



Grey Funnel Line



OFFICIAL NEWSLETTER OF THE HMAS SYDNEY ASSOCIATION (VIC INC)



EDITORIAL

NEW EDITION #1. Therefore, welcome back to a different version of the 'Grey Funnel Line'. After twenty seven years the old version had to be retired. Most of you will have noticed that time has caught up with what, for many years, was considered an impressive product, or so I was told.

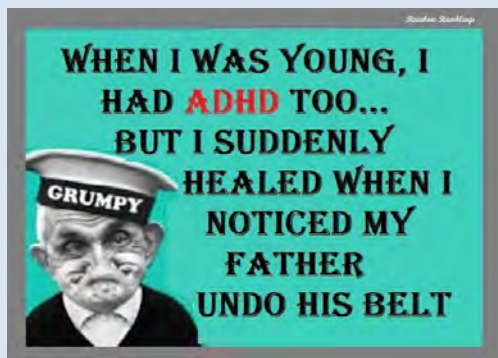
Time to put on a new frock and stockings and move into the 21st Century. Our newsletter is one of the last to have been produced in hardcopy, we have been dragged into the 2020's with a clear view of producing our 'peu de chose' in digital, as well as hardcopy format. Hardcopy for those few of us who do not have computer access along with an email address. Therefore, when you receive this, your hardcopy, you are asked to provide us with your email address, if you have not done so already.

No longer will there be a 60 to 68 page creation. We will be downsizing to somewhere around a 12 to 16 A4 size publication, with hopefully a revitalised layout, part of which is a new masthead. The five HMAS Sydneys take centre stage, as is the case for our website but we have retained our 'Grey Funnel Line' designation. And for those who are receiving a regular hardcopy product you will only receive it in greyscale, as for those with an email address the circular will have a soft green backdrop and in some cases coloured photographs.

Lastly, to keep this editorial succinct and brief, please take onboard the following paragraph. Our committee has and not for the first time, come to realise that our membership has suffered sorely from the lack of the production of an association's newsletter. As I stated at the AGM, it is not you, our member's fault for not having renewed your membership, it is our responsibility to keep you with us for as long as you want to be.

Having put my mea culpa out there for you all to adjudge, I must now stress that for the first and last time the 'Dreaded Red Dot' is going to appear in this digital issue. Please, understand that if you know that you are one of our current 45 paid up members, the red dot is only meant to appeal to the other 157 unpaid colleagues to consider staying with us for another stretch.

More about membership, the 'Dreaded Red Dot' and how you can forward your dues to the HMAS Sydney Association (Vic Inc) further in this issue.



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A NAVY LIFE

I often wonder why I came
To be so long at sea
At the tender age of sixteen
I joined the Royal Australian Navy

From the train ride across the
Nullarbor
And the coach trip to the base
As I passed through the gates of
Leeuwin

A far different life I was to face

Our Divisional Chief met us
Buck Rodgers as he was known
Told us things would really change Now
that we'd left home

Throughout the year he screamed,
Bellowed and called us stupid
But when passed out one year later
He proudly led us as a unit

Since those days, the years have gone
We have drafted from ships to bases
Most of us have been in wars
Conflicts and foreign places

There's nothing left but civvy street
now
Of boring jobs and every day faces
But our memory will often slip back
To a life that was the greatest



HMAS SYDNEY 5

During a lifetime of seventy two years, like most of you who are ex RAN sailors, I guess, so far as the story goes, we have done it all! Well, almost all, the last undertaking must be 'Crossing the Bar' and joining a new crew of old shipmates who have gone on before. But let's not get too morose because this little piece is about our latest of five ships to bear the name HMAS Sydney, number 5, or to be more precise Pennant no. DDG42.

There I was, not on my own but with several other shipmates who had travelled to South Australia to be present for the launching of Nu-ship Sydney, Saturday May 19th 2018. She was built at ASC's shipyard in Osborne, South Australia and was the last of the three Hobart-class Air Warfare Destroyers. Apart from myself, Mark Kinder, former member of the white mafia, and WO Marty Grogan there were many luminaries present, none more important than Lieutenant Commander Kenneth Brown RAN (Retd). Ken 'Crossed the Bar' in Berrigan, NSW on the 26th May 2020, aged 98. He joined HMAS Sydney 2, 29th September 1938 until 18th May 1939. He was a life member of our Association, the last of our HMAS Sydney 2 crew.

DDG 42 was commissioned on the 18th May 2020 in a ceremony conducted off the coast of New South Wales, this was as a result of the Covid pandemic. The first Commanding Officer would be Commander Edward Seymour and the ceremony was conducted in the presence of CN Vice Admiral Michael Noonan who told the crew that Sydney's history was one of legendary status and provided them with a legacy, which would demand honour and a great responsibility in the life of this new ship. This was also the first time since World War 2 that a ship had been commissioned at sea.

The HMAS Sydney Association (Vic Inc) intends to follow the future life span and history of this ship at every opportunity and would be pleased and proud to be allowed to print any article sent from the ship, for our readership. The Association understands that any such documents will obviously require prior authorisation from the Commanding Officer. The editor looks forward to the first of our electronic versions of the newsletter being available via the Royal Australian Navy's intranet in the near future.

