



Important Information to our readers.

This is the 22nd issue of the Scribbler which as usual has been sent to all Scribes either via email or post. If you are receiving a copy by post we wish to advise that this will be the last issue posted to non members of the Association. Members will continue to receive a printed copy if they have requested one. The newsletter is always available to download via the internet.

If you enjoy receiving the Scribbler by post, then why not join the Association for a fee of \$12 a year or \$110 for life. This will ensure you receive a regular copy of the Scribbler. Anybody joining for one year will be covered now until 30/06/2010. See next page.

We wish to thank National Mailing for their generous support over the last 5 years.

"White Mafia"

Collective nickname for the Supply and Secretariat Branch.

Writer Functions. The association will now contribute \$5 towards refreshments per member to an official Writer function. These functions can be a luncheons or dinner. It is emphasised that any writer (retired or serving) attending a function, must be a member of the RAN Writers Association to receive this benefit.

The association will only contribute to one luncheon per year in any particular region. The member organising the function will be required to submit the name and membership number of those that attended when seeking reimbursement.

Anzac Day – Canberra – 25th April 2009 – Saturday.

The Association is discussing the possibility of this Association marching under its own banner in Canberra. The RSL have agreed – and we are consulting our members to the viability of marching under our own badge. Watch the web site for more details.

JOIN THE ASSOCIATION AND HELP COVER OUR COSTS



R.A.N. WRITERS ASSOCIATION Inc MEMBERSHIP APPLICATION FORM

Please print clearly, complete and send this form and membership fee by post to: R.A.N. Writers Association Incorporated PO Box 5020 Chisholm ACT 2905 Australia

(Enquiries – Email: scribes@ranwriters.com Web: www.ranwriters.com)

(NB: if paying by direct deposit to the R.A.N. Writers Bank Account or online Mastercard/Visa - this form can be emailed)

I wish to apply for membership of RAN Writers Association incorporated. In the event of my admission as a member, I agree to be bound by the rules of the association for the time being in force. Personal details are:

Full Name			
Postal Address		Suburb	
Post/Zipcode		Country	
Phone (work)		Phone (home)	
Phone (mobile)		Email:	
Period of Service		Rank	
The Scribbler Newsletter. As a member you can elect to receive a posted copy of the Newsletter by indicating here.			YES / NO I wish to receive a posted copy of the Scribbler.

Individual membership: Yearly Subscription Costs (To 30Jun 2010) \$12 or Member for Life: \$110

Method	Indicate which	Instructions
CHEQUE		Attached
MONEY ORDER		Attached
Direct deposit		Pay into R.A.N. Writers Association Bank: ADCU BSB: 802-397 Account Number: 675334
MasterCard / Visa online		You can pay online at our membership page or pay below:
We would prefer you paid via methods above but Visa/MasterCard payments will be accepted by mail		
Please charge my Credit Card: <input type="checkbox"/> MasterCard <input type="checkbox"/> Visa		
Card Number:		
Cardholder Name:		
Expiry Date:		Specify Amount
Signature		

Signature

Date

We Heard from:

Peter Maguire, now living in Hobart. He served in the Navy from 2 January 1974 to 2 January 1980.

Bruce "Sheepy" Marino, ex Leading Writer. He lives in Moe, Vic.



Ron Coon (left), living in Seaton, South Australia, with his wife, Desley, married for 44 years plus.

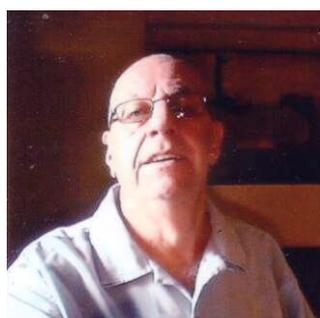
Jennifer Anne Volk – lives in Bendigo. Jenny served from 1982-89.

Sue Tapper (nee McQuade) with her husband Ian known as 'Tup' says "late 2007 we moved to Warwick. The property we have moved to is 75 acres and this suits our needs much better as Australian Stock Horse breeders.' Sue says the work is physically exhausting.



Dave Langford (left), lives at Salisbury Park, South Australia. Served from 1967 to 1993. Paid off as CPOWTR.

Chris Bales. Chris has been sick, ended up in hospital in November 2008 in UK. His condition has improved slightly since then and back at home. He attempts a little walk each day but gets puffed out. Only about 100 metres but it still is progress, and he has to watch himself as quite often its his maximum and the roads and paths are quite iced up. Talks are in progress to provide him with a temporary wheelchair (on loan) so he can negotiate his way to the library etc. He is looking forward to getting to the library as that is where his brother Malcolm has set up computer access, at present he has no computer at home but that is also being negotiated. He was cooped up in Hospital for a long time after he recovered because his ward initially, then the whole hospital, was quarantined by a "superbug". Generally he is in good spirits and really perks up whenever he gets a call from OZ. Lindsay Lake, Judy MacMullen and John Grantins have made recent calls. He would appreciate



anybody calling/writing to him. Phone is 0011 4414 8083 1590, and with SKYPE especially its only 2.7c per minute. His address for written correspondence is 3 Daintree Close, PAPWORTH EVERARD, CAMBRIDGE, CB23 3RB, U.K.

