



GREENBANK NAA NEWSLETTER

GREY FUNNEL DITS

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WELCOME TO 2012

GREENBANK SUB-SECTION XMAS FUNCTION

The Sub-Section Xmas function was held in the RSL rooms at Greenbank on Sunday the 27th, November. The December meeting was brought forward and held before the lunch. Once again, the "Secret Santa" had those in attendance, wondering what delights would be revealed on opening Santa's mystery gifts. Don "Farmer" Collins was happy that he did not receive a shampoo set this year, (Don is bald for those not in the know). They say an army marches on its stomach, but the large number of attendees made short work of the culinary repast so greatly prepared by our ladies and we would have far out marched any army on completion of the meal. On a sad note, Monte had "crossed the bar" this year so was not with us. But it was good to have his wife Jeanette there and to accept the framed collage of photos and medals with plaque and cap badge from the Sub-section as a token of our appreciation for his service. As always a fantastic time was had by all and thanks were relayed to the ladies and the organisers.

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Jeanette accepting Monte's service collage from Keith



The ever popular secret Santa carries out his duties



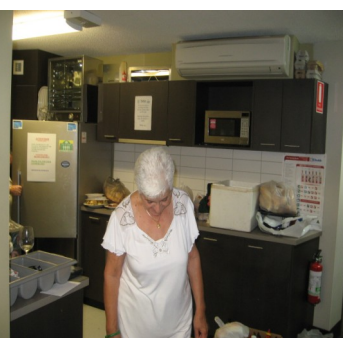
The master Culinaryologists hard at work in the galley



A section of the attendees making short work of the victuals



It was standing room only for Gary and RSL President Tom McGee



The ever camera shy Carole Matson worrying that there may not be enough food

Editors Request: Articles for the newsletter can be handed in at meetings, or emailed to lkingston-kerr@audtech.com.au. Articles may be edited to fit the newsletter.

Editor's Acknowledgement: The content of this Newsletter has been obtained from personal emails, the world wide web, Australian Government, Australian War Museum and various publications, as well as the editor's private data.

Career (Australia)	
Owner:	Cam & Sons Pty Ltd
Builder:	G. Beattie, Brisbane Waters, New South Wales
Fate:	Requisitioned by RAN
Career (Australia)	
Acquired:	9 February 1942
Commissioned:	3 March 1942
Battle Honours:	Battle honours: Darwin 1942-43
Fate:	Sunk, 22 January 1943
Type:	Fishing vessel

Displacement:	301 Ton
Length:	120 feet 9 inches (36.80m)
Beam:	30 feet 3 inches (9.22m)
Draught:	6 feet 4 inches (1.93m)
Propulsion:	160 HP Diesel Engines
Speed:	8 knots (15 km/h; 9.2 mph)
Complement:	2 Officers 17 Ratings
Armament:	1 x 20mm Oerlikon 2 x .303 Vickers Machine Guns 1 x Browning

HMAS Patricia Cam was an auxiliary vessel operated by the Royal Australian Navy during World War II. She was sunk by a Japanese aircraft in 1943.

Construction:

The ship was built by G. Beattie, of Brisbane Waters, New South Wales as a trawler for the Sydney fishing company Cam & Sons Pty Ltd in 1940.

Operational history:

Following the outbreak of war in the Pacific, the ship was requisitioned by the Royal Australian Navy for use as an auxiliary minesweeper on 9 February 1942. After commissioning into the RAN on 3 March 1942, **HMAS Patricia Cam** was based in Darwin, where she was mainly used to transport supplies to small communities and military outposts.

Loss:

On 22 January 1943, while near the Wessel Islands off the north coast of the Northern Territory, **HMAS Patricia Cam** was attacked and sunk by a Japanese floatplane. As she sank, the pilot of the Japanese aircraft machine-gunned and bombed the survivors. The aircraft then landed on the water and captured one of the survivors, the Rev. Leonard Kentish, a Methodist missionary. Eight other crew and passengers were killed during the attack. The 13 survivors were rescued by **HMAS Kuru** on 29 January. Kentish was flown to Dobo in the Aru Islands where he was interrogated, including the frequent use of beatings, for several weeks, then was beheaded three and a half months after his capture, on the fourth of May.

On the 23rd of August, 1948, the man who ordered this execution, Sub Lieutenant Sagejima Maugan, was hanged as a war criminal in Hong Kong's Stanley Jail. Hoyama Kenzo, and Kohama Shozuke were sentenced to life imprisonment for their part in Rev Kentish's execution.