I AM BACK

If you have a RED DOT in this
issue, it means that you owe us
some

Oxford Scholars for

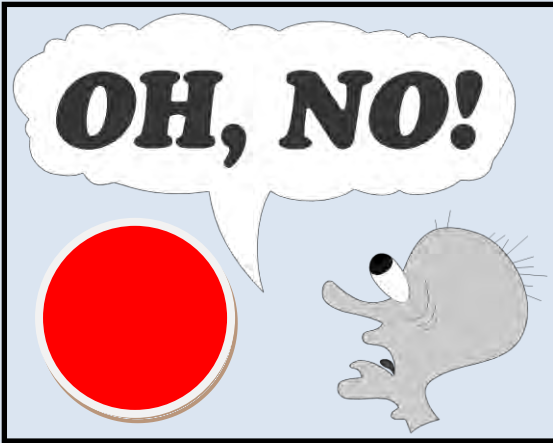
2022 - 2023

Remember we operate our
membership dues from the
beginning of the fiscal year

July to June

DUES - \$25.00

You will come across a RED DOT in this edition even if you have already paid your dues, however for those of you that have not paid, please do so now!



Membership Coordinator: We all know who that is! Hello David 'Speed' Dwyer; well crew he wants you to know that the current membership numbers need improving. Why? Because Covid and there being no GFL in the past 18 months has meant that some of you may have forgotten about us. Please, if you have not sent in your dues consider returning to the fold and sending us your \$25.00 and keep us active as a ship's association in Victoria and Australia. We do miss you!

NOTE: THE DOT.

IT IS A REMINDER

PRESIDENT'S REPORT

CHRIS THOMPSON NOVEMBER 2022

It is certainly a great relief to finally be in a position to be able to have a newsletter either posted out or available on line, and let you know principally what has been happening with your Association since our last communication to the members.

Primarily as we emerge from the era we have all been through, we have still been operating in a somewhat curtailed fashion, where we find that even now we may still have to cancel a meeting or function at the very last minute, a very interesting state of affairs, which we certainly could do without. My thanks at this stage, should certainly go to our Secretary and the rest of our dedicated Committee, who were re-elected at our AGM on Sunday, 24th July. You will find we are all listed on our home page, together with our contacts should you need to get in touch for any reason whatsoever.

Very briefly, we have where able, attended functions and meetings and looking back on my diary, I find that we have made presentation to Shipp Divisions passing out parades at HMAS Cerberus on three separate occasions so far this year, with another one due on the 27th of this month. We have also attended commemorative ceremonies for HMAS Vampire and of course HMAS Sydney at the Shrine, to commemorate the 80th anniversaries of their loss, and of course the announcement on the 19th of last year of the identity of the sailor who survived the Sydney/Kormoran action and was buried on Christmas Island three months after the sinking, as Able Seaman Thomas Welsby Clark. My thanks must go to all who attended that service, especially our Patron who gave the main address, a very moving ceremony. I would also thank one of our past Presidents, Marty Grogan, who attended the dedication ceremony in Western Australia on our behalf. We will of course be attending the Shrine again this year on the 19th of November, for Sydney's 81 Commemorative Ceremony, it would be great to catch up afterwards if possible, so please attend if you can. We were lucky to also have our annual Vietnam Memorial Service and Luncheon on Sunday, the 5th of June, which was also well attended by our South Vietnamese colleagues, a great function which was very well catered for, and the raffles were ably conducted by our Secretary, well done Speed, a great day had by all.

I think in this day and age everyone would appreciate that we are now getting into a position where almost everyone has an email address, and is able to go on line and read a newsletter where possible. I attach a report I directed to the Committee for a zoom meeting we had recently, which deals with these concepts –

"I have in the last couple of months been receiving a newsletter from the Naval Vic Network, as I guess some of you have also been reading. I will enclose the latest copy out just in case you haven't had a chance to look at it yet. The contacts are listed below - Your March edition of BROADSIDE is now available to read at: <https://navyvics.net/broadside/march2022broadside.html>

or, you can download the .pdf file: <https://navyvic.net/broadside/march2022broadside.pdf>

I have enclosed this info for an obvious reason. I think we would all agree that our communication to our members has been virtually non-existent. Please accept that I say that without casting any kind of blame on anyone concerned. I remember turning out the first copies of the "Grey Funnel Line" when I lived in Endeavour Hills, and I know the time and energy it took to turn out the 14 or 16 pages per copy in those days, let alone turn out the much larger editions as they are now.

I draw your attention to the speech I gave at the AGM and my feelings on the members giving us permission for our Association name change. In my view the name change can only be successful if we reach out to younger members of the "Sydney" family, if not why did we change it at all, it can die with our generation!

"As I attend ceremonies connected with our Association or the RSL, I am amazed at the number of sailors or ex sailors who have served on the later Sydney's and are therefore eligible to join our association. There were two present at the Shrine for the 80th anniversary, and they seem keen to assist where possible. I am, like the editor of the grey funnel line, very keen to reach out primarily through all available avenues that the internet affords, to at least give those that may be eligible to join an option to do so where possible. We as primarily Vietnam Veterans cannot carry the ball much longer, as age is already overtaking many of us, and we owe our association membership the chance to be refreshed with younger members, who will ensure that we as an association will attend the 90th and 100th anniversaries of the loss of Sydney 11."