We heard **Raymond Kennedy (left)** lives in Surry Hills. Served 1961 to 1981. Paid off as a CPO.

John Grantins – Is on the improve after major heart issues last year. He says there is still a bit of a cloud with his ticker but as “I’ve told everyone all the time, I’m just too big hearted and now I’ve got the xrays to prove it, an enlarged heart and arteries!” His girlfriend Ellie arrives from USA for six weeks on 13th February

Ex POWTR **Ian K. Payne**

R113238, has promised to write his biography. Have you sent yours in yet?

Reg Kemp – Looking for WWII mates

Reg Kemp would be pleased to contact any member[s] who served with him in the Writers Branch during the 39-45 war.

Contact person: Julie Kemp on jliek22@bigpond.com or 07 46 136 017



Geoffrey Carden's family sent us a picture of Geoffrey who died in 1998. He served during WWII and he was awarded the Imperial DSM. (We think he is the only Writer to be awarded this) His biography is on the web site.

Lest we Forget

James Leslie Rouse. Deceased mid 2008. Joined 16/06/1944 as a Writer Probationer II. Official number: S 5932. Promoted Writer 26/12/1944. He joined *Cerberus* on entry and then posted to *Ladava* 22/08/1944 and *Penguin* 13/11/1945, and demobilised 04/11/1946.

Morgan, Ian Alexander. Deceased mid 2008. R52407. Joined 21 September 1956. After initial training he was posted to *Penguin* 07/07/1957 and joined *Vendetta* 10/12/1958 until 30/8/1960 when he joined *Harman*. Posted to *Albatross* 28/02/1961. Posted *Vampire* 02/07/1962 to 29/11/1963 after which he posted to *Penguin* and then *Kuttatul* early 1964 and discharged 20/09/1965 as a Petty Officer.

Deceased July 2008: **Edna Mary Kubilinskas [nee Camlin]** WR 202. Mary was mobilised for service 18 November 1942 her rank on entry was Assistant Writer (Minor). She was promoted WRAN WTR 17 February 1943, and Leading Writer 1 October 1943. She was discharged 15 February 1946. All her time was spent at *Penguin* II.

Mark Mobley Pays off! (Perhaps)



"Well, that three months of Continuous Full Time Service which I began in September 1999 has finally come to an end and, effective 3 January 2009, I will again join the ranks of the under-employed and try to find the time to do those things I have been deftly deferring - like renovating the bathroom.

My current job. I had the pleasure of working with some incredible, dedicated people, full timers, part timers and those who support us. Ladies and Gentlemen - it has been a pleasure - I look forward to the opportunity of perhaps one day serving with you again (I am still enlisted until October 2016).

I do not anticipate that mine will be a long retirement. I will be back here for one day on 19JAN to help my replacement, CPO Joe VALEK out with his first induction of trainees - that first intake of the year can be a tad daunting. And after that; who knows"

Rod Pope Joined the RAN in August 1981 from Brisbane. Following Category training I was posted to *Moreton*. Time at sea



was spent on *Yarra* and *Brisbane* respectively. Spent a significant portion of my time in Canberra, serving at both *Harman* and in Navy Office. Significant Projects I worked on were Navy Helicopter Project (HELO PD-N) and the RAN Canberra Comms Project Directorate (RAN CCPD).

Was lucky enough to be posted *Stirling* in the early 1990's where I was the Admin Officer for the RAN Submarine Escape Training Facility (SETF).

In 1992 I changed Category to Naval Work Study and following on from a 4 month training course at RAAOC Centre (Army) Bandiana was posted to a Naval Work Study Team in Canberra. Left the Navy in September 1994 as a Petty Officer Naval Work Study.

Scratch – Traditional nickname for the Captains Secretary.

From "JACKSPEAK, A Guide to British Naval Slang and Usage" by Rick Jolly



PRESIDENT'S REPORT – Lew Horsfield.

(Picture 1960) Greetings Scribes.

