



## GREENBANK NAA NEWSLETTER

### GREY FUNNEL DITS

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## MERCHANT MARINERS COMMEMORATIVE SERVICE

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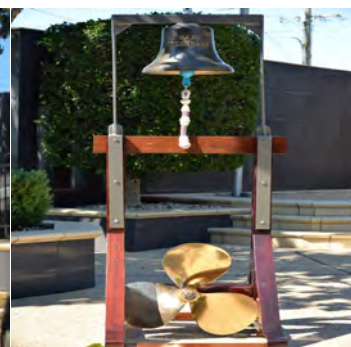
At 1030, under clear blue skies and a brisk Westerly wind, the Sub-Section held its 6th Annual Merchant Mariners Commemorative Service. With the ringing of one bell our President, Gary Aldridge, the MC for the day, called the seventy attendees to order and welcomed all. He then gave thanks, mainly to the 40,000 British and 435 Australian Mariners who lost their lives during WW2 and also to those still serving on the high seas. Gary then read "The Naval Psalm" and handed over to Robert 'Tug' Wilson, one of the Associations members that had served in both the RAN and MM, who gave a very in depth address of the Merchant Service down through the ages. Barry Fisher then passed the wreaths to be laid by; Michael Pucci MP, member for Logan; Anthony Shorten MP, member for Algeester; Laurie Smith, Division 7 and Trevina Schwartz, Division 11 Logan City Councillors; Leann Enoch on behalf of Jim Chalmers, Federal Labor MP for Rankin; Eric Cavanagh OAM and Tim Wright, for the Greenbank Services Club; Barry MacDonald, President of the Greenbank RSL Sub-Branch Inc.; Arthur Renforth, President of the Vindicatrix Association; Brian Gallagher of the MOUA and Geoff Peddler on behalf of Greenbank Sub-Section of the Naval Association. All were then upstanding for the last post followed by Gary reciting the Naval Ode. Mr Bill Gould, a 96 year old member, of the Vindicatrix Association, then rang eight bells in remembrance of those that died on Allied Service and have crossed the bar since. A minutes silence was then observed. Reveille was sounded and upon all being seated, Gary then read the Gospel of Matthew. The National Anthem was sang by the attendees and in his closing address, Gary thanked all for their attendance and invited attendees to partake of hot and cold refreshments on the Top Deck of the Greenbank RSL Services Club. Services Club Staff kept the victuals moving and hot and cold beverages flowing in the excellent manner that has become the norm of the club.. Port was past and a toast to absent shipmates was given.



A Section of the Attendees



Tug Giving the Address



Greenbank NAA Bell & Propeller

Greenbank Sub-Section of the Naval Association has several members that served in the both the RAN and the Merchant Marine service.

**Editors Request:** Articles for the newsletter can be handed in at meetings, or emailed to [lkingston-kerr@audtech.com.au](mailto: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.

## HMAS SLEUTH (I)

Two ships of the Royal Australian Navy have been named **HMAS Sleuth**.

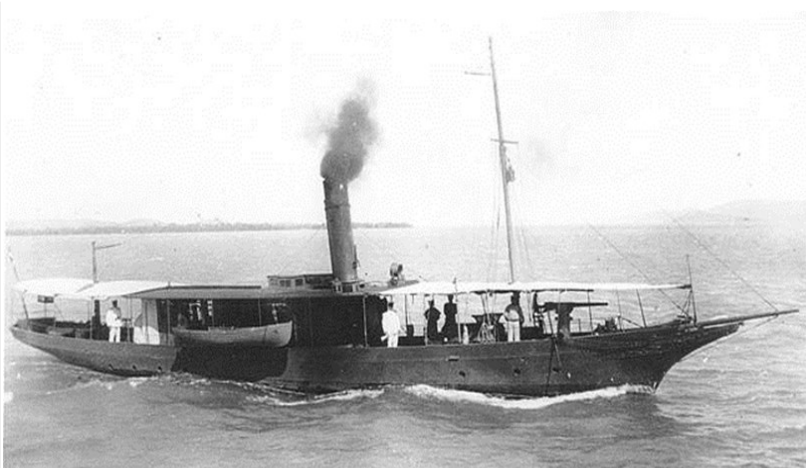
**HMAS Sleuth (I)** (1917), a yacht commissioned on 13 January 1917 as a patrol vessel, which decommissioned in 1920. Re-commissioned in 1990 during Sydney's Navy Week.

**HMAS Sleuth (II)**, an auxiliary patrol boat, commissioned as **HMAS Vigilant** on 12 November 1940, renamed **HMAS Sleuth (II)** on 17 April 1944 and **HMAS Hawk** on 13 March 1945. Paid off on 12 November 1945, (The **Vigilant/Sleuth (II)/Hawk** story was in the June 2013 Newsletter, Page 5) **HMAS Sleuth (I)** has a very interesting life story which is still being written today, as this grand old lady is still afloat.