Patricia Cam before RAN requisitioning

HEARING AID - JOKE

An elderly gentleman had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%.

The elderly gentleman went back in a month to the doctor and the doctor said, "Your hearing is perfect. Your family must be really pleased that you can hear again."

The gentleman replied, "Oh, I haven't told my family yet. I just sit around and listen to the conversations. I've changed my will three times!"

ROYAL AUSTRALIAN NAVY JUNIOR RECRUIT INTAKES 1960 TO 1984

Intake Number	Date of Entry	Date of Graduation	Number of Boys Entered	Number of Boys Graduated
Leeuwin 1	13JUL60	16JUN61	155	142
Leeuwin 2	10JAN61	13DEC61	151	142
Leeuwin 3	12JUL61	15JUN62	155	143
Leeuwin 4	07JAN62	12DEC62	154	134
Leeuwin 5	11JUL62	12JUN63	179	142
Leeuwin 6	09JAN63	11DEC63	180	162
Cerberus 1	17MAR63	26MAR64	125	123
Leeuwin 7	10JUL63	10JUN64	201	187
Leeuwin 8	08JAN64	9DEC64	205	162
Cerberus 2	06APR64	01MAR65	200	198
Leeuwin 9	08JUL64	09 JUN65	201	181
Leeuwin 10	06JAN65	08DEC65	204	175
Leeuwin 11	07APR65	30MAR66	102	86
Leeuwin 12	14JUL65	08JUN66	204	182
Leeuwin 13	13OCT65	04OCT66	104	89
Leeuwin 14	05JAN66	07DEC66	203	177
Leeuwin 15	06 APR66	29 MAR67	104	92
Leeuwin 16	13JUL66	07JUN67	207	194
Leeuwin 17	12OCT66	03OCT67	104	89
Leeuwin 18	02JAN67	06DEC67	207	189
Leeuwin 19	05APR67	27MAR68	105	82
Leeuwin 20	12JUL67	04JUN68	208	179
Leeuwin 21	11OCT67	2OCT68	100	83
Leeuwin 22	03JAN68	11DEC68	209	201
Leeuwin 23	03APR68	25MAR69	110	86
Leeuwin 24	10JUL68	10JUN69	210	197
Leeuwin 25	09OCT68	23SEP69	100	76
Leeuwin 26	08JAN69	09DEC69	200	181
Leeuwin 27	09APR69	24MAR70	110	97
Leeuwin 28	16JUL69	09JUN70	210	168
Leeuwin 29	15OCT69	22SEP70	110	87
Leeuwin 30	07JAN70	08DEC70	252	193
Leeuwin 31	15APR70	23MAR71	183	140
Leeuwin 32	15JUL70	08JUN71	191	140
Leeuwin 33	13OCT70	21SEP71	145	103
Leeuwin 34	06JAN71	07DEC71	250	175
Leeuwin 35	13APR71	21MAR72	209	142
Leeuwin 36	14JUL71	06JUN72	192	153
Leeuwin 37	16OCT71	19SEP72	129	95
Leeuwin 38	03JAN72	12DEC72	207	167
Leeuwin 39	10APR72	27MAR73	189	158
Leeuwin 40	10JUL72	12JUN73	196	157
Leeuwin 41	09OCT72	25SEP73	188	135
Leeuwin 42	10JAN73	11DEC73	254	205
Leeuwin 43	16APR73	26MAR74	200	176
Leeuwin 44	16JUL73	11JUN74	224	178
Leeuwin 45	15OCT73	24SEP74	100	86

The first Junior Recruits, (boys aged between 15.5 and 16.5), commenced training at **HMAS LEEUWIN** 13th July 1960, at Fremantle WA. The scheme was designed to provide boys with a year of academic and basic naval training, before they were sent to other bases for specialist training.

The scheme continued until 1984. Many went on to lengthy careers in the RAN, with a large number reaching commissioned rank. In many ways the Junior Recruit concept and training was modelled on the boys training ship **HMAS TINGIRA**, (1912-27), which had trained boys between the ages of 14 and 16 for service in the RAN.

The first JRTE intake consisted of 155 recruits, and by the end of the decade, over 800 junior recruits and 100 officer candidates were in residence. Two intakes were trained at **HMAS Cerberus**, Crib Point, Victoria.

