service marks the centenary of the beginning of WWI.

Battalion flags and banners to be marched into the Church. Medals to be worn. Candle-lighting for remembrance.

Lunch: hosted by 2/10 Light Battery, 5/6 The Royal Victoria Regiment and St. George's congregation. Cost: $10.

RSVP by 15th August if attending lunch. Phone: 0423673273 or charmpolo@yahoo.com. All other inquiries: Rev. Angela Tampiyappa on 03 9731 0604

St. George's East St. Kilda Uniting Church

4 Chapel Street, East St. Kilda

Sunday 24 August 2012, 10:30am

Luncheon
The KVAA Inc.'s Patron, Major General James Hughes and Jack Philpot would like to host a luncheon on 8 October for veterans of the Battle of Maryang San. If you wish to go to the function please contact Vic Dey on 03 946 72750 or blueydey@bigpond.net.au and he will pass on your name to them.

35 Facts About Australia
(That You Probably Didn't Know)

01. Australia is as wide as the distance between London to Moscow.

02. The biggest property in Australia is bigger than Belgium.

03. Durack, Australia's biggest electorate, is larger in size than Mongolia.

04. More than 85% of Australians live within 50km of the coast.

05. Australia is very sparsely populated: The UK has 248.25 persons per square kilometre, while Australia has only 2.66 persons per square kilometre.

06. In 1880, Melbourne was the richest city in the world.

07. Former Prime Minister Bob Hawke set a world record for sculling 2.5 pints of beer in 11 seconds.

08. The world's oldest fossil, which is about 3.4 billion years old, was found in Australia.

09. There have been no deaths in Australia from a spider bite since 1979.

10. Saudi Arabia imports camels from Australia (mostly for meat production).

11. Qantas once powered an interstate flight with cooking oil.

12. In NSW, there is a coal fire beneath the ground which has been burning for 5,500 years.

13. Kangaroos and emus cannot walk backward, one of the reasons they're on the Australian coat of arms.

14. Speaking of which, Australia is one of the only countries where we eat the animals on our coat of arms.

15. Melbourne has the world's largest Greek population outside of Athens.

16. The Great Barrier Reef is the planet's largest living structure.

17. And it has it's own postbox!

18. The male platypus has strong enough venom to kill a small dog.

19. And when the platypus was first sent to England, it was believed the Australians had played a joke by sewing the bill and feet of a duck onto a rat.

20. Before 1902, it was illegal to swim at the beach during the day.

21. The Australian Alps receive more snowfall than Switzerland.

22. A kangaroo is only one centimetre long when it is born.

23. The Box jellyfish has killed more people in Australia than stonefish, sharks and crocodiles combined.

24. 63% of Australians are overweight.

25. Aussie Rules footy was originally designed to help cricketers to keep fit in the off-season.

26. Despite sharing the same verbal language, Australian, British and American sign language are all completely different languages.

27. Australia is home to 20% of the world's poker machines.

28. Half of these are found in New South Wales.

29. Per capita, Australians spend more money on gambling than any other nation.

30. No native Australian animals have hooves.

31. Each year, Brisbane hosts the world championships of cockroach racing.

32. Australia's first police force was made up of the most well-behaved convicts.

33. Eucalyptus oil is highly flammable, meaning gum trees may explode if ignited, or in bushfires.

34. The male lyrebird, which is native to Australia, can mimic the calls of over 20 other birds. If that's not impressive enough, he can also perfectly imitate the sound of a camera, chainsaw and car alarm.

35. Melbourne is considered the sporting capital of the world, as it has more top level sport available for its citizens than anywhere else.

Driving in Sydney

Sydney is often acclaimed as the most exciting city in Australia in which to drive. Who would argue? Here, for newcomers and visitors, are a few basic rules of the road for driving in these parts:

• Never take a green light at face value. Always look right and left before proceeding.

• When in doubt, accelerate.

• Never drive behind a person whose head doesn't reach the top of the steering wheel.

• Teenage drivers believe they are immortal. Don't yield to the temptation to teach them otherwise.

• Never, ever, stop for a pedestrian unless he flings himself under the wheels of your car.

• The first parking space you see will be the last parking space you see. Grab it.

• Learn to swerve abruptly. Sydney is the home of slalom driving, thanks to strategically placed potholes in key locations, there to test drivers' reflexes and keep them on their toes.

• Always look both ways when running a red light.