She started her life as **Ena (II)** and was designed by Walter Reeks and was built by W.M. Ford of Berry Bay (Sydney) for Thomas A. Dibbs in 1902, who was Commodore of the Royal Sydney Yacht Squadron, to replace his older and smaller **Ena (I)**

at a cost of 5,800 pounds. Her engines were built by Chapman & Fox of Sydney and were of the steam reciprocating compound type, with a nominal 25 horse power and her hull was made of New Zealand Kauri Pine.

**Ena (II)** was offered to the RAN – rather late in World War One – for the modest price of 1,000 pounds. The Navy was very short of patrol vessels and quickly converted **Ena (II)** to an auxiliary patrol craft, She commissioned as **HMAS Sleuth** on January 13 1917. **Sleuth** was armed with one 3pdr gun and had a crew of 10 and patrolled in the areas of Torres Strait and Thursday Island. Oddly enough, **Sleuth** was not considered to be a success in her war-time role and was used along the Queensland coast gradually getting closer to her old home port. Back in Sydney she was disarmed and became tender to the stationary



HMAS Sleuth (I) in Her WWI Wartime Colours with Gun Mounted at the Bow



HMAS Sleuth in Foreground Acting as Tender to Tingira in Sydney Harbour 1930

naval training ship **HMAS Tingira**. The navy made a small profit when it sold **Sleuth** for 1,250 pounds in 1920 to Edward Budrodeen of Waterside Ship Chandlery and Shipping Company who restored her and renamed her **Ena**. Her next owner in 1921 was William Longworth, a wealthy industrialist, who had a house at Point Piper in Sydney but his main residence was at Karuah on the upper reaches of Port Stephens. He used her between the two areas until he died in 1928. She was brought by Vernon Arnfield who ran Watty Ford's Boatyard in Sydney.

On 21st of July 1933, she sailed out of Sydney with new owners, Walter Driscoll and partners and headed south to take up freighting work in Tasmania and it was almost 50 years before she was to see her home port again. As we can see, she was only a small ship, and had no great cargo capacity, but she could take from 1,800 to 2,000 cases of apples. It was not all plain sailing for **Ena** when she arrived in the 'Apple Isles' as a legal problem arose. It seems that the syndicate had owned a business concern known as the

Bass Steamship Company, and had sold this prior to purchasing **Ena**. The purchaser had a clause inserted into the contract that the previous owners could not engage in trade in opposition to the purchasers. By the traditional method of nailing a writ to her mast, **Ena** was put out of business for some considerable time, as the new owners appeared to be in direct opposition to their old concern. Legal argument with IXL took so long that he went broke and laid the vessel up. Eventually the matter was cleared up legally, in favour of **Ena**, but the damage was already done. A few schemes were worked out for **Ena**, one involving her again being used as a training ship, but all fell through. Gradually some equipment was stripped from her and she was knocked badly about.

In 1940s **Ena** was purchased by the Roche Brothers, who converted her to a fishing vessel and she was used to harvest scallops south of Hobart. In 1945 the brothers made major modifications to her. The steam engine, boiler and superstructure were removed, and a diesel engine fitted. A new foreward cabin was fitted and a wheelhouse completely rebuilt, the old bowsprit was removed and her stem slightly straightened, the stern straightened and new rudder fitted. All timber and fittings that were removed were stored ashore. The name **Aurore** was bestowed at this time, **Aurore** – Goddess of Dawn. In her new role she carried on for many years, shark fishing and crayfish work as far north as Queensland where she worked in 1963 and 1964. In 1974 she was purchased by Mr. Kevin Hursey, who put **Aurore** to work getting crayfish, shark and abalone around the southern part of Tasmania. Another change of hands took place in 1980, when she was bought by Noel and Geoff Harper, for sixty-nine thousand dollars, who put her to work as an abalone boat. Her luck ran out shortly afterwards. On the 4th March 1981, **Aurore** was returning to Hobart to offload the catch, when she struck a submerged object, holing her badly. It seemed as though this was too much for **Aurore** and the old ship slipped below the waters of the D'Entrecasteaux Channel. The hulk was abandoned to the underwriters, and the owners paid off.

A fishing vessel, the next day, was near where **Aurore** went down and saw on its coloured echo sounder a red square shaped object floating just below the surface.