- I was, along with the rest of the Committee members, disappointed with the response we got for the AGM. I understand that some members cannot make the AGM because of distance involved, but there are approx 20 paid up members [those that are entitled to vote at the meeting] in the Canberra area and we really had to work hard to get a quorum together.
- Please see if you can spare us some time for the next AGM.
- I am pleased to welcome into the Committee Alan [Ajax] Axford. Alan has taken over the vacancy incurred by the retirement of Brian [BJ] Tucker. BJ as you know supervised the organising of the successful 2005 Reunion, held in Adelaide. Ajax was on the committee, and since then has been the moving light behind the Adelaide "Pie Floater" Lunches.
- Ajax welcome aboard and we look forward to you carrying on the good work you have been doing behind the scenes in Adelaide. I say Many Thanks to BJ from all members, for helping to get the association set up and the Adelaide Sub Committee going.
- The set up for the 2011 Reunion in Hobart is in place and all matters well in hand, with just about all items costed. One matter that is going to be late is the cost of the Ferry to the island state. Dick is working on the best possible deal, as he has done for accommodation/venues. For those who are driving, look at the tourist plan he has put together. Please check the section – Points to Ponder.
- You do know you can start a Lay-by system for the Reunion if you like. Full Costs should be ready by the time the next edition of The Scribbler is distributed. Please complete a 'Registration of Interest' to attend and forward it off. REMEMBER the only part of your money that you forfeit, if for some reason that you are not able to attend, is the initial registration fee. All other monies will be returned. You will have noted the change to the set up of our Web Page. This has been worked on for some time by Geoff Hardwick to make it more users friendly. Our thanks to Geoff for the hard work he does on the site.
- I would also ask you to be a bit patient with Geoff regarding adding items to the site. He not only does our web page but also helps out a few other Non Profit Organisations.
- Remember – Good Writers are not bad Correspondents. Lew

Bill Crossley "I joined in August 1967 as an ORDEMWR it was not what I wanted so they chucked me out and I became a writer. After the Basic Wtr CSE 1/69 I was posted to the Dive School at *Penguin* when it first started up in June 1969. Next posting *Queenborough* (8/70) and *Harman* (71). I posted to *Tarangau* 1/72), one of the best postings. From the jungles of PNG I posted to *Albatross* (1/73) and then year *Cairns* (1/74).

Cairns to Fleet HQ (4/1975)for 2 months with the Fleet Supply Team then as the LSWTR to *Perth* from 9/75. A couple of trips and then to *Waterhen* (5/77) but soon after *Lonsdale* (1/78) where I met my lovely wife Helen and 3 weeks later got married and still married. Posted *Creswell* (4/80) but DSP posted me to *Cerberus* (7/82) for 2 months before *Lonsdale* (Recruiting) (12/82) The next posting was to *Swan* 13/2/1984 to pay her off and back to *Lonsdale* (22/10/1984) then over to *Derwent* (29/04/1985) to pay her off. *Albatross* 6/1985 where I paid off (8/87)as CPOWTR.

I currently work at *Cairns* as a Public servant as Assistant Garrison Support Manager. Have done some CFTS. The 1st as the MSO (Military Support Officer). The second was the highlight of my career—posted for 7 months to the Middle East with FLLA 3 to Kuwait as Chief Clerk (PERSO) with the Army Unit I was detached with (10FSB). I was deployed from 1/7/07 to 10/02/08 and earned lots of tax free dollars along with a couple of gongs and the chance to observe a totally different culture, I must say whilst I was there I meet so many old faces that I hadn't seen for many years.

The other high light of my career was when my son joined the navy as a writer (David Crossley) and after a lot of pushing on my part he changed over to Officer and is now a LEUT Supply Officer. He is currently serving with the United Nations in SUDAN on Operation Azure, so the Crossley name in the Supply world will still go on. If you ever wish to contact me I can be found at *Cairns*, I currently work with one of my old LSWTR's, LCDR Greg Crass who holds the position as OIC FLSE Cairns, CPOWTR Jim Carroll and CPOWTR Mick O'Connor are also Public servants at *Cairns*.

Many years ago in Scotland , a new game was invented. It was ruled 'Gentlemen Only...Ladies Forbidden'...and thus, the word GOLF entered into the English language.

Bill Rogan "I joined the RAN in 1/1990 and went through Cat School under the tutelage of CPOWTR Al Hardie, POWTR Wayne Lanham and POWRWTR Chris Lindsay. Posted to *Creswell* along with my classmate Stuey O'Brien. As there was a backlog of WTRs to get to sea I managed to spin my *Creswell* time out to about 2 1/2 years. During my time there I worked for Frank DeKoning in the Pay Office and Brad Clements in the Personnel Office. I still remember the morning when the buzz spread around the base that Frank, as OOD the previous day, was the new OIC of an amphibious bongo van. Seems that a wet slipway, no handbrake and a sprinting PO DeKoning adds up to 1 x submerged bongo van.



Then posted to *Flinders* for 2 years as the sole scribe and had the good fortune to enjoy some of her more exotic ports of call such as Weipa, Gove and Port Moresby, though going to Norfolk Island was a highlight. Promoted LSWTR and off to *Cairns* for 12 months. I worked for/with Chris Legg and Al Dummett in the Personnel and Pay Offices respectively.