• While it is possible to fit a 15-foot car into a 15-foot parking space, it is seldom possible to fit a 16-foot car into a 15-foot parking space. Sad but true.

• There is no such thing as a short cut during rush-hour traffic

• It is traditional in Sydney to honk your horn at cars that don't move the instant the light changes.

• Never put your faith in signs that purport to provide directions. They are put there to confuse people who don't know their way around the city.

• Use extreme caution when pulling into breakdown lanes. Breakdown lanes are not for breaking down, but for speeding, especially during rush hour.

• The yellow light is not, as commonly supposed outside the Sydney area, a signal to slow down. It is a warning to speed up and get through the intersection before the light turns red.

• In making a right hand turn from the left lane, employ the element of surprise. That is, do it as suddenly as possible, so as to stun other drivers.

• Speed limits are arbitrary figures posted only to make you feel guilty.

• Whenever possible, stop in the middle of a pedestrian crossing to insure inconveniencing as many pedestrians as possible.

• Remember that the goal of every driver is to get there first by whatever means necessary.

Driving in India

Do Indians drive on the left or right of the road? The answer is "both". Basically you start on the left of the road, unless it is occupied. In that case, go to the right, unless that is also occupied. Then proceed by occupying the next available gap, as in chess.

1. Just trust your instincts, ascertain the direction, and proceed. Adherence to road rules leads to much misery and occasional fatality.

2. Most drivers don't drive, but just aim their vehicles in the intended direction. Don't you get discouraged or underestimate yourself. Except for a belief in reincarnation, the other drivers are not in any better position.

3. Don't stop at pedestrian crossings just because some fool wants to cross the road. You may do so only if you enjoy being bumped in the back. Pedestrians have been strictly instructed to cross only when traffic is moving slowly or had come to a dead stop. Still some idiot may try to wade across, but then, let us not talk ill of the dead.

4. Blowing your horn is not a sign of protest as in some countries. We horn to express joy, resentment, frustration, romance and bare lust (two brisk blasts), or, just to mobilize a cow dozing in the middle of the bazaar.

5. Keep diverting books in the glove compartment. You may read them during the frequent traffic jams or while waiting for the rain waters to recede when overground traffic meets underground drainage.

6. Night driving on Indian roads can be an exhilarating experience (for those with the mental makeup of Genghis Khan). In a way, it is like playing Russian roulette, because you do not know who amongst the drivers is loaded.

What looks like premature dawn on the horizon turns out to be a truck attempting a speed record. On encountering it, just pull partly into the field adjoining the road until the phenomenon passes. Our roads do not have shoulders, but occasional boulders. Truck drivers are the James Bonds of India, and are licensed to kill.

Often you may encounter a single powerful beam of light about six feet above the ground. This is not a super motorbike, but a truck approaching you with a single light on, usually the left one. It could be the right one, but never get too close to investigate. You may prove your point posthumously.

Occasionally you might see what looks like an UFO with blinking coloured lights and weird sounds emanating from within. This is an illuminated bus, full of happy pilgrims singing bhajans. These pilgrims go at breakneck speed, seeking contact with the Almighty, often meeting with success.

Booze on Board

by Lieutenant Tom Lewis RAN

The consumption of alcohol on board naval ships seems to be a British Navy custom which has been inherited by its daughter navies: those of Canada, Australia, New Zealand, and perhaps the Indian Navy too, as well as those of other smaller nations. The USN, by comparison, does not drink alcohol on board - at least not legally. What is the background to this important custom?

The Royal Navy of Nelson's day was one where both sailors and officers consumed prodigious amounts of alcohol. The historian, Nam Rodger, notes in *The Wooden Wall* that consumption of two gallons of wine a day for a mess of four warrant officers was recorded on board the *Monarch* in 1756; that is, around two litres per man.

In 1749 the captain of the *Harwick*, while in the East Indies, had on board six hundred gallons of spirits alone; that is to say 2400 litres, without accounting for the beer which men would normally drink in place of water. This was perhaps normal in an age where Britain's annual consumption of gin was over five million gallons for a population of not much more. Beer was often preferable to tainted water, and life was miserable indeed for those not born into a rich family.

Social security monetary aid of any sort was non-existent beyond the workhouse; medical help was for those who paid for it unless one could be seen by one of the religious orders, and one earned one's living by the sweat of one's brow unless an education had opened up the door to a higher occupation.