[Continued on Page 3:](#)



**Continued from Page 2:**

There is a theory that **Aurore** had hit a shipping container as several had been lost off of a vessel several days earlier. As she was insured the Insurance company paid out one hundred and nine thousand dollars but then did not know what to do about her. The insurers then called for tenders and received three offers with the Harpers winning the bid. But one of the other bidders, Michael Roche, who with his family had previously owned her for thirty odd years, complained he had not received a fair deal. So a second tender was called with Roche bidding six thousand five hundred dollars, five hundred more than his first bid, but the Harper brothers had worded their bid that they would pay 10% more than the highest bidder and Roche gave up the bidding. The spirit of adventure still existed, so the Harper brothers bought the hulk back and after a lot of hard work, brought the old ship to the surface, four months after she sank. Her diesel engine was removed after salvage, and was not replaced. The Harpers intended to refit the ship as a tourist attraction, but eventually sold her to Sydney businessman Pat Burke who had been seeking a suitable craft for use as a charter vessel on Sydney Harbour and his shipwright Nick Masterman recommended **SY Ena**, even though it was still underwater at the time. A deal was finally completed of one hundred and twenty thousand dollars, payable once the Harpers delivered **Aurore** to Sydney. Burke formed a syndicate with flamboyant stockbroker Renee Rivkin and his solicitor David Baffksy. In February 1982, the fishing boat **Tasmanian Enterprise** left Hobart with **Aurore** in tow heading for Sydney after being away for fifty years. Masterman travelled to Tasmania and recovered a lot of original gear. Meanwhile payment had not been made and haggling over payment went on for two years. During this time, due to her bow berthing lines being to tight, when the tide ebbed and the deck tilted aft and water flowed in through an open port hole and **Aurore** once again sank. She was raised later that day but again sank later on. The Harpers had had enough and ask Burke to make an offer. So in March 1984 the sum of sixty five thousand dollars was agreed on. The syndicate oversaw Masterman's lavish reconstruction which began in May 1984 and was completed in 1986 and renamed **Ena**. A steam engine was once again fitted, a part of which came from a ferry in Tasmania, the **Excella**. The original estimate for the restoration was nine hundred and sixty thousand dollars but the final account came to three million four hundred thousand dollars to bring her back to her 1901 standard. On the 12th of December, 1986, **SY Ena** then steamed out of Sydney to Fremantle for the America's Cup. After a refit, when the America's Cup was over, she sailed north in May 1987 for a circumnavigation of Australia. She arrive at Broken Bay, north of Sydney, in September and completed a six week weeks refit before arriving back on Sydney Harbour.

**Ena** was then used as a charter vessel until it was once again seized by creditors in lieu of payment by one of the owners. Late in 1989 the receivers called for tenders to buy **SY Ena**. At one stage the Navy chartered her for a day and re-commissioned her as **HMAS Sleuth**. Then late in 1991 Sotheby's held an auction and the top offer of \$1.2 million was accepted and she was bought by a private company, and then seen only rarely until recently. The new owner, has allowed **SY Ena's** covers to come off, and the splendid vessel was moored at the Sydney Maritime Museum for a short period in April 2014 before it moved to Melbourne to be a charter vessel on Port Phillip. The classic lines, clipper bow and counter stern, raked spars and funnel, an intricate, beautifully engineered steam engine in immaculate condition, and an unbelievable varnish finish has her back looking like she did in 1901.

For her small, even modest, dimensions, she was a remarkably good sea-boat. During her career, under both white and red ensigns, she made some very long trips, and stood up to some very bad seas. Even on her delivery voyage to Tasmania, she ran into a gale and hove to for at least seven hours, without suffering any lasting damage.

**Statistics:**

LOA: .....35.4 metres  
 Beam: .....5.05 metres  
 Draft: .....2.30m  
 Speed .....12 knots



SY Ena early 1900s – Dibbs Family Album ANMM Collection



SY Ena seen here at the Sydney Maritime Museum in April this year. In the background is the Daring Class Destroyer ex HMAS Vampire.

She has been described by the world register of historic vessels as flawless and without equal and is regarded as one of the best. There are only three of this style of vessels left in the world.



I hate that it's  
only after  
an argument, I  
think of all the  
clever things  
I should  
have said.



A meal  
without  
wine is  
called  
Breakfast



HOW THE INTERNET  
CHANGED MY LIFE



It's going to take me a little longer  
to answer my e-mails now....



If one glass of wine  
is good for you...  
Just imagine  
what a  
whole bottle  
could do!



"THIS COMPUTER IS EQUIPPED WITH AN  
AIRBAG IN CASE YOU FALL ASLEEP!"

Stupid computer  
keeps saying  
"you got mail"



Ever notice, the older we get,  
the more we're like computers?



We start out with lots of  
MEMORY and DRIVE  
then we become outdated,  
and eventually have to get  
our parts replaced...:)

Cool. I just sold the dog on EBAY.



You know you're getting Old  
when you feel bad in the morning..  
without having any  
fun the night before!