The JRTE was closed in 1984. The improving quality of education in Australia meant that the RAN no longer felt the need to provide secondary education to those wishing to join the navy. **Leeuwin** was Decommissioned on 11 November 1986; one of several RAN facilities closed during the late 1980s and early 1990s because of funding cuts and the rationalisation and consolidation of shore bases.

The facilities remained in the possession of the Australian Defence Force, and was later reopened as Leeuwin Barracks [1986], a facility of the Australian Army. The Barracks provides support for personnel of all three branches of the Australian military in the Fremantle area.

In July 2010 over 3,000 former JR's gathered at Leeuwin Barracks to celebrate the commission of the "Junior Recruit Memorial": a dedicated statue, wall and garden in memory of the Leeuwin Boys. A reunion followed and from that has grown friendships to form the new "Tingira Australia Association" to carry on the "Tingira History".



HMAS Leeuwin
Crest



HMAS Cerberus
Crest



HMAS Leeuwin Gangway 1974

Continued

Leeuwin 46	02JAN74	10DEC74	190	164
Leeuwin 47	22APR74	25MAR75	163	128
Leeuwin 48	15JUL74	10JUN75	142	121
Leeuwin 49	14OCT74	23SEP75	151	117
Leeuwin 50	08JAN75	09DEC75	276	229
Leeuwin 51	01APR75	23MAR76	172	119
Leeuwin 52	14JUL75	08JUN76	215	188
Leeuwin 53	13OCT75	21SEP76	143	113
Leeuwin 54	07JAN76	07DEC76	252	211
Leeuwin 55	20APR76	22MAR77	188	131
Leeuwin 56	14JUL76	07JUN77	197	168
Leeuwin 57	11OCT76	20 SEP77	164	131
Leeuwin 58	3JAN77	13 DEC77	260	207
Leeuwin 59	12APR77	21MAR78	205	145
Leeuwin 60	11JUL77	06JUN78	173	142
Leeuwin 61	11OCT77	06JUN78	120	99
Leeuwin 62	11JAN78	19 SEP78	120	96
Leeuwin 63	10APR78	12 DEC78	60	53
Leeuwin 64	10JUL78	20MAR79	61	54
Leeuwin 65	10OCT78	12JUN79	90	79
Leeuwin 66	10JAN79	18 SEP79	120	107
Leeuwin 67	09APR79	11 DEC79	120	104
Leeuwin 68	15JUL79	18MAR79	60	52
Leeuwin 69	09OCT79	10JUN80	60	57
Leeuwin 70	09JAN80	16 SEP80	60	51
Leeuwin 71	08APR80	09 DEC80	60	54
Leeuwin 72	14JUL80	09MAR81	60	57
Leeuwin 73	01OCT80	09JUN81	60	57
Leeuwin 74	07JAN81	15 SEP81	60	48
Leeuwin 75	07APR81	08 DEC81	60	52
Leeuwin 76	14JUL81	16MAR82	80	66
Leeuwin 77	01OCT81	09JUN82	80	67
Leeuwin 78	01JAN82	14 SEP82	90	80
Leeuwin 79	14APR82	07 DEC82	90	80
Leeuwin 80	12JUL82	15MAR83	90	83
Leeuwin 81	06OCT82	08JUN83	90	76
Leeuwin 82	04JAN83	20 SEP83	71	61
Leeuwin 83	06APR83	06 DEC83	70	66
Leeuwin 84	05JUL83	13MAR84	71	60
Leeuwin 85	10JAN84	18 SEP84	40	36
Leeuwin 86	03APR84	04 DEC84	40	37
Totals			13000	10875