I am fully aware that there will always be members who want a hard copy of our newsletter and I feel that the best way to do this would be to retain at least two copies of the Grey Funnel Line per year, one primarily before the AGM so David can get his message across on non financial members, and another later in the year. This way Dutchy can have a breather, with only a couple of editions to look after.

If you have a look at the broadsides concept listed above, it only consists of approximately five pages of info, and Lozza tells me that would be a soda to have on our home page and direct our members to read or download bi monthly. The members who don't have the expertise we can pick up by a normal mail out where necessary."

On closing this report to the members, I feel that our communication to our membership does badly need an update, and I hope that the majority of you see the option enclosed as a viable alternative. If, as stated above, you are unable to gain access to a newsletter online, I am sure we can still post out where possible.

Kind regards,

Chris Thompson
President
HMAS Sydney Association (Vic)

FAMOUS PHRASES & SAYINGS FOR EDUMACATION

A little bird told me that a little knowledge is a dangerous thing and a little of what you fancy does you good, which I believe is a no brainer but then I forgot that I had a few skeletons in my closet, one of which is my wife, but age cannot wither her, nor custom stale her infinite variety, but as we know, all things must pass and she did, she is now dead as a door nail, and as good luck would have it I met a blond bombshell, however the course of true love never did run smooth and having cut of my nose to spite my face, I now find myself in the closet with my wife.

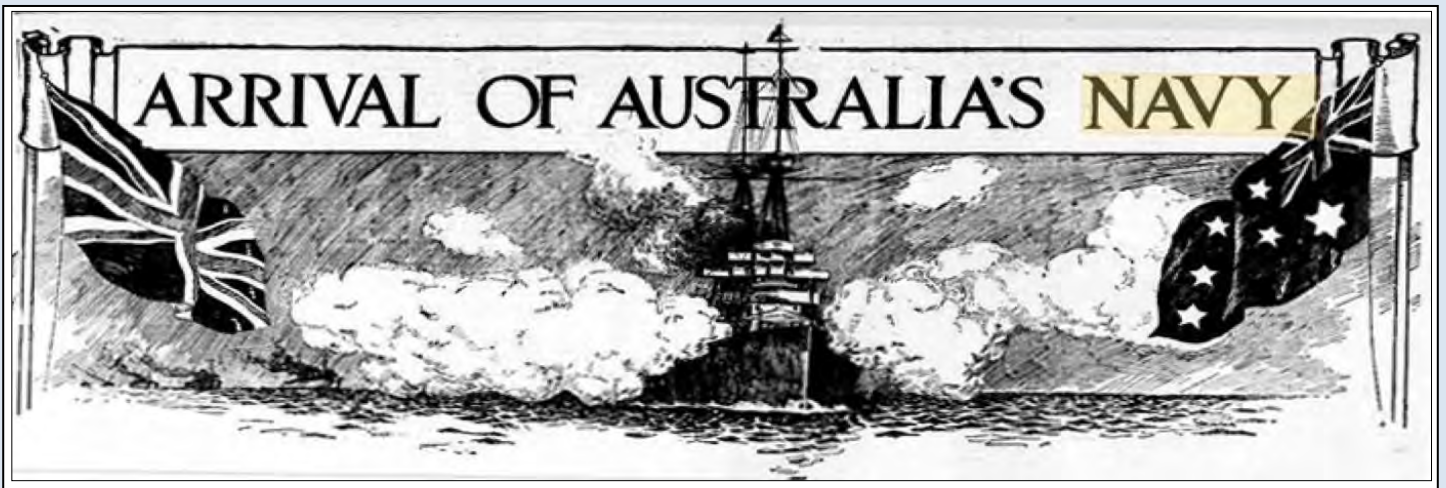
THE SYDNEY CHRONICALS

HMAS SYDNEY 1

The first HMAS *Sydney*, commissioned at Portsmouth on 26 June 1913, left there a month later and arrived at the Australia Station (of the Royal Navy) in Albany, Western Australia, in September 1913.

It may come as no surprise that there is more to the story of HMAS Sydney 1 than having been responsible for running to ground and totally wrecking the '*Swan of the East*' SMS Emden. We are all knowledgeable of the fact that HMAS is a contraction of '*His Majesty's Australian Ship*', but who knows what the contraction SMS stands for? Let us begin with informing the reader that you should be educated in the Germanic Language. SMS is the contraction for '*Seiner Majestät Schiff*', anglicised it is '*His Majesty's Ship*', referring to Germany's Kaiser. However, we are not here to educate you in learning to speak German.

The arrival in Australia of the Australian Fleet in 1913 was no small event and HMAS Sydney was part of this glorious occasion, the protection of the Island Continent Australia was as important as the arrival of the First Fleet. By the 04th October 1913 Sydney Harbour or to be precise Port Jackson Bay, consisting of the waters of Sydney Harbour, Middle Harbour, North Harbour and the Lane Cove and Parramatta Rivers, was well established and able to receive the fleet upon its arrival 04th October 1913. The arrival of this spectacle had the foreshores along the harbour lined with people cheering and clapping, many bursting with pride for our newly established trust to be able to look after ourselves. And it would not be long before world events would involve our fledgling navy and HMAS Sydney in protecting the English sea lanes and her colonial interests.