Drunkenness in the Royal Navy of the time was not an offence unless it impaired going on duty. However that breach of the rules occurred often enough: midshipmen were discharged for being incapable, and floggings were the order of the day for sailors who were alcohol-impaired while on watch.

The daily ration for sailors in 1816, records John Winton in *Hurrah for the Life of a Sailor*, was "half a pint of spirits, or a pint of wine, or a gallon of beer every day".

For the uninitiated, a gallon of beer is eight pints, or very large glasses – the sort served in British pubs – of 500 mls, or about 11 standard glasses of 'small beer': a little lower in alcohol content than the 'heavy' beers of today. That would mean that sailors would be able to get reasonably drunk every day, although the effect of this of course would be tempered by the size of the drinker, and whether he was used to used such consumption and how much he had eaten beforehand.

Rum was the preferred drink of Royal Navy sailors since the capture of Jamaica in 1687, but beer was often served to the men. When rum was served, which was most of the time, it was usually mixed down with water in a ratio of three to one. In this fashion it was known as grog, after Admiral Vernon, who served in the RN of the early 1700s. This admiral, concerned at the drunkenness on ships, instituted the change of watering down the neat full-proof rum – about 40% alcohol. He was well known for wearing 'grogram' a course silk fabric which he apparently had made into a boat cloak and perhaps trousers.

Sailors received half of the ration at lunchtime (known however as dinner) and another for supper. Of course, trading off the ration was a common practice and could result in an even drunker than normal sailor. In 1825 the ration was halved, and in 1850 halved again.

The alcohol ration was collected for each mess from a central point by the elected cook for the day. From a barrel – usually marked with the slogan of "God save the Queen" or "The Queen – God Bless Her" – the precious fluid was dispensed to the cook in a small tub which was carefully carried down to the mess, and then poured out into each man's cup. The cups were not filled quite full so a little was left over for the cook's trouble. The same cook collected the mess's food and divided it.

Alcohol could be much abused by sailors who gained illicit access to it, and sailors in general were not trusted to be within reach of an alcohol store without having it locked and guarded by a prudent officer. Sailors were even prone to consuming excessive alcohol in the face of danger, thus rendering themselves incapable at a crucial time. The log of the frigate HMS *Guardian*, under Lieutenant Riou, en route from Britain to Australia in 1789, is a good case in point.

The *Guardian* got into difficulties, and much pumping had to be made to keep the ship seaworthy. Eventually the water began to gain, and the crew became mutinous and "demanded the boats", in Riou's words. Part of the cargo contained wine, and it seems that this and the spirit store was broken into, and eventually there was a great deal of looting, while the boats were launched in general confusion. While many left the warship, Riou and most remained. Under his quite brilliant leadership and seamanship, they succeeded in getting the crippled ship to port, albeit not without much hard work even – incredibly – interrupted again by more looting and drunkenness.

While alcohol abuse was a problem, it was also a useful part of the general routine of naval ships. Alcohol

could be withheld as a punishment in a way few other aspects of the sailor's life could be regulated – his pay for example was useless at sea and often paid in a lump sum anyway at the end of a voyage.

The daily "grog ration" was also something to look forward to in the routine of a long voyage. Two RAN members from WWII – Peter Evans and Hampton Cooper – remember that it was also very useful in obtaining supplies from the US forces. On one occasion a complete Bofors gun, plus deck strengthening for it in their Fairmile motor launch, was had for a bottle of Aussie Corio Scotch, and on another the Fairmile's Hall-Scott engines were swapped for Packards for a bottle of gin.

American ships are now 'dry", with a no-alcohol policy adhered to both at sea and alongside. However this was not always the case.

American ships for over a hundred years had the tradition of "dining-in" with toasts made with wine as part of the proceedings. In 1794 Congress established a daily ration of one half pint of distilled spirits or one quart of beer per man, but in 1831 servicemen on the lower deck could relinquish their liquor ration in return for a cash payment of six cents per day. However, in 1852, their ration was taken away entirely with purchase the only form of obtaining a drink.

Some years later Navy regulations were changed to permit wardroom and steerage officers to voluntarily form their own wine mess. In 1914, Navy Secretary Josephus Daniels banned alcohol altogether in United States Navy vessels. Regulations were again changed in the 1980s to allow alcohol in ships' functions alongside.