The Daily Routine

The daily routine was extremely demanding. JR's were accommodated in aging open dormitories housing two hundred boys apiece within its two decks (floors). There were four sailors to a 'cubicle' which consisted of two double cyclone wire bunks, 4 small lockers, a window, no doors and a rubbish bin. "Wakey Wakey" was at 0630, 7 days per week (if you weren't under punishment or in a working party when it was then at 0530). Any JR who was slack in turning out (i.e. cribbing an extra few minutes doze) of his bunk would be punished, in various forms. One common form would consist of emptying your locker of all your kit, packing it into your kit bag and being sent doubling (running) around the perimeter of the parade ground with kit bag above your head, or, bundling up all your bedding - blankets, sheets, pillow, counterpane plus mattress and again doubling with it above your head around the parade ground. Note: All this had to be put back properly before leaving the blocks for the day's work or instruction. Once turned out you then showered - 100 boys to approximately 8 - 10 shower recesses. If one didn't shower he would be labelled a 'grub' and would be descended upon by his peers. Every morning, once ablutions were complete, it was then time to scrub out, (on hands and knees) your cubicle, clean the windows, rubbish bin, walls and polish the wooden skirting boards, fold up all of your bedding and lay it, very very neatly and precisely upon your bunk in the prescribed manner, then prepare your kit, webbing and uniform for morning divisions (parade). If by then, you had time, you ran hastily off to the dining hall hoping that you would have time to get to the servery and get breakfast, and gulp down a quick feed before making it to the parade ground for divisions. First of all it was straight to the armoury to get your .303 rifle and Bayonet where the Gunnery Instructors would lie in wait with canes and long hard leather 303 rifle bayonet scabbards and crack you viciously on the backs of your bare legs (shorts worn in Summer) whilst you fumbled about getting your rifle from the long racks. Hopping about wildly trying to avoid the blows you would tear out of the building with your rifle and bayonet and race to your divisional muster point on the huge parade ground. 'Oppos' or mate would then quickly give each other the 'once over' to ensure that each boy was immaculately turned out, for one slovenly sailor may bring repercussions upon all in the class should his cap or webbing be found dirty, shirt or trousers not starched and ironed properly, or his boots lacking the required amount of 'spit polish'.

These parades, every day except Saturdays and Sundays, where church parade was compulsory, consisted of full personal inspections where everything had to be crisp and spotless, lest the promise of even more punishment. An address by the XO or CO, the Chaplain, and a full march past with guard and band. These morning parades generally lasted between 40 minutes to 1 hour, in all weather. On completion,

after running the gauntlet of the sadistic Gunnery Instructors and returning our rifles to their racks in the armoury, you were doubled away to classes or working party muster point.

1984—The end of an era at HMAS Leeuwin

The 86th and last Junior Recruit Passing Out Parade took place at HMAS Leeuwin on Tuesday 4th December 1984 at 1730. The 37 Junior Recruits of Ramsay Division graduated on this day to bring the total number of those who finished their JR training to 10,875 out of the 13,000 who enlisted. This was the last occasion that Tingira flashes were worn on a naval uniform. Rear Admiral William Crossley AM RAN, who held the posting of Chief of Naval Personnel, reviewed the final parade. Also in attendance was the Naval Officer Commanding the Western Australia Area Commodore David Orr, ADC RAN. The Commanding Officer at the time was Lieutenant Commander Alex Donald DSC, RAN, this perhaps reflects on the progressive downgrading of the size of Leeuwin in its final years, as most of the preceding Commanding Officers during its period as a JR Training Establishment were Commodores. It also reflects on previous Passing Out Parades where those graduating might have perhaps been numbered in the hundreds.



HMAS Leeuwin July 1961



Arial Photo of Newer Accommodation



HMAS Leeuwin Old Boat Shed



JR's Sail Training in a 27ft Whaler



Leeuwin's Ceremonial Gates



Leeuwin's Wharf and Boat Shed Area



HMAS Leeuwin's Gangway 1961



HMAS Diamantina at Fremantle for JR Training

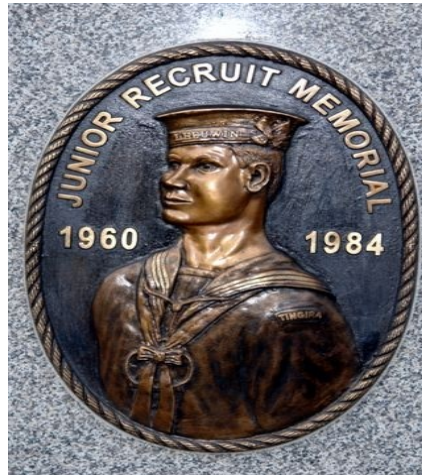
Chief of Navy Vice Admiral Russ Crane, in July 2010, unveiled a memorial in Western Australia dedicated to the thousands of RAN sailors who enlisted as Junior Recruits (JRs). VADM Crane said the memorial, located at the former JR training base **HMAS Leeuwin** on the banks of the Swan River, Fremantle, commemorated the dedication, commitment and service of the 13,000 boys who joined as JRs between 1960 and 1984.

“It is a great honour and personal pleasure for me to have been invited here today to dedicate this memorial.” “When I entered **Leeuwin** through the gates behind me in July 1970 I could never have guessed that I would one day have the great privilege of standing here today”, said VADM Crane. (Vice Admiral Crane is an ex Junior Recruit).