August 04, 1914 would see Australia take up England's offer to join her in taking up arms against Kaiser Bill and a detente of similarly minded belligerents. Australia's Naval Fleet was less than one year old and would soon be facing its baptism of fire.

Formal control of these units passed to the Commonwealth Naval Board. Thus, direct Imperial control came to a conclusion. During the same period the Royal Australian Naval College for the training of officers was opened at Geelong, Victoria. This facility was subsequently moved to Jervis Bay in 1915.

At the outbreak of hostilities in 1914, the Australian Fleet comprised a battle cruiser, six light cruisers, six destroyers, two submarines and numerous support and ancillary craft. The ships and men of the RAN operated as an integral part of the Royal Navy and served in all operational areas. The total number of personnel serving in the Permanent Naval Forces at the outbreak of hostilities was 3800 all ranks. At the close of hostilities, 5263 personnel were serving. The Reserves provided a

further 76 officers and 2380 for home service, and 51 officers and 1775 ratings (sailors) for service overseas.

We have to accept that if we were to study that period of time between the arrival of the fleet and its first involvement in that confrontation, which became known as World War 1, the phrase coined well after August 04th, 1914 then we need to acknowledge that the professionalism of the Royal Australian Navy, in such a short period of time, was indeed commendable, if not, astonishing in its ability to take on the role of protecting Australian and English interest in the Pacific and Indian oceans.

The first HMAS Sydney.

Commissioned at Portsmouth on 26 June 1913, the ship left there a month later and arrived at the Australia Station (of the Royal Navy) in Albany, Western Australia, in September 1913. It was shortly thereafter that the Australia would answer the call and follow Mother England in stopping Germany from taking control of Europe, time July 28th, 1914. This was to be the commencement of World War 1.



Since taking on the role of producing this newsletter 'The Grey Funnel Line', some 26 years ago, our editor has produced many topics on HMAS Sydney 1, including a serialised diary account of the Emden engagement, provided by a former Frankston sailor who had been drafted to the *Sydney*, as a writer. In this edition of the GFL we want to provide an overall view of Sydney's involvement during WW1 and the RAN's other participants.

So how did Australia get involved? Before World War I, Germany controlled several territories in the south-west Pacific. The British Government tasked Australia in taking control of the German territories in New Guinea and New Zealand was to take over German Samoa. New Guinea fell after a small fight between the Australians and a mixed force of German and local troops at the Battle of Bitia Paka on 11 September 1914, while New Zealand took possession of German Samoa, without a fight.

How did Australia achieve her mission? At the outbreak of war, with England declaring war on

Germany August 01st, 1914, the Royal Australian Navy (RAN) had a permanent force of about 3800 sailors of which about 850 were on loan from the British Royal Navy (RN). Australia also had a part time Royal Australian Naval Reserves (RANR) providing another 1646 men.

The RAN fleet mainly comprised: HMAS Australia (battle-cruiser); HMA Ships Melbourne, Sydney and Encounter, all three light cruisers; HMAS Pioneer (small cruiser); HMA Ships Parramatta, Yarra and Warrego (destroyers), and HMA Submarines AE1 and AE2.

At the outbreak of war, Germany controlled a number of territories in the South-West Pacific, they were the Bismarck Archipelago, Bougainville, New Guinea, the Mariana, Caroline and Marshall islands of Micronesia, Nauru, Samoa (western half) and Solomon Islands (northern half). Of strategic importance for each location were radio stations allowing for Wireless communications, keeping in contact with the fatherland Germany and its Pacific Fleet. The British War Office needed to prevent the German Imperial Navy's East Asiatic Squadron, stationed in Tsingtao, China from having access to regional German facilities. Access which was providing intelligence, communications and logistical support to the German squadron.

The British Government tasked:

Australia was to take over the German territories in New Guinea, led by British Admiral Sir George Patey, on loan from the Royal Navy, becoming the first Commander of His Majesty's Australian Fleet. Australia captured Nauru and New Guinea in September 1914. The taking of German Samoa and New Guinea was Australia's first coalition operation in company with: HMAS Melbourne, HM Ships Philomel, Psyche and Pyramus and French cruiser Montcalm.



HMAS Berrima carrying the AN&MEF personnel towards New Guinea.

HMAS Sydney's involvement commenced with the escort of HMAS Berrima, later decommissioned becoming HMA Berrima, carrying the Australian Naval and Military Expeditionary Force (AN&MEF) consisting of an Infantry Battalion with eight companies of infantry and ancillary soldiers, fresh recruits from New South Wales, a Naval Brigade with six companies of the naval reserves, consisting of 500 naval reservists and time-expired Royal Navy seamen from New South Wales, Queensland, South Australia and Victoria. HMAS Sydney met the Berrima off Sandy Cape on 22 August and

temporarily handing over her escort duties to HMAS Encounter and then taking back her escort role, laying off Palm Island under orders from Patey.