Of course, the regulations were sometimes relaxed. Jim Roberts, a member of the Internet Maritime History mailing list, remembers:

"In those days it was the custom among the US Polaris submarine fleet to celebrate the halfway point of a patrol. On some boats this was called 'Casino Night' while on others it was known as "Halfway Night." Either way, the crew's mess was decorated with Playboy and Penthouse centrefolds; all the mess tables were covered with blankets, and poker, blackjack, roulette (yes, the Chief of the Boat actually had a roulette wheel, but I was always convinced it was rigged) and other games of chance were the order of the day.

"All proceeds went into the ship's recreation fund which was used to throw some awesome parties shoreside. The cooks outdid themselves with all manner of sandwiches, cold cut platters, salads and other goodies shipped and stowed just for the occasion. In addition, there was a 'never-ending' punch bowl.

"Ostensibly, the punch was made of fruit, fruit juice, sherbet, chipped ice etc. and was officially non-alcoholic. However, during the preparation of the punch, fairly large quantities of medical alcohol, known as 'gillie' managed to find its way into the bowl while the CO and XO were studiously looking the other way."

Frank Pierce Young, another list member, remembers that the alcohol ban could be circumvented by crew members who secretly brewed and distilled booze. This can be done simply by taking some large commercial-size cans of fruit and mixing in a little sugar or raisins and stuff and letting it sit awhile in some nice warm part of the ship – boatswain's lockers, paint stores, engine rooms, and bilges were favourites places. Another ploy – common aboard any vessel carrying torpedoes – was to flavour the "torpedo juice" – pure grain alcohol used for fuel in the torpedo motor.

In 1970, the Admiralty abolished the rum ration within the Royal Navy, apparently on health grounds. Sailors now can buy alcohol at sea, while the wardrooms continue their old policy of allowing officers to do as they will.

The RAN has never had a rum ration; one reason being that objections were raised on the formation of the Navy as to the health aspects of such a spirits issue. Instead beer was the norm, with the limit set at what is still the current policy while at sea: "two cans per day per person"; in actuality no more than 750ml a day. Officers were always allowed to drink as they chose, but with an eye kept on very junior officers to make sure their monthly wine bill was not too large. In reality ships are often so busy that time off duty is taken up entirely with eating, domestic tasks and the ever-popular 'rack time'.

Source: *Navy News* Vol.44, No.14, 23 July 2001

Too Many Hearts

In 1945, anticipating massive casualties in the upcoming invasion of the Japanese home islands, the United States government had manufactured 500,000 Purple Hearts, the medal awarded to soldiers wounded in battle. Fortunately for the soldiers concerned, the dropping of the atomic bombs put an end to any need for any landings. Seventy years on, even allowing for the Korean and Vietnam Wars, most of these medals remain unused. There are still so many medals in surplus that combat units in Afghanistan are able to keep Purple Hearts on-hand for immediate award to wounded soldiers.

The German Attack on Australian Shipping

by Sub Lieutenant Trevor Burridge, RANR

In October 1940, Australia had been at war with Germany for close to 12 months, a war which to that point seemed remote and had barely touched Australia. Whilst merchant ships had been mined and lost off the New Zealand coast, there had been no shipping losses in Australian waters. This changed a month later.

In September 1940, Captain Felix Kruder of the German merchant raider, *Pinguin*, planned an attack on port approaches in southern Australia. The *Pinguin* was operating in the Indian Ocean and had made a "long reach" to south and south-east Australia for the sole purpose of laying mines off Sydney, Adelaide and the southern part of Tasmania. Kruder reasoned that for the Australian minelaying operations, two minelayers would enhance the security and spread of the operation, especially given the distance over which the mines were to be laid.

In early October, Kruder captured the Norwegian tanker *Storstad* (8,998 tons) which was heading from the Sunda Strait towards Australia. The *Storstad* was renamed *Passat* and was converted to an auxiliary minelayer east of Christmas Island. The *Passat* was taken in command by Lieutenant Warning, German Naval Reserve, with orders to mine Bass Strait between Tasmania and the Australian mainland. Accordingly, Warning proceeded south from Christmas Island, around Cape Leeuwin and deployed 120 mines. Kruder took the *Pinguin* on to mine areas around Sydney, Newcastle and Hobart.

The *Passat* laid a number of mine fields in Bass Strait. Four fields involving 40 mines were laid off Cape Otway, and two small fields of five mines each were laid off Wilson's Promontory. One of these followed an approximate east-west line midway between Rodondo Island and Citadel Island, the other lay two and a half miles south-east of the Promontory lighthouse running SW-NE. These minelaying operations went largely unnoticed, the only apparent sighting of the *Passat* perhaps being reports by fisherman of a "strange black ship" standing out to sea.