Posted *Harman* (DSCM) and looked after transfers of category, working for CPOWTR Jo Jordan. 2 months later I was 'lucky' enough to get my commission and went over the hill to the School of Knowledge (ADFA) for a few years. Spent time in Brisbane and Coonawarra as the SO Tenders.

Transferred to the Reserves in 2003 after 13 great years. I don't regret a single minute of it and some days long to be back in 'rig' or having a run ashore somewhere

Missing Scribes – If you know where they are let is know

Penny Clegg - was in intake - Mar 65, and married a Werner Paris around 1968.

Browyn Kay Cook also intake Mar 65 and married around 68.

Colin Everett served in Captain's Office at Harman in 1966 and did PO Writer Course in 1968. He originally came from Mt. Isa in Qld.

Rosemary Ganly, who married Lt. Ted Wynberg in 1968. Ted did exchange duties in Pearl Harbour.

John Abbott who was working at Defence Plaza in Sydney for the Public Service (early-2006) in Archives, he was off to live at his Uncles farm at Texas QLD as caretaker in Jun 06.

FIELD GUN BATTERY HMAS CERBERUS by Frank Shugg.



Healthy competitions and pride in the Armed Services and branches thereof have always played a major role throughout the ages. Apart from individual and team sporting activities of athletics all codes of football swimming tennis etc there have been many occasions that will always be remembered at CERBERUS including the Curry Cup a combination of athletics cycling cross country boat pulling etc, but few will remember the

strenuous Field Gun Crew competition which ended in 1955 at Como Park in Melbourne a final event and a spectacular display for public entertainment to celebrate Trafalgar Day.



The Naval Brigade at the Battle Before Ladysmith, 30 Oct, 1899,
The 4.7" gun, mounted on Captain Scott's carriage in action.

The origin of the Naval Field Guns goes back to the days when the Royal Navy was called upon to wage war in foreign lands at short notice. When this requirement arose a Naval Brigade was formed and landed. A brigade really meant a party of armed sailors up to 50 men to which a field gun was added, because it could be smartly moved about the countryside by a crew of 18 sailors (This was the theory). Field Guns varied from time to time but the Navy favoured

the 12-pounder after a successful siege against the Boers in 1899.

From 1920 to 1955 the Field Gun Battery in HMAS CERBERUS consisted of six 12-pounder guns and limbers. The limber was the detachable front of the gun carriage with an ammunition box mounted on an axle and two wheels, a long wooden centre pole and cross bar at the front for steering. The gun had a three-inch barrel with an interrupted screw breach block weighing eight hundredweight (approx 800 lbs or 406 kgs) a quick firer, the charge being contained in a brass cartridge case. Both the gun and limber were fitted with two 42-inch artillery wheels (a spare carried on the top of the ammunition box for races). To move this carriage different lengths of 'drag ropes' were attached with a loop at the end to go over the arm of the sailor.

The guns were used mainly for ceremonial occasions and funerals. Old hands will remember the long drag at the slow march from the chapel in the drill hall to the cemetery at Boot Hill on the eastern boundary of HMAS CERBERUS. In November 1926 at the Police Carnival in Melbourne a gun drill competition was introduced and a trophy presented by the wardroom to the winner the Ordinary Seaman's Gun Crew. The competition continued over the years between branches and the rules changed somewhat until the last performance in 1955.

To provide entertainment and show off the maneuverability of the gun and the strength of manpower, a course was designed to test the skills to be developed by the crews including physical fitness to be competitive against other departments and the clock, and not get injured in the process, an understatement. Training was from 0700 to 0800 weekdays and only two badge men were excused from 'volunteering'. In 1955 a Commissioned Writer Officer Nick Carter was in charge

Once you got the hang of what was needed to move the limber and gun you were introduced to the course out on the playing field at the back of the gunnery school. The gun's crew took up their allotted positions around the gun and limber dress of the day no'8's (working dress) heavy boots negative caps. (At this stage the 'volunteer' training squad was the same size or larger than the operating numbers because of varying injuries sustained along the way). At the command up pole and drag ropes the crew with sailors front and side took up the slack and moved forward to the starting line.