On September 07th, 1914 a convoy sailed to meet Patey's flagship, HMAS Australia, at Rossel Island, about 800km south of New Guinea. The convoy included: HMA Ships Sydney, Encounter, Parramatta, Warrego, Yarra, HMA Submarines AE1 and AE2, the Berrima (troopship), Aorangi (supply ship), Murex (oiler) and Koolonga (collier). At Rossel Island, Patey met with Captains Glossop, Commander Stevenson and Commander Cumberlege to prepare plans for an attack.

Naval operations at New Guinea went according to plan with the RAN destroyers entering Blanche Bay on September 11, while HMAS Sydney guarded the entrance. The commanders planned for the possibility that the German squadron was lying in wait, but there was no sign of the enemy. The initial landings in Australia's first joint force operation took place at dawn and the first Australian to fall was Able Seaman William Williams. The AN&MEF raised the Union Jack at Rabaul in a ceremony at 3:00pm on 13 September and within a few weeks, most of the German territories in the area had been occupied but this success was marred by the mysterious loss of HMA Submarine AE1 on 14 September, the first RAN unit to be lost in wartime. The wreck of AE1 was located over 100 years later in December 2017.

(To be continued)

Speed talk & RAN Slang 2021

The First Edition....

Started like this, "November 23rd, 1963 - President Kennedy Assassinated".

The Second Edition will start like this!

Speed Talk & 1964 RAN Slang My first Sea posting.

Second Edition from Feb 1964.



Mid Feb 1964, Vendetta Day 1:

Drove through the gate into Williamstown Naval Dockyard, up to the wharf and there she was the six-year-old HMAS Vendetta, looking sleek and dangerous, it was to be our home for the next 10 months.

The wharf, was covered with a large amount of equipment, stores, dumpsters and other piles of who knows what, and *Dockyard matey's* and Stokers everywhere. They were bringing bags and loose asbestos sheeting up from below and dumping it into dump-masters on the wharf. We later found out that it was the old lagging from the Boiler Room.

Picked up our Kit Bags and made our way to the ship's side. A Leading Seaman, the Coxswain's Writer and Mailman, came off the ship to bring us onboard and issue each of us with the relevant watch system and short leave card, all this as we filed onboard and which we were to fill in and hand back to the leading Coxswain.

We could see a number of Ords from the previous intake going about their duties while they gave us the thumbs up or a wink. Along with our little group there were now 76 Ords drafted to the ship as part of the ships company.

We were taken to 3CZ, our Mess below decks and assigned a locker and bunk. Then down to the loan bedding store and issued 2 x Blankets, 2 x sheets, 2 x pillow cases, 1 x counterpane Blue Navy design, 1 x small pillow & 1 x Vendetta Tally Band.

Not finished yet we were called up to the Café to fill out NOK cards and the short leave cards, which was handed back to us.

Next came an address from the CPO Coxswain 'Cocky' Roach, my former Recruit School Instructor, and POPTI Frank E Round, followed by our part of ship Petty Officers. My part of ship was to be the Forecastle and Petty Officer 'Mad Dog' Mills and Leading Seaman 'Shiner' Wright. A number of us

were told we would be going back to CERBERUS as from the following Monday week and start a three-week PWT course.

Still not finished with us we were shown our Action Station, which for me was to be 5L in X Turret Gun Bay.

HMAS Vendetta



Finally we were able to Sit down in the café for Scrán, or lunch, for the uninitiated which I expect will only be one or two of you. After lunch CPO Cook Alby Burrridge addressed all of the Ord Cooks from both intakes, telling us we all would get at least 3 months working in the Galleys and would be required to sit and pass two written exams, they were a Cooks exam and Ships husbandry. All this during our last fortnight in December. Having completed these tasks we would be sent on Christmas leave and posted to Cerberus, to arrive at the beginning of the third week of Jan 1965 for our 12 Week Cook's Course. Failing either exam and you stay onboard and resit the exam/s a week later.

The CPO Cook had a few words to the Ord Cooks and then addressing me said, "Dwyer you will be going into a watch as soon as you change, you are in AB Cook Jimmy Lynch's watch". The Chief Cook, informed Jimmy Lynch that as we were Second Duty watch, we would have to peel the Spuds, 2 x 100 lb bags or should I say, I would have to peel the spuds. To me it seemed that it would not take too long as I had noticed, when entering Williamstown Dockyard, a Spud Peeler below the Port Break. Funny enough though I wondered why the third and duty watch Cooks were smirking.

To my horror I found the Spud Machine in pieces, as it had a fractured emery wheel which was in the Dockyard workshop being welded and had been there for the last three weeks. And as any sailor, who has been in a ship during a dockyard refit knows, the dockyard Maties never worked at a rate of knots.

I was provided with a sharpened table knife from the café, no paring knives in those days, and started at 08:30 hours, 1 hour for lunch, finishing at 16:00 hours, just about the time that the table knife had become next to useless. I had finished the last potato at 13:00 hours but the Chief Cook poked his head around the hatch and told me, "Peel the peelings they are too thick", hence the 16:00 finish. You can ask Allen 'Bloody' Woodyard, Ord Cook, Fleet legend, just ask him, about it. I Cleaned up and returned to the Galley to get ready to help serve Scrán.