Archaeologists dismantling the remains of an 18th-century ship at the World Trade Center site. Scientists say they have determined wood used in the ship's frame came from a Philadelphia area forest about 1773

When excavating below the World Trade Centre site four years ago on July 13, 2010, diggers noticed something different. Backhoes had raked across curved timber in the outline of a ship. The machinery was stopped and they started digging gently and discovered a decaying wooden ship 30 feet long. It posed a mystery. Where did it come from? How did it get there? Was it wrecked? Or was it sunk intentionally for landfill. Experts were called in and then a lengthy process began: excavating, dismantling, recording, and documenting so the ship might be reassembled. Individual lengths of timber were 3-D laser-scanned, tagged, wrapped, and finally loaded on a truck headed for the Maryland Archaeological Conservation Laboratory and samples of timber were sent to Columbia University's tree-ring lab at the Lamont-Doherty Earth Observatory, where researchers worked to determine how old the wood was and where it came from, a process called dendrochronology. Much of the wood is from white oaks. But then the team caught a break. It found that the ship's keel was made of hickory, found only in the eastern United States and eastern Asia, they said. Now, the team knew where to concentrate. The next step was to compare samples of the boat's wood to "master chronologies," or wood from the same area that has already been dated.

The team compared the samples to 21 oak chronologies from the eastern United States, and the World Trade Center ship most closely matched two: one from Philadelphia, the other from eastern Pennsylvania. The signs pointing toward Philadelphia did not stop there. When nautical archaeologist Warren Riess, of the University of Maine School of Marine Sciences, got to the site, he first thought the vessel was a brigantine, but after the ship was excavated and the archaeologists got a better look, they thought they had found a large Hudson River sloop. A Dutch ship designed to navigate shallow, rocky water. Those sloops were made for river travel and transported cargo and people, Riess said. Though the boat was made near Philadelphia, Riess said it was likely meant to sail in the trade areas around New York, Connecticut, and the Chesapeake. But the wood had been infested by shipworms that are found only in warm salt water, which seems to indicate that it had traveled at least once to the Caribbean, Martin-Benito, of Columbia's Tree-Ring Laboratory, said. The ship was built shortly after 1773, and the area where the ship was found was filled in by the 1790s. The worm infestation might have led to its abandonment. Sometimes, ships are sunk to become part of a landfill on purpose. But that did not happen to this ship. The oysters growing on the ship indicated it had been at the bottom of the river for a while, maybe a year or two, before the area was filled. With the ship, archaeologists found cannonballs, a spoon, ceramics, buckles, pipe fragments, a button with the insignia of the British 52d Regiment, and a coin stuck to the bottom of the hull. The British military button found between the frames last summer supports the theory the vessel may have been used around the time of the Revolutionary War as some type of troop carrier. The button, a pewter disc with the number '52' in the centre corresponds with the 52nd Regiment of Foot, a light infantry regiment of the British Army that tried to suppress the colonial uprising in the north-east. The button being pewter, as opposed to silver, suggests it adorned a private's uniform. Archaeologists to not yet know the boat's name or its mission. Late August this year Archaeologists have unearthed a second piece of the sunken ship. Remnants were left in place last week for inspection, and then taken to the AKRF's Manhattan office to be readied for shipment to the Center for Maritime Archaeology and Conservation at Texas A&M University. All of the artefacts will be saved there under stable conditions until the Port Authority determines whether the remains will be preserved - and perhaps later reconstructed - or if only a select group of it will be saved and preserved. Last year, an anchor weighing seven stone was also discovered at the site. The land upon which the World Trade Centre was built was not always land. And New York City was not always New York City. In 1647, the Dutch West India Company built the first wharves in what was then New Amsterdam. After the British came to town and founded New York, some of the coastline and inland bodies of water were filled to create more land.

To read more on this ship on the web, type in: [Word Trade Centre Ship](#).

## SUB SECTION EVENTS OCTOBER/NOVEMBER

### October:

Tuesday 7th  
Friday 10th  
Sunday 12th  
Sunday 26th  
Wednesday 29th

### September Rum Raffle Winner:

NAA Normal Meeting  
NAA Sausage Sizzle  
NAA Raffles  
NAA Raffles  
Executive Meeting

### Gary Aldridge

1930  
0800  
1400  
1400  
1000

RSL Room  
Bunnings Browns Plains  
Greenbank RSL Services Club  
Greenbank RSL Services Club  
RSL Room

### November:

Tuesday 4th  
Sunday 9th  
Tuesday 11th  
Friday 14th  
Sunday 23rd  
Saturday 29th

NAA Normal Meeting  
NAA Raffle  
Remembrance Day Service  
NAA Sausage Sizzle  
NAA Raffle  
NAA Meeting and Xmas Function

1930  
1400  
1030  
0800  
1400  
1000

RSL Room (**Nominations for 2015 Executive**)  
Greenbank RSL Services Club  
Greenbank RSL Memorial Garden  
Bunnings Browns Plains  
Greenbank RSL Services Club  
**Greenbank RSL Services Club Southern**

**Paddy**

Paddy phones an ambulance because his mate's been hit by a car.  
Paddy: 'Get an ambulance here quick, he's bleeding from his nose and ears and I tink both his legs are broken.'  
Operator: 'What is your location sir?'  
Paddy: 'Outside number 28 Eucalyptus Street.'  
Operator: 'How do you spell that sir?'  
Silence.... (heavy breathing) and after a minute.  
Operator: 'Are you there sir?'  
More heavy breathing and another minute later.  
Operator: 'Sir, can you hear me?'  
This goes on for another few minutes until....  
Operator: 'Sir, please answer me. Can you still hear me?'  
Paddy: 'Yes, sorry bout dat... I couldn't spell eucalyptus, so I just dragged him round to number 3 Oak Street.'