Photo courtesy of Alan Price

At the command go full speed ahead was achieved for about 25 yards and then a right about turn straighten up for another 25 yards to face a thick wooden wall over four foot high. The gun and limber had to be lifted over this wall. To achieve this at a given spot the gun was detached under way sailors dispersed leaving the two steering crew to jump up onto the wall swing forward

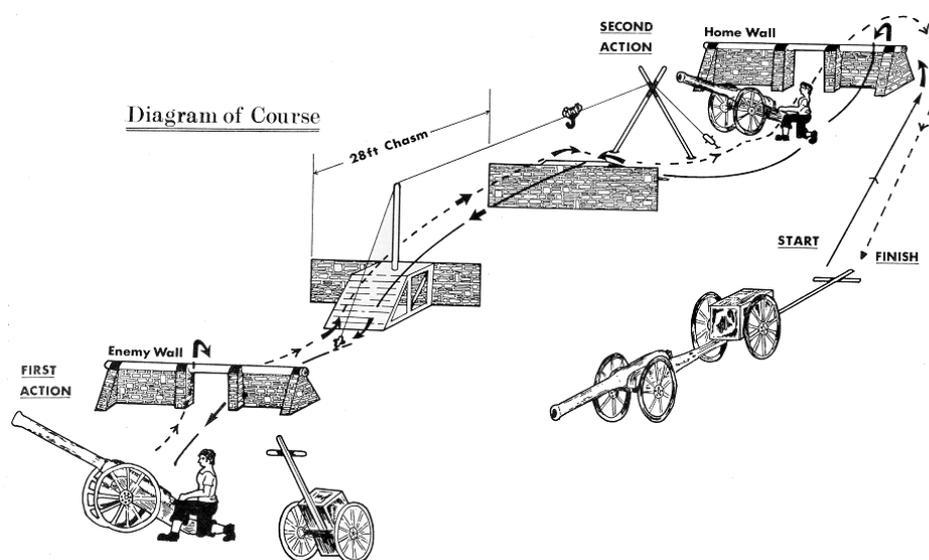
whilst the sailors lifted and pushed the limber over before the arrival of the gun because that was to follow.

Once over and hooked up another dash to a marked area about 25 yards ahead, stop, take the spare wheel off the limber and change the right wheel secure the spare on the magazine box and off again for another 25 yard dash and stop. Unhook the gun swing it round to the front load fire two blank rounds at a wall purporting to be about ten foot high to 'blow' a hole in the wall in order to proceed through at a distance of about 25 yards.

For appearances and excitement a two-foot gap was prepared and covered and an explosive and smoke device rigged by the gunnery staff to achieve the desired effect of a direct hit second shot. Don't wait for the smoke to disperse hook up and run to the gap in the wall, because the next achievable part of the exercise was to dismantle the limber and gun get it through the hole in the wall together with all sailors assemble the unit and run for the last 50 yard dash to cheers if victorious and a well earned rest providing everything was in one piece including the sailors. At each stop area there was an umpire to oversee the procedure which overall took about six minutes.

The crowd loved it, the competitors, sick bay staff, chippies and gunnery school staff welcomed the final run. This last run was a special achievement for the S&S Team its first and only victory. I know I was there on the steering cross bar. Coincidentally a member of the first Ords crew in 1926 E.Vollmer, was still serving as a Commissioned Stores Officer.

My opposite number on the limber was Marty Minogue whose utterances I will not forget "we're gunna get killed - we're gunna get killed". As I cannot remember all the names of that magnificent crew I shall not name a few but once again congratulations to all the crew on the final day and the wounded



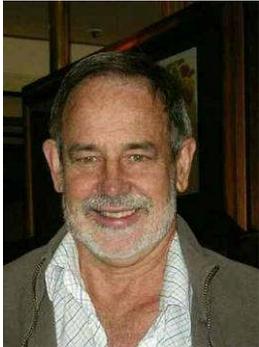
for their participation. I hope this revives a few memories.

The diagram on the left shows a typical course which is used in the UK for field gun competitions.

A True Story - The Battle of the Bantam-Weights

At sea, somewhere in the Indian Ocean, a light 2000 odd ton Survey Vessel was steaming along, aided by a gentle Fremantle Doctor. The hands of the evening watch were at their stations and a number of ordinary seamen gathered on the AX.

A heated discussion developed between 2 of the Diamantina bantam-weights:- ORDSMN(CK) Rick Hustwaite & ORDSMN(WTR) John Bignell. (Left) The dispute, obviously unresolved, ended when young Rick clipped his debating partner under the ear and fled for the comfort of his mess deck. Hot in pursuit and gaining quickly was young John.. On cornering his assailant, he informed him of the consequences that awaited him, the next time they were ashore.



"ORDSMN Hustwaite and ORDSMN Bignell, Bridge, with caps", was the summons. Arriving on the Bridge, we were greeted by our Divisional Petty Officer, yes, the mirror punching A/LSPTI, Barry Brownrig, our Divisional Officer - LEUT Clarke and LCDR EX PTI Holloway - our CO.

"Off caps", up 2,3; still remembering those good old days in Recruit School. Words to the following effect followed: Captain -"It has been brought to my attention that you 2 have been fighting" Bignell - "No Sir, only a slight altercation".