Around 2,000 former Junior Recruits and their families attended the dedication of the memorial at the former **HMAS Leeuwin**, many travelling from interstate and some from overseas, as far away as Canada. The memorial dedication coincided with a variety of reunion activities for the reminiscing former JRs, such as a reunion dinner and bus tours of **HMAS Stirling** for those who had served there from the 1970s onward. VADM Crane commented on the positive effect that Junior Recruit Training had on the young enlistees. “Many former junior recruits regard their time as junior recruits as a defining period in their lives. Very long lasting close friendships developed between junior recruits as a result of their 12 months of close quarter confinement here at the former **HMAS Leeuwin** and for others”. Junior Recruits enlisted between the ages of 15 and 17, and after a year’s general training went on to complete their category training, before being posted throughout the Fleet. During their training, the boys were also required to complete their secondary schooling, with many going on to reach officer and senior sailor rank. Like their earlier counterparts who started their naval careers as boy sailors in the sailing ship **HMAS Tingira** between the years of 1917 and 1927, many of the JRs of **HMAS Leeuwin** went on to experience active service. The first intake of JRs arrived at **HMAS Leeuwin** on July 13, 1960 and consisted of 155 recruits, all of whom were aged either 15 or 16. In the years that followed, **HMAS Leeuwin** saw a further 85 intakes, while **HMAS Cerberus** took in another two consignments of boy sailors. Many former JRs are still in the RAN and all have served with distinction over the past 50 years. The memorial inscription reads, “To the memory of the boys who trained as junior recruits in **HMAS Leeuwin** and **HMAS Cerberus** and who served in the Royal Australian Navy in wars, conflicts and peacekeeping since 1960.



The Gates of the Former HMAS Leeuwin



The Memorial Plaque



A Section of the Crowd of ex-Junior Recruits Awaiting the Un-Veiling



Chief of Navy, Vice Admiral Russ Crane, AO, CSM, RAN and Mr Ken Dobbie, President of the Junior Recruit Memorial Committee Unveil the Memorial



The Royal Australian Navy Band March onto the Parade Ground of the Former HMAS Leeuwin



Vice Admiral Russ Crane and Mr Ken Dobbie Cut the Memorial Cake

HMAS Matafele - Supply Ship

Matafele was built by Hong Kong and Whompoa Dock Company in 1938. Registered in Hong Kong, she served as part of the Fleet of Burns Philp (South Seas) Ltd., being used in the Pacific Islands as a cargo passenger vessel. Her name derived from a district in Western Samoa where her owners had a trading centre, the literal meaning of the word in the Samoan language being 'Eye of the Coconut'. A twin screw vessel of some 335 tons (gross), she was ideally suited for trading amongst the reefs and atolls of the south and central Pacific. During the first years of the Second World War, **Matafele** carried on her normal trading duties. In January 1942, she arrived at Rabaul to find that the town had already been evacuated and under enemy air attack. Her Master then decided to attempt to sail for Australia. By this time the Japanese were being landed on the beaches. **Matafele** was not observed by the enemy due to heavy rain squalls and eventually reached Australia via Samarai. **Matafele** had up to this time been operating under the authority of the British Ministry of War Transport. In March 1942, immediately after the first Japanese bombing of Darwin, it was decided that in view of the increased enemy activity in the Northern Australian waters and the need for Australia's foremost outpost on the mainland to be kept supplied, a shuttle service of small ships should operate between Cairns and Darwin. In early March seven small vessels were taken up for this purpose. At this stage **Matafele** was not commissioned by the Royal Australian Navy. She retained a mixed crew. However, as Merchant Seamen were discharged they were replaced by Naval Officers and ratings. By December 1942, all the Merchant Service Officers had been replaced by Naval Personnel when fourteen Naval ratings were drafted from **HMAS Basilisk** (Naval Base, Port Moresby) to supplement the native crew who agreed to continue to serve. Her Captain was Lt. Commander C. F. Symonds, RN, (emergency list RAN), who was appointed to the **Matafele** on 14th October 1942, and assumed command of **HMAS Matafele**, commissioning at sea on 1st January 1943. During most of 1943, **HMAS Matafele** continued to run supplies to forward areas. However, for a brief spell later in 1943, she was engaged in buoying channels and erecting navigation markers whilst attached to a Survey group. By this time she was badly in need of a refit and proceeded to Sydney for this purpose, arriving on 16th February 1944. **HMAS Matafele** began operating once again in March 1944 as a store carrier between Queensland ports and Milne Bay. Her fateful voyage began on 23rd June 1944, when she left Townsville with 215 tons of stores for Milne Bay. Five days later **HMAS Matafele** was requested by Radio to report her position and the estimated time of arrival at her destination. As no reply was received, a wide search was undertaken by ships and aircraft and despite every effort she was not located. It was believed for some time that she had been a victim of a Japanese submarine but post-war investigation revealed that no enemy submarines were employed in the area in which she disappeared, and it must be assumed that she foundered on 20th June with the loss of her entire complement - four officers, twenty ratings and thirteen Native Seamen. A memorial Plaque can be found in the Memorial Section of Pt. Danger Park Tweed Heads Qld.