One week later, at 11.00 pm on Thursday, 7 November, the British Steamer *Cambridge* (10,846 tons, captained by Paddy Angell) outbound from Melbourne to Sydney and Brisbane, struck a mine two and a half miles southeast of the Wilson's Promontory lighthouse and sank. Two days later the US merchant ship *City of Rayville* (5,888 tons) was mined and was lost six miles south of Cape Otway, thereby becoming the first US ship sunk in World War II.

Contemporary reports of the *Cambridge* sinking have the (mine) explosion occurring aft followed by loss of power and lighting. Greasers who were on watch in the engine room reported a large hole being blown in the rear of the ship followed by flooding of the engine room through a shaft tunnel. Engine room personnel then had to wade through near neck-deep water to escape. Immediately following the explosion Captain Angell ordered emergency stations sounded and hands were mustered at their boat stations. Attempts to broadcast a distress signal using the ship's wireless were unsuccessful and an aldis lamp was used to signal the lighthouse. Soundings were taken of the ship's bilges, and as the ship was settling quickly the Captain ordered it abandoned.

Three life boats were launched and of the crew of 56, all but one were safely embarked. The ship's carpenter, J. Kinnear was ordered to his life boat but returned to his cabin at the last moment to recover money (£3O). He was later reported by crew members in the life boats as pleading from the boat deck for them to return to the ship and not leave him. One of the boats attempted to go alongside but at that time the ship settled by the stern and the boat had to stand off. The carpenter was not seen again. The *Cambridge* sank stern first and was gone in 45 minutes. The survivors in the three boats were rescued by the auxiliary minesweeper, *HMAS Orara*, transported to Port Welshpool and the *Cambridge* became history.

The mine fields laid by the two raiders resulted in the sinking of more than 18,000 tons of shipping, the death of 16 Allied personnel and many more injured. In addition to the Bass Strait sinkings, other losses occurred when, in December 1940, the British merchantman *Nimbin* (1,050 tons) was sunk off Norah Head, NSW, and the British freighter, *Hertford* (10,923 tons), was severely damaged off Liguanea Island SA. In March 1941, the trawler *Millimumul* was sunk off Barenjoey Head, NSW.

The consternation generated in Australia by the sinkings led to an appreciation of the vulnerability of maritime traffic on the Australian coast. Following the sinking of the *Cambridge* and the *City of Rayville*, Bass Strait was closed to shipping, while traffic to and from Port Phillip Bay was suspended for a full week. In December, the port of Newcastle was closed for a week and restrictions were placed on Sydney traffic. In South Australia, Backstairs Passage, Spencer and St Vincents Gulfs were closed to traffic.

In response, the Australian government was forced to dramatically expand a proposed modest minesweeping capability. A planned small number of Australian Minesweepers (AMS), later to become known as *Bathurst*

What's in a Name?

Today's generation of both naval personnel and civilians are justly proud of there forebears who served on ships like *HMAS Australia* and the aircraft carrier *HMAS Melbourne*. But would you be so ready to trumpet your grandfather's service aboard the *Pansy* or *HMAS Peter Pan*? Or how about the *Blowfly* or *HMAS Bombo*? Thought not.

Unfortunately, these were the genuine names of Royal Australian Navy ships. The *Peter Pan* was a 15-ton motor cruiser used initially as an examination vessel in 1939 before becoming an auxiliary patrol vessel with the outbreak of war. A generation earlier, *Pansy* served as the motor launch used by the District naval officer in Fremantle. And *Blowfly*? A survey launch. The *Bombo* was an unfortunately named auxiliary minesweeper. There is no record of it hitting a bombo and going boombo, however.

Other ships whose name raise a smile are the *Popeye* (part time Naval Auxiliary Patrol vessel); *HMAS Three Cheers* (auxiliary boom defence vessel); the *Vagrant* (no, not a tramp steamer but an examination vessel) and, most oddly, *HMAS Wyatt Earp* (Antarctic survey vessel). Yep, an Australian naval vessel named after a United States 'wild west' hero (or villain, depending on your knowledge of history). *HMAS Bataan*, the third of Australia's tribal-class destroyers, was originally to have been named *Chingilli*, later changed to *Kurnai*, and finally to *Bataan* to honour General Macarthur's gallant US defenders of the Bataan Peninsula in The Philippines against the Japanese onslaught in 1941.