The Nick Name:

In the Galley amidst a lot of mirth, 'Woody' called me 'Speedy' Dwyer and it has stuck to this day, eventually shortened to 'Speed'. My younger Brother later joined up and as an AB Cook he was

called 'Little Speed'. We were given a **13:00 leave boat** to start weekend leave on the Friday and the local bus stopped at the top of my street.

Week 4:

Up at 06:00, breakfast and the bus picked us up at 07:30, arriving Cerberus 09:30 and immediately billeted in A Block, as a side issue it had a very interesting fire escape. Marched to the Gunnery School, to be given our short leave cards and the start of lectures, Monday to Friday. Scrans were at the Main Galley and we thought we were Kings of the Road, as we wore our Vendetta Tally bands, noticing of course the admiring looks from the Recruits who crossed our path. To call us **strops** would be a correct description.

We were to be given short leave on Friday and I caught the leave train to Swanston Street and then onto a tram. I was still too young to go to the pub for a beer but with my father taking me in tow I went along and met his apprentices. There were pats on the back from his tradie mates and the apprentices, who were all 4th year. I felt 7 feet tall and bullet proof.

Mum told dad she wanted to travel to GI with my youngest brother, 4 years old, when the time came to be sailing up top, she wanted to farewell me and mum being the Commander Home Fleet, got her way without argument. But that would come later.

Week 5 & 6:

Second Monday was the start of 2 days of drill on the 4.5 turret which was opposite the **L School**. Early Wednesday, to Westhead for a 'bang', 'bang' shoot, which consisted of 4.5, 40/60, AA & surface firing, lunch and then overnight in West Head Block, with more 'bang', 'bang' shoots, the following day. The next day after the shoot, it was back to West Head café for lunch and then bussed to Cerberus. Weekend leave, train again, then back to Cerberus again for the last two days of lectures at the Gunnery School. Handed in our short leave cards Wednesday afternoon and then a bus back to Vendetta. There was part of ship painting, etc., then more weekend leave and again the bus home from Williamstown, a 25-minute journey home.

Week 7:

Can only be described as frenetic as the ship was squared away for sea, all the major work seemed to have been completed. In and out of the Galley for ship familiarisation, I felt guilty leaving Jimmy Lynch by himself in the Galley, whenever I was called out. Onboard the ship there were very few dockyard maties working at this time, with several finishing off small jobs. Later I was told the hurry, hurry, was because HMAS Melbourne was soon to leave dry-dock in Sydney, having had a new bow fitted due to the collision with HMAS Voyager and we would be working with her off JB.

The SE Leader showed us our individual leaving ship stations, then explained the leaving ship stations watch bill, spoke at length on how to launch the 20 Man Life Raft and pointed out its contents, consisting of water, glucose lollies, tins of Navy Cut cigarettes, etc. He went on to demonstrate the correct way to use the lifebelt and when to inflate it in the water, then physically showed us the locations of all of the escape hatches and where the life belts were stowed and finally how to work the newly fitted fold in arms on the escape hatches.

Finally we were introduced to our **sea daddies** who would assist us with anything in their area we did not understand.

Week 8 Sailing Tuesday:

06:00 hours, wakey, wakey.

Bloody Cooks: breakfast 06:00 - 08:30 hours, scrambled eggs and greasy bacon slices for breakfast, with the Cooks telling us, "You young fellas can go around the buoy as many times as you wish. Too many Ords did just that. Cast off and sailed for JB at about 09:30 hours. The Ship hit heavy swells as we left Williamstown and heavy seas outside of Port Phillip Bay. In the galley passageway

a smelly mess greeted us because parts of the breakfast consisting of scrambled eggs and bacon was all over the deck with trails leading to the heads. Many young Ordinary Seaman were very seasick and obviously no longer felt bullet proof and seven foot tall, more like 2 foot tall, bent over the pan and very green. Big smirks from the Cooks.

Friday:

Arrived and anchored JB, more drills.

Sunday:

Sailed for Sydney with heavy swells and more seasick Ords. There were Work up drills all the way to JB.

Tuesday 07:00 hours:

Entered Port Jackson and pulled into Chowder Bay to refuel. At 11:00, sailed to berth alongside GI.

Friday:

At 16:30 Off duty, Ords fell in for inspection by the OOD and at 17:00 Gangway open, to let us loose on short leave to Kings Cross. Several of the Sydney natives had a phoo, phoo shower before stepping ashore. Foxy Hammond, my Sea daddy, a pre-WWII three badged AB, advised me to have scrum before stepping ashore because the food prices in the Cross were steep.

'Foxy', AB Duffner and AB Toby Willisroft, all pre-war three Badge men always stepped together. I was invited to meet them at the Rockers pub for a beer. Toby pointed out I was still 17 and could not buy a drink, so instead I stepped off with Ord Cook Paul 'Shorty' Byden, a Sydney native who invited me home to Gympie for a meal with his family. Another Ord invited to attend a game of Rugby League on the Saturday, as he was a fanatical St George Dragons supporter. Boy, Oh boy, was that first visit to the Cross an experience.