To ensure this, Ditty, is kept short, i'll dispense with any further dialogue. Obviously, the A/LSPTI had overheard my quiet conversation with Hustwaite and reported the incident to the Captain (only wish I knew about the hearsay rule then)

The upshot was that, following Sunday's Prayer Service, my new best friend and I were to participate in a "grudge fight" on B deck. On a fine, cloudless, Sunday morning, after being inspired by readings from Matthew, Mark, Luke and John, the combatants made their way, grimed faced, to the venue of their forthcoming truculent encounter. Being a quiet country lad, without any reputation for being pugnacious, I was filled with fear as I entered the colosseum - B deck.

Present were, the Bridge Trio of Brownrig, Clarke and Holloway, together with the LSSBA and an Able Seaman by the name of Day. Both of us were allowed seconds and in my corner was ORDSMN(WTR) T.J. Brown.

Seagulls, gathered above, eagerly awaiting this untelevised event. The upper deck was piped "out of bounds" and the decks were cleared. Being a man of few words I'll get straight to the outcome: Entering the ring, donned in immaculate white shorts with matching singlet, boxing gloves were tied tightly and tape secured loose strings. I then overheard The Captain informing the Master of Ceremonies, "let the lads at it for 3 minutes and if they don't fight - put able seaman Day in the ring with them".

Now, Able seaman Day was a beast of a man, 6'2' and at least 3 pick handles across the shoulders. Thinking that this would be an unfortunate outcome and detrimental to my health, I leapt from by corner, (blessed with the inside information), and from memory one was still throwing leather at the conclusion of the bout. Thankfully, Neptune had saved us from Day.

Len's Presentation - My Early Days In The Royal Australian Navy (By - Len Hoffman - deceased)

I joined the Navy in 1950 and stayed for 30 years, serving in the Supply and Secretariat Branch. After initial training in HMAS Cerberus I was posted for two years and ten months in HMAS Harman, which was at that time, the largest W/T station in the Southern Hemisphere. In August 1954 I joined the aircraft carrier HMAS Sydney at Garden Island in Sydney Harbour, and this talk is mainly an account of the eighteen months I spent aboard that ship.



In late September 1954, after completing the mid - Winter leave cycle and partial refit, Sydney slipped its moorings and departed the big smoke, heading South to the Jervis Bay area where it took aboard its aircraft from RAN Air station, HMAS

Albatross. The aircraft comprised single seater SEAFURY(S), two seater FIREFLY(S) and a pair of SYCAMORE helicopters.

After the batman had landed these aboard, the ship turned her nose north and headed for Hervey Bay where repeated deck landings and take offs were practised by the new pilots, and re-stimulated the older ones. Hervey Bay was ideal for these operations because its prevailing stable seasonal weather makes it ideal for training. The Captain and Commander (Air) were very satisfied with progress and delighted that it was entirely incident

free. At the conclusion of a days flying the ship anchored and anglers in the crew took the opportunity to drop a fishing line and catch some of the abundant fish. Nothing was more pleasing to the eye than to see a Red Emperor breaking the surface of the blue bay water! The cooks happily prepared catches for Ships Company to eat.

The air training completed, the ship headed for Brisbane to replenish fuels and victuals; and after completing a cordial 5 day visit we sailed for Manus Island via Rabaul to take part in the scheduled SATEX (South Asia Tactical Exercise) with ships and aircraft of all shapes and sizes from a number of navies. Upon approaching the Coral Sea we joined up with our consorts of two destroyers and one frigate and opportunity was taken to refuel each of these ships and transfer official and personal mail by jackstay. One advantage of crewing a carrier involved our aircraft collecting mail at designated towns with arrangements with the Warship's Section of the GPO. The receipt of personal mail by a ship's company is a great blessing and morale booster for the ship's company. All ships were eager to compete as "good guys versus bad guys"; or more aptly put, the "Blue against Orange Forces", and because it involved operating both North and South of the Equator and was classified as being "on war footing" and because of repeated crossings of the traditional crossing the line ceremony was abandoned. At the wash up, the exercise was classed as an outstanding success and we met on friendly terms. Of interest, the ship used "daylight saving" to gain maximum use of the sun to maximise flying hours and counter inclement weather when flying could be hazardous; days were shuffled; and Wednesday could become Sunday and Sunday a Wednesday with maximum flying activity. While all this occurred years ago I recall that with recycling working and free time came out square in the end.

Effective from 1955, HMAS Sydney was scheduled to convert to a role of Training Ship and in February it participated in exercises with several ships of the New Zealand Navy, using Jervis Bay to rest up (J.B. was always a home port when deployed). Since we were classed to function as an aircraft carrier it should be mentioned that Jervis Bay is large enough in area to allow aircraft to be launched flight deck. We returned to Sydney once more for necessary replenishment and then set sail on a "Goodwill" visit to New Zealand, visiting Auckland, Wellington and Christchurch. At Auckland I was fortunate to be member of a party of 100, chosen for a tour of Rotauru and while en route there we stopped for

refreshments at a roadhouse which is internationally renowned for its salmon ponds. I have never seen so many fish of that species in all my life. At Rotaura we received a royal welcome shown their geysers and the mud pots where, in the old days Maori warriors would throw their enemies! The Maidens performed the ritual Poi dance which features a tiny ball on the end of a string and warriors who were especially decorated in war paint performed a war dance which I was told literally scared the pants off the enemy and sent them running for their lives.