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**Training The Frog**

A blonde goes to her local pet store in search of an 'exotic' pet. As she looks about the store, she notices a box FULL of frogs. The sign says:  
'SEX FROGS' Only \$20 each! and comes with 'complete' instructions.  
The girl excitedly looks around to see if anybody's watching her.  
She whispers softly to the man behind the counter, 'I'll TAKE one!'  
As the man packages the frog, he quietly says to her, 'Just follow the instructions!'  
The blonde nods, grabs the box, and is quickly on her way home.  
As soon as she closes the door to her apartment, she opens the instructions and reads them very carefully. She does EXACTLY what is specified:  
1. Take a shower.  
2. Splash on some nice perfume.  
3. Slip into a very sexy nightie.  
4. Crawl into bed and place the frog down beside you and allow the frog to do what he has been trained to do.  
She then quickly gets into bed with the frog and to her surprise NOTHING happens! The blonde is very disappointed and quite upset at this point. She re-reads the instructions and notices at the bottom of the paper it says, 'If you have any problems or questions ... please call the pet store.'  
So, she calls the pet store. The man says, 'I'll be right over.' Within minutes, the man is ringing her doorbell.  
The blonde welcomes him in and says, 'I've done everything according to the instructions. The damn frog just SITS there!'  
The man, looking very concerned, picks up the frog, stares 'directly into its eyes' and STERNLY says:  
'LISTEN TO ME!!  
I'm only going to show you how to do this  
ONE MORE TIME'.

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**Murphy's Memory**

Murphy showed up at Mass one Sunday, and the priest almost fell down when he saw him. Murphy had never been seen in church in his life.

After Mass, the priest caught up with Murphy and said, 'Murphy, I am so glad ya decided to come to Mass, what made ya come?'

Murphy said, 'I got to be honest with you Father. A while back I misplaced me hat and I really, really love that hat. I know that McGlynn had a hat just like me hat, and I knew that McGlynn came to church every Sunday. I also knew that McGlynn had to take off his hat during Mass and figured he would leave it in the back of church. So, I was going to leave after Communion and steal McGlynn's hat.'

The priest said, 'Well, Murphy, I notice that ya didn't steal McGlynn's hat. What changed your mind?'

Murphy said, 'Well, after I heard your sermon on the 10 Commandments, I decided that I didn't need to steal McGlynn's hat after all.'

The priest gave Murphy a big smile and said; 'After I talked about 'Thou Shalt Not Steal' ya decided you would rather do without your hat than burn in Hell, right?'

Murphy slowly shook his head and said, 'No, Father, after ya talked about 'Thou Shalt Not Commit Adultery' I remembered where I left me hat.'

---



Class	S
Type	Destroyer
Pennant	H11
Builder	Scott's Shipbuilding and Engineering Co Ltd, Greenock, Scotland
Launched	28 December 1918
Commissioned	27/01/1920
Decommissioned	21/12/1929
Fate	Sold on 4 June 1937 and broken up
<b>Dimensions &amp; Displacement</b>	
Displacement	1075 tons
Length	276 feet
Beam	26 feet 9 inches
Draught	10 feet 10 inches
<b>Performance</b>	
Speed	36 knots
Range	2000 miles at 15 knots
<b>Complement</b>	
Crew	90
<b>Propulsion</b>	
Machinery	3 Yellow Boilers, Brown-Curtis geared turbines, 2 screws
Horsepower	27000 shp
<b>Armament</b>	
Guns	3 x 4-inch guns 1 x 2-pounder pom-pom 1 x Maxim machine gun 4 x Lewis machine guns
Torpedoes	4 x 21-inch torpedo tubes in 2 twin deck mountings
Other Armament	2 x depth-charge throwers 4 x depth-charge chutes



**Swordsman** was one of 55 "S" class destroyers built for the British Admiralty under the Emergency Shipbuilding Program of World War I. She was completed in 1919 and shortly afterwards was gifted to the Royal Australian Navy (RAN), along with her sister ships, **Stalwart**, **Success**, **Tasmania** and **Tattoo**, and the flotilla leader, **Anzac**, as replacements for the RAN's obsolete River class destroyers.