Rugby League looked different in 1964, especially before the modern-day changes. At that time it seemed you knocked as many of the opposition to the ground as you could, then both sides would bend over, naturally opposing each other and form a tunnel, sticking their heads up a member of their own team's bum while feeding the ball into the tunnel. I noticed fists giving upper cuts, eye pokes and a quick boot into the shins, all while they were feeding the ball into the tunnel. At times they would stop for a punch on. This would probably explain why so many Sydney natives looked punch drunk. It was definitely not because of the Millers Beer. I don't mind the game these days, as Melbourne Storm keeps winning premierships and games, much to the fury of the Sydney RL fans.

Stored Ship, secured for sea, cast off and Vendetta followed Melbourne out of Port Jackson, arriving off JB the next day. Work ups and exercises started as soon as we left harbour. Two weeks of work up exercises. A little respite with some sports, an Australian Rules Football match ashore against the Officers College where we were thumped by 74 points, we won the hockey 2 - 1 and thumped in the soccer and RL.

Returned to Sydney, refuelled Chowder Bay and laid up alongside for a week and then off to more work up evolutions. The Fleet Assessment team came aboard from JB via boat, they were to be there for the two weeks. Gunnery practice, AA shoots, surface shoots and torpedo firing drills, along with leaving ship and ABCD exercises. The FA team left by boat, back to the college, at the end of 2 weeks.

Vendetta sailed back to Sydney, refuelled and laid up alongside, with crews from each department being detailed off to pull whalers for their branch against fleet units present at GI and this was for the title of 'Cock of the Fleet'. HMAS Anzac was the title holder and had been for about three years. Our crews did well, especially when the Seaman branch defeated HMAS Anzac's Seaman's Branch, all this in the last pull of the day and Vendetta was awarded the 'Cock of the Fleet'. This entitled the ship to have a metal cut-out Red Cockrell fitted on top of 'B' Turret. The ship also did very well on

the Fleet assessments, therefore a very happy CO A.A. Willis, and the XO LCDR Ralph. Early June 1964 we sailed for the FESR.

Speed Talk continues.

Part 2:

1964 RAN Slang:

Much of RAN Slang speech, was handed down from the Royal Navy. It was used somewhere in every sentence whilst onboard HMAS Vendetta.

Dockyard Matey:

Industrial Navy Dock yard worker. A pre-war three Badge man, was innocently asked by a very new Ord, "How many dockyard maties work here?" The three Badge man answered "About half".

Around the Buoy:

Seconds for a meal, this being a second serving of food.

Duffs:

Desserts, pre eminently the reason for going 'Around the Buoy'.

GI:

Gunnery Instructor who was usually the drill Instructor. A person set upon the earth to make the wayward sailor's life a misery, especially if he caught you not doubling around the parade ground. Also abbreviation for Garden Island, Fleet Base East, Sydney.

Work ups:

Training the ship's crew to function together as a team and to assess the ships operational battle efficiency/readiness.

3 Badge Man:

After each four years of good conduct a sailor was able to request to be awarded a stripe, worth 10c for each stripe. After twelve years you would have three stripes, and after fifteen years a LSGC (Naval) Medal (Long Service & Good Conduct (Naval) Medal).

JB:

Jervis Bay; Also, the location of HMAS Creswell, the Officers' Naval Training College and the fleet Gunnery Range on the opposite point.

Ords:

Ordinary Seaman.

PWT:

Pre-Weapons Training.

5L:

Sailor responsible for stacking ammunition shells into the gun-bay for the left barrel, then put onto the hoist for raising up to the gun house.

X Turret:

On Daring Class Destroyers it was a single twin mounted turret at the after end of the ship, A & B turrets were at the fore part of the ship.

SE:

Safety Equipment.

Watch:
Shift.

13:00 Boat:
Leave or Liberty boat.

Phoo, phoo, powder:
Talcum Powder, usually Johnson & Johnson Baby powder.

David 'Speed' Dwyer

Head Chef, Head Cabin Boy, Head HMAS Sydney Association Marketer, Head Everything.

COVID 2020 - 2021



Quarantine, Day 8:



Day 10...



IN JEST

POLITICIANS

A man in a hot air balloon realized he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am."

The woman below replied, "You're in a hot air balloon hovering approximately 30 feet above the ground. You're between 49 and 50 degrees north latitude and between 122 and 123 degrees west longitude."

"You must be an engineer," said the balloonist.

"I am," replied the woman, "how did you know?"

"Well," answered the balloonist, "everything you told me is technically correct, but I've no idea what to make of your information, and the fact is that I'm still lost. Frankly, you've not been much help at all. If anything, you've delayed my trip."

The woman below responded, "You must be a politician."

"I am," replied the balloonist, "but how did you know?"

"Well," said the woman, "you don't know where you are or where you're going. You have risen to where you are due to a large quantity of hot air. You made a promise, which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is, you are in the same position you were in before we met, but now, somehow, it's my fault."

PONDERISMS

I used to eat a lot of natural foods until I learned that most people die of natural causes.

Why do you have to "put your two cents in"... but it's only a "penny for your thoughts"? Where's that extra penny going?

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?



Name one measure which can be put into place to avoid a river flooding in times of excessive rainfall (e.g. the Murray)

Flooding in areas such as the Murray may be avoided by placing a number of big dames in the river.