A Real WWII Ghost Story

During the Allied invasion of Sicily in July 1943, jittery Allied gunners, under steady attack by the Luftwaffe, tended to shoot first and worry about aircraft nationality later. This was especially evident during the 82nd Airbourne Division's drop over the island on 11 July in which 23 of its transports were shot down. One of these aircraft was a C-47 being co-piloted by Brigadier General Charles Keerans, the assistant division commander.

The pilot, Major Dekker, did what he could to get the aircraft to land, but it was too badly damaged. He managed to ditch safely about 400 yards offshore. The survivors, including Keerans, decided to wade ashore. Somewhere along the way, Keerans disappeared from sight and it was assumed he'd fallen victim to an undertow and drowned. The army accepted that hypothesis as fact, and Keerans was duly listed as "lost at sea."

There the story would have ended, except fora bizarre incident: Keerans was seen alive the next day. Just offshore that morning, a sergeant was unloading supplies from another crashed transport. To his surprise, the supposedly dead Keerans approached and asked the sergeant to accompany him inland. The NCO declined, citing his orders to finish the unloading job. Keerans then turned and left, walking inland over a nearby dune never to be seen again.

Home Guard Weapons

In the aftermath of the Dunkirk evacuation, the desperate shortage of conventional anti-tank weapons led to the hasty development of a range of terrifying improvised infantry anti-tank weaponry that was often more dangerous to the user than the target. The training pamphlet *Tank Hunting and Destruction*, issued in August 1940, set the scene in typical period style: *Tank hunting must be regarded as a sport – big game hunting at its best. A thrilling, albeit dangerous sport, which if skilfully played is about as dangerous as shooting tiger on foot, and in which the same principles of stalk and ambush are followed.*

The crude new devices were initially issued to both the Army and the Home Guard to give them some form of protection against the Panzer spearheads of the anticipated invasion. They included the No.76 Self Igniting Phosphorus (SIP) Grenade – an incendiary anti-tank grenade that was no more than a glass bottle containing phosphorus, benzene, and a strip of raw rubber. It ignited all too readily and had to be stored in water-filled containers, but trials showed that it was almost totally ineffective against tanks.

Much more effective, although equally dangerous to the user, was the No.74 Grenade – the infamous 'sticky bomb'. This was a glass sphere containing nitroglycerin covered in a powerful adhesive, surrounded by a sheet-metal casing. When the user pulled a pin on the handle of the grenade, the casing fell away, exposing the sphere. Another pin activated the firing mechanism, and the user would then smash the grenade against the tank, breaking the sphere. Releasing the lever on the handle activated a five-second fuse, which would then detonate the nitroglycerin.

The risks were graphically described by Home Guard member Bill Miles: "It was while practising that an HG bomber got his stick bomb stuck to his trouser leg and couldn't shift it. A quick-thinking mate whipped the trousers off and got rid of them and the bomb. After the following explosion the trousers were in a bit of a mess, though I think they were a bit of a mess prior to the explosion."

Annual Ceasefire Service Photos

class minesweepers or corvettes, was expanded to 36 while 26 merchant vessels were also requisitioned for conversion to auxiliary minesweepers. Eventually 70 vessels were engaged in minesweeping activities operating from six ports around Australia.

This disproportionate response in terms of capital, crew and administration throughout the war was clearly in the order of hundreds of times the cost of the minelaying operation, even if the costs of the cargoes of sunken vessels and the mined vessels themselves are ignored. Clearly, as an exercise in disrupting allied lines of communication and diverting material and personnel from more pressing needs, the raiders' actions were highly successful.

Following their minelaying operations, the *Pinguin* and *Passat* rendezvoused on 15 November 1940, and following recommendations to Grand Admiral Raeder, Commander-in-Chief of the Germany Navy, five iron crosses (1st class) and 50 iron crosses (2nd class) were awarded to crew members of the raiders.

Postscript:

The wreck of the *Cambridge* is located in the inshore traffic zone off Wilson's Promontory where she was located by an RAN hydrographic survey in 1972. She sits upright on the bottom in 66 metres of water. The aft area of the midship castle has largely collapsed as has the deck area extending towards the stern. The bulkheads at the back of the midship castle have collapsed and the deck plates hang out and down whilst ladders and companion ways terminate in clear water.