She commissioned into the RAN as **HMAS Swordsman** at Devonport on 27 January 1920. She sailed for Australia on 20 February in company with **Success**, **Tasmania** and **Tattoo**, and arrived in Sydney on 29 April. In September 1920 **Swordsman** assisted in the search for the missing schooner, **SS Amelia J**, which disappeared between Newcastle and Hobart in August. She was last seen off Jervis Bay on 5 September. The search was later extended to include the missing barquentine, **SS Southern Cross**, which had also disappeared after departing Williamstown for Hobart on 10 September. The search was again extended on 23 September when a **De Havilland 9A** biplane, ironically itself involved in the search for the two missing vessels vanished. No trace of **Amelia J** and her crew of twelve was ever found, while wreckage from **Southern Cross**, with a crew of ten, was later found on King Island. The aircraft and its pilot also were never found.

Post-war cuts to defence spending saw a number of RAN vessels decommissioned and **Swordsman** was one of those affected. She decommissioned at Sydney on 6 September 1922 and placed into reserve. She recommissioned as the flotilla leader on 4 August 1926. She subsequently served the remainder of her seagoing career in eastern Australian waters. She decommissioned again on 21 December 1929 and was once more placed into reserve. She was eventually sold to Penguins Limited of Balmain, New South Wales on 9 January 1937 for ship breaking on 4 June 1937.



**At Left:**

Swordsman's  
Mascot, "Our Jack "



Ship's Crest



Swordsman's Ship's Bell now on  
Display at the Naval Heritage Centre  
Sydney





Aerial View of HMAS Cerberus

One result of the famous HENDERSON REPORT of 1910 was the establishment of a naval depot at Crib Point, Victoria. Originally intended to be a fleet base, it was eventually commissioned as a training depot, under the name of **HMAS Cerberus** and as such still functions as the RAN's prime training establishment.

The name **Cerberus** had been borne by the depot at Williamstown, Victoria, the name ship being the old turret ship herself. On transfer to Crib Point, the name was transferred to the old South Australian cruiser **Protector**, the old turret ship being renamed **Platypus (II)** and utilised as a mooring vessel for the submarine base at Geelong. In 1920 the new depot opened for business, from very modest beginnings. Accommodation was spartan for the sailors, but quite comfortable for the officers. The buildings were brick, the two main blocks being three storey constructions known as A and B blocks. Later additions saw C block, as well as separate blocks for petty officers and chief petty officers. The ratings slept in hammocks in large

dormitories, with small wooden kit lockers to hold the large scale kit required by the matelots in those days. Petty officers slept in dormitories, but were issued with beds. Chief Petty Officers had beds and single cabin accommodation. The living quarters were built to form three sides of a very large rectangle, bordering on playing fields.

On the side not used for accommodation was built a drill hall. This building was one of the landmarks of FND. It had many uses, a gymnasium, a church, a drill hall and a stage theatre. It also held the gunners store. Next to the drill hall stood the training battery where young seamen learned the gentle art of gun drill on a mixed battery of BL guns. In those days, and until fairly recent times, the depot was known as Flinders Naval Depot, the name **Cerberus** being the 'ship'



The Old Guard House

name and the name inscribed on the sailors' cap ribbons. A captain held the position of commanding officer, his title being Captain Superintendent of Training, Flinders Naval Depot (short title CST FND), but later the post was upgraded to a Commodore's command. Many of the Navy's training schools were established, such as gunnery, supply, engineering, etc. and a full scale hospital was opened. In 1927 a band was formed in the depot, the second band in the RAN. Until that date the one and only permanent band was held in the flagship. The depot was a self-supporting township; it had its own power station, bakery, etc. When the 'J' Class submarines were paid off in 1922, they were brought around to Flinders and put on the mudflats, but 'J7' was utilised as a standby power station, and performed this duty until sold in 1929. FND is situated on Hanns Inlet, off Westernport and in the early days it was possible to bring reasonably deep draught ships alongside; **Marguerite** was a regular visitor, and **Yarra (I)** was used as a training ship for a short time. In the 1930s **Tattoo** was permanently attached to the depot, being replaced in 1936 by **Vampire (I)**, the channel still being deep enough to allow the destroyer to reach the depot. By the 1950s the channel was becoming quite silted up, and

two AMS's, **Gladstone** and **Latrobe**, became the training ships; they sometimes came alongside, but normally anchored in Westernport. When negotiating the channel the AMS's were attended by small wooden ex-army tugs that quite often had to nudge the corvettes off the bends in the channel. During the Second World War many temporary blocks were built to house the influx of recruits, and these were numbered from D block to J block. These were built behind the original brick blocks, and since then new permanent blocks have replaced the old temporaries. In 1931 the RAN College was established in the depot after its transfer from Jervis Bay. This was a very sound idea, as besides being a good economical move, it allowed the sailors to see at first hand the tough training carried out by the thirteen-year-old cadets, and gave the sailors a better understanding of the officers. Over the years many improvements and modifications have been made to the depot, and of course many old points of interest have gone. Heating used to be obtained by a boiler house near the main blocks. This consisted of a bank of Babcock and Wilcox coal fired boilers, and hand fired at that. This was known as the 'giggle house'. The powerhouse proper was situated away from the main accommodation, near the engineering school. It contained two B&W boilers and a Yarrow boiler, as well as the electric generating equipment. This has now been modernised. Sport has always been a big thing in the Navy, and at FND all sports were catered for. The large playing fields near the main blocks are in constant use, there is an indoor swimming pool, heated in winter, a rifle range and of course enough water for boat pulling and sailing. Internal transport in the depot was, and probably still is, normally by push-bike. All officers seemed to acquire one of these machines, and when the training classes were marched down to their 'parts of ship' it was usual for the officers to ride up to the falling in point and then hand their 'velocipedes' over to one of the men. This was very popular with the sailors as they would rather ride than march. Duty men rode bikes, as did the duty officers.