We farewelled Auckland and slipped off to Wellington. At that city, selected members of the ship's company were hosted by the citizens for car trips. My name came out of the hat and with two others, our host with his wife and a four year old daughter drove into the mountains, along an extremely winding road where I noticed sign posts bearing the message; "Beware of Frost"! Ironically; we were guests of a family named Frost! At sailing time a local band played the Hawaiian Farewell, and after leaving harbour we set course for Christchurch where we berthed at the adjacent port of Lytleton. The visit to Christchurch provided a delightful finale to New Zealand and upon leaving port we sailed up the East coast of the South Island, where; while passing through Cook Strait I recalled the popular "James Fitzpatrick" travel talks of the 1940s which always wound up with the words; "so we say farewell to this lovely land of splendour, its wonderful people and sail off into the sunset". This fitted the New Zealand trip to a tee.

Upon arrival in our home port of Sydney there was a period of leave followed by a cleanup of the Ship prior to slipping away again. Our next deployment involved showing the flag at Melbourne, Adelaide and Perth; berthing at their respective ports. We had a great time at each of these cities where people readily adopted us. In truth we needed to relax after enduring an extremely demanding program of exercises. Having jettisoned the birdies, the flight deck was now quite accessible and at the cessation of each working day there was PIT, deck hockey and volleyball, (Which we played in the two aircraft lift wells (With the lifts down). The ship returned to its home port once more, in early in December for Christmas leave and a long refit. I have many memories of the carrier - because accidents did happen:

(a) One unfortunate incident occurred when the tail wheel of a Firefly broke off during a heavy landing, skidded down the flight, hitting an aircraft handler who sustained a broken leg and cracked ribs. The aircraft was duty assessed as unserviceable but the pilot

was not "deck bound" and was assigned the ships spare aircraft. On another occasion the same young lieutenant pilot, while positioning his Seafury for his departing takeoff gave a cheeky gesture of farewell to Commander Air, who was stationed on the bridge! I am sure that in response Cdr.(Air} must have pointed the bone at the young flyer as the engine of his aircraft cut out and refused to re-start. The aircraft was duly removed from the flight deck by the Clark Tow motor and the Officer paid a penalty for his sauciness by returning to Sydney with the ship and making an ignominious journey to Nowra by rail. Of interest, he later made Commodore, equating to Brigadier in the Army and Air Commodore in the Air Force! (Perhaps it pays to be cheeky!)

(b) During a quiet time gave a recital on the foc'sle and as an audience we were all crowding around dressed in shorts and sandals and one of the old chief handlers was smoking his pipe. While tamping down the red hot ash in his pipe and landed on the foot of a young rating who was standing nearby; the war dance he performed would have made a red skin jealous; but it wasn't funny!

MONEY CHANGING by Derek Smith



Of all the jobs Writers were required to do during my time, especially when deployed overseas, the task of changing the Ship's Company's Australian money into the local currency was the most traumatic. Of course, it was - and is very necessary to enable the ship to retain its Australian Currency without having to replenish cash through the mails or by diplomatic bag - or whatever.

I am unaware of the present arrangements for ensuring sailors have money for a run ashore in a foreign port, when all personnel are paid by electronic transfers into their Bank Accounts and no actual cash changes hands each payday. In my era, Officers and Sailors were paid their entitlements (after tax, DFRB, allotments etc) to the nearest ten shillings, with the minor balances carried forward in their Pay Card to the next pay period. Sailors could then buy from the Canteen or bank into a bankbook account, their cash with the Supply Officer, who was an agent of the Commonwealth Bank.

Thus, all Australian notes on board would, in theory, eventually return to the Supply Officer who would transfer non-public moneys to public moneys and account for every penny.

When we were due to enter a foreign Port - Let us choose Hong Kong as a good example - The SO would ascertain the Official Exchange rate Australian pounds vs Hong Kong dollars. The senior Writer sailor would then compile a local money change form which required the Killick of the Mess to group his mess on the form.

Each sailor would have to decide how much local currency he wanted to buy and the Writers would have to work out the equivalent in local dollars, making sure there were no mistakes and reconciling each form, then the total number of forms. His overriding task was to ensure that public moneys did not make a loss on the transactions. At the same time he was told that any profit had to be kept to the very minimum, with whatever profit was unavoidable, being paid into the Ship's Fund.