This would not be a Chinese ship, now would it? Good thing we weren't testing our nuclear missiles or else! The **Kunlun Shan** is the lead ship of China's Type 071 amphibious transport dock Yuzhao class. The ship was laid down in the Hudong-Zhonghua Shipbuilding in Shanghai in June 2006 and was launched on 21 December 2006. After finishing trials the ship was commissioned to the South Sea Fleet on 30 November 2007, at Zhanjiang Naval Base. Its estimated production cost is USD300 million. The ship carries the name of the Kunlun Mountains. Now it must not be all bad because we did allow the vessel to visit Sydney, NSW, Australia in 2019. Oh, that's us. And yes, she did have some friends with her; as you would for a visit.



A Poem

Today's Rig

A group of sailors with a swagger proud
Walked by with a voice excited and loud
Straightway I noticed and thought how weird
I watched them as over the road they veered

The bell bottom trousers now plain and straight
The greatest uniform has met its fate
Changed by some bureaucrat without a clue
It wasn't the rig that we once knew

In days when it was compulsory to wear on leave
After inspection we'd step and a sigh we'd heave
If the Officer walked by without saying a word
We'd jump off that gangway and free as a bird

Our uniform was tailored not just baggy and draped
We would have our trousers pegged and shaped
Till we could afford a tiddly pair with flaps
Made by Red Anchor or Glendennings perhaps

A tid silk was a must all shiny and pressed
The uniform worn proudly the girls were impressed
A shark skin white front and a old salty collar
We'd be off to the pubs to spend a dollar

I now think to myself what a shame
That the uniform looks so boring and lame
I think I was there during better days
That's my opinion and that's where it stays

Colin James

R95577

Ex Scribe

Leeuwin, Sydney, Vampire, Cerberus, Sydney

And thoughts to Ponder

ED: One of the joys and pleasures of having been the editor of the GFL for so many years is that occasionally you receive participation from the crew.

One of those sailors in the early days was Colin James. I and David 'Speed' Dwyer recall those heady days, back when we were still creating history with the HMAS Sydney & VLSVA.

Colin James was always ready to help and participate. God Bless you, old mate!

As you the reader can see the sentiments expressed in verse, twenty and some more years ago, still mean so much to those who sailed the seven seas, flew across the blue heavens or trudged the soil of some foreign shore. Like Colin, God Bless you All.....

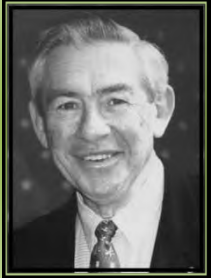
AND ANOTHER

NAM - THE LEGACY

It's a blurred picture how it came to be,
That we joined the forces both you and me,
It's now I reflect on where we have been,
The time, the adventure, and what we've seen,
I can't focus on the whole long story,
I can't separate the pain from the glory,
Am I supposed to be filled with a sort of pride,
Or were we only simply there for the ride,
As I sit here now reflecting on time,
And realizing today I've reached 59,
I have this crazy inner unsettled feeling,
I still can't sit, relax, my nerves are reeling,
Did we get damaged although no visible signs,
Or is all our damage within our minds,
Our mates are falling every day of each year,
We are all filled with some abnormal fear,
I remember Nam just a young 22,
My age and knowledge very similar to you,
On discussions with others who were by our
sides,
Their lives are ever changing tides,
Most tell of continued drama and family collapse,
Unable to settle in real life perhaps,
There's talk of gases and poisons they sprayed,
Some in the air and water, traces that strayed,
Everyone of you I speak to with illness the same,
You have to wonder who will take the blame,
It truly strikes in the world of Vietnam Vets,
Of how so many problems and so many regrets,
Sailors, the Pongos and Fly Boys too,
It isn't selective its all of you,
Why are our Buddies dying all so young,
The Legacy of NAM has begun.

By Writer Garry Cheney Vietnam 1965 and 1969

HAIL THE GANG



Patron CDRE Jim Dickson
AM MBE RAN Rtd.

COMMITTEE

Your current Committee for 2022 - 2023 was duly elected in July of 2022 with Commodore Jim Dickson AM MBE RAN Rtd. continuing to serve us well as Patron. Prior to the election, the President thanked outgoing Committee Member Garry 'Squizy' Taylor OAM for his long time service to the HMAS Sydney Association. With nominations equalling vacant positions the following took office, President Chris Thompson, Vice President Haydn Whitfield, Secretary David Dwyer OAM, Treasurer Steve Mika, Committee Lee Andrews and Willie Beattie. Chaplain Dennis McMillin and Research Officer Dr. John Carroll PhD EdD MAPsS.



President
Chris Thompson



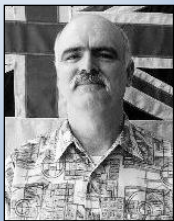
Vice President
Haydn 'Slim' Whitfield



Chaplain
Dennis McMillin

ELECTED

2022-2023



Secretary/Marketing
David 'Speed' Dwyer OAM



Treasurer
Steve Mika



Committee
Willie Beattie



Committee
Lee 'Dutch' Andrews



Research Officer
Dr. John Carroll PhD EdD