HMAS Cerberus Crest



Engine K163 Pulls the Last Train 8JUN97

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FND was the RAN's home of pomp and circumstance. Divisions on Friday were the big event of the week. The ship's company dressed themselves up in their best uniforms, and were inspected by the CST. After the inspection, CST positioned himself on a platform outside the drill hall, facing an asphalt covered area known as the quarterdeck, and took the salute as Divisions marched past. After divisions, the liberty train would leave from inside the depot near the Guard House. Then on Monday morning would be back with the returning liberty men. On Sundays a smaller edition of Divisions was held, after which the sailors marched into the drill hall that had been 'rigged for church'. After church, the duty watch would 'unrig church – rig cinema'. The seats were turned around 180°, a flap was lowered to conceal the pulpit and another one rose to reveal the screen. Side screens were lowered and presto, the church facing west had been converted into a cinema facing east. The evolution took about five minutes. With the building of two chapels in the 1950s this evolution became a memory. A cinema was also built. Over the years many changes have been made to the depot, and today it is one of the most modern of its type in the world. In its early days it was a very dismal place, isolated from civilisation as it was. Vice-Admiral Sir John Collins, in passing a few comments about FND in its early days, told of how, when asked to play a selection at an official function. Bandmaster Joe Ventry had his band play 'Down on Misery Farm', a fitting description of FND at that time. In these modern times the title of FND has greatly been dropped, CST is now known as Commanding Officer, **HMAS Cerberus**, but to the older ex-naval men it will always be FND.

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B Block



Southern Cross Cinema



Engineering School - Built 1916



Boatswain Faculty, Comprises the Former Gunnery and Seamanship Schools



St Mark's Protestant Chapel, the Foundation Stone Was Laid in 1950 and the Chapel was Officially Opened in 1954



Wardroom Built in 1915 with the East and West Wings Added in 1927. The Two Multi-Storey Wings Were Added in 1974



Our Lady of the Sea Chapel. The Foundation Stone was Laid by Archbishop Mannix in 1946, and the First Mass was Said in 1948



Rogers Division. The former Gunnery School Administration Building is now used by trainees awaiting courses, discharges and transfers



HMAS Cerberus Wharf located on Hanns Inlet, which is closed to the public as it is Naval Waters



**At Left:**  
Slipway Built in the Early 1930s, This Was Used until 2004. The Winch House Was Built in 1926.

**At Right:**  
Defence Force School of Signals.



**Continued from Page 9:**

The primary role of **HMAS Cerberus** has always been the training of Navy personnel. With the establishment of four tri-service schools over the last 13 years, this role has been extended to training Army and Air Force personnel. Specific courses offered include: the School of Survivability and Ship Safety which specialises in firefighting, damage control and nuclear/biological/chemical defence; and seamanship and weapons training. The base is also the home of the Recruit School – for all sailors their first contact with life in the Navy. **HMAS Cerberus** comprises numerous training and recreation facilities, two chapels and a small marina. Training is provided for about 6,000 personnel annually, averaging 800 trainees at any one time.

**HMAS Cerberus** currently plays host to the following naval training schools:

RAN Recruit School  
 SSSS (School of Ship Safety and Survivability)  
 Seamanship School  
 Defence Force School of Signals – Maritime Communications and Information Systems Wing  
 Engineering Faculty  
 Medical Training School  
 Supply School  
 Gunnery School  
 Small Arms Training School  
 WTSS Range  
 ADF School of Physical Fitness  
 School of Music  
 ADF School of Catering

The RAN recruit school is where all full-time and reserve general entry sailors complete their training. The full-time recruit course is 11 weeks in duration, and gives sailors the skills and knowledge required to conduct basic duties in the RAN, and prepare them for their specialised roles. Recruits join the RAN in monthly intakes and these recruits are placed into one of four divisions. The recruits stay with their division for the entire 11-week course. Some of the training and education conducted in the recruit course are:

Teamwork exercises  
 Uniform wearing and maintenance  
 Drill and discipline  
 First aid  
 Survival at sea  
 Basic ship maintenance and corrosion control  
 Operation and proficiency on the service firearm, the F88 Austeyr  
 Ship and sea combat survivability  
 Physical training and fitness  
 Basic seamanship

Part of the course includes a two and a half-day sea familiarisation course.