Cambridge then and now. Diving photo by Mark Spencer.

Forward of the bridge, small loading masts are still standing either side of the bridge, loading derricks still lay stowed for sea along the main deck and winches appear ready to operate.

Looking into the cargo holds, the between decks beams are all that are visible, while on the bow a large A-frame located on the prow of the ship points toward the surface. The top half of the mast directly in front of the bridge is gone but the bottom section is still standing and sits 30 metres above the seafloor. All that remains of the bridge is the deck and the bridge wings; behind the bridge is a rather large hole where the funnel used to be located and, behind that, the engine room skylight.

Note: this is an edited version of the original article.
Source: *Navy News* Vol.44, No.18, 17 September 2001

An Interesting Coincidence

by Les Peate (KSLI 1951-52)

Your article on the Naval War in the Pacific [*The Voice*, June 2014] brought to mind a real coincidence. The loss of *HMAS Sydney* to the armed merchant cruiser *Kormoran* ties in a way to World War I. In 1914 the German merchant cruiser *Emden* cut a swath of destruction across the Pacific. Among the vessels captured was a merchantman, renamed the *Kormoran* and employed by the *Emden* crew as an auxiliary. The *Emden* finally met its end in the Cocos Islands, where it was destroyed after a fierce but brief battle with an Australian cruiser detached from a convoy escort. Surprisingly, the Australian captain came under severe criticism. The *Emden's* exploits were admired by friend and foe alike, and though the ship was clearly battered to a hulk the crew refused to surrender and the Australian ship kept on firing. The victorious ship was *HMAS Sydney*. 27 years later, another *Kormoran* avenged the *Emden*.
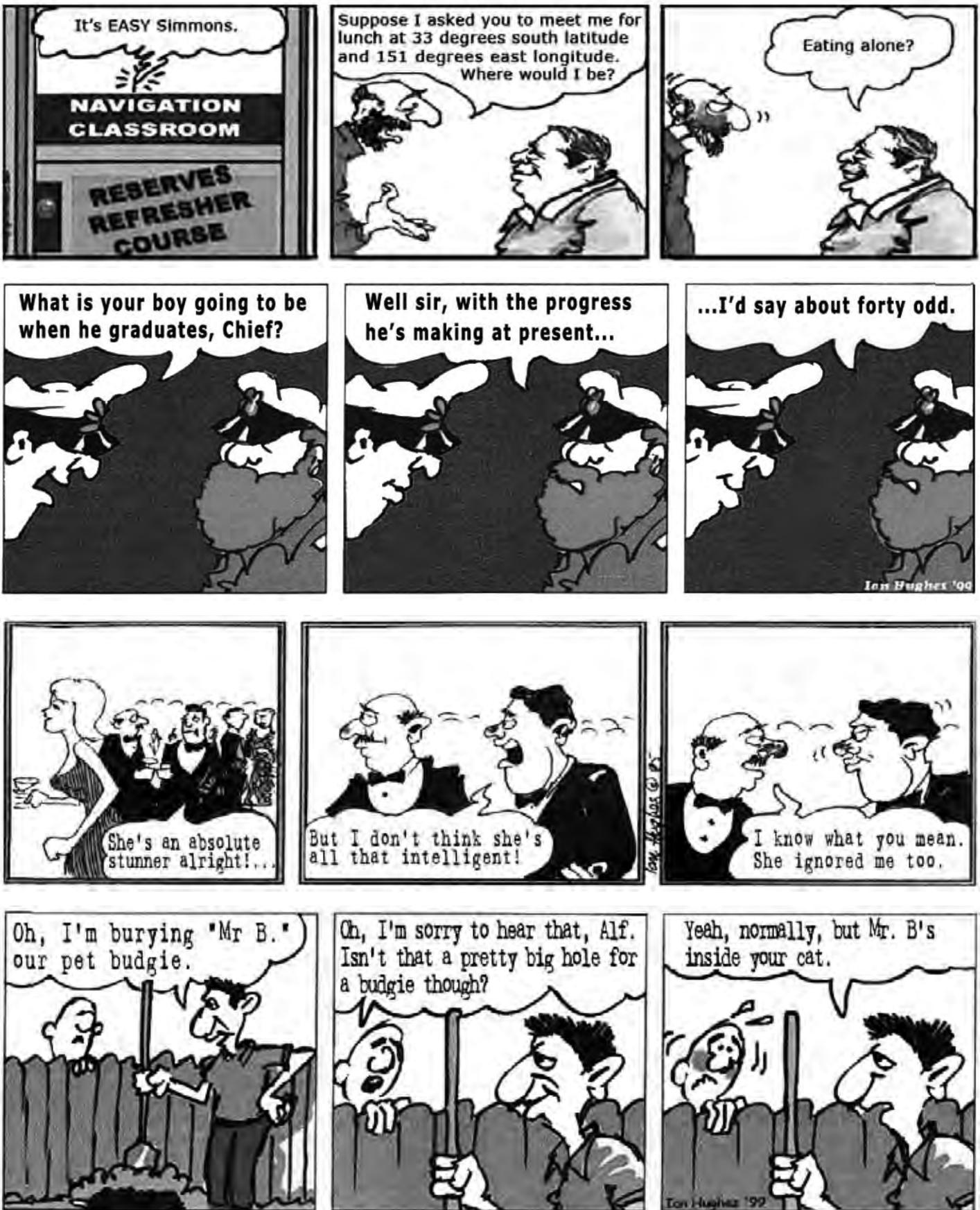
You're new to fencing aren't you...