MV Matafele in her Civilian Role



Memorial Plaque at Pt Danger Park Tweed Heads

PADDY & MICK - IRISH BUSINESSMEN

Paddy and Mick were walking down a street in London.

Paddy happens to look in one of the shop windows and sees a sign that catches his eye. The sign said 'Suits £ 5.00 Each, Shirts £ 2.00 each, Trousers £ 2.50 per pair'.

Paddy says to his pal, 'Mick, Look! We could buy a whole lot of dose, and when we get back to Ireland, we could make a fortune. Now when we go into the shop, you be quiet, okay? Just let me do all the talking 'cause if they hear our accent, they might not be nice to us. I'll speak in my best English accent.'

'Roight y'are, Paddy, I'll keep me mouth shut, I will.' says Mick.

They go in and Paddy says in his best English 'I'll take 50 suits at £5.00 each, 100 shirts at £ 2.00 each, and 50 pairs of trousers at £2.50 each. I'll back up my truck and

The owner of the shop interrupts, 'You're from Ireland, aren't you?'

'Well...yes,' says a surprised Paddy. 'How der hell d' y' know dat?'

The owner says, 'Because this is a dry cleaners.'

Displacement	650 tons
Length	186 feet 56.693 m
Beam	31 feet 9.449 m
Draught	8 feet 6 inches
Armament	1 x 12-pounder gun 1 x 4-inch gun (later) 3 x Oerlikons 1 x Bofors (later) Machine guns Depth charge chutes and throwers
Main Machinery	Triple expansion, 2 shafts
Horsepower	2,000
Speed	15 knots
Complement	85



Ex HMAS Colac - Tank Cleaning HMAS Melbourne



HMAS Colac - Royal Australian Navy Corvette



Tank Cleaning Vessel Colac Prepares to Be Sunk

HMAS Colac (J242/M05), named for the town of Colac, Victoria, was one of 60 Bathurst class corvettes constructed during World War II, and one of 36 initially manned and commissioned solely by the Royal Australian Navy (RAN). **Colac** was laid down by Mort's Dock and Engineering Company at Balmain, New South Wales on 18 April 1941. She was launched on 30 August 1941 by Miss M. Heady, senior lady on the staff of Morts Dock and Engineering, and commissioned into the RAN on 6 January 1942

The ship was originally to be named **HMAS Hamilton**. After entering service, **Colac** was assigned as an anti-submarine patrol and convoy escort vessel, operating between Townsville and New Guinea. This continued until December 1942, when **Colac** and sister ships **Ballarat** and **Broome** were ordered to support the Allied efforts to recapture Buna-Gona by embarking 762 Australian soldiers and delivering them as far into the Japanese-occupied Oro Province of Papua New Guinea as possible. The first attempt, early on 14 December, saw 46 soldiers landed at Cape Sudest before the three corvettes were attacked by Japanese aircraft and forced to withdraw. That night, under the cover of darkness, the remaining troops were landed nearby. Throughout December, **Colac** was involved in three similar troop deployments, and later took part in Operation Lilliput; the reinforcement and supply of the captured area. In March 1943, **Colac** and **Ballarat** were reassigned to convoy escort duty along the east coast of Australia. On 26 April, a five-ship convoy escorted by the two corvettes was attacked by Japanese submarine **I-177** off Cape Byron. The **MV Limerick** was torpedoed and sunk, with all but two of the crew rescued by **Colac**. **I-177** escaped unharmed. In July, **Colac** was instructed to begin escorting convoys between Australia and New Guinea, before returning to east coast convoys at the start of 1944, then undergoing a refit. In April 1944, **Colac** was assigned to escort and patrol duties in New Guinea waters, which continued until April 1945, when the corvette was one of four RAN ships providing gunfire support for operations in the Wewak area. In mid-May, **Colac** was assigned to harass Japanese bases in the Solomon Islands area. On 26 May, the ship suffered her first casualties of the war, two hits from Japanese shore batteries killed two sailors, wounded two others, and holed **Colac** at the waterline. The corvette jettisoned stores, her depth charge payload, and replaceable pieces of equipment to avoid sinking and escaped, and later limped to the Treasury Islands under tow for repairs. Temporary repairs were made to allow **Colac** to sail to New Guinea and then to Sydney, where she arrived on 18 June and entered dock for repairs. **Colac** was still under repair when World War II ended, and she was paid off into reserve on 27 November 1945.