The engineering faculty is where Marine Technicians, Electronics Technicians, Marine Engineer Officers and Weapons Electrical Engineer Officers complete their employment training. The base has an Australian Rules football team competing in the Southern Football League, as well as a hockey club competing in the Hockey Victoria competition. Golfers play at the Cerberus (HMAS Cerberus) Golf Club on Stony Point Road.

**HMAS Cerberus** is the name given to a number of Royal Australian Navy ships and shore establishments, after the mythological Cerberus (a three headed dog).

**HMAS Cerberus** was a breastwork monitor that was transferred from the Victorian Naval Forces to the Commonwealth Naval Forces in 1901 and the Royal Australian Navy in 1911. She was renamed **HMAS Platypus II** in 1921 and disposed of in 1924.

**HMAS Cerberus** (naval base) is the former **Flinders Naval Depot** which was renamed **HMAS Cerberus** in 1921 and is the Royal Australian Navy's primary training establishment, located at Crib Point on the Mornington Peninsula, south of Melbourne, Victoria.

The **Cerberus** name was also given to a number of subsidiary depots and auxiliary vessels. These units were identified with Roman numerals.

**HMAS Cerberus (II)** was the gunboat **HMAS Protector**, renamed on 1 April 1921 as **Cerberus (II)** until reverting to **Protector** in 1924

**HMAS Cerberus (III)**, the Naval Reserve Depot at Port Melbourne, was commissioned as **HMAS Lonsdale** on 1 August 1940

**HMAS Cerberus (III)** was the tug **Kooronga**

**HMAS Cerberus (IV)** was the tug **TB 10**

**HMAS Cerberus (V)**, the Naval Reserve Depot at Freemantle, was commissioned **HMAS Leeuwin** on 1 August 1940

**HMAS Cerberus (V)** was the tug **TB 1536 Dooen** transferred from the Australian Army in 1958

**HMAS Cerberus (VI)** was the naval depot in Hobart; later renamed **HMAS Derwent**, then **HMAS Huon**

**At Left::**

Recruits Gunnery Training during World War II.

**At Right:**

St Mark's chapel houses retired King's/Queen's colours flags of George V, George VI, and Elizabeth II.





Continued from Page 1:



Flags Fly Over the Cenotaph



Michael Pucci MP Member for Logan  
Lays a Wreath



Mr Bill Gould Rings the Bell



Past & Present Merchant Mariners

Photos By: Glen Barton & The Editor

## **NGVR & PNGVR COMMEMORATION SERVICE**

Several Members of the Sub-Section and the Greenbank RSL Sub-Branch attended the New Guinea and Papua New Guinea Volunteer Rifles Commemoration of The Battle of Bitia Paka, 11th September 1914 and The Loss of HMAS AE 1, 14 September 1914 at the NGVR & PNGVR Military Museum Wacol on Saturday 6 September. At 1000, the combined guard comprising of 219 Squadron of Australian Air Force Cadets, the Albert Battery Qld Volunteer Artillery and the Logan City Community Cadets gave the General Salute as the Queensland Governor, His Excellency Paul de Jersey AO arrived. The RAAF Band played the Australian National Anthem and the President of the NGVR & PNGVR Association, Phil Ainsworth, gave the welcoming address. The Governor addressed the assembly and the Patron of the NGVR & PNGVR Association, Major General John Pearn AO, RFD then spoke on the Battle of Bitia Paka and the Loss of the Australian Submarine AE 1. A flyover by aircraft of the Queensland Aero Club took place followed by the Governor unveiling the Memorial Plaque. Various VIP's then laid wreaths and John Holland, Curator of the Museum and organiser of the day's event, then recited the Ode followed by sounding of the Last Post, Reveille and a minutes silence was observed. The Albert Battery Qld Volunteer Artillery then fired a fusillade which signaled the ending of the service. VIP's then had morning tea before visiting the museum. The museum was then open for attendees and the band played period tunes whilst other activities such as sausage sizzle, Asian food stall, coffee van, light ale bar, viewing of Queensland Fire Service Appliances, face painting for the children and other various exhibitions were on display. The weather was perfect for the large number of attendees. John Holland can be proud of his efforts for a most enjoyable day. Thanks also go to Greenbank RSL for supplying the bus for our transport and Mike who got us there and back safely. Although, we did find out that Boundary Road does not go right through, but just as well we did, as three other car loads also made the same mistake and ended up having to following us to get to the Museum.

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John Holland Curator &amp; Organiser



The Plaque



NGVR President, The Patron and The Governor



NGVR/PNGVR Banner



Museum Model With Operations Area Map



A Museum Display Case



Fusillade by the Albert Battery



HMAS Sydney (II) / SMS Emden Display



The Old Instructs the New



The Governor Unveils the Plaque



The Governor Addresses the Attendees



Paul, Mike &amp; Keith in the Museum