HMAS Wort
by Ian Hughes

A series of cartoons which appeared in *Navy News* in the 1980s &1990s (now in public domain).

Advice is like castor oil, easy enough to give but dreadful uneasy to take – Josh Billings.

The Skyline
by Ramon J. Mason 24592 3RAR & 1RAR

It was May 1952 when I was with A Company, 3 RAR. My section (1 Section, 1 Platoon) was working on the wire about 30 metres below the summit where the ridgeline joined two features. Lt. General Rowell and his entourage galloped past; he was officially on an inspection tour, but we all knew he was only after another two medals to add to his collection. From the speed he was travelling, it was obvious he didn't want to spend more than the mandatory two days in Korea. But I digress...

A couple of minutes after he passed, I heard a hail from above. Looking up I saw a tall familiar figure on the skyline. Thinking it was Sergeant O'Brien, I responded. He asked if the General's party had passed by us.

I shouted "Yes, and get off the f*#!#*g skyline!" and resumed work.

Shortly thereafter I heard a soft courteous voice inquire, "Which way did the General go?" Turning, I saw a tall, familiar figure and stiffening to attention, I replied by indicating the direction the General was heading. "Thank you" said Lt. Col. Hassett, "and thanks for the advice about the skyline."

"You're welcome, Sir," I stammered, and breathed a sigh of relief.

Brain Teaser

Fill in the gaps in the following report with three words, each an anagram of the same word. Good luck! it isn't easy. Answer next issue.

The politician's speech caused a riot.
It was though he had hurled a _ _ _ _ _ _ _ into the crowd.
Everyone was _ _ _ _ _ _ _ but some were so _ _ _ _ _ _ _
they swept him away into oblivion – as Foreign Affairs Minister!

One From the Vault...

On Christmas Day, 1974, Cyclone Tracey slammed into Darwin. In port at the time was the Patrol Boat, *HMAS Arrow*, who received the full force of the hurricane. Two members of the crew died and five others were injured. The two photos show Arrow before and after. I'll leave you to pick which is which.
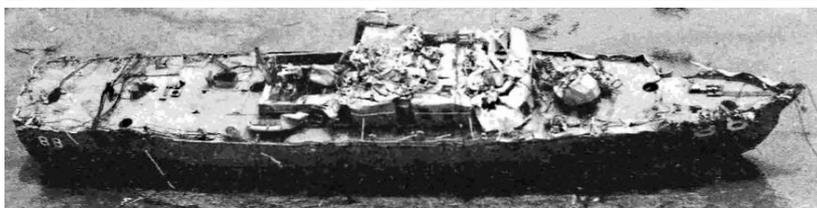
> *"When I was young I was sure of everything; in a few years, having been mistaken a thousand times, I was not half so sure of most things as I was before; at present, I am hardly sure of anything..."* – John Wesley

Farewells

Douglas 'Kipper' Franklin, 310864, 2RAR
on 13 July 2014

Leslie Jordan, A36306, *HMAS Sydney*
on 21 June 2014

David L Powell, 41101, 1RAR
on 4 August 2014

Robert Stephenson, 28063, *HMAS Bataan & HMAS Sydney* on 26 June 2014

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