Readers should remember that ships had no computers or electronic calculators, spreadsheets had not been invented. If a ship was lucky, it had a mechanical adding machine with a handle on the side which was capable only of adding a column of figures fed into it individually. Etched into my memory is the official exchange rate for Hong Kong and for Singapore in the early 60's ie before decimal currency in Australia:-

1 Hong Kong dollar = A1s 6.80635d, 1 Singapore dollar = A3s 2.34547d.

So, we had to do our calculations by long multiplication and long division. Somehow we were successful, mostly in a very short time. Very seldom did we have a problem later discovered. Then, following a paper reconciliation, the Supply Officer had to write a Bill of Exchange on the Commonwealth Government for the sum of local currency required and in the bill denominations required to 'put up' each mess member's requirements. Off he would go as soon as alongside, or in the first boat, to the branch of the local government bank, exchange the bill for local notes - usually grubby, smelly, disgusting bits of coloured paper which, in some cases looked as they had been secreted in unmentionable places. Then we would put up each mess' requirements in the office, with frequent dips of fingers into sponge bowls filled with dettol and with watchkeepers from the 'hole' hammering on the door, because they wanted to get ashore to the nearest pub to quench their thirst. Unfortunately, they had to wait until the last note was used to ensure that a mistake had not been made somewhere along the line.

Sound familiar??? Pity the poor Writers - but nobody did!!

NAVY BEREAVEMENT PIN

The Royal Australian Navy (RAN) has commissioned a bereavement pin to recognise the valued contribution of all Navy personnel who lost their lives in the service of the R.A.N. and the nation.



The Navy Bereavement Pin is a distinctive 20mm gold lapel pin which has the crest of the Royal Australian Navy encompassed by wreath 'supporters'. The Navy Bereavement Pin has been developed to meet an expressed wish by many families, who have lost a close family member while they served in the Navy, to have a tangible yet discrete memento of the service of their loved one.

The Navy Bereavement Pin is a symbol that can assist family members to commemorate the life and service of a relative who was lost while serving in the Navy. It is the Chief of Navys wish that by prominently wearing it or having it as a special keepsake, the Navy Bereavement Pin helps you to remember proudly the family member you have lost and reminds you that you are very

much considered a part of the broader Navy family.

Enquiries

General enquiries about the Navy Bereavement Pin can be made by phone on (02) 6266 2285. or see http://www.navy.gov.au/Navy_Bereavement_Pin

Thomas Lea is worth a mention in our newsletter

Born 14/08/1878. Promoted CPO 09/11/1911, Warrant Officer 1/4/1920. He was promoted to a Commissioned Writer 12/1927 and Paymaster Lieutenant 4 years later. Records indicate on promotion to WO he joined *Encounter* then *Penguin* 1/10/1920. Joined *Adelaide* 16/04/1922 until 29/01/1924 as WO. He subsequently joined *Tingira* (the Navy boys training ship) until 30/6/1927. (*Tingira* was decommissioned 27/6/1927). On promotion to commissioned Writer he spent time at the 'London Depot' he joined *Australia*. On return he joined *Cerberus* 1928 for 5 years. Transferred to Emergency list the day after and the retired list on his 60th birthday – he did get promoted to Supply LCDR 1/1/1957 (Aged 69 years) on the retired list. Deceased 1980's.

REUNION 2011 – HOBART. Points to Ponder

I thought I would throw a few ideas around for those who are intending to make the trip to Hobart in 2011 in this, and future editions, of the Scribbler.

These are not, in any way, meant to counter the proposals that Dick and his team put together, but to give something for you think about traveling from the "Small Island", to the "Big Island"

- If your intend to drive your car, then, on present day prices it will cost about \$65 each way for the car. Passenger fare is \$138 each way. Although in stating those prices I am sure Dick is going to get a cheaper rate for us.
- Sailing takes place every Night. Leaving Melbourne at 2000 arriving Davenport at 0700 the next day.

- Weekends they also have a Day Trip; departing Melbourne at 0900 and arriving about 1800. This sounds like a good thing, to me, as you will not be paying the Cabin Rate you do on the night trip. Plus it will also be better for sightseeing. [Never seen much on the last night trip I did!]
- If we have 12 or more doing the trip at the same time we can make a Group Booking, which will cut down the price a bit more.
- By traveling on the weekend it will also give you a day or two extra to see the "Tourist Traps" that Dick has outlined in his guide. Likewise on the return to Davenport trip.

Move views and Points to Ponder next Edition.

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THE SCRIBBLER



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 Decommissioned: 09/03/1990

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Hamilton, Ray	01/1969	07/1969	ORD
Kinnear, Greg	01/04/1985	15/12/1985	LS/PO
Kindness, John (RANR)	26/10/1987	20/11/1987	WO

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