The corvette was awarded two battle honours for her wartime service: "Pacific 1942-45" and "New Guinea 1942-44".

On 20 February 1951, **Colac** was recommissioned for use as a training ship for National Service trainees. **Colac** was returned to reserve on 30 January 1953.

As the Bathurst Class corvette, **HMAS Colac** during WW11 had been in action many times. An heroic record for a little vessel that in a later life became known as **'The Sh*t Ship.'**

In 1962, stripped to her decks and painted black, **Colac** was fitted out as a tank cleaning vessel, and was constantly alongside the RAN's main units in Sydney Harbour and served in this role until 30 September 1983, when it was then carried out by shore facilities. **Colac** was not recommissioned during this time.

Sullage, however was not all she did. Her complex system of piping on the foredeck, had a unique capability to recover 7000 tons of oil from cleaned tanks for her own use.

On 4 March 1987, Colac was sunk by a Mark 48 torpedo fired by the submarine **HMAS Ovens** in a weapons test off Sydney.



HMAS Stuart Prior to Modification in 1979
Note: Radar, Masts and Funnel Changes



HMAS Stuart After Modification Alongside
the Inner Basin Hong Kong Harbour 1989

HMAS Stuart (F 21/DE 48) was one of six River class destroyer escorts built for the Royal Australian Navy (RAN). Commissioned in 1963, *Stuart* served until decommissioning in 1991. The first four ships of the River class were based on the Royal Navy's Type 12 frigate, *Stuart* was laid down by Cockatoo Docks and Engineering Company in Sydney on 20 March 1959. She was launched on 8 April 1961 by the wife of John Gorton, then Minister for the Navy, and was commissioned into the RAN in Sydney on 28 June 1963. *Stuart* and the other River class ships were fitted with the Ikara anti-submarine missile system: the first Australian-designed naval weapons system. *Stuart* was the first ship to fire an Ikara missile, during trials in August 1963.

Operational history

From late 1968 until 1969, *Stuart* was designated Flagship of the RAN, while the aircraft carrier **HMAS Melbourne** underwent a major refit. In 1970, she carried out escort duties for the **Royal Yacht Britannia** during the visit to Australia by Queen Elizabeth II and the Duke of Edinburgh. Following the destruction of Darwin by Cyclone Tracy in December 1974, *Stuart* was one of thirteen RAN ships deployed as part of the humanitarian aid mission Operation Navy Help Darwin. *Stuart*, along with **HMA Ships Hobart**, **Vampire**, and **Supply**, visited the United States in 1976 for the nation's bicentennial celebrations.

In 1979, *Stuart* entered dock to undergo a half-life modernisation refit valued at A\$50 million. This included upgrades to weapons and systems, reinforcement of the hull, and improvements to sea-keeping and habitability. The main improvement was the installation of the Australian-developed Mulloka sonar system. An SPS-55 surface search/navigation radar and a pair of Mk 32 triple torpedo tubes were also installed. Delays and cost increases meant that *Stuart* did not re-enter service until 1983. In January 1984, *Stuart* became the first major RAN warship to be home-ported at Fleet Base West in Western Australia. In 1987 she returned to Sydney for a six month refit, followed by six months in the training squadron with **HMAS Stalwart** and **HMAS Jervis Bay**. In November 1988, she returned to Western Australia.

Stuart was originally intended to leave service in early 1990, but the Iraqi invasion of Kuwait saw Australia commit several Adelaide class frigates to the United States-led Coalition. *Stuart* was kept in service to perform the local defence duties of the deployed frigates.

Stuart was paid off into reserve on 26 July 1991. She was later sold for scrapping.

CAPTAIN MICHELE MILLER RAN



Captain Michele Miller, RAN, is the Director, Naval People Career Management Agency (RAN) since 2009. A job in which she works with a team of over 160 people who are responsible for the Career Management of over 14,000 Officers, Sailors and Reserve members of the Royal Australian Navy.

She joined the RAN in 1988 and during her 23 years service to date, she was the Commanding Officer of the Fremantle Class Patrol Boat (FCPB) **HMAS Bunbury (II)**, 2000 to 2001, which was based in Darwin the Northern Territory. The Executive Officer of the 6th Anzac Class Frigate Helicopter (FFH) **HMAS Stuart (III)**, of the Meko 200 design, 2003 to 2004, where she saw service in the Persian Gulf after the second Iraq war. The ship was tasked to defend the Oil Terminals in the North Arabian Gulf and just on sunset on the 24APR04, received a frantic call from **USS Firebolt**, that a native Dhow had entered a security zone and had blown up alongside **Firebolt's** RHIB, which had been sent to investigate. *Stuart's* Helicopter was sent to assist rescue ops. Three American sailors were killed and four were wounded. But the attack was a ruse to draw forces away from one of the Oil Platforms and two other small vessels then attacked the Al Basra platform but the security detachment on the platform fired on and destroyed the two boats before they could complete the attack.

Then in 2007 she became the first woman in the Royal Australia Navy to command a major Fleet Unit, the 8th Anzac Class Frigate Helicopter (FFH) **HMAS Perth (III)**.

She comes from a service orientated family as her father was a senior Army Officer.

Pennant	FFH 153
Type	Surface Combatant
Classification	Frigate Helicopter (FFH)
Class	Anzac Class
Based	Sydney
Laid down	25 July 1998
Launched	17 April 1999
Commissioned	17 August 2002
Displacement	3600 tonnes
Length	118 metres
Beam	14.8 metres
Armament	<p>1 x 5 inch (127mm) Mk45 Mod 2 Automatic fire gun</p> <p>Mk41 vertical launch system with the Evolved Sea Sparrow Missile</p> <p>2 x Mk32 Mod 5 triple mounted torpedo tubes</p> <p>4 x 50 calibre (12.7mm) machine guns</p>
Main Machinery	<p>1 x General Electric LM2500 gas turbine engine</p> <p>2 x MTU 12V 1163 diesel engines driving two controllable pitch propellers</p>
Speed	27 knots
Company	170

HMAS Stuart (FFH153) is the third ship to bear the same name in the Royal Australian Navy and is the sixth Anzac Class Frigate Helicopter (FFH) of MEKO 200 design to be built by Tenix Defence Systems at Williamstown. **Stuart** is fitted with an advanced package of air surveillance radars, omni-directional hull mounted sonar and electronic support systems which interface with a state-of-the-art combat data system. A "combined diesel or gas" (CODOG) propulsion plant enables the ship to sustain speeds of 27 knots and allows an operational range in excess of 6,000 nautical miles. The ships' main armament comprises one five inch (127 mm) gun capable of firing 20 rounds per minute, ship launched torpedoes and a MK 41 vertical launch system for the Evolved Sea Sparrow missile. The ship can embark a multi-role Sikorsky S-70B-2 Seahawk helicopter to enhance anti-submarine, anti-surface warfare and Search and Rescue capabilities. Embarkation of a helicopter also provides the ship with the capability to deliver air-launched torpedoes. Since commissioning **Stuart** has participated in boarder protection operations, the apprehension of the North Korean flag bulk carrier the Pong Su and was deployed to the Arabian Gulf as part of the International Coalition against Terrorism in 2004.



HMAS Stuart Alongside at Fleet Base East

COMMANDING OFFICERS ANZAC DAY ADDRESS



In the early morning darkness, docked at the port of Aqaba in Jordan, the crew of **HMAS Stuart (III)** stand silently on the flight deck as the sun slowly rises over the Red Sea.

Commanding Officer of **HMAS Stuart (III)**, CMDR Brett Sonter said that ANZAC Day has special meaning for all serving personal and especially those that are currently deployed around the world. "We meet here today not to celebrate battle or glorify war, but to remember those who have served our country during conflict and crisis, who made and continue to make the ultimate sacrifice. The ANZAC spirit exists in each one of us. Let us be guided by this spirit in facing the national and personal challenges and let us strive to be worthy of the memory of those we honour on ANZAC Day".

AT LEFT

**HMAS Stuart
(III)**
Dawn Service

AT RIGHT

**HMAS Stuart
(III)**
Ships